



One Six Right

Our speaker for the November 15 meeting will not be able to make it and is being rescheduled. In his place, we are bringing you the movie 16 Right, courtesy of Ron Robinson.

One Six Right - The Romance of Flying. One Six Right is an exhilarating documentary film that celebrates the unsung hero of aviation - the local airport - by tracing the life, history, and struggles of an airport icon - Southern California's Van Nuys Airport. Featuring thrilling aerial photography and a sweeping original score, the film dispels common misconceptions and opposes criticism of General Aviation Airports. Through the love story of one airport, past to present, the film shares the timeless romance of flying with all ages.

Upcoming Topics

Jan. 24, 07: Bruce Seguire/Scot Stambaugh
Riveting
Feb. 28: Scot Stambaugh
Aircraft Wiring Basics
TBD: Rick Lambert
Aircraft Rigging
May 23: Scot Stambaugh
Flight Testing Your Experimental Aircraft

Holiday Party - Sign Up!

Presidential perspective:

My Letter to Bob

As you may recall, way back in September I wrote about a problem that I saw with the direction the EAA was headed. During the better part of a 1.5 hr discussion held during the chapter meeting I was given lots of different opinions about what exactly were problems and some new ideas that I should consider. After having considered the problem at length, I have come to several conclusions. The following letter to Bob Warner, Senior VP of EAA, sums up my current thinking on the matter.

Dear Bob,

Regarding our phone conversation of 9/27, I now have a much clearer picture regarding the future direction I would like to see the EAA take. After much discussion with EAA members both within and outside Chapter 393 I have come to the following conclusions:

Regarding the name EAA

The consensus seems to be that the organization is growing beyond the name "Experimental Aircraft Association". As I see it we are heading in the direction that might more appropriately be called "The Recreational Aircraft Association". This notion was very hard to accept, initially. However upon reflection of the current facts and probable situation in the near future it seems a much more accurate reflection of the membership as it will exist in the near future. I found it increasingly easy to accept my place in the Experimental wing alongside what I expect will be the Warbird, Antique, Classic, LSA, Ultralight, Aerobatic and Instructional wings of the RAA, a much

larger and more influential aviation advocacy organization.

Now gazing into my crystal ball I also see a point in time in the not too distant future when the conditions will be right for the merger of the AOPA and the EAA to form the true RAA. I see the two organizations as being mostly complementary except for the overlap in the area of government affairs. Also, I don't see much growth in the AOPA, quite the contrary, as the current generation of older pilots moves on. I also see the chapter organization of the EAA as providing a structure for the focus of the new pilot experience. I see the ability to absorb all the independent pilot organizations into the umbrella provided by the EAA(RAA)/chapter system at the local level with the ability to operate on the national level to an even greater extent than the current EAA/AOPA organizations do at present. The logical conclusion of all this leads to the inevitability of the required name change as an accurate reflection of the constituent organization.

The Magazine

Most members I consulted agree, the magazine needs improvement. The articles are mostly uninteresting due to their lack of relevance to the builder (our chapter's traditional focus), particularly important to the members I spoke with. The columnists, with very few exceptions, are not interesting and they, too, have relevance issues for our members. This leads me to the conclusion that the organization is experiencing the problem of trying to be relevant to all and actually being relevant to none. What seems to be required is a return to the multiple magazine model. This would allow for the content to be focused on the target audience, i.e., builders, restorers, antiques, warbirds, etc. If you were to overlay the news/letters/articles/columns/classifieds of the focused magazine onto a template of news/letters/columns/calendar common to all the magazines, then you might retain the relevance and meet the requirements of a vehicle for the national organization and all

with only one magazine per member. The ads could be a mix of specific and general as appropriate. This would require a bit more work on the publishing side but would result in far better service for the members. It would also be an improvement on the old multi-magazine format that at least in the later years didn't deliver on the promise on either front as well as being unnecessarily expensive.

The Spokesman

When Paul retired as president of the EAA, the organization lost the focus of the founder's perspective. This has never been restored. The EAA lost a good portion of its identity. It seems vitally important to have this focus. This loss of the figurehead of the EAA has had the effect of depersonalizing the organization to the members. I believe that the current sense of us vs. them that currently exists between the EAA board/officers and the members stems directly from this loss.

