

## Presidents Message:

My wife Sara, her sister and I went to Columbia a few weeks ago and had a nice lunch. And the weekend after that, Guy Jones showed me a nice little restaurant in Reno, where we went on a Saturday that was otherwise uncommitted. We landed at Stead and saw about 5 Migs and other interesting aircraft. I'm not heavily into the Air Racing/Flying show events, but I can feel my resistance weakening. I certainly don't plan to miss the Golden West Fly-In this year. Then we went down to South County. I originally started down to see the Wings of Aviation museum down there, but then Sara joined me, and she had some friends down there and ... So, the museum is still on my list of things to do. Then Sara and I went down to Santa Barbara to see one of my brothers. A nice trip - we even stopped at Santa Ynez for the fog to clear and watched the gliders, ultra-lights and powered hang gliders. The only drawback to Santa Barbara, as with all large airports, is that you need an accountant to figure out what it will cost you to stay at the FBO. At SBA, there was a ramp

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## MEETING REMINDER:

The next meeting is scheduled for Wednesday **March 26, 2003**. The meeting is being held at the Buchanan Field Terminal Building located at the end of John Glenn Drive in Concord and will begin at 7:30PM. **Visitors are always welcome.**

### **Board Meeting:**

Next meeting is April 2nd at 7:30pm at CCR Terminal. Members are welcome to attend.

## Young Eagles:

The count down is on for the 1 millionth Young Eagle. We now stand at 884,969, just a mere 115,031 away from fulfilling the goal set by EAA almost 10 years ago.

Chapter 393 is being put to this challenge.... my plan is to fly 400 kids this year. I know that this is a great challenge, due to the high cost of fuel and the alerts that we have to contend with. The dates have been set and I hope that all members of Chapter 393 will respond as they have in the past and make this a reality. The date are the first Saturday of each month beginning with April on the 5th and then on May 3, June 7, July 5, Aug. 2, and Sept.6. I will advertise these dates in the local newspapers and print the hours from 9:00AM for registration through 11:00AM weather permitting. We will start flying the kids at 9:30AM and continue until we have given all who registered a ride.

Be aware that the pilots and ground help need to be there early say at about 8:00Am.

This will be for registration, pilot briefing, parking of the planes and of course setting-up the wiener machine. I hope to sell hot dogs at all these events for a small \$ amount to make a profit to enable us to send some worth youngster to summer camp at Oshkosh.

I will need various volunteers for many duties, so I ask those members of our chapter who would to help in some small way to step forward and take on one of the many tasks open. Please contact me and we can talk about the different duties that need someone to ramrod. I can be reached at 925-930-6447.

Pat Peters, Young Eagle Coordinator

fee; the ramp fee would be waived if you bought enough gasoline (not too much actually); the fuel was very expensive; the fuel had a \$0.50 discount on the weekend; and there was an overnight fee. Whew! Now the airplane is in for its annual, and the withdrawal symptoms are beginning.

As spring and summer arrive, EAA 393 will be doing a lot of neat stuff. Keep your calendars open for the Collings Foundation B-17 on May 13-15, a pre-meeting potluck dinner before our meeting on May 28, Young Eagles with Pat Peters, the Golden West Fly-in with Tracy Peters, our annual picnic on June 28, Oshkosh, err Airventure, our monthly fly-outs, and so on. Not to mention pancake breakfasts and other events put on by other EAA Chapters.

On a more somber note, we may well be at war as you read this. General Aviation has been unreasonably singled out for terrorist paranoia since 9/11 and that is likely to continue. There are three things that we must do in response: 1) we must present our case to the public and to lawmakers coolly and rationally, yet emphatically, 2) we must keep using our flying rights/privileges, and 3) we must fly carefully and show that we are responsible citizens. Generally, I believe that GA is doing these things. We must also continue our Young Eagle and other public awareness activities. I would not be surprised if the Washington, D.C. ADIZ situation was extended to many other Class B airspaces. We may need to refresh our knowledge and practice of communication procedures in Class B and other controlled airspace. But, above all, I believe we must continue to exercise our flying rights/privileges.

AOPA has noted that California is considering changing its rules regarding when sales/use taxes must be paid. Currently if goods are used outside the state for 90 days, there may be an exemption from the use taxes; the new law would change this to 1 year. It would seem that this law would dramatically increase the burden on citizens moving to California, since they would have the burden of proving that their purchases were not made in anticipation of moving to California.

