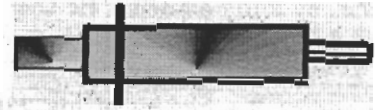


The Cleco



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Issue No. 9



The Leader In Recreational Aviation

The website changes frequently.
Have you checked it today?



President's Column:
Bob Belshe presiding.

Thanks to Fred Egli's willingness to ride along, I'm still able to fly occasionally. I finally got my annual signed off and actually flew my Lancair on Aug 31st. The papers have been filed and I'm hoping to hear good news about my medical from the FAA by the end of October. Thanks to all for your encouragement.

Young Eagles

This month's Young Eagle day should be even better than the last. Pat Peters has been working hard with Dennis Byron to organize an event to remember. Ground volunteers as well as pilots are needed, so if you really want to support this effort, give Pat a call and be there on Saturday, September 23. More details in Pat's news release on back page.

August Flyout

Sorry to say, no one wanted to go on a fly-out this month. I hope we can do better in September.

SFO Class B airspace changed

The safety seminar on August 22 announced major changes to the SFO class B area. The top has been raised to 10,000 feet and the notch in the class B as you

approach from the Livermore area has been eliminated. It becomes effective on September 7, the same day as the new charts become available.

Golden West Fly-In

Due to the publishing deadline, the Golden West Fly-In at the Sacramento Executive Airport had not yet taken place. Members of our chapter have given countless hours in organizing this event. Thanks to those who came and helped out. Those who volunteered received free admission for just a few hours of interesting work.

Inside this issue:

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- Page 2. Chapter officers' information & Editor's column, note from Ron
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- Page 5. email from Phil Jenkins, church humor
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Our meetings are open to the public. Everyone can consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, flyouts and just plain good old camaraderie.

Our normal meeting time is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

Year 2000/1 Meeting schedule:

September 27
October 25
Nov. 15 Due to Thanksgiving
**Dec. 16 Christmas Party @
The Greenery** in Walnut Creek.
The same place as last year.

Year 2001 Meeting schedule:

January 24
February 28
March 28
April 25
May 23
June 27

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Sport Aviation

You may have seen the picture in the paper of my friend and fellow Lancair flyer, Rusty Hamer, who landed on the back of a moving flat-bed truck. Here is the remarkable story as written by Rusty himself. He later wrote that the cause of the failure was a broken crankshaft.

It seems the picture of my 235 on the flat bed made it all over the country. The engine failed at about 200ft AGL. Yes, I do have Jim's angle of attack instrument but can't remember hearing it talking to me as I was on short final to the truck bed. It has given me critical warnings several other times over the last two years. The one time I looked at the airspeed I was close to the warning range. I was concentrating on finding an opening in traffic and may not remember hearing it. I didn't see the truck while on the short final since the nose was up with only T/O flaps, but I saw the vehicles that would be below me as I turned final. I was waiting till the oncoming lanes were clear of two semi's that were abreast to jog left. The total flight time was less than one minute - 1.2 miles from the GPS runway center after another 300 feet more of travel on the truck bed while it was stopping. I still don't know why the engine failed, the NTSB rep will come here Thursday and we'll investigate. My thought now is a failure in the magneto drive area, but it could be the fuel, carburetor, air inlet, or throttle linkage. I haven't decided if I'm going to reattach the tail and fix the cowl or move everything I can to a close to complete 320 airframe. There wasn't a scratch on the wings, top or bottom. *I was a very lucky fellow!*

And this note to the chapter from Ron Robinson after the death of his lovely wife Judy.

Dear Members of Chapter 393,

Thank you for the beautiful flower arrangement in Judy's memory and to all the members and friends who came to her memorial service. She was very fond of the many friends she made in chapter 393 and always looked forward to the Christmas Party and summer picnic and many fly-outs she was able to attend.

Judy was a special lady, a wonderful person and a loving wife and mother. We had 34 very good years together for which I am grateful. Kim and I miss her very much.