As a remedy to this situation I recommend that the EAA create the position of "Spokesperson of the EAA" and give them the authority of an officer of the corporation with a similar term. This would be a person who would directly represent the interests of the membership rather than that of the board. This person would also be removed from the day-to-day operations of the organization that the president and other officers are responsible for. As I see the position, it would have access to all the inside information of the organization but be directly responsible to the members, chosen directly by them, instead of the board, as are all such directors/officers. This would reduce the appearance of nepotism and incestuousness that the current board suffers from in the eyes of many members. This position would come with a national column included in every issue of the Sport Aviation and should replace Tom's column. This new officer would be a conduit for relevant and un-spun information about the goings-on of the organization. In addition this position should have complete access to

all the directors, officers and staff for the purpose of injecting topics believed relevant to the membership.

I further suggest that the chapter presidents be given the task of nomination of the candidates through a suitable forum. Once a limited slate of candidates is determined a direct mail ballot vote of the membership would be used to select the winner. This should take place during the 6 months prior to the Air Venture election of the directors/officers so that by the time of the convention the candidates will be proposed, presented to the members, votes cast, counted, and results certified at the general meeting where the rest of the election results are announced.

I want to take this opportunity to propose that the first person to hold this office be none other than Burt Rutan, by far the most respected and eloquent person in aviation today. As an aviation spokesman he has no peer. Just my personal suggestion here.

The EAA Board

The current method of election of directors and officers should be reevaluated with an eye toward making the process more inclusive of the general membership. Under ideal circumstances the current system seems perfectly adequate. However given the current disconnect between the board and the membership, appearances are paramount and trust is at a minimum. There is great suspicion of a system that chooses its own replacements, as the current situation appears to many of us.

The New Programs, Young Eagles & Light Sport Aircraft

The Young Eagle program is supported by and participated in to a very large degree by the current membership. There is very little disagreement that this program will be in large part responsible for the future success of general aviation.

The Light Sport Aircraft program is, at best, little understood by the members. There is great curiosity and enthusiasm but

little understanding what role the member or the chapter will play in the future with regards to this program. The feeling that I got from my members was that we, as a chapter, should embrace this new program but no one quite knew how we should go about it. This is an opportunity for EAA HQ to take the lead and help us, at the chapter level, to incorporate the new LSA pilot, builder and flyer into our structure to the benefit of all. The members were very clear about this, it is definitely a very positive development for both the future of the EAA and the chapter's future health.

Air Venture Improvements

As I attended Air Venture this year for the first time since '99, I was struck by how much has changed since my first show in '88. Back then the kit planes dominated the flight line as well as the vendor tents. This year I had to search the grounds for quite some time to find the Experimental planes. They were there, to be sure, and in greater numbers as well. But they were lost in what has become a sea of aviation. By far the biggest change I noticed was that the exhibitor area has expanded far beyond the attendance increase. Back in the '80's, mostly what you heard in the way of complaints was how the warbirds were taking over the show, how they got all the attention because of the nature of the big bucks that they represented.

Now we fast forward to the present. Here is what I noticed most of all. The influence of the warbirds has been replaced by the influence of the big sponsor and to a lesser extent the big buck jet vendors. I found that a minority of the exhibitors had any relevance to experimental aviation. There seems to be a significant portion of vendors dedicated to general aviation. There were also a number of vendors that have only minimal connection to aviation in any respect.

A big problem for me was not that there were non-aviation vendors but that they were mixed in with the aviation vendors to such an extent as to dilute the experience

and make it seem much more of a chore to find those vendors of interest to me. The main exhibit buildings also demonstrated so little individuality that I found myself constantly lost and confused as to where I was and where vendors that I had already seen were located. I think that a significant improvement could be realized if some effort was made to find some way to distinguish one building from another other than the ubiquitous "A", "B", "C", "D" currently used. Perhaps some sort of theme concept. And within each building some method of designation north from south from east from west would go along way to reducing the feeling of being lost.

By far the best thing about this Air Venture was the forums. Up until this year I had attended maybe 2 forums during the last 8 or so shows since my first in '88. This year I attended an average of 2/day for the 6 days I attended. This is where the real value of Air Venture lies. I have only one suggestion for the wonderfully improved forum areas and that would be to offer the forums not only on audio CD but to actually make them available on DVD as video. I took advantage of the availability of the audio recordings of the forums I attended and purchased them all for my personal archives. I would have much preferred DVDs. They would make great chapter presentation options as well.

This year was also my first time camping at Air Venture. First class operation. Top to bottom, very little room for improvement.

