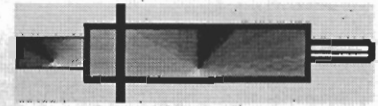


The Cleco



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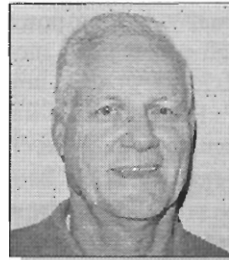
July 2001

Issue No. 7



The Leader In Recreational Aviation

The website has not changed recently. Don't bother checking. The URL is about to expire. I have had no feedback about renewing it.



President's Column:
Bob Belshe presiding.

I hope all who attended the July 14th picnic enjoyed it as much as I did.

Almost forty people came out, in spite of the lack of publicity. I apologize to those who missed the

event. We will be sure to have a more significant notice in the Cleco next year.

The food was good and plentiful, and except for a little wind that came up, the weather was perfect. Special thanks to the people who pitched in to put it all together, Rick Lambert, Tracy Peters, Pat Peters, Bob Rudolph, Bruce Seguire, and Pete Wiebens. And especially thanks to the ladies who provided the delicious salads and deserts.

We used to have regular lunch fly-outs on the Saturday after the meeting. Recently there has not been much interest, but I think we should revive the tradition. These flights are a lot of fun, so put it on your calendar now, Saturday August 25th.

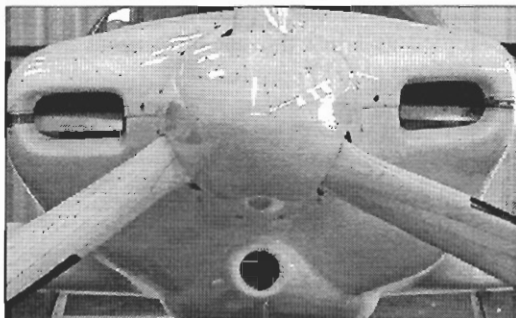
Finally, for your amusement, here is a picture [page 2] of a strange bug I noticed in my hangar today. Come around and see a demo of the new map display.

Happy flying,

Bob

Inside this issue:

- Page 1. President's Column
- Page 2. Chapter Officers' Information
Editor's bits and bytes
- Page 3. Erald de Hoog's story continued
- Page 4. Email humor for lack of anything
- Page 5. else to print here.
- Page 6. Young Eagle Report
- Page 7. For Sale/Trade/Wanted
- Page 8. Mailing Label / OSH Activities



Year 2001 Meeting schedule:

- August 22
- September 26
- October 24
- November 28 after Thanksgiving
- December 15, Christmas Party @
The Greenery, Walnut Creek
- January 23, 2002
- February 27, 2002
- March 27, 2002
- April 24, 2002
- May 22, 2002
- June 26, 2002

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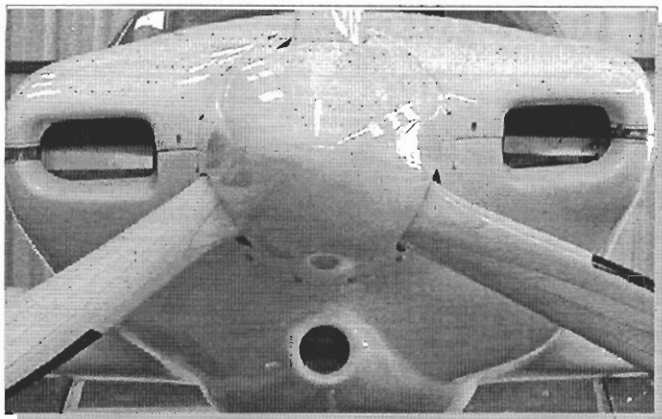
Publication office:

15 Duffy Court
Pleasant Hill, CA 94523
Telephone 925-687-3433

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. Visitors are welcome. Come see what it is like being part of a dying breed.

