



THE CLECO

EAA Chapter 393



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Notes of Interest:

- **Meeting:** Wednesday March 24th at the Buchanan Field Terminal Building located on John Glenn Drive in Concord and will begin at 7:30PM. Visitors are always welcome.
- **Club Fly-Out:** Saturday March 27th at CCR Terminal. Meet at 10am.
- **Board Meeting:** Next meeting is April 1st at 7:30pm at CCR Terminal. Members are welcome to attend.

Letter from the President

Greetings fellow members, springtime is upon us. Aviation activity is heating up along with the weather. It is amazing how much more air traffic there is when I look skyward now that the sun is back. As with the air traffic there is more activity in the garages and hangars of homebuilders. This means the chapter is also awakening from its slumber. Chapter meetings and events will start to reflect this in several ways.

Outdoor events are on the horizon such as our annual chapter picnic, Young Eagles, and aircraft displays. Fly-ins both local and the "big one", Golden West at Marysville are also a great chapter as well as individual function to attend and volunteer for.

On an FYI basis I should be seeing more progress with my own project now that frequent rains seem to be a thing of the past. Since I've been working on the wooden wing spar there were a few days when working with wood in the wind and rain would have been out of the question. Temperatures are better for working with T-88 epoxy as well. I'll tell you, T-88 in the winter flows as fast as Highway 4 traffic during rush hour; and it flows as fast as money from my pocket at Tax Time during the summer. I'm dreaming of a framed wing with landing gear and a fuselage resting on it by the end of summer.

I hope all of you reach your flying and building goals this season too.

Pres. Pete

DARPA EYES SPACESHIPONE BERTH The Defense Advanced Research Projects Agency hopes to fly experiments on board Scaled Composites' SpaceShipOne suborbital spacecraft later this year, according to the agency's Stu Nozette, a program manager at its Tactical Technology Office. Initially, Darpa would fly "telemetry experiments," he said, which could later be expanded to fly a miniature synthetic aperture radar. SpaceShipOne's peak altitude and velocity are similar to a spacecraft in orbit around the Moon and could serve as a test run for some smallsat lunar missions being planned by Darpa. Nozette was a panel member on the Marshall Institute-organized discussion of the President's new space policy, held on Capitol Hill earlier this month.

AVIATION WEEK & SPACE TECHNOLOGY/MARCH 1, 2004 11

Quote from the DEFENSE ADVANCED RESEARCH PRODUCTS AGENCY: "Homebuilders!! We need your help!"

Actor and private pilot Harrison Ford, new Chairman of EAA's Young Eagles program. More on Page 6.



Concord City Council Meeting:

Tuesday, March 2, 2004 6:30 pm

Thanks to Dianne Cole for alerting us to this meeting.

The Council had an agenda item to consider a recommendation by the Assistant City Manager Lydia DuBerg to pass a resolution opposing the County's RFP for alternative uses for Buchanan Field. This item was put forward by staff and supported by an ad hoc Committee on Buchanan Field and the Naval Weapons site.

The Council reviewed the staff Resolution and actions, including the letter to the FAA, the FAA response, and the issue of input from the surrounding cities. The City Staff position is that the process is flawed: the City was not included in the planning for such a change, while Buchanan Field is within the city's sphere of influence and the City should have been included as an equal partner.

The Chamber of Commerce opposes closure of Buchanan Field.

In Summary, the Staff asks the Council to formally oppose the RFP process and ask the County to stop the process. They believe that it would have a negative economic impact. They believe that the process has a divisive effect on City/County relationships. They ask the City to respond with letters to the County, and to the FAA.

Bill McManigal: He notes that the city is already opposed as a staff position; he urges the Council to formally endorse this position.

Mark Peterson: Concord should be an EQUAL partner ~ the process is flawed. Supervisor DeSaulnier was here and said he wanted to cooperate, but it is in Concord's sphere. It ignores the principles in "Shaping our Future."