The absolute worst experience of Air Venture should have been one of the best. I feel I must tell you about what happened at this event so as to prevent any similar disasters in the future. As president of Chapter 393 I was invited to what was purported to be a very exclusive shindig put on by Edsel Ford and company. I was looking forward to this event with great excitement. The opportunity to make me feel very special was a wonderful gesture.

However the reality turned into an offensive nightmare that more than canceled

out (many times over) any good feelings I might have had going into it. The problems began almost immediately when I presented my invitation. I was confronted by a cheerleader demanding I fill out what to all intents and purposes was a personal information card. When I refused I was grudgingly admitted with no instructions as to what to do once in. I was provided with 2 very different looking nametags. One tag identified me as a person of importance and the other identified my wife as someone not. As you can imagine this didn't go over well. There was no attempt to greet us by any of the people running the event. There was food provided without any explanation as to its identity. Drinks were available in an extremely limited selection -- hell we had a better selection at our chapter picnic. We were then subjected to a very self serving introduction by Tom P. that seemed to serve the purpose of showing off how important he was by the people he managed to drag there. Other than the several hundred EAA chapter presidents in attendance there was nothing about the event that had anything to do with aviation. Nothing about the 15 minutes that I allowed to be stolen from my day by this event made me feel the least bit special.

To sum it up:

-I was treated like a consumer whose eyeballs had been sold to the highest bidder,

-The food was bad,

-No seating of any kind,

-The point of the affair was unclear,

-It seemed that the whole thing had been extorted from an unwilling Ford for the purpose of making Tom look important to the chapter presidents.

Boy did I feel special. But never again, fool me once...

This brings me to the biggest problem I saw with Air Venture. Companies like Ford, with a huge presence, that have absolutely nothing to do with aviation, given space, front and center, with no other purpose other than to provide eyeballs to sell their products. It's one thing to let John

Deere display products that are used at the event. But Ford seemed to offer nothing but cash. I also found the NASCAR noises constantly screaming out of their massive tent to be hugely distracting disruptions of the aviation environment. At least Honda had an airplane there being shown off even if it was almost buried by its other non-aviation products. Now the Honda sponsorship of the forum tents -- that is a perfect example of proper use of sponsorships.

One last recommendation arose from an item that you had sent to me. The item was a recording of a conference call that had been arranged between many chapter leaders. I found the details of the chapter banquets to be very useful and plan to copy some of the suggestions for use in my chapter. This got me thinking. If chapter leaders had a place to document, for posterity, the things that they found to work then these ideas could be available, on line, to all of the other chapter leaders from now on, what a great resource this could be for all the chapters. The problem now is that if one chapter leader comes up with a good idea he only has word of mouth to spread it around. There is currently no way to archive and make available this wisdom to current and future leaders. This seems to be easily changed with a little of today's technology and the benefits seem huge and it seems like a perfect resource for headquarters to develop and provide. The best part of this is that once a little development work is done, aside from a little upkeep, the project would grow without much effort just by allowing the right to publish and download the info by the current chapter leaders. Most all the work would be provided by the leaders themselves and they in turn would derive the benefits.

So Bob, here are my thoughts and suggestions for possible improvements to our organization and event. Some of these ideas are my own and many come from a consensus of the members of 393 and

several other chapters I've heard from. Let me know if I can provide any further details on any of the above ideas or proposals. Also I would be more than happy to provide any assistance you or your staff might require to see some of these ideas become reality. I'm looking forward to a bigger and better EAA.

Ken McKenzie, President, EAA chapter 393, Concord, California, USA

Holiday party update

In another matter carried over from last month we are fast approaching the deadline for reserving alternate facilities for the 2007 Holiday party. As I said, the goal is to have the same party in a better place for less money. To that end a suggestion has been made to move the party from the MDPA clubhouse to a banquet room at the Pyramid Alehouse in Walnut Creek. Pat Peters has verified that the facilities are 1st class, the food is good and the price is about the same. We will be looking for some guidance from you, so bring your questions and opinions.

Holiday Party - Sign Up!

EAA 393 General Meeting

October 25, 2006

Announcements and Discussion

1. We are considering our options for the Chapter Holiday Party, and Pat Peters has investigated the Pyramid Ale House in Walnut Creek. Pat used Pyramid for his son's wedding. Pyramid has a large room seating 100, and a smaller room seating 64 (or less for buffet serving). For Friday or Saturday nights, the rooms have minimum charges which are more than we want to spend, but other nights have no such minimums, so we are considering moving

our Holiday Party to a Sunday evening (Dec 9 or 16).