Sport Aviation



NASA's first test flight of its unmanned, solar-powered Helios prototype aircraft was a well-documented success on Sunday, but the agency has much loftier goals in mind. Helios took off from the U.S. Navy's Pacific Missile Range Facility in Kauai, Hawaii, under remote control, reaching an altitude of 76,000 feet before returning safely back to earth. Researchers hope to send the propeller-driven wing to an altitude of 100,000 feet, perhaps as early as mid-August. NASA's Dryden Flight Research Center is developing the Helios prototype in conjunction with AeroVironment for a variety of purposes, including high-altitude imaging and the gathering of atmospheric sampling data.

AVweb's NewsWire <<http://avweb.com/n/?29b>> includes a photo of the Helios craft and links to related Web sites. Or just go directly to <http://www.dfrc.nasa.gov> and click on Photo Gallery.

~~~~~  
**MORE HAPPENINGS AT OSH**

**Newsletter Editor**

.....

8 AM to 10 AM - Friday, July 27th at the Vette Theater  
 Special guest speakers Scott Spangler and Mike DiFrisco,  
 Editors of Sport Aviation

**Web Editor**

.....

10:30 AM to 12:30 PM - Friday, July 27th at the Vette Theater

Chapter Award winning Web Editor to present along with Steve Lark, EAA Web Department

~~~~~  
CHAPTER LEADERS BREAKFAST!!!!!!

8 AM to 10:30 AM - Saturday, July 28th at the Nature Center. Come enjoy great food, Chapter friends and visits with Tom Poberezny, EAA President and EAA Staff. The Breakfast is FREE but reservations are required. Please send an e-mail to chapters@eaa.org or call 1-800-236-4800 ext. 4876 to make your reservation.



Editor's Column by Duane Allen

I missed the meeting in June so I have no minutes. I also didn't receive any from any other source. So sorry.

I won't be at the August meeting either as I will be in Florida in support of the CAMEX4 mission. I won't be flying in the hurricanes this time because the instrument I am building is meant to be autonomous. I built a whole new system starting from scratch. I had to do lots of sheet metal work to install all of the components into a single box which mounts in a rack in the cabin. The next version is going on a WB50F so again no need to fly.

Another organization has an autonomous aircraft (UAV) flying into the hurricane along with all the other aircraft that are participating. At least it was planned that way. But, I have heard that it might not happen due to it not sending down realtime position data. We will just have to WAIT NC. (The license plate on my wife's Acura TL. Mine is 177AV8R, what else?). See <http://cloud9.arc.nasa.gov> for information about the hurricane CAMEX program.

Sorry I missed the picnic on July 14th. as well. I worked until 11:30 the night before and had lots to do to get ready for my trip to DFRC (Dryden Flight Research Center). I flew my Cardinal (completely full of equipment) from Moffett to WJF at gross weight and it was a beautiful flight. I sold my house in San Jose and have been staying in base housing (like a Motel 6 at best) and working from 8 a.m. to 10 or 12 p.m. so it has worked out for the best.

Sorry I forgot to mention the July picnic in last month's issue and neither did anyone else, so I hope it turned out good.

This issue is being printed at DFRC, taken to Kinkos and copied as I just did not have room in my airplane for my HP5000 (11x17) printer.

The August issue will be produced at Jacksonville AFB in Florida so I guess you will get single sheets again, as in this issue, unless someone volunteers to do the newsletter for me next month. Even then it would probably still be single sheets.

President:

Bob Belshe
 122 Fairfield Place,
 Moraga, CA 94556
 Home Phone: 925.376.7677
 email: rbelshe@home.net

Vice President:

Tracy Peters
 2865 Madigan Court,
 Concord, CA 94518
 Home Phone: 925.676.2114
 email: TLPeters@earthlink.net

Secretary-Treasurer:

Louis Goodell
 1869 Larkspur Court
 Concord, CA 94519
 Home Phone: 925.682.4198
 email: LCG2@Aol.Com

Newsletter Editor:

Duane Allen
 15 Duffy Court
 Pleasant Hill, CA 94523-1707
 Home Phone: 925.687.3433
 email: c177av8r@pacbell.net

Technical Counselor:

Rick Lambert, 925.676.9377
 1292 Quandt Court
 Lafayette, CA 94549
 Home Phone: 925.934.5007
 email: rlam242714@aol.com

Young Eagle Coordinator:

