




THE CLECO

EAA Chapter 393



Volume 33, Issue 2

February, 2005

Aviation Advisory Committee Meeting:

January 18, 2005, 7:30 PM

CCR Terminal Building

This was a special meeting of the AAC at which Supervisors Mark DeSaulnier and Mary Piepho (a newly elected supervisor) were invited. Buchanan Field is in DeSaulnier's district, while Byron airport is in Piepho's district.

Pat Howlett called the meeting to order and asked the AAC members to identify themselves. Then Mary Piepho introduced herself.

Mary Piepho sees lots of issues that the Board of Supervisors need to work on. As for Buchanan field, she feels that it is working, and she likes it where it is.

Mark DeSaulnier gave an update on Buchanan Field. Dennis Barry is head of land use development. One response for developing Buchanan Field was received. The proposers did reimburse the county the \$50,000 that the county spent to prepare the RFP. The time for review was 4 months (until March 2005) and then the county will decide whether to enter into an exclusive negotiation with the proposers. Beyond that, a further agreement would require 6 months or so. Dennis would like to extend the initial review beyond the 4 months originally scheduled, because the appraisal provided by the applicant needs more review. Then they would check with the FAA to see if the proposed sites for a replacement airport are equal/better than the existing airport. The applicant thinks that the Acme landfill site is not adequate for a replacement airport. DeSaulnier thinks that the whole thing may not work out, due to the difficulty of effectively replacing the airport. Nevertheless, he is pleased with the proposal ~ they had a good consultant. The question remains, how long to pursue an alternative to Buchanan Field? DeSaulnier feels that we need to determine what the property is really worth, and can the replacement airport be really equal or better than Buchanan. He believes that unless the airport really advances, this issue will come back over and over.

Question from Dick Rihn: Should we try to prevent inappropriate land use around a new location? A (DeSaulnier): That's OK with him. We should facilitate this airport,

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Notes of Interest:

- **Meeting:** Wednesday February 23rd 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:** February 26th, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is March 3rd at 7:30pm at CCR Terminal. Members are welcome to attend.

Aviation Advisory Committee Meeting: (continued)

since he thinks the chances of moving are less than 50%.

Q (Hal Yeager, People over Planes): He hopes we make intelligent growth decisions. Micro-jets may be the answer? We need to avoid businesses that wake people up.

Q (Diane Cole, Friends of the Concord Airport): One reason the airport is not economic is that Diamond Blvd. does not go through. The opposition to the airport came from DeSaulnier's change in position. He was perceived as not being truthful; people are skeptical of him. Why not ask the FAA first?

A (DeSaulnier): The skepticism is OK with him. He feels he's been honorable and consistent. The issue of process has been difficult. There is a process to have the FAA dispose of property. He feels we have gone beyond this process. He wants to get to the next part.

(Hal Yeager) The question is how to make this location work with its neighbors.

(DeSaulnier) He thinks jet service will be attractive to the neighbors. He also thinks his process will protect the airport from future investigations.

Q (Betty Dunn): At a recent Board Meeting, Gayle Uilkema asked if the Acme land fill land is useable. Why not address that first?

A (DeSaulnier): Yes, we have to do that. And that will be harder than originally expected.

(Dunn): What other site?

(DeSaulnier): He only knows what's in the proposal ~ the Tosco refinery?

Q (John Levy, MDPA board member): Is the \$50,000 refundable? (A: No.) He is concerned about the economic viability of the airport. This proposal damages the airport because of the threat of closure. The problem gets created by this exploration.

A (DeSaulnier): "understands"

Q (Ellen Williams, Concord Chamber of Commerce): On the 2nd Wednesday in February, there will be a presentation at the Aviation Transportation Subcommittee.

Q (Russell Roe): He's known DeSaulnier for a while, and feels he's done a lot for the county. The FAA won't say "no" until they're ready. You could close two golf courses and get more land than Buchanan. We need to look at environmental impacts associated with moving the airport.

Q (David Dolter): Could the committee get a list of consultants doing the evaluation?

A (Keith Freitas, Director of Airports): Primarily, Lee Fisher and Associates.

Aviation Advisory Committee Meeting: (continued)

Q (Fred Egli): Other areas are being studied. Who pays for the evaluation?

A (DeSaulnier): The developer pays.

The introductions and update is completed and regular business continues.

Keith Freitas reports that operations, noise and fuel sales are up somewhat. Parachute jumping at Bryon is down somewhat.

Board Actions: The board must approve each hangar action (not required for tie-downs).