2. Ray Nilson coordinated the calendars for last year, and can do it again. He recommends we get 24 calendars and resell them.

3. Pat Peters will donate two prints of the Aluminum Overcast as raffle prizes for our Holiday Party. These are numbered prints of original artwork by Rhu Bigay. Pat asked for opinions on whether he should get them framed, or leave them unframed.

4. A guest this evening was Jim van Hoften, recently retired from Bechtel, and a former Navy pilot, Air Force pilot, and astronaut.

Presentation by member Richard Roberts

Richard introduced himself by noting that he is a Civil Engineer with an office at the airport. He is involved in projects at the airport. He will talk about several airport development projects and noted that his presentation would be a combination of opinions and facts.

Starting from the southwestern end of the airport and working around clockwise, the first project is 8 acres from the golf course up to MDPA, from the edge of the building limit to the other side of the driveway. The building limit restricts building in an area containing easements for a rail line and for pipelines. This area is just north of where the Saturns are parked. Richard noted that ADG has reached the stage of being the first negotiator with the airport for this project. They still need to negotiate a ground lease and other aspects with the airport. There is a long road ahead before hangars are built. Richard is sure that prices will go up from the figures given in the ADG brochure. Some issues are from the canals that go to the bay -- the Army Corps of Engineers and the Fish & Wildlife agencies will be involved; contamination from old fuel tanks is also likely. Richard guarantees that the MDPA clubhouse will still be there in 2007 for our Holiday Party. A map from developer ADG:

<http://www.aviationdevelopmentgroup.com/default.cfm?p=buchanan>



Q: What if they walk? A: Other proposers are still in line.

The next projects are by Siino and Hoffman. Hoffman has a lease approved; Siino is near approval. Hoffman is proposing a 40,000 sq. ft. jet hangar. It would go on the west side next to the wash rack and maintenance hangar, and eliminate these buildings and the restrooms too!

Next is the DHI(?) project at the end of Sally Ride drive on the right where the vacant lot is. The preliminary plans are approved, and the group is negotiating with the county over the lease. Q: What time frames for leases make these projects economically feasible? A: 20 to 50 years.

Another project is where REACH is, at the north end of the airport. Richard is involved with this project and they have preliminary plans in place. Richard noted one of the things that increase costs -- the runoff characteristics of the land must be preserved. In this case, they will build a very large lawn in front and direct rainwater runoff there to preserve the characteristics. Their plans include multiple box hangars, some to fit more than one airplane, with office spaces and parking. They are focused toward the corporate pilot.

Another project is for T-hangars and small box hangars on the east ramp. The project will use existing pavement, saving the cost

of paving, and not changing any runoff characteristics. The existing maintenance building will be removed and replaced with a maintenance building and wash rack near the 32R run up area.

Richard noted that the county is desperate for money -- it has a big debt -- and that a jet equals 20 to 30 piston planes in terms of income to the county.

Another project is Sterling's project to build a huge new 3-story building. It will include a bar, restaurant, etc. It is a long way off!

General Aviation's Future

The pilot population is shrinking. There is still money in corporate aviation. Richard believes that the VLJs will ultimately not be as popular as predicted, but they're expected future gives us a window of time to build the pilot population if we act quickly. He proposed a non-profit pilot center to get interest from the community in being pilots. He notes that Jerry Alves is working on this proposal. As part of getting the community involved, this would provide a common place for most of the pilot oriented organizations at the airport, including MDPA, EAA 393, CAP, and the flying clubs. The facility would have meeting rooms, bathrooms, a kitchen and some storage facilities. He envisions a building of about 5000 sq. ft. near the Crowne Plaza hotel in underused parking spaces. This location on Concord Ave. is much easier for the general public to find. It provides a focal point to engage the public and promote being a pilot.

The group developing the 11 acres near REACH will donate seed funding of \$25,000 or more to get this started. Other donors would be encouraged to contribute additional money needed, up to \$1M. A foundation would be set up to hold the lease with the airport. The FAA and county would be involved in setting up the foundation and the airport itself would be able to host events there. This meets an unmet need of the

airport administration to promote the airport. The county would gain greatly from more pilots. The foundation could sponsor scholarships for student pilots. A website could be used to inform the community. The pilot center would be careful not to compete with existing businesses at the airport.