Pat Peters
 1235 Arkell Road,
 Walnut Creek, CA 94598
 Home Phone: 925.930.6447
 email: pneters@aol.com

[This is the continuation of Erald's experience of traveling from Florida to Nevada and back in May 2001. Due to its length I printed only the westbound part in last month's The Cleco. This is the return trip. Duane, Editor]

Subject: Long trip experience in the USA
by Erald DeHoog (from Belgium)

This is going to be a long story so will keep the return flight short. Learning from the trip to VGT we left at first daylight from Las Vegas to Las Cruces to have a fast lunch and see the nice girls again :-). We told them we were in a hurry and food was served at light speed. Then on to College City (Easterwood, TX - CLL) in 8.7 hours total that day with the same great help of Flight Watch and ATC. One minor point was that Houston control did not want to release us from their frequency and although I asked to switch frequency since we had the field in sight they told me to hold for 5 minutes. So I made some 360's to stay out of the class D airspace and just called them again when I got the change. The guy asked if I had the field in sight and although this was impossible since we were just flying away from it, I responded yes and he handed me off to the tower. This was the only time they did not act as expected. He was probably very busy. We had runway 16 but due to the winds and the confusion earlier I turned after entering straight into base, then onto final and found myself on the final of runway 10. This was no problem for the tower he just cleared me for runway 10 if I wanted this. So I landed with quite a strong cross wind on runway 10 instead of 16. For some departing traffic it meant he could get into the air a bit quicker :-).

Next day again up early since we really wanted to push it to Florida since bad weather was to be expected in MS, AL, GA and northern FL. But there was a ceiling of 200 ft, w/fog, so filed IFR and got enroute to Crestview, Bob Sikes FL. (CEW). However, when in Mississippi we asked to switch to Flight Watch since it looked not too good in front of us and we had to deviate to the south to avoid some nasty looking CB's. FS advised us we could still make it to Crestview, but it could change rapidly, so we decided to deviate to Panama City, FL (PFN). Along the coast things looked better, and it was fairly good down there, and expected to stay that way for some time. So I just called Pensacola Approach and asked to be routed via Saufly VOR and direct PFN. No problem, and after going through some very wet and turbulent clouds we reached the coast and had the nasty CB's north of us and clear skies south of us.

Clouds in Panama city were at 2000 ft, so to get down there and find the field we had to make a VOR alpha approach. Got somewhat confused here. Why have a VOR 32 approach, but for the runway 23 a VOR A approach? The alpha got me somewhat confused, since ATIS said runway 32 was in use. Anyway I just descended and made it to Panama City with no problems. There we refueled and decided it was time to get the hell out of there since things were getting worse. So we left in a hurry and when we were on Tallahassee approach a Sigmet for thunderstorms just north of us was given. When we turned south the clouds gradually disappeared and the sky was clear again and actually we made it to Winterhaven that day very uneventful.

That day we had flown 6.7 hours to get back thus making a total of 2 days or 15.4 hours for the return flight.

The next day we met Palmer and Faye again, and Howard came down to Winterhaven to visit us, and to have lunch together. (We had taken his daughter in Scottsdale a present). Howard, again, thanks for the lunch.

And to all the rest of you, thanks very much for the good advice you have given me for this trip, and you should find yourself lucky to be living in the USA where no landings fees, nor ATC fees (IFR routing), and where briefers and ATC are there for the pilots, and mostly understand the needs we have and this ALL FREE of charge.

I once was in the Netherlands at the Dutch Mill ATC center and there they told us that as VFR flyers we'd better not call them because they could not give any added value... (can you understand this!!!! They are just lazy and do not get any fee for the enroute time of VFR flyers). Crossing busy areas like Amsterdam on VFR flight plan is even impossible, since it is Class A airspace all around. I think Las Vegas McCarran is just as busy and here we were routed directly over the numbers of runway 19 to runway 25 and further south. I heard about pilots in the USA complaining about the level of service you get. I can only advise those guys to come down to Europe and try to fly VFR from the north to the south of Europe, thus covering the same distance we did. They will then appreciate the great system you have in the USA with the very high degree of FREE and very friendly services.