The 90 day version of the rule would tempt me to move outside California for 90 days if I were to buy an expensive item like a yacht or airplane. I'd be interested in any rationale that members have, to write my state legislator against this change in the law.

Happy flying,  
Harvard

## Young Eagles (cont.):

I have secured a candidate for the Air Academy. Her name is Jacqui N. Bone a 12 year old 6th grader from Seven Hills School. To my knowledge she is the very first candidate sponsored by Chapter 393. This young lady has aspirations of becoming an astronaut. I hope that by sending her to the Academy it will be enough encouragement to solidify her ambition. I believe that our chapter can be, and should be proud to being able to use our Young Eagle Jaguar points and support her in her goal. I was very excited to talk to her and her parents Sunday March, 16<sup>th</sup> and help them make the decision to let her attend the academy.

Pat Peters, Young Eagle Coordinator

## Treasurers Reports:

### Bank Statements:

Checking:	\$2699.04
Savings:	\$2581.14
Total:	\$5280.18

### Badges, we have lots of badges.

Please check with Louis to see if your badge is still floating around. Thanks!

## This Months Speaker:

Chapter member Ernst Freitag will discuss the building of his RV8 project. Complete with Power Point Presentation.

Thanks to Guy Jones and Duane Allen for putting this together.

## EAA 393 Members Meeting Informal Notes

February 26, 2003

Our speaker for this meeting was Deborah Dew from the CCR tower. She described the "radar": that CCR is getting. The new radar is a remote feed from Oakland Center that is updated every 12 seconds. Actually, it is already running; the official turn on is March 17. Their "map" is not operational yet. This radar is only an aid for the tower personnel. It does not enable them to provide radar services such as radar vectors and separation of IFR traffic. It will help them be more aware of aircraft in the vicinity. It can "see" down to 400 feet AGL in optimum conditions. They hope to get "super software" which will integrate signals from multiple remote radars and present a composite picture. Deborah noted that coverage behind Mt. Diablo is limited and will remain so.

For flight following, CCR may be able to provide a discrete code. Deborah also explained quirks in the transponder code assignments -- Travis has a limited number of data block slots to assign to traffic, so if you get "into" the system before being handed off to Travis, your data block will survive past the handoff from Travis. On the other hand, if Travis is your first point of contact, then may be unable to hand you off to the next controller due to data block limitations.

Travis will continue to provide approach control. A new letter of agreement with Travis will require Travis to ensure that you have the ATIS code for CCR. It also calls for transition to CCR tower frequency no later than 7 nm from CCR.

For practice IFR approaches, the tower will no longer permit practice approaches (to Rwy 19) when Rwy 1 is in use, to avoid the head on traffic conflicts that result.

Will Whitaker (spelling??) gave hints on IFR practice approach procedures. He noted that an IFR approach automatically includes the option to do a missed approach, while a practice approach in VFR conditions does not -- you have to ASK for the missed approach if you do not want to land.

Deborah told us that CCR has a very high rate of runway incursions, relative to its traffic. The worst hot spot is runway 32R approach end, where the active runway area appears to be a runup area. There will be a seminar on runway incursions on Thursday, May 1<sup>st</sup> at the Sheraton. There will be airport construction this summer to improve airport signage, and to implement a ground marker system. The ground marker system uses the marker beacon receiver to help manage traffic on the ground. For security, the airport fence is being moved to include the control tower within the fenced area.

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After our break, the Holiday Party was briefly discussed. With December 13 not available at MDPA, the general reaction was that December 6 was better than December 20 for the Holiday Party. Anyone interested in helping with the arrangements please contact Harvard Holmes. The use of "Food for Love" in Pleasant Hill as caterers was suggested.

Pat Peters has begun to schedule Young Eagles for the first Saturday of each month, beginning April 7<sup>th</sup>. April 7<sup>th</sup> we will host a group of kids from Oakland that we have arranged with Deborah Dew. He is working with KC to get a sign out at the Boulevard. Pilots should arrive by 9 for a briefing by Chief Pilot Scott Achelis. Flying will start at 9:30. We hope to be able to use the hot dog machines at this event.