Beth Lee (Airport Business and development manager): She's working with Concord Jet to set lease terms. But they may have cold feet; she's checking with other developers.

Lee reviewed the appraisal process and noted that leases are expiring and others want to renew leases. She passed out a sheet on such economic analyses.

There is a Master Plan Update going on for Bryon; Bernard Dunkelheim will do the master plan. There will be a public meeting in March.

Treasurer's Report

Checking Balance: 907.69

Savings Balance: 2602.50

Total: 3510.19

If you have any recent changes in your contact information please be sure to contact Louis Goodell.

Also check with Louis to see if you owe your chapter dues.

Members Meeting:

EAA Chapter 393 Members Meeting

January 26, 2005

By Harvard Holmes

Our speaker was Eric Helms, who is the publicity chairman for the Hayward Proficiency Air Race www.hwdairrace.org. It costs about \$350, less if you sign up before mid March. This includes two nights lodging and the banquet dinner in Laughlin, Nevada. Eric reviewed the rules and procedures for the air race, including the scoring system. The winners in 2004 were Nat Kingsley and our own Harvard Holmes in their Mooney.

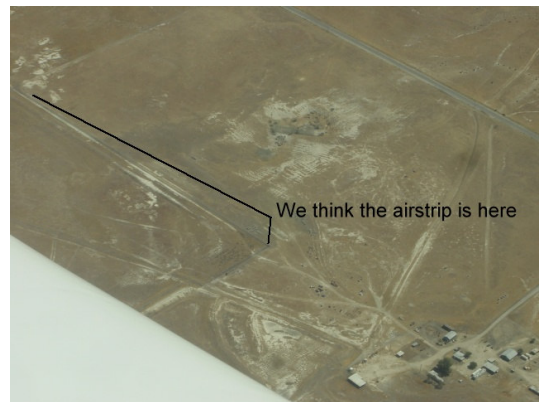
Here are pictures from the Hayward Air Race in 2004.



Do you see the airport in this picture?



Does this help?



An hour later we were over another airport for bonus points. Can you find it? We circled for two minutes before we thought we had found it.

Members Meeting:(continued)

Business:

Jordan Jones got a free DVD from EAA HQ about the RV story. See an officer to borrow it.

Guy Jones got an email from Mark Gerard (not sure of the name) of Kitlog Pro, who would like to donate a copy of the program to the chapter [www.kitlog.com] (\$50 value). Bill Call noted that it's nice, but it could consume a lot of time.

An email noted the Camarillo Air Show on August 27-28 <http://www.camarilloairshow.com/> "Youth in Aviation." Duane says that the hotel at the airport is reasonably priced.

EAA Chapter 517 is raffling off a Kitfox model V. \$25 per ticket or \$200 for ten.

Who should we send to the Air Academy at OSH? A \$200 deposit is needed by March 1st. Pat Peters noted that we use "Jaguar" dollars to reduce the cost to us. Last year we spent \$300. The classes range from \$500 to \$1800. Pat may solicit other chapters for more Jaguar dollars, if needed. Pat has a possible candidate. Send suggestions to Pat. Rich Henne noted a possible candidate from a recent human-interest television program.

Peter Degl'Innocenti noted email from EAA HQ about sponsoring an Explorer Post for Boy Scouts for aviation. Pat noted that MDPA was doing this and finding it hard to attract kids. They finally got 7, which is the minimum.

We would like to produce an Open House event this year. Last year we had a good turnout; Bill Call had his airplane, Pat Peters had his engine, Carl from Livermore was there with his Swedish plane, the MDPA had vintage aircraft, and the Air Rescue helicopter was there. Maureen Bell of PSA would like to help host the event. Pat Peters sees this as an opportunity to get positive press for the airport. He's hoping it could grow larger in the future. He's talked to Travis about sending a plane or providing a fly-by. He has some other ideas as well. He's looking at the end of April or the first part of May. He would invite the MDPA, a medical chopper, and the CHP. We may ask for an admission donation of \$1 or so. We could also do our first Young Eagles flights at that time.

Pat is hoping to schedule Young Eagle flights during the summer on the first weekend of each month except June (Golden West conflicts) and July (July 4th conflicts). Pat wants the hot dog sales at these events to support the Young Eagles program.

Guy Jones noted that we need a commitment from pilots to support the Young Eagles events. Lou Ellis noted that he is concerned about liability.

Pat Peters asked the Collins Foundation to bring their B-17 to Concord this year, but they declined. They are going to Hayward.