[Well, that complaining is part of what KEEPS it great, and got it great in the first place! Maybe the Europeans should do a bit more complaining, in a constructive fashion? (list moderator's comment)]

It has been a great trip and a complete new experience, and we had no problems with our Cardinal RG, which is again in Winterhaven waiting for its new owner. If any of you are interested in a good airplane, which has proven to be reliable, please contact Richard of the FBO in Winterhaven. He has all the information and logbooks. (Actually I hope it will not be sold, so I will be able to use it for my next trip :-)) but my friend the owner hopes to sell it soon. And the bird should not stay too long grounded). My friend Martin did almost 15% of his PIC hours in this single trip, and got to know the complex RG real good, since he was checked out in it last month. I also reached two marks by going over 500 hours in my log and just over the 250 mark on Cardinal RG hours. (hmmm... just got a few hours short to go over the 150 mark for my instrument hours)

Although a bit long I hope you enjoyed this report.

Erald N1899Q, 1973 RG in Belgium and N2549V 75 RG in the USA.

Church Humor

A little boy was attending his first wedding. After the service, his cousin asked him, "How many women can a man marry?"

"Sixteen," the boy responded.

His cousin was amazed that he had an answer so quickly. "How do you know that?"

"Easy," the little boy said. "All you have to do is add it up, like the Bishop said: 4 better, 4 worse, 4 richer, 4 poorer."

After a church service on Sunday morning, a young boy suddenly announced to his mother, "Mom, I've decided to become a minister when I grow up."

"That's okay with us, but what made you decide that?"

"Well," said the little boy, "I have to go to church on Sunday anyway, and I figure it will be more fun to stand up and yell, than to sit and listen."

A 6-year-old was overheard reciting the Lord's Prayer at a church service: "And forgive us our trash passes, as we forgive those who passed trash against us."

A boy was watching his father, a pastor, write a sermon.

"How do you know what to say?" he asked.

"Why, God tells me."

"Oh, then why do you keep crossing things out?"

A little girl became restless as the preacher's sermon dragged on and on. Finally, she leaned over to her mother and whispered, "Mommy, if we give him the money now, will he let us go?"

After the christening of his baby brother in church, little Johnny sobbed all the way home in the back seat of the car. His father asked him three times what was wrong. Finally, the boy replied, "That priest said he wanted us brought up in a Christian home, and I want to stay with you guys!"

Terri asked her Sunday School class to draw pictures of their favorite Bible stories. She was puzzled by Kyle's picture, which showed four people on an airplane, so she asked him which story it was meant to represent.

"The flight to Egypt," said Kyle.

"I see ... And that must be Mary, Joseph, and Baby Jesus,"

Ms. Terri said. "But who's the fourth person?"

"Oh, that's Pontius-the Pilot."

The Sunday School Teacher asks, "Now, Johnny, tell me frankly do you say prayers before eating?"

"No sir," little Johnny replies, "I don't have to."

My Mom is a good cook."

A college drama group presented a play in which one character would stand on a trapdoor and announce, "I descend into hell!" A stagehand below would then pull a rope, the trapdoor would open, and the character would plunge through.

The play was well received. When the actor playing the part became ill, another actor who was quite overweight took his place. When the new actor announced, "I descend into hell!" the stagehand pulled the rope, and the actor began his plunge, but became hopelessly stuck. No amount of tugging on the rope could make him descend. One student in the balcony jumped up and yelled: "Hallelujah! Hell is full!"

Pastor Dave Charlton tells us, "After a worship service at First Baptist Church in Newcastle, Kentucky, a mother with a fidgety seven-year-old boy told me how she finally got her son to sit still and be quiet.

About halfway through the sermon, she leaned over and whispered, 'If you don't be quiet, Pastor Charlton is going to lose his place and will have to start his sermon all over again!'

It worked.

A woman is flying on a jumbo-jet to Europe. After they get up in the air the loudspeaker comes on: "This is your captain Emilia Rodrigues. We are cruising at 35,000 feet .. etc. etc."

When the announcement is finished a woman passenger beckons to a stewardess and asks, "Is it really true that this great big airplane is being flown by a woman?"

"Yes, says the stewardess, Captain Rodrigues is a woman."

"How wonderful! I am so excited! Do you think you can arrange for me to go up to the cockpit to congratulate her?"