PUBLIC COMMENT:

Pat Peters: Noted the Young Eagles efforts to include the community in airport activities. Thanked the Council for their support.

Dianne Cole: (Friends of Concord Airport Coalition) Thanked the Council for supporting the airport. She noted that closing the airport would be a long drawn out process, even if the FAA approved, which it does not.

Dave Long: Thanked the Council for their support. He noted that the FAA felt the closure was "highly unlikely." He urged the Council to approve and adopt the resolution.

Ellen Williams (Chair of the Aviation Committee of Concord Chamber of Commerce): Thanked the Council for their courage. Suggested that the Council could review the \$1M Airport Master Plan Update if they are considering alternative locations.

Others also made comments.

COUNCIL CONSIDERATION

Bill McManigal: Sees no reason to close the airport. The process is flawed because it shows no justification for closure. He supports a council statement opposing closure.

Mark Peterson: He has a problem with the process. He supports the City Manager's letter. The city should be an EQUAL partner in the process. It violates the spirit of the "Shaping our Future" study. He endorses the letter without going further.

Susan Bonilla: She will not support the motion. She wants the FAA to resolve it and feels that it is not necessary to add acrimony to the issue with further letters.

Laura Hoffmeister: She will support the motion. The Economic Impact Study was convincing. She would go further, stating an opposition to closing the airport (versus just opposing the process). She would add a couple of key points: the emergency response component provided by the airport, and medical flights supporting our hospitals.



February Chapter Fly-Out:

Flyout to Corning

Saturday, March 6, 2003

We had beautiful weather for the flight, a good meal, and an enjoyable talk up at Corning. I'd guess 30 to 50 planes and 100 or more people were there. The speaker was from Van's RV factory, and spoke about the RV-10. He brought the factory RV-10 prototype with him, and there was a constant stream of people getting in it to try it out. The plane is intended more for cross country cruising and not for aerobatics. It uses more composites in its construction than previous models. It looks like a real winner.

The intrepid flyers from EAA 393:

Harvard Holmes and Nat Kingsley (Mooney M20E);

Harry Heckman and his brother Warren (Lancair 235/290);

Ron Robinson (Glasair I RG);

Bob Belshe and Fred Egli (Lancair 235/320);

Bill Black and guest (Harmon Rocket);

Ray Nilson, Pete Mitchell, Don Baldwin (by car).



- Harvard Holmes' Mooney



- Harry Heckman's Lancair



- Bob Belshe's Lancair



- Ron Robinson's Glasair 1RG



- Bill Black's Harmon Rocket



- Vans RV-10 Prototype

Treasurer's Report

Checking Balance:	1543.47
Savings Balance:	2593.30
Total:	4136.77



Informal Meeting Notes

Wednesday, February 25, 2004

By Harvard Holmes

Some members noted problems reading the Cleco on the web. It was pointed out that it was necessary to use the web location given in the email, and that the current Cleco could not be found by searching the web.

Our speaker was Stu Bowers, who is a CFII and the Safety Officer at MDPA. He reviewed elements of the BFR, technically known as a "Flight Review." He pointed out that there are several ways to accomplish the flight reviews.

1. Spend 1 hour on ground instruction and 1 hour on flight instruction with a flight instructor. Stu noted that he will generally ask the pilot what areas he would like to focus on. Stu noted that a big problem is lack of currency ~ some pilots have not flown in a long time. These pilots get different treatment from Stu. As an aside, Stu noted that safety pilots must be rated for the aircraft AND have a medical.
2. For glider pilots, the flight instruction can be accomplished by three flights to traffic pattern altitude.
3. A pilot proficiency check conducted by an examiner, e.g., for an instrument or other rating also accomplishes the flight review. A complex or tail wheel endorsement does not meet this requirement.
4. The Wings program satisfies the requirement for a flight review. This requires three hours with an instructor: 1 hour of basic maneuvers; 1 hour of take offs and landings; and 1 hour of instrument training. Then the instructor signs off on the Wings program in the logbook.
5. Student pilots do not need to accomplish the BFR; they are under "supervision."