Members Meeting:(continued)

For Young Eagles pilots, Pat noted that he has gotten nowhere with Chevron on fuel donations, but when he approached Maureen Bell, she got a donation of 1000 gallons of fuel. If you get fuel at PSA, tell them you are with the EAA and you will get a discount.

Guy Jones noted that our dessert at the Holiday Party was a donation from Ernst Freitag of Alpine Bakery, even though it was agreed beforehand that we would pay Ernst half price for the desserts.

Pat Peters suggested that we look for a park for our annual picnic, rather than having it in front of Budget again. Ron Robinson noted that there is a nice park in Pleasant Hill on Gregory Lane. Guy noted that we needed a Pleasant Hill resident to reserve the park. The area has worked very well for him. We will aim for July 9th for our picnic.

Aviators were reminded of Saturday's fly out. Auburn is the destination with Half Moon Bay as the alternate.

No introductions/progress reports were conducted as it was getting late.

Harvard Holmes' Notes on Hayward Air Race:

Harvard first flew the Hayward Proficiency Air Race in 1998 and wrote up this impression of it. There are minor changes in scoring, but the overall "feel" of the race is unchanged since then

"How would you like to fly in the Hayward Air Race?" said my brother-in-law on the phone. "Where are you going to get a plane?" I responded, wondering what I was getting into. Well, the UC Flying Club supplied a nice Cessna 172, and the next thing I knew, we (Nat, his son Seth, and I) were "Racer 13," with 13s under each wing and on each side of the tail in black masking tape. Then down to Hayward for the pre-race inspection and impound the afternoon before the race. Just to make sure things aren't too easy, the inspector covers up the Loran and DME, so that getting lost will not be so hard. Then on to the pilots briefing. The race is really a rally, with two legs, first from Hayward to Bakersfield, then from Bakersfield to Bullhead/Laughlin on the Nevada/Arizona border, south of Las Vegas. We must estimate our time enroute, and then arrive exactly at our predicted time. Any deviation, faster or slower, gets us penalty points (1 per second off). At the same time, we must estimate our fuel burn, and we are penalized for using more or less fuel than predicted (10 points for each 0.1 gallon off). We are given a nice briefing book with the race checkpoints described. We will identify each checkpoint by answering a question about some aspect of the checkpoint. Each leg has one bonus checkpoint, which cancels out 20 penalty points if you get it right. Safety is emphasized, including the pilot's right to ask for a fuel adjustment if he must make a go around on landing, or any other extra maneuver for safety reasons. We are reminded that the air over the checkpoints will be full of airplanes and to USE the air-to-air frequency.

That night, the family room floor is covered with charts, the pilot's handbook is open to all the fuel burn charts, and the plotter and E6B are hard at work calculating elapsed times to a zillion little checkpoints along the way so we can keep track of our time. The winds are the great unknown. Late to bed and early to rise, DUATS still doesn't say much about winds.

Harvard Holmes' First Notes on Hayward Air Race: (continued)

At the airport on Friday, a weather briefer has come down from the Oakland FSS to brief us; it's VFR with scattered and broken clouds down to Bakersfield and the Tehachapis, then clear over the desert to Arizona. The winds don't seem to have changed much, so we go with the estimates we made last night. Hayward has reserved one runway for use by the racers, but, of course, the wind is opposite to the usual direction, and thus opposite to our briefing instructions. Planes depart one per minute, at the drop of the flag, with the faster planes sent off first to spread the planes out. Yours truly managed to keep us on course, although we didn't see some checkpoints until we were directly over them. We had allowed two minutes at each checkpoint for one circle in case we did not see the checkpoint on the first pass. So near the end of the course, we did a couple of circles to use up this extra time. Then we did our timing run over the runway at Wasco (we were 30 seconds late), and then landed at Shafter. Refueling is done with the gas pump gauge covered up; when you are done, then you get to see how far off you are. We used 3 gallons more fuel than we had estimated. At Shafter, the 99s sold nice box lunches for the racers.

Departing Shafter, there are low broken/overcast clouds to the south toward Techachapi, so we spiral up through a hole in the clouds to get above it. A wise decision, but it cost us 14 minutes that we hadn't planned on. Past the clouds, we find we are a few miles off course, but we haven't missed any checkpoints, and we start replanning our course to make up our 14 minutes. By cutting off some doglegs, and not having to circle at any of our checkpoints, we arrive at the end of the course with a minute to spare, so we S turn to lose the minute. The timing run is 90 degrees to our trip across the desert, and we discover too late that the timing run has a strong headwind, so we are a minute and a half late. After landing at Bullhead, we adjust our fuel for our 14 minute climb, but our original estimate was close despite the 14 minute climb, and we end up worse off after the adjustment. A courtesy van takes us into Laughlin, Nevada and we check in at one of the casinos. The hospitality suite is next and we fill up on munchies, drinks and war stories. The hospitality suite was open all weekend and we spent a lot of time there.