Yes, I think I can arrange that. You might also like to know that the co-pilot is also a woman."

"Oh, how exciting. This is wonderful news! Please let me go to the cockpit so I can congratulate them both!" "OK, you can do that. You might like to know that actually the entire crew of this plane are women."

That is the most exciting thing I have heard in a long time ...this has really made my day ... I just have to go to the cockpit to express my admiration!"

"One more thing you might like to know ... we don't call it the cockpit any more!"

What I Want in a Man (at age 22)

1. Handsome
2. Charming
3. Financially successful
4. A caring listener
5. Witty
6. In good shape
7. Dresses with style
8. Appreciates finer things
9. Full of thoughtful surprises
10. An imaginative, romantic lover

What I Want in a Man, Revised List (age 32)

1. Nice looking (prefer hair on his head)

What I want in a man continued on page 5)

(What I want in a man continued from page 4)

2. Opens car doors, holds chairs
3. Has enough money for a nice dinner
4. Listens more than talks
5. Laughs at my jokes
6. Carries bags of groceries with ease
7. Owns at least one tie
8. Appreciates a good home-cooked meal
9. Remembers birthdays and anniversaries
10. Seeks romance at least once a week

What I Want in a Man, Revised List (age 42)

1. Not too ugly (bald head OK)
2. Doesn't drive off until I'm in the car
3. Works steady - splurges on dinner out occasionally
4. Nods head when I'm talking
5. Usually remembers punch lines of jokes
6. Is in good enough shape to rearrange the furniture
7. Wears a shirt that covers his stomach
8. Knows not to buy champagne with screw-top lids
9. Remembers to put the toilet seat down
10. Shaves most weekends

What I Want in a Man, Revised List (age 52)

1. Keeps hair in nose and ears trimmed
2. Doesn't belch or scratch in public
3. Doesn't borrow money too often
4. Doesn't nod off to sleep when I'm venting
5. Doesn't re-tell the same joke too many times
6. Is in good enough shape to get off couch on week ends
7. Usually wears matching socks and fresh underwear
8. Appreciates a good TV dinner
9. Remembers your name on occasion
10. Shaves some weekends

What I Want in a Man, Revised List (age 62)

1. Doesn't scare small children
2. Remembers where bathroom is
3. Doesn't require much money for upkeep
4. Only snores lightly when asleep
5. Remembers why he's laughing
6. Is in good enough shape to stand up by himself
7. Usually wears some clothes
8. Likes soft foods
9. Remembers where he left his teeth
10. Remembers that it's the weekend

What I Want in a Man, Revised List (age 72)

1. Breathing
2. Doesn't miss the toilet

One night, a police officer was staking out a particular rowdy bar for possible violations of the driving-under-the-influence laws. At closing time, he saw a fellow stumble out of the bar, trip on the curb, and try his keys on five different cars before he found his. Then he sat in the front seat fumbling around with his keys for several minutes.

Meanwhile, everyone left the bar and drove off. Finally, he was able to start his engine and began to pull away. The police officer was waiting for him. He stopped the driver, read him his rights and administered the Breathalyzer test. The results showed a reading of 0.0. The puzzled officer demanded: "how can this be?"

The driver replied: "Because tonight, officer, I'm the designated decoy!"

Nine months later

Jack decided to go skiing with his buddy Bob. They loaded up Jack's mini van and headed north. After driving for a few hours, they got caught in a terrible blizzard. They pulled into a nearby farm and asked the attractive lady who answered the door if they could spend the night.

"I realize it's terrible weather out there and I have this huge house all to myself, but I'm recently widowed," she explained. "I'm afraid the neighbors will talk if I let you stay in my house."

"Don't worry," Jack said. "We'll be happy to sleep in the barn. And if the weather breaks, we'll be gone at first light." The lady agreed, and the two men found their way to the barn and settled in for the night.

Come morning, the weather had cleared, and they got on their way. They enjoyed a great weekend of skiing.

About nine months later, Jack got an unexpected letter from an attorney. It took him a few minutes to figure it out, but he finally determined that it was from the attorney of that attractive widow he had met on the ski weekend.