A simulator can be used for the flight review, but the simulator must be approved for landings. If the simulator is not approved for landings, then a real aircraft must be used for that.

Stu has come up with a standard check ride for the Civil Air Patrol. He takes a few elements from the preflight, and most of the elements of the PPL. For the ground review, Stu has 50 questions.

The FAA is concentrating on areas of high risk, including continued VFR flight into IFR conditions.

Stu enjoys doing flight reviews.

Questions and Answers:

Guy Jones went up with Stu and a member recently on a flight review.

What about the Sport Pilot Certificate? The review requirements are unknown at present.

The Treasurer reported about \$4000 in funds.

Pat Peters talked about plans for the April 3 Young Eagles rally and Open House to be held at Sterling.

Stu Bowers noted that MDPA also has a pancake breakfast on that day, as well as a historic aircraft display day.

Guy Jones reported on progress for the Golden West air show. There are work parties on one Saturday per month; the fences have been removed north of the FAA area. He also noted that a gyrocopter pilot was killed there on the same day as the last work party.

Harvard Holmes reported that the Young Eagles flight to Visalia, which had been scheduled for February 21, was replaced by local flights due to marginal weather. This was originally intended to enable the Athenian School aircraft construction project participants to see their engine run in the test cell at Ly-Con in Visalia.

Introductions:

Peter Degl'Innocenti continues to work on his wing spars for his replica P-40.

Bill Call is working on his Lancair ES, installing interior panels, wiring, and the air duct on top. At the end of July, he will have 3 years work into the plane, about 1600 hours and 3000 photographs.

Bob Belshe has a Lancair 235 with an IO-320 engine. He recently installed a new electrically adjustable constant speed prop and now has about 3 hours on it. He reports improved take off performance. He is getting about 30% more power on takeoff due to achieving full RPM. The MT prop is a major change, requiring a 5 hour test period. The MT prop is a wooden blade covered with fiberglass with steel leading edges.

Doug Knight is building a plans-built Bearhawk. He is working on one wing; he finds that dimpling is slow. The airplane has a wet wing fuel tank, so he will be doing some Proseal work. Rick Lambert has been over to look/help.

Don Baldwin is working on a Sonex. He's working on the wing spar; there are lots of little pieces. The kit includes skins and lots of parts. After the spars are done, then he will start on the ribs.

Harvard Holmes announced the next flyout to Corning to see the RV-10 prototype by Vans Aircraft and hear a short talk by a speaker from the factory.

Ron Robinson has a Glasair I RG, and just got to 1000 hours on the plane. Currently it is down for its annual.

Keith Martz has a Comanche that he has put 2000+ hours on. He also has a Glasair that he started in 1982, that he last worked on 5 years ago. He'd like to sell it for what he has in it. It has engine mounts for a 200 HP engine, but there is no engine with the plane.

Phil Jenkins has a Glasair IIS RG. He is changing the cowling for a better air inlet arrangement.

Jim Veatch has a Kitfox series VII. He is finishing up the fuselage and looking at the Light Sport Aircraft rules to see how he wants to finish it.

Ray Nilson has an RV9A under construction in his garage.

New Guests Bill and Will Terminello have two ultralights, a Jodell with engine and tail but no wings; a Benson gyrocopter, and a Luscome that needs recovering.



Informal Board Minutes

Thursday, March 4, 2003

By Harvard Holmes

Present: Peter Degl'Innocenti, Guy Jones, Louis Goodell, Jordan Jones, Harvard Holmes, WHO ELSE?

1. Reviewed paperwork from the State of California regarding Filing Requirements for Incorporation.
2. Peter got email from Golden West regarding volunteers to help there.
3. No speaker has been selected yet for the next meeting.
4. Harvard reported that about 10 people are signed up for the fly-out to Corning.
5. It was suggested that we might want to start promoting the June Picnic (that is, start asking for volunteers).