Tracy Peters brought the group up to date on the Golden West Airshow on the 3<sup>rd</sup> weekend in June. Beal AFB used to have an air show each summer, but they have now decided to combine it with Golden West. This will result in several interesting events including a B-2 flyby, a U-2 and a big transport from Travis. They will also have several hot air balloons for the first time this year, including the Eveready Energizer Bunny. Next month Golden West is sponsoring the Aerobatic Safety Seminar for the Southwest Air Show Network. The public is invited to aerobatic demonstrations on the 17<sup>th</sup> and 18<sup>th</sup>.

Other members described their projects and progress on them.

## EAA Chapter 393 Board Meeting Informal Notes

Thursday, March 06, 2003

Pat Peters reviewed plans for the next Young Eagles event on April 5, 2003. Most of the attendees will be from a church group.

Pat also reported that Airport Manager Mendez is gone.

Pat reported that the county is stripping empty hangers of all essentials for hangar life and offered to do the same for him. He declined. The county is asking to see permits for any hangar improvements, especially electrical work; Pat pointed out that the county has lost all the permits issued over 25 years ago. Given examples of permits that they no longer have, it would not seem wise to take the county's word about the lack of a permit, just because they can't find it.

Tracy Peters reported that the Collings Foundation would be touring with their B-17 and their B-24, visiting CCR on May 13-15 (Tuesday - Thursday). EAA393 will provide 12 to 14 people to help. Contact Tracy Peters for details. Their tour schedule is at [http://www.collingsfoundation.org/cf\\_sch-wof2003.htm](http://www.collingsfoundation.org/cf_sch-wof2003.htm)

VP Guy Jones is working on some of our builders to speak at our meetings and share their building experiences.

At our regular meeting of May 28, we would like to have a potluck dinner before the meeting and invite members to bring family and friends at 6:00 pm to enjoy some food and socializing before the regular meeting at 7:30. We also have our annual picnic scheduled for Saturday, June 28.

### Events (past and future):

Fly out March 1<sup>st</sup>: Harry Heckman and his brother, along with Harvard Holmes and his partner flew down to Marina for lunch. Food was quite good, but the restaurant was empty. The bar had a few patrons, however. The flight down was under some clouds at 3500 to 4000 feet. On the way back we both went up the coast and through the Golden Gate Bridge. Here's a picture of Harry taxiing in to the Marina ramp in front of the café.



## Events (cont):

We received a flyer from Alan Wallace, President EAA Chapter 1337 for a fly in to a Spring Pancake Breakfast. Details: **Northern Yosemite EAA Chapter 1337, Spring 2003 Pancake Breakfast**  
Saturday April 12th 8:00 - 11:00 Fly-in Campgrounds (Runway 29) Columbia (O22) Airport  
For Additional Info Contact: Alan Wallace @ (209) 586-5860 or Jim Thomas @ (209) 962-0910  
Supports Chapter 1337 Young Eagle Program

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The **Pacific Coast Dream Show** is happening again at Half Moon Bay on April 27, 10am to 4 pm. See <http://www.miramarevents.com/dreammachines/facts.html>

**13<sup>th</sup> Annual Aerobatic Safety Seminar**, Sunday, March 23, 2003  
Yuba County Airport, Marysville, CA

- Gates open at 11:30am
  - Air show begins at 12:30pm
  - \$10 per adult, Students with Student ID and Paid Adult – free
  - Kids 12 and under – free
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The annual **Flying Companion Seminar** is designed for right-seat passengers who want to know more about flying and what happens during a flight. This all-day session will teach the non-pilot how to be an effective cockpit member, and addresses and helps calm fears about flying. Our chapter has been offering this popular seminar for over 20 years. This is one of the only Flying Companion Seminars in northern California.

Details: Santa Clara Valley Chapter Ninety-Nines Flying Companion Seminar

When: Saturday, April 5, 2003, 8:30 AM - 5:00 PM

Where: San Jose State University Aviation Department (SJC) Corner of Coleman and Airport Blvd in San Jose CA. Seating is limited. Pre-registration is required.