Saturday, we plan a trip back the way we came, then lunch, then walk up and down the Colorado river, and see the casinos, a WW II museum and a car collection. At the banquet Saturday night, the prizes are given away (about \$5000+ in total), and the winners get trophies. We end up in 21st place out of 50 planes, not nearly as bad as it could have been.

Sunday morning, we check the weather on a laptop computer, then call a briefer at the FSS, then decide to fly up over the mountains rather than go through the Bakersfield area and up the valley. Replan the trip! and make haste to the airport, since the weather is better early than late. We fly up over Death Valley, then Bishop, then land at Mammoth for fuel. I had taken this same route a month earlier on a trip to Death Valley, so it was familiar and the familiarity helped navigate. Leaving Mammoth, we have to circle to gain altitude; we find some up drafts, then make it easily over the pass (9200'). We are over clouds for 15 minutes on the other side of the pass, then in the clear all the way to Hayward. We drop off Seth to get the car, then return the plane to Oakland.

Now I'm thinking who will be my co-pilot in the race next year?

There is information on the Web at <http://members.aol.com/hwdairrace/race.htm>

Monthly Chapter Fly-Out:

EAA Chapter 393 Fly Out to Auburn

Saturday, January 29, 2005

Eleven intrepid aviators made this trip in 6 airplanes:

Harvard Holmes in his Mooney with Guy Jones

Tony Tiritilli in his Cherokee with Linda and Tom Howard

Ernst Freitag in his RV-8

Harry Heckman in his Lancair

Phil Jenkins in his Glasair with his brother John

Bob Belshe in his Lancair with Fred Egli

We had a delightful lunch in Auburn. We had at least one un-filled seat.



• Ernst Freitag's RV-8



• Tony Tiritilli's Cherokee



• Bob Belshe's Lancair



• Harvard Holmes & Guy Jones with Harvard's Mooney



- The Lunch Group

Young Eagles:

We have received 83 Jaguar Young Eagle Pilot Credits for 2004. These credits may be used to offset some of the cost of registration. When we send a young eagle back to the Academy, the difference between the total cost of the registration and the Jaguar Credits are paid in by the chapter or the person registering. Sometimes other chapters have credits that they do not use so I can contact them and have them send me their credits.

Also, the first Young Eagle Rally has been set for May 7, 2005. This will be an open house type of an affair and the public will be invited. I will again ask all the members of EAA Chapter 393 who have aircraft to please bring them over to PSA and put them on display.

I will need all the help that I can get from any member of the chapter, either in securing other aircraft from around the area for display.

If anyone has any ideas to make this a successful event please contact Pat Peters.

EAA Chapter 393 Board Meeting

February 3rd 2005

Attendees: Peter Degl'Innocenti, Guy Jones, Louis Goodell, Harvard Holmes

1. The picnic is tentatively in Pleasant Hill at Rogers Smith park out Gregory Lane on 750? Grayson Blvd. Guy is coordinating with Rich Henne to arrange the deposit for the park. The BBQ cooker was provided last year by Louis Goodell.
2. We want to reimburse Louis Goodell for the cookies and coffee that he brings to every meeting.
3. The Chapter will buy the tent from Pat Peters for \$300, that he got for the hot dog concession.
4. Looking at costs, especially the \$300 tent and \$500 for sending a student to OSH, we should hold off on the tent until we can assess things.
5. The newsletter costs \$37 for stamps and \$100 for printing every time. We should switch to email newsletters to the extent practical. (This has been done in the past. What happened?) We should have a sign up list at the next meeting for the hard copy of the cleco and give everyone else electronic copies.
6. Who is the candidate for the Air Academy? Pat Peters and Rich Henne mentioned that they might know of candidates.
7. The certificate for the kitlog software should arrive soon. Then we will raffle it off.
8. Email from Napa, Chapter 167 ~ a Glastar wing and tail kit was donated to the chapter and they want to sell it for \$12,000 (retail is \$15,000).
9. John Gibson will be our speaker next time.

EAA CHAPTER 393

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