While the foundation could be established fairly quickly, the effort to recruit new pilots will have to be a continuous, sustained effort. The first goal should be to contribute to reaching 1 million pilots.

In the discussion, there was interest expressed in having a place for EAA members to demonstrate projects and building skills, perhaps an additional hangar-like add-on. A museum facility was also mentioned.

Pat Peters noted the need for outreach to communities beyond Concord, such as Walnut Creek. Many communities currently ignore the airport. Officials in these communities could be invited to functions on a rotating basis.

What You Can Do

Richard concluded with action items for our members:

- Write to Keith Freitas, with a copy to Mark DeSaulnier and Mary Piepho about how excited you are about the concept.
Keith Freitas kfrei@airport.cccounty.us
Mark DeSaulnier dist4@bos.cccounty.us
Mary Piepho dist3@bos.cccounty.us
- Get your friends to write, too.
- Be excited, positive, and persistent.

Holiday Party - Sign Up!

EAA 393 Board Meeting

November 2, 2006

Attending: Ken McKenzie, Scot Stambaugh, Harvard Holmes, Guy Jones, Louis Goodell

1. Four people are already signed up for the Holiday Party. Donations are needed: wine (Scot Stambaugh is donating a case); table decorations; firewood; raffle prizes (we have two prints from Pat Peters already); (we have dessert from Ernst Freitag). We need volunteers for various duties.

2. Ken will accept the invitation to host the EAA B-17 around May 30, 2007. Volunteers will be needed. The Chapter will get some income. Other details seem do-able.

3. Holiday Party planning for next year is focusing on two options: a) move to Sunday and go to Pyramid Ale in Walnut Creek, b) repeat MDPA. Speak up!

EAA 393 Treasurer's Report
November 3, 2006

EAA 393 Fly Out to Oceano
October 28, 2006

Everybody was busy, so Harvard Holmes and his partner Nat Kingsley decided to go to Oceano. Then Bob Belshe decided to join us. A long way, but fuel at SBP was \$3.17!



EAA 393 Senior Fly Out to Petaluma
November 1, 2006

Ron Robinson organized a hangar tour for prospective member Jim van Hoften. Jim couldn't join us, but Fred and Vi Egli, Ron Robison, Bob Belshe and Harvard Holmes, and Phil Jenkins all went to Petaluma for a nice lunch.