He dropped in on his friend Bob and asked, "Bob, do you remember that good-looking widow from the farm we stayed at on our ski holiday up North?"

"Yes, I do," Bob replied. "Did you happen to get up in the middle of the night, go up to the house and pay her a visit?" "Yes," Bob said, a little embarrassed about being found out. "I have to admit that I did."

"And did you happen to use my name instead of telling her your name?" Bob's face turned red and he said, "Yeah, sorry buddy. I'm afraid I did. Why do you ask?" "She just died and left me everything."

(And you thought the ending would be different, didn't you?)
Caught you smiling-- Keep it up !!!!!

NO REPORT THIS MONTH

Thanks to Ray Nilson for this one.

1. If you take an Oriental person and spin him around several times, does he become disoriented?
2. If people from Poland are called Poles, why aren't people from Holland called Holes?
3. Why do we say something is out of whack? What's a whack?
4. Do infants enjoy infancy as much as adults enjoy adultery?
5. If a pig loses its voice, is it disgruntled?
6. If love is blind, why is lingerie so popular?
7. When someone asks you, "A penny for your thoughts", and you put your two cents in, what happens to the other penny?
8. Why is the man who invests all your money called a broker?
9. Why do croutons come in airtight packages? It's just stale bread to begin with.
10. When cheese gets its picture taken, what does it say?
11. Why is a person who plays the piano called a pianist but a person who drives a race car not called a racist?
12. Why are a wise man and a wise guy opposites?
13. Why do overlook and oversee mean opposite things?
14. Why isn't the number 11 pronounced onety one?
15. "I am" is reportedly the shortest sentence in the English language. Could it be that "I do" is the longest sentence?
16. If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked, and dry cleaners depressed?
17. I was thinking about how people seem to read the Bible a whole lot more as they get older, then it dawned on me, they're cramming for their final exam.
18. I thought about how mothers feed their babies with tiny little spoons and forks so I wondered what do Chinese mothers use? Toothpicks?
19. Why do they put pictures of criminals up in the Post Office? What are we supposed to do, write to them? Why don't they just put their pictures on the postage stamps so the mailmen could look for them while they delivered the mail?
20. If it's true that we are here to help others, then what exactly are the others here for?
21. You never really learn to swear until you learn to drive.
22. No one ever says, "It's only a game", when their team is winning.
23. Last night I played a blank tape at full blast. The mime next door went nuts.
24. If a cow laughed, would milk come out her nose?

There have been a couple of Young Eagle Events since I last printed this table. One at Concord on 6/9 and one at Moffett on 6/16. However, I find it interesting that some of the numbers have decreased instead of increasing. Also, it appears that the forms from Moffett have not yet been processed. As I understand it, it was the smallest turnout in the eight year history of having IYED at Moffett. Plans are being made to have it again next year and hopefully it will be more like the old days when we flew on the order of 200 youngsters. I seem to remember one year we flew 252.

Name	Missions	Pilot ID	Last Flight
Scott Achelis	56	7330	6/9/01
Duane Allen	225	1707	6/16/01
Randy Alley	1	7942	5/14/94
Robert Belshe	16	17771	7/2/99
Dave Cunningham	5	30457	5/16/01
Fred Egli	54	19833	6/9/01
Louis M. Ellis	19	4232	9/23/00
Ollie Fraser	5	11207	11/19/94
Timothy C. Glenn	23	17740	4/14/01
Harvard Holmes	10	27873	6/09/01
Phillip Jenkins	30	16873	6/09/01
James Lewis	1	4228	7/17/93
Keith L. Martz	48	17773	4/14/01
Scott Newman	41	5800	9/23/00
Mike Parker	1	4112	6/27/93
Tracy Peters	26	16788	5/11/99
Russell Porterfield	76	6130	6/21/01
Dick J. Rihn	59	23253	6/9/01
Ron Robinson	19	9955	9/23/00
Bruce Seguine	20	16830	7/8/00
Guy L. Shields	5	29828	9/23/00
Steve Snider	34	27874	6/16/01
Anthony Tiritilli	37	16829	4/14/01
Pete Wiebens	28	4231	6/9/01

The last time I checked the site, we have flown 715,182 young eagles worldwide.