Young Eagles

VAN NUYS, Calif. - (March 8, 2004) - Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association (EAA), was introduced today as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992.

During a welcoming program at Van Nuys, Calif., with EAA President Tom Poberezny, Ford accepted the chairmanship of the program, saying, "It's daunting to step into General Yeager's shoes, but aviation is about learning new skills and the satisfaction that comes with practicing them and doing better."

Brig. Gen. Chuck Yeager, who has served as Young Eagles Chairman since 1994, has been named the program's Chairman Emeritus and will continue to participate as one of more than 35,000 volunteer pilots who have been involved since Young Eagles was founded.

"Harrison Ford's passion for flight has grown through the years, as he has achieved several pilot certificates and ratings, and made aviation a major part of his life," Poberezny said. "He discovered Young Eagles on his own several years ago and quietly started flying young people. He now has flown 81 Young Eagles. He is a natural fit to help lead us to even greater achievements as EAA members prepare the next generation of aviators."

The Young Eagles Program's original goal of flying 1 million young people ages 8-17 was reached in October 2003, when 15-year-old Andrew Grant of German Valley, Ill., was flown by EAA member Rick Ellis. The one-to-one outreach between pilot and youngster was part of what attracted Ford to the program.

"Young Eagles gives kids a view of the world they've never seen before," Ford said. "Each Young Eagle flight is an opportunity to excite kids by sharing your passion for flight and to show them that they, too, can learn the skills to participate in aviation."

Ford actually began flight training as a college student in the 1960s, but then put his training on hold until he rediscovered it in the early 1990s. He has since earned ratings in rotorcraft and tailwheel aircraft. He has been an EAA member since the mid-1990s and a member of a local EAA Chapter near his home.

The new Chairman is the third in the history of the Young Eagles Program. Academy Award-winning actor Cliff Robertson served as Chairman from the program's founding in July 1992 through 1994, with Gen. Yeager serving 1995-2003. Under these two Chairmen, EAA's Young Eagles has grown into the largest youth aviation education program ever created.

Since those first flights in 1992, Young Eagles flights have taken place on every continent except Antarctica and in aircraft ranging from business jets to blimps. Each year, EAA receives numerous reports of young people who have been inspired to pursue aviation as a career or as recreation because of their Young Eagles flights. Many of those early Young Eagles are now introducing flight to other Young Eagles as well. Every major university aviation program and all U.S. military academies also have current students who were inspired by a Young Eagles flight.

"As we launch the second century of powered flight, Young Eagles will also reach for new horizons," Poberezny said. "We have seen the impact that this program has made on young people, whether or not they pursue aviation. That inspires us to do even more."

The EAA President also announced new offerings as follow-ups to initial Young Eagles flights, including expanded web site activities and recognition levels for young people interested in aviation. Those specific activities will be announced as they are unveiled.

The Young Eagles Program was founded in 1992 and has provided more than 1 million free demonstration flights to young people. Through January 2004, young people around the world have participated in the program through the efforts of 35,000 volunteer pilots. Major support is provided by Jaguar Cars. More information is available at www.youngeagles.org.

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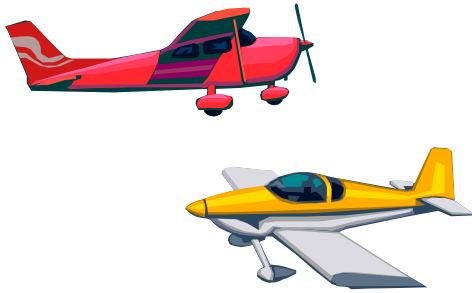
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This Months Speaker



EXPERIMENTAL AIRCRAFT
ASSOCIATION

AIRPORT OPEN HOUSE

9:00AM TO 4:00PM

APRIL 3, 2004

YOUNG EAGLES RALLY

CHILDREN 8-17

SHOW PLANES ON DISPLAY

BUCHANAN AIRPORT

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