This year's topics include:

- Aerodynamics: how and why a plane flies
- Radio procedures: how to use the radios and about emergency frequencies
- Navigation: how to read charts and help navigate.
- Preflight: what is the purpose and how to do one on an actual airplane.
- Aviation Instruments: what those gauges can tell you.
- Basic aviation weather.
- Checklists: what are they for and how can the passenger help with them.
- Medical Facts for Pilots
- Weight and balance: why how you load your plane is so important
- Fun Places to Fly

Contact: Susan Tilley, [scv99s@softhome.net](mailto:scv99s@softhome.net) or 408-733-2292

Website: <http://www.pilotsguide.com/scv99s/flycomp2.html>

Donation: \$55 includes snacks, lunch, classroom supplies and workbook.

## ADVERTISING:

### FOR SALE:

Lou Ellis and Randy Alley are restoring a 1942 Army Taylorcraft L-2. At the time of completion Randy will be selling his half of the plane. We hope to have it done by the summer. Please come by the hangar E16 on the east ramp and check it out. Phone 925-825-1247(home), 925-825-7278 (hanger)

### Ebay:

For those E-Bay'ers out there a couple of members have items for sale, their profiles are: PacificFlyer (Tracy Peters) and [Achelis@pacbell.net](mailto:Achelis@pacbell.net) (Scott Achelis)

### Looking For Back Issues?:

Looking for a back issue of The Cleco? Well you can find them on our website at <http://www.eaa393.org>  
Thanks for all the hard work Bruce!

### Members Projects:



- Come to the next meeting to find out more about this plane and others that are being built by our members.

Michelin Air Tires: I have two new, never mounted, 500-5 six ply Michelin Air tires with new, unused tubes. These are the correct size for Van's RV series of planes (among others). Dresser sells these tires for \$89.00/each. I'll sell both tires with tubes for \$185.00. Contact Scott Achelis @ (925) 935-7920 or emSail at [achelis1@hotmail.com](mailto:achelis1@hotmail.com).

**For sale**, Garmin **GPS90**, \$250 and **sporty's JD-200 Transceiver**, \$150(both are like new). Also, **Slick Impulse Coupled Mag 4371**: \$150 I think it has fewer than 100 hours) call Will Price 925-362-9455.

**1/3 Hangar For Rent** (available 4-30-03) West Ramp. Perfect for a home built. \$185.00/MO Call Pete Wiebens, 925-933-7517

If you have items you wish to advertise please contact **Jordan Jones** [jones.jordan@atti.com](mailto:jones.jordan@atti.com).

SPECIAL EDITION

EAA Chapter E-Gram

Vol. 5 No. 1 March 18, 2003

ADIZ Added For New York City Area; Other Airspace Restrictions Announced Include Disney Theme Parks

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As expected, the FAA and Transportation Security Administration (TSA) have issued several Notices to Airmen (NOTAMs) effective 3 p.m. EST today (March 18) creating or maintaining airspace restrictions near sensitive areas in response to the heightened nationwide "Orange" (High) terrorist threat level. Specifics of the NOTAMs were being discussed between FAA, TSA and the Department of Defense over the last few days and were officially communicated to the public via a teleconference two hours before their issuance.

In the Washington, D.C./Baltimore region (National Capital Region, or NCR), the Aviation Defense Identification Zone (ADIZ) remains active with the added requirement that all VFR and IFR flights within the ADIZ file flight plans before takeoff and close flight plans upon landing or exiting the ADIZ. (FDC NOTAM 3/2126)

Special operating procedures outlined in SFAR 94 for the Maryland-3 airports, College Park Airport (CGS); Potomac Airfield (VKX); and Washington Executive/Hyde Field (W32), remain in effect with the following additions: 1) Aircraft must undergo TSA security inspection prior to departure from one of the above facilities; 2) Except in cases as described below in #4, aircraft must land at an identified gateway airport (Tipton Airport-FME-Fort Meade-Odenton, Maryland) for security inspection prior to returning to one of the three airports; 3) After inspection at the gateway airport, aircraft must proceed to its destination airport with no intermittent stops; and 4) If an aircraft departs from one of the three airports and receives flight-following and remains in contact with ATC for the duration of the flight with no intermediate stops, the aircraft may return to one of the three airports without going through the gateway airport. (FDC NOTAM 3/2124)