EAA 393 Fly Out to Watts-Woodland
October 7, 2006 at PSA

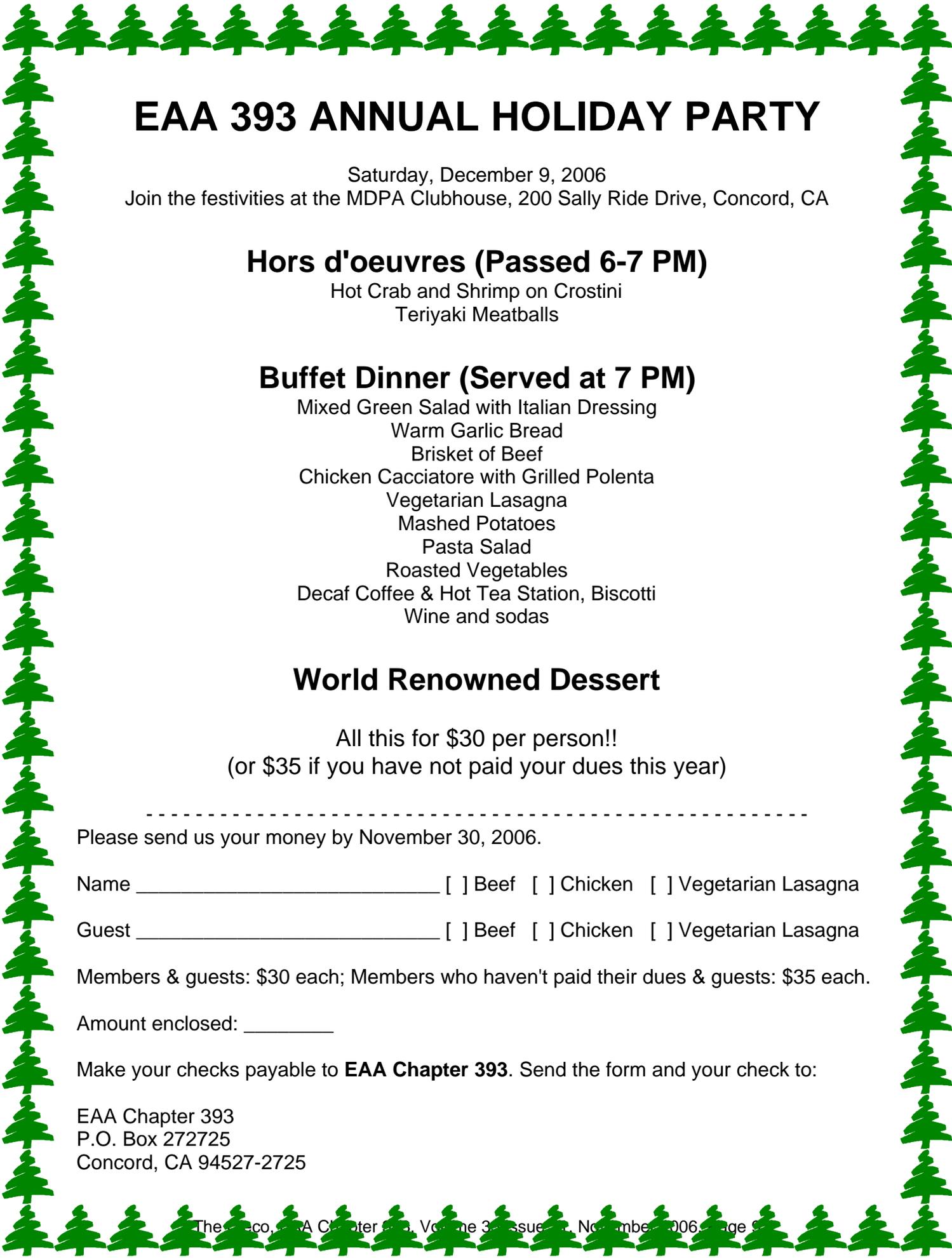
CCR didn't clear until late, but Harvard Holmes and Nat Kingsley, and Duane Allen and Guy Jones made it to lunch at the Yolo Fliers Club.

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EAA 393 ANNUAL HOLIDAY PARTY

Saturday, December 9, 2006

Join the festivities at the MDPA Clubhouse, 200 Sally Ride Drive, Concord, CA

Hors d'oeuvres (Passed 6-7 PM)

Hot Crab and Shrimp on Crostini
Teriyaki Meatballs

Buffet Dinner (Served at 7 PM)

Mixed Green Salad with Italian Dressing
Warm Garlic Bread
Brisket of Beef
Chicken Cacciatore with Grilled Polenta
Vegetarian Lasagna
Mashed Potatoes
Pasta Salad
Roasted Vegetables
Decaf Coffee & Hot Tea Station, Biscotti
Wine and sodas

World Renowned Dessert

All this for \$30 per person!!
(or \$35 if you have not paid your dues this year)

Please send us your money by November 30, 2006.

Name _____ [] Beef [] Chicken [] Vegetarian Lasagna

Guest _____ [] Beef [] Chicken [] Vegetarian Lasagna

Members & guests: \$30 each; Members who haven't paid their dues & guests: \$35 each.

Amount enclosed: _____

Make your checks payable to **EAA Chapter 393**. Send the form and your check to:

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P.O. Box 272725
Concord, CA 94527-2725

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Meeting Schedule (2006/2007)

General (Wed.)	Fly Out (Sat.)	Board (Thur.)
Nov 15 (Early!)	Nov 18	Dec 7
Dec 9, Holiday Party at MDPA		Jan 4
Jan 24	Jan 27	Feb 1
Feb 28	Mar 3	Mar 1
Mar 28	Mar 31	Apr 5
Apr 25	Apr 28	May 3
May 23	May 26	Jun 7
Jun 8-10, Golden West Fly-in, Marysville, CA		
Jun 27	Jun 30	Jul 5

Our meetings are open to the public. Everyone should consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, fly outs and just plain good old camaraderie.

Our normal meeting time is 7:30 PM on the 4th Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower. Visitors are welcome.

Chapter 393 Fly-Outs are open to chapter members and their guests. Meet at the Buchanan Field terminal building at 10 am, and we'll try to match people and airplane seats to take as many as possible. If the weather is bad, the fly out will be postponed to the next Saturday, possibly with a change in destination.

EAA Chapter 393
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We are on the Web!
<http://www.eaa393.org>
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