Fondly,
Ron Robinson

Other late news about Ron. He went into the hospital on August 18th for tests and was operated on, Sunday the 20th. He was released on the 27th and went back to work on the 30th. We wish him the best in his recovery. Even more so since he wouldn't stay home and rest up. [Duane, editor]



Editors Column by Duane Allen

This month's issue is being printed early as I will be in South Africa when it would normally be printed. So, my apologies to you if you sent something to be included after I printed it. If you were at the last meeting, then you know my printer is at my house in San Jose

and therefore printing is limited to weekday nights. I have been on vacation almost continuously since I returned from Puerto Rico, building fences at my weekend house in Pleasant Hill, as if it mattered to you.

The website is undergoing change again. So please stand by and it will be up and running again with a new look, soon I hope.

I didn't get much from the membership this month and I have been too busy to surf the aviation websites looking for things to print, so this is it for this month.

If I put up a website from Africa I will notify those who request to be notified of its url if you send me an email telling me you want to be included. From Puerto Rico, I just sent it to some whom I thought would be interested. The best address for me is c177av8r@pacbell.net.

As the editor of *THE CLECO*, I get newsletters from other chapters. I find some have reprinted some of the articles and aviation humor I have used here.

This last month I received some newsletters with articles I feel are worthy of sharing with 393 members, so in the October issue, expect to see some of their articles, unless our members send me too many to leave room for theirs.

I will be asking their permission to reprint, by email from Africa, which is somewhat different from their methods.

I don't expect do any flying in SA so fly some for me.

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MAINTAINING INSURANCE COVERAGE FOR YOUR PLANE

FOLLOWING MODIFICATIONS

[from Doug Page, former 393 NLE]

A year or so ago, an unfortunate Southern California home builder crashed his plane and caused some property damage. **Avemco** refused to cover the accident because the builder had made modifications to his plane and had not notified FAA about his modification.

EAA negotiated with FAA and obtained FAA Order 8130.2D that sets forth a procedure for flight testing and log entries by experimental builders so that they do not have to notify FAA even after major modifications.

This is very helpful because it is sometimes difficult to get a quick response from FAA about whether or not a further test period will be required. HOWEVER, most of us got our Airworthiness Certificates and Operating Limitations before the effective date of the new FAA Order.

EAA's Randy Hansen was active in obtaining the new Order and sent me an email saying that we each must send the following letter to our local FSDO to get a new Airworthiness Certificate:

Oakland Flight Standards District Office, FAA
8517 Earhart Road Suite 100
Oakland, CA 94621-4500

Dear Sir/Madam

Attached is a completed FAA Form 8130-6, Application for Airworthiness Certificate.

In accordance with FAA Order 8130.2D paragraph 26b(1)(d) and 26b(4), this application is being submitted to amend my current experimental operating limitations to match those published in FAA Order 8130.2D, paragraph 134 (dated 9/30/99), including the changes published in Change 1 to FAA Order 8130.2D (dated 2/15/00).

My aircraft, N _____, currently has _____ hours on it.

I have enclosed a copy of the current airworthiness certificate and operating limitations for my aircraft, N _____ for your reference use.

Sincerely,

Your signature block

Address

Phone Number

e-mail address

As you can see, you have to send FAA a copy of your present Airworthiness Certificate and Operating Limitations and you have to get FAA form 8130-6 and fill it out.

You can get a copy of Order 8130.2D and the form by downloading at the following address:

<http://av-info.faa.gov/dst/amateur>

Once your new Airworthiness Certificate and Operating Limitations are back in your hands, you can then, according to Randy Hansen, make major modifications to your plane without notifying FAA, **PROVIDING** that you comply with the following steps:

1. **Notify Avemco** (or your insurance carrier) of the modifications.
2. **Make a log entry** giving details about the modification.
3. **Fly 5 hours** in a test flight program as required by FAA.

Order 8130.2D can be downloaded from:

<http://av-info.faa.gov/dst/amateur/ac90-89a.pdf> to re-establish Vx, Vy, and Vso.

[It is almost 800 Kilo Bytes so be patient, ed]

4. **Record completion of the test flight in the aircraft logbook.**

(By the way you can download any FAR you want at:
http://www.faa.gov/avr/AFS/FARS/far_idx.htm)

[In his email to me, he says he misses us. We miss him too. Come visit us Doug. Duane, the new NLE].