If you would like to check for the latest information on the pilot search database, check this url:

<http://youngeagles.org/1000ye/findpeople.asp>

[Duane, Editor]

Greetings fellow EEA'ers. This is a shameless solicitation from me, Joseph Montemarano, an RV-6 builder and Member of Livermore Chapter 663. I have recently decided to take my flying further and pursue an airline career. I am currently taking my instrument training, and will continue up through my ratings; the most difficult of which will be the multi-engine. It may not be the most difficult in terms of training and skill, but in terms of cost to accrue time. Twins can be very expensive to rent. This is why I'm turning to you, my EAA friends.

I am looking for someone who has a multi-engine aircraft who would be willing to trade maintenance for flying time. You see, besides just being an RV-6 builder, I am also an A&P, and a mechanic for United Airlines. I am currently flying a Piper Archer, which I rebuilt for a Delta Airlines captain, and can use him as reference. If you or someone you know could help in this noble cause please give me a call at (925) 560-9787(home), or (925) 640-0985 (cell during the day), or e-mail at thefullmonte@hotmail.com. Thank you all and happy aviating... Joe

FOR SALE - TRADE - WANTED LOANER ITEMS

Hangar space for rent. Part of my hangar, West ramp near MDPA clubhouse. Will take a Pitts size biplane or a low wing like a RV. Available now until I finish my RV 9A. which should be about Jan. 2003.

Ray Nilson 925 672-5139 email nilson@pacbell.net

Hangar space for rent. West ramp. Good for project or low wing homebuilt. \$175/mo. **Pete Wiebens 925.933.7517.**

FOR SALE: Starduster 2 Project For Sale. Wings, fuselage, gear and flight controls built. Needs leading edges and covering. Have fuel tanks and turtledeck fairing. \$1000 obo. Will consider non-profit organization. Call **(510)581-3599.**

CAMPING WITH YOUR HOMEBUILT AIRPLANE AT AIRVENTURE

If you're planning on camping next to your homebuilt at AirVenture this year, do we have a deal for you! We are going to have several rows within Showplane Camping designated for homebuilts only.

As many of you know, in the past those who camped with their homebuilts found themselves intermixed with all other "showplanes" (antiques, classics, etc.). This year, the Homebuilt Aircraft Council is going to "test fly" a program where, on a first come - first served basis, homebuilt campers will be parked together in a designated area. This should make it easier for the campers to share their love of homebuilts with each other.

No special action by the pilot is necessary in order to take advantage of this opportunity. Just follow the instructions in the NOTAM for showplane camping, and you'll be directed by the flaggers to the homebuilt camping area until it is full.

CHAPTER ACTIVITIES DURING AIRVENTURE

ROUNDTABLE DISCUSSIONS

Roundtable Discussions covering a wide range of topics will be conducted on a daily basis at the Chapter Building.

Topics will include:

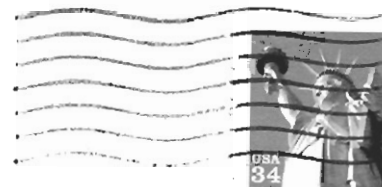
- Clubhouses and Hangars-Finding Your Chapter A Home
- Making the Most of Publicity Opportunities
- A Team Approach to Membership Challenges
- Grassroots Fund - How to Apply
- Rally Your Troops Through Effective Chapter Leadership
- Chapter Insurance - What Are We Covered For?
- Making Fundraising FUN!
- Young Eagles Program - Frequently Asked Questions
- An Active Chapter is a Successful Chapter
- Designing a Strategic Direction Through Structure and Planning
- Solving the Mystery of 501C3 Tax Exempt Status

Roundtables will be conducted at 9AM, 11 AM and 1 PM at the Chapter Building.
The Chapter Building is located just south of the FAA Tower, between the Young Eagles and IAC buildings.

For a detailed Roundtable Discussion Schedule please go to:

http://www.airventure.org/2001/groups/chapter_activities.html

EAA Chapter 393
P. O. Box 272725
Concord, CA 94527-2725



Harvard Holmes
946 Shattuck Ave.
Berkeley, CA 94707