An ADIZ for New York City has also been added (FDC NOTAM 3/2127), restricting flight operations from the surface to flight level 180 in the area within the mode C veil (approximately 30 nm) surrounding JFK International (JFK), LaGuardia International (LGA), and Newark, New Jersey (EWR) International airports. Restrictions are similar to the Washington/Baltimore ADIZ however there will be no 15 nautical mile flight restriction zone within the New York ADIZ. Aircraft operating within the ADIZ must be equipped with operable two-way radio and transponder with automatic altitude reporting capability and receive a discrete transponder code from ATC, which shall be continuously transmitted while operating within the ADIZ. Flight crews must be in continuous contact with ATC, and all VFR and IFR flights within the ADIZ must file flight plans before takeoff and close flight plans upon landing or exiting the ADIZ. Aircraft operating in the traffic pattern at non-towered airports are exempt from the ATC communication requirement, provided they monitor the airport CTAF. Pilots are also required to obtain ATC clearance before entering Class B, C or D airspace within the ADIZ.

Steve Brown, FAA Associate Administrator for Air Traffic Services, recommended to pilots planning to transit the area of the New York City ADIZ to fly the perimeter and avoid over flights whenever possible...

For more information go to:

[http://www.eaa.org/communications/eaanews/030318\\_adiz.html](http://www.eaa.org/communications/eaanews/030318_adiz.html)

## SECURITY ALERT RAISED TO ORANGE LEVEL, ADDITIONAL AIRSPACE SECURITY MEASURES LIKELY

On Monday evening, March 17th, in a widely anticipated move, the Department of Homeland Security raised the terrorist alert level to "Orange" (High) following President Bush's speech on U.S. military intervention in Iraq. The threat level was elevated as the U.S. government's response to potential domestic terrorist reprisals in the aftermath of the President's warning that the current regime in Iraq has 48 hours to depart the country.

As the alert level is raised, EAA is anticipating additional airspace restrictions although the specifics of those restrictions have yet to be fully determined. As of Monday night, it was anticipated that airspace restrictions similar to the ADIZ in

the Washington, D.C./Baltimore region may be implemented in New York City, where past experience has shown a high level of sensitivity to future terrorist actions. The FAA, TSA and Department of Defense, among other agencies, will reconvene in sessions on

Tuesday morning to discuss what additional measures might be taken to address possible aviation-related threats to homeland security. EAA anticipates that a number of new

NOTAMs will be released some time Tuesday afternoon or evening though that timing could slip. Late Monday night, EAA government programs staff were working with senior air traffic officials to identify the operational lessons learned over the last few weeks in the Washington ADIZ with a view toward minimizing the impact of any new restrictions.

For more information go to:

[http://www.eaa.org/communications/eaanews/030317\\_alert.html](http://www.eaa.org/communications/eaanews/030317_alert.html)

### ANALYSIS:

#### WHAT HAPPENS TO U.S. AIRSPACE IF MILITARY ACTION BEGINS IN IRAQ?

There have been extensive discussions on various federal levels on what, if any, flight restrictions may be implemented upon the possible commencement of hostilities in Iraq. Both FAA and the Transportation Security Administration (TSA) have been forthright in saying that there is potential for heightened threat levels if and when U.S. engages in full-scale war. In essence, there is a belief among many federal security officials (mostly non-aviation) that U.S. bombing or invasion of Iraq could trigger the so-called sleeper cells into Action/retaliation. On that basis, EAA's sources say there is a likely chance that the threat level would be raised at the start of any hostilities.

It should be noted that in many instances, the FAA and TSA have been the staunchest defenders of general aviation within the federal government. Many other federal agencies feel more that restrictions are needed, while FAA and TSA officials have maintained that blanket restrictions on general aviation are counterproductive and only marginally enhance security. That pressure from other areas within the federal government has become a major part of the policy discussions and is the stimulus for greater restrictions if full-scale war with Iraq begins.

When any hostilities do break out in Iraq, EAA does not expect any blanket nationwide restrictions in the U.S. However, we can expect airspace restrictions around areas that national intelligence has identified as specific targets for terrorism, similar to the restrictions currently in place around Washington, D.C.

For more information go to: [http://www.eaa.org/communications/eaanews/030314\\_airspace.html](http://www.eaa.org/communications/eaanews/030314_airspace.html)

EAA will be updating the web with the most current information available. For NOTAM and TFR updates, the latest information is continually posted at Aeroplanner.com, available through the EAA web site.

### 2002 -2004 Chapter Officers and Chairpersons

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