Subject: Homebuilders announcements

Date: Thu, 31 Aug 2000 05:17:50 -0500

From: "Ted Fontelieu" <buildaplane@home.com>

To: <rab22@bigfoot.com>

Greetings from Mesquite, Texas!

I am writing you today because the EAA website has you listed as the contact for your chapter, and I would like to introduce myself to all of the EAA chapters. My name is Ted Fontelieu, I am a pilot, a homebuilder and am on the board of Chapter 168. I also run a supply company for homebuilt aircraft called Sirius Aviation.

My company offers a full line of raw material for homebuilt aircraft, as well as a growing list of kits and subassemblies. Our original product was the finest aircraft grade spruce available. One customer wrote saying "This wood is so nice it's a shame to have to cover it!" We have since added plywood, aluminum and steel sheet and tube, AN hardware and fittings, covering material, propellers, plans, and now the subassemblies. We are regularly adding to our list of products, and supported designs.

I would like to ask your help in the following ways:

- If your chapter has, or is contemplating, a website we would appreciate being added to your list of links.

- We plan to make periodic announcements, like special EAA only deals, that will be distributed via e-mail. I would like to include your chapter in our distribution list, and ask to have the announcements read at your meetings and/or included in your chapter newsletter.

- And finally, if you or your chapter members have any suggestions on ways we can better serve your needs, we welcome the feedback.

Thank you in advance for your help,

Sincerely,

Ted Fontelieu

<http://sirius-aviation.com>

From the 'Cardinal Flyers Online' Digest
<http://cardinalflyers.com/>

From: "bob" <resccsna@homic.com>
Subject: A SAFETY ISSUE IN GENERAL AVIATION

You have received this e-mail because you have been identified as someone who is involved with or interested in general aviation safety.

A US National Transportation Safety Board (NTSB) report on general aviation statistics* indicates that 5,670 accidents involving general aviation aircraft occurred over the years 1997 through 1999. Fatalities occurred in 1,060 of these accidents, killing 1,894 people. The number of fatalities could have been 1,895 for this report period had I not survived four separate emergency landings, which included total engine failure on three occasions.

What I, Robert E. Scovill, Jr., have discovered, through extensive research and FAA-supervised testing, is truly life saving information. I have informally shared these findings with many pilots and aircraft owners, as well as FAA officials and others over the last several months and the response and support have been overwhelming.

In order to facilitate the further dissemination and review of the information, I invite you to visit a web site called **Sump This**, which provides further details including extensive documentation and digital photographs related to the testing.

In addition, the web site offers additional findings and commentary concerning the obstacles that exist in the current system of oversight by the FAA and the NTSB.

To learn more, visit *Sump This* at <http://www.sumpthis.com/>

If you know other people who are interested in general aviation safety, please forward this information to them.

Thank you, Robert E. Scovill, Jr. res@sumpthis.com

* Aviation statistics quoted from:

<http://www.nts.gov/aviation/Table10.htm>

Since I am one of the few 393 members with a Cessna airplane, I should take heed. [ed]

This email is also from the Cardinal Digest. I have edited the first part about modifications, but have left the part related to safety. [ed]

JFK!!! It always intrigues me the way all the experts come out of nowhere with all the answers whenever something like that happens. The truth is accidents as mysterious as that happen often, way too often in my opinion.

Now I'm not offering my opinion as to what happened, but I am aware of the circumstantial evidence involved at the time and location so let the chips fall where they may. If you read FAA accident reports in detail, and we all should occasionally, it becomes glaringly apparent that an overwhelming majority of the fatal accidents occur either at night, in IMC, or both. That's just a fact.

Want to drastically increase your odds of never dying in your Cardinal? Don't fly in these conditions. Want to better your odds of survival even more? Get your instrument rating and use it to get to good weather, not as a reason to go plowing into the gunk on purpose. Is there any place you need to get to that bad?!? Getthereitis has killed many a skilled pilot! Wait it out and relax! Your girlfriends, wives, kids, grandkids, moms, dads, and friends will thank you. They don't need the grief. Funerals aren't fun.

Here's what I would share with people when asked about JFK. Six years ago at the ripe old age of 24 with a whopping 150 hours in my log book and about three weeks from my instrument check ride, my ego shinier than the wet skin behind my ears, I preflighted my little Warrior after a visit with my girlfriend had gone way over time. I was departing a small mountain town in Northern, AZ on a clear moonless night enroute to Cochise College about two and a half hours away. The night was so dark I had to turn my panel lights down all the way to minimize my own reflection in the glass. As I stormed down the runway climbing into the inky blackness I gave no thought as to how foolish an act this was!

Shortly after my initial climb I turned to my heading and prepared myself for the long trip, not even realizing I was in IMC. Oh it was clear all right, visibility was at least 100 miles, but no horizon. Ground lights blended in with the stars remarkably, sensations were like an eerie suspended animation. I remember shuffling with my maps in the seat beside me, and then returning my attention to flying. As I was peering and squinting into the blackness, trying to make out some sort of landmark, I began to feel strange, sort of dizzy. The normal noises of the plane were growing louder. I instinctively looked at my panel but it was all wrong!

My DG was turning to the left, my AI and TC showed about a 45 degree turn to the right with about 30 degrees nose down, airspeed was climbing and already well into the yellow arc.

How could this be?!? In an instant, huge drops of sweat broke out on my forehead, my breathing became shallow, and my hands cold and clammy. I can also remember how dry my mouth went as the adrenaline surged through me creating a tingling sensation. I was in a graveyard spiral! Fortunately I was in the middle of my commercial/instrument training at a part 141 school.

With the reflexes of a pro boxer, I pulled the throttle back, leveled the wings, and gently pulled back on the yoke. The g-forces and popping sounds of the engine frightened me even more as I returned to wings level and then to my heading. All that did was aggravate the spatial disorientation! I now felt as if I were climbing uncontrollably and banking to the left. I did my best to calm myself, leaning my head against my window and taking a few deep breaths. A few minutes later, with my mouth tasting like an old penny and my voice completely hoarse, I contacted Albuquerque Center for flight following.

Still suffering from the "icans" I was almost too frightened to remove my eyes from the panel even to look at my radios. Hearing someone else's voice helped, however. As I droned along through the blackness I wondered if controllers ever know how much comfort they can be to a frightened and now wise-beyond-his-years pilot out there. So I told him so.

His cheerful conversation helped me a great deal for the next hour. I never told him anything had happened but I think he could tell I was glad to have his company.

What happened to JFK? Who knows, but I do know this: IMC is nothing to fool around with. I still get a panic attack just thinking about how close to the pine trees I was when I recovered that night. I also know what it feels like to be the object of scrutiny and gossip after having a catastrophic engine failure which resulted in a 23 hour swim in the Sea of Cortez, but that's another story.

Point is, let's not speculate until we have all the facts. My ditching happened the same month as John Denver's, so people would always ask me: "Why did you guys live and he die?". Like I'm supposed to know! But just like everyone else, I do have my opinion, along with a certain body part I use for sitting!

:) Fly safe my friends, and fly prepared. Jimmy Hawley

[Glad we've got *you*, Jimmy... I doubt Denver would have written us so eloquently. Paul]

While high pressure washing our split cedar fence in preparation to re-stain it, I made a get well card (picture) for Ron Robinson. As you read elsewhere in this newsletter, he had emergency surgery on Sunday the 20th of August. The following comment was from Phil in response to the copy I sent him.



That was some card that you made for Ron. I hope no one else gets sick and needs another card or else your fence will constantly have a new look.

[While visiting Ron in the hospital, he had told me about the flyout on the 20th so I asked Phil if he would give us some feedback about Kirk and his incident mentioned in the last newsletter. This is Phil's report. Thanks Phil].

A few words about Kirk and our last fly out to Auburn, sorry but no photos, next time:

Kirk Murphy, Bob and Sandy Decker's grandson, flew up last week to put his airplane in the hangar and do some needed little repairs on the airplane. These repairs had nothing to do with his recent incident on highway 5. I was able to provide him some assistance to help finish his projects. The projects took more time than had been expected and he was still here on Sunday when several pilots had planned an impromptu fly out for lunch, so he joined us on the flyout. It was interesting to talk to him and get his input on his experience.

I'm sure that you all know about it so I won't expand on it, however he did make several statements to the fact that he was a wee bit nervous about flying up here. He also said that he probably would fly over roads whenever he took trips instead of going direct to his destination for awhile. Understandable.

Our flyout was tentatively planned for Half Moon Bay. However when Sunday arrived, so did the fog in Half Moon Bay. Next choice was good old stand-by, Auburn.

Nine people went in five airplanes. Kirk flew his Glasair, I flew mine, giving us a chance to check each others gear

doors while at cruise speed. Pete Wiebens flew his Glasair 3 with a friend, whose name I don't remember, and on arriving up at Auburn, we were asked if this was a Glasair fly-in. No we answered, just active Glasair airplanes.

Tony and Linda Tiritilli took Sandy Decker in their airplane, and then Fred and Vi Egli arrived in their Lancair 4.

The original plan was to go to the golf club for lunch, but someone remembered that they only had a brunch on Sunday, so we settled for the coffee shop on the airport.

No complaints about the lunch and an uneventful trip home ended a pleasant flyout.

A few quotes from the church bulletin

AMEN: The only part of a prayer that everyone knows.

CHOIR: A group of people whose singing allows the rest of the congregation to lip-sync.

INCENSE: Holy Smoke!

JONAH: The original "Jaws" story.

JUSTICE: When kids have kids of their own.

MANGER: 1. Where Mary gave birth to Jesus because Joseph wasn't covered by an HMO. 2. The Bible's way of showing us that holiday travel has always been tough.

RECESSIONAL: The ceremonial procession at the conclusion of services, led by prisoners trying to beat the crowd to the parking lot.

RECESSIONAL HYMN: The last song of the service, often sung a little more quietly, since most of the people have already left.

After listening restlessly to a long and tedious sermon, a 6 year old boy asked his father what the preacher did the rest of the week. "Oh, he's a very busy man," the father replied. "He takes care of church business, visits the sick, ministers to the poor... and then he has to have time to rest up. Talking in public isn't an easy job, you know." The boy thought about that, and then said, "Well listening isn't easy either."

A mother took her three year old daughter to church for the first time. The church lights were lowered, and then the choir came down the aisle, carrying lighted candles. All was quiet until the little one started to sing in a loud voice "Happy Birthday to you..."

I am off to South Africa. See you all next month.

[Duane, editor]



FOR SALE - TRADE - WANTED LOANER ITEMS

Glasair III For Sale: Lyle Powell's Glasair III Serial #3002. MANY modifications, 1058 TTA, 1198 TTE. Electronic Ignition, Dual electric buss system. Good avionics with Argus 3000 moving map, Nav-Aide autopilot coupled to GPS, 3-blade Hartzell prop, 3-axis elec. trim. Cruise 255 mph@14 gph @10,000ft. Everything works! \$110,000 OBO. Location: Concord, CA



Contact: **Rich Powell** during the day at: 925-935-8822 or at night at: 925-934-9396. email: powels@pacbell.net

Two 4 x 8 foot sheets of new (white) 1/8 in. thick plastic for work bench top. Good for cutting fiberglass cloth also. \$40 each.

New 3-way fuel valve w/nylon barrel weather head. New price \$19.95, sale price \$10.00

New (Slick) magnetos for Lycoming O360 w/harnesses. New price Left-\$583, Right-\$518, will sell both for \$700.00

Prop extension, 8x7 (inches?) SAE2 34B. Cost \$694 new. Sale price \$400.

New 90 deg. elbow for Lycoming carburetor or fuel servo. Can be mounted facing forward or sideways. New stainless flanges welded inside and out plus gusset. Painted white (epoxy paint). New cost \$295, asking \$175.

Prop Governor, McCauley model C290D3-G/T18 w/cable bracket. \$150.

Motorcraft aircraft alternator w/condenser, adjusting bracket & pulley. \$75.

New ACS105441 gascolator. New price \$46.20, sale price \$25. Contact **Rick Lambert** mailto:rlam242714@aol.com or phone 925.676.9377.

To Loan: From the 393 library. Three copies of the history of tilt rotor research, donated by Dan Dugan, April's guest speaker.

For Sale or Free. Two older automatic garage door openers, one or both, one has working remote, one has only direct activation. Both worked well when I took them down. \$10 each if I have to deliver or Free if you pick up. Call or contact **Tim Glenn - 925.299.8745**

NEW, make offer: (small pieces free to chapter members)

*1-1/2 Dia X .090 Wall X 8' long, 4130 Tubing

*1-3/8 Dia X .090 Wall X 2' long, 4130 Tubing

*1-1/4 Dia 2' Steel Rod [possibly 4130]

*1-3/4 X 1 X .073 Wall X 2' 4130 Sq. Tubing

Call **Lisle Knight 510.527.6846** or lvknight@pacbell.net

For rent: Hangar, west ramp, G6. Has loft and running water. Call **Mike Parker** for more info. \$425/mo. Phone 925-685-4809, leave message on answering machine.

For Rent: 1/2 of hangar on West ramp : # F-18. Ideal for a building project or for storing a high wing airplane. Hangar now houses a completed Questair Venture. We also have many power tools and other equipment which facilitates metal working, including a solid steel table 13 feet long, with a 1 inch thick solid aluminum surface for jiggling wings, etc. Hangar has a completed loft and running water with a sink.

Northwest facing doors provide cool working conditions in the summer. Rent is \$160. per month. Contact: **Bruce Milan 925 254-4780.**

For Sale: 1. Lyc IO 360 A1B - Zero SMOH, w/new Christen inverted oil system. \$17,000.

2. New 72" Hartzell constant speed prop. \$6,000

3. 1947 Cessna 140 - recent restoration, 0-SMOH \$23,000. **Ron Boone (925-939-3173).**

Free: Automobile maintenance ramps. 1 pr. to a good home. Contact **Duane Allen, c177av8r@pacbell.net** or phone the Mrs. at 925-687-3433 to have her meet you at the hangar on the east ramp.

NOTICE TO ALL READERS: If you would like to see an article about you, or what you are building, including pictures of your project, a travel story, or anything else that might be of interest to EAAers please email them to c177av8r@pacbell.net or send them on PC formatted diskettes, or most any other means you have available. Hand written is acceptable too. [See address on page 2. Ed]

Minutes of the members meeting, 8/23/2000

[Submitted by Duane Allen, editor].

President Bob Belshe called the meeting to order at 7:40 p.m.

I counted 25 persons present. (Why so few, was it the weather?)

Louie Goodell gave the treasurer's report.

There is \$2148.73 in the checking account, including a bunch donated to the YE program. There is \$2548.95 in the savings account.

Pat Peters gave an extended YE report. The next Chapter 393 YE event will be on Sept. 23 at MDPA (Mount Diablo Pilots Association) clubhouse on the west side of the field. [This will make it a bit more difficult for the kids and parents to find than the base of the tower, but it could have other advantages].

MDPA will be putting on a pancake breakfast. Kids meals will be \$2, adults \$4. Everyone is invited to breakfast. Pat would also like more ground volunteers, especially on that side of the field since as soon as you walk through the door onto the ramp, you are in an active operations area. [Unlike at the tower where there is a gate with keycode which must be opened to allow access to the airplanes].

KC from the airport staff will drive the bus to get the kids across the field for the tower tours. Lots of kids are expected. [See the press release Pat is sending out on the back page of this newsletter].

Pat also said he picked up YE buttons, wings, balsa airplane kits, and other goodies for the kids while at AirVenture [OSH]. Tracy also mentioned making straw rockets for the kids to play with while waiting their turn to fly. Wing rib building was not mentioned this time.

The reason Ron Robinson was not present tonight was because he had emergency surgery on Sunday night and was still in the hospital at Kaiser. He will be getting out on Sat. or Sunday this coming weekend and will be recuperating at home for awhile.

Bob read part of a thank you letter from Ron about the flowers the chapter sent in memory of Judy and thanked those who attended the memorial service. [See page 2 for the text of the eard Ron sent].

Bob also mentioned the almost annual spot landing and flour-bombing contest MDPA is having Sat. the 26th at New Jerusalem airport. He asked for a show of hands as to who might be attending. Pilots will be returning to the MDPA clubhouse afterwards for a pancake breakfast.

He also mentioned that Scott Achelis had been talking to the owner of Navajo Aviation about a fuel discount for EAA Chapter 393 members. He asked for a show of hands as to how many would participate if the discount were on the order of 9 cents a gallon. Almost half the 25 people present

raised their hands.

Bob also announced he had mail from EAA Chapter 62 announcing their RV Builders Forum on Thurs. Sept. 7th and made sure we knew we are invited. The factory demonstrator RV9 will be there for show and tell at 6:30 p.m. [I'd be there if I weren't on my way to South Africa that date].

Tracy Peters talked about the Golden West Fly-In at Sacramento Executive on Sept. 8th to 10th. Volunteers for various jobs are still needed. Volunteers get free admission for their efforts as well as some other things that I did not write down. See <http://www.gwfly-in.org> for more information.

In response to a question from a member, he stated there will be no air show per se (no acrobatics), but the airport will be closed for a few minutes at a time for fly-bys, warbird formations, etc. in spite of the Warbird Convention in Santa Maria the same date. He also mentioned there would be airplane rides for the press.

He noted that the Sac Exec airport personnel had been most helpful, cooperative and to the point. No double-talk from them. They seem pleased to have the Golden West Fly-In move to Sacramento.

After the break and raffle, time was spent on introductions and progress reports by the members. Bob has finished his annual on his Lancair and is waiting for the FAA to approve his medical.

On Tracy's turn he gave a detailed Oshkosh report.

Dick Rhin gave a detailed report on the difference in the performance in his Pitts and his One Design.

Bob Hadley told about his yoke coming off in his hand on his 5th family flight of the day at Redlands. He managed to land the plane by using the yoke on the passenger side.

Pete Wiebcns told his story about his and Bruce Seguire's attempt to get to OSII in his Glasair III.

Doug Knight spoke about his Bearhawk project and showed some of his sheet metal work. [Nice work].

Dick Rhin offered to give rides from CCR to SAC EXEC to help out in the GWFLY-IN.

Louie wanted to know if everyone got paid for his or her expenses related to the picnic.

The meeting was adjourned at 9:30 and some stayed a little longer to socialize some more.

Board meeting minutes, 8/12/2000

There were not enough board members present to have a quorum. No minutes were recorded.

NEWS RELEASE

A Young Eagle Rally has been scheduled at Buchanan Airport for September 23, 2000.

EAA Chapter 393 has flown over 300 youngsters safely as part of the Young Eagles program. More than 600 thousand have been flown worldwide. The Young Eagle Program was developed by the EAA Aviation Foundation to welcome young people into the world of aviation.

The EAA Aviation Foundation is a charitable non-profit organization dedicated to the discovery and fulfillment of individual potential through personal flight. Each volunteer pilot covers the costs of the flights individually with the hope that they might inspire some of the kids to take an interest in aviation. EAA through the Young Eagles Program hopes to expose 1 million kids to aviation by the year 2003, which is the 100th anniversary of powered flight and the 50th anniversary of EAA.

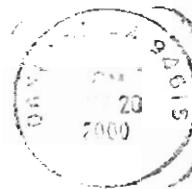
Flights will start on Saturday, September 23 at 9:00 AM and continue until 3:00 PM. All children must be accompanied by a parent or legal guardian. All flights are first come, first served, so no reservations are necessary.

A pancake breakfast will be held in connection with the rally and will be conducted by the Mount Diablo Pilots Association. The pancake breakfast will cost the kids \$2.00 each and the adults \$4.00. Participants are asked to arrive at the **MDPA building at 200 Sally Drive**. The pancake breakfast is open to anyone who wishes to come on out to view the Young Eagle Rally.

Preregistration can be accomplished by calling **Pat Peters at 925-930-6447**.



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If anyone is interested in seeing what is going on in Africa and why I am going, check this article:
<http://web.philly.com/content/inquirer/2000/09/04/magazine/NASA04.htm>

