



Experimental Aircraft Association

CHAPTER 393

Concord, California

INCOMING OFFICERS
@ JANUARY 1, 1986

PRESIDENT

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VICE PRESIDENT

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COFFEE HOST

Louie Goodell
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#393 Board members at the December #393 Board meeting. Does that make any sense? At any rate, the motion was made, seconded and passed by unanimous vote to put a motion before the general membership concerning Chapter participation in the C.C.A.A. -

CHAPTER MEETING - WEDNESDAY EVENING - 7:30 p.m.
JANUARY 22, 1986

Our first meeting of the new year will feature Brien Seeley speaking on 'Engine Cooling'. If you have ever attempted to install baffling for most effective air circulation (or if you are building, you will be facing it sooner or later) and/or made your own cowl, this is a **MUST!** Brien is one of the brains (and a lot of hard work each year) behind the CAFE race every year. Also, Brien has 'modified' his Mooney and it now stays right up there with the Tupperware Speed Machines.....

Please plan to attend the January meeting - reason #2 - all four incoming officers and a member of the Board attended the December meeting of the Contra Costa Alliance for Aviation and reported to a quorum of Chapter

HELP - HELP - HELP!!! Our new Board of Directors needs your suggestions, wishes, desires and assistance! We have several ideas for programs for the calendar 1986 - but not enough....HELP! We have written to Headquarters for a list of video tapes and/or movies - no doubt there will be some on which we can base interesting and educational programs. If you have any suggestions/ideas/thoughts/wishes for programs, please let any officer know. We have a real problem with programs centered on building: if we have a program on tube and fabric, what do we do with the glass and the metal folks? Your suggestions.....

Take a look at page #25 of the December issue of Sport Aviation - Jim Richmond's Glasair RG (N44JR) is pictured. His kit was delivered on January 17, 1985 and the first flight was on August 13, 1985! During 1985, we had two rebuilt aircraft (Luscombe & C-150) and five homebuilts (four Glasairs and a Falcon-XP) join us in the air! Congratulations to the builders and spouses - building is a family project!

After the holidays, how about digging through your supply of snapshots? Sasha has begun a Chapter #393 photo album and volunteered to serve as our 'Photo Historian'. Sasha's mailing address is: 1305 Boulevard way, #309, Walnut Creek 94596. Send her (or give them to her at any meeting) a snap of you, your project(s), #393 members and/or events for the album. Your nosey newsy has quite a collection to contribute - and I'm sure the SPY will also contribute!

P.O. BOX 2269, Walnut Creek 94595

EAA



EAA CHAPTER

NUMBER 393 OF Concord ZIP _____

● A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION, INC. ●

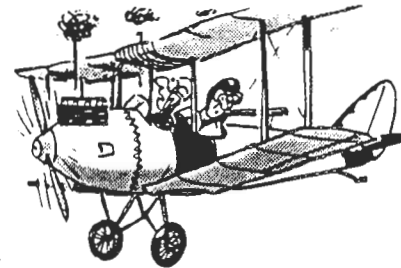
REGULAR MEETING
Chapter 393, Nov. 27, 1985

Meeting was opened by Acting President, Kay Smith at 7:34. There were 55 attending. Minutes from previous meeting were approved as printed in the newsletter and the treasurers report was given and approved, including a mention that we had met our goal of \$100 for the EAA Foundation annual contribution. The CCAA (Contra Costa Alliance for Aviation) meeting was reported on by Kay - expressed concern about CAP domination of the Board of Directors, as is the MDPA also. There still seems to be some "wallowing" in that the purpose and direction is unclear, except that building a meeting and activity structure is primary. Another meeting is scheduled Dec. 4th and several board members expressed a desire to attend. Lyle Powell reiterated position that club should not get involved in ownership of any real estate or large capital purchases through a non-profit organization or not, and feels the EAA is being used. Several other members made comments about the situation - what CCAA could do for us, etc. - mostly negative feelings. Kay mentioned that a "public" meeting about an ARSA at Oakland in mid-November - very low attendance because nobody knew of it! Member Corby Somerville attended the meeting - not impressed with FAA approach to problem. Said ARSA was badly configured for the traffic area, restrictive, etc. Comments from public were 98% negative, and only positive comments were from Alameda NAS pilots. Corby says that this approach to public commentary is bad - we need to write our representatives to complain, as FAA seems unwilling to really notify public. Christmas Awards Banquet discussed - set for Dec. 13th, Friday - we must know of reservation by Mon., Dec. 9th - please call if you can't write in time. Kay received a call from Concord Tower Chief - they are presenting a safety refresher for local pilots, in coordination with the flying clubs - will probably occur Jan. 14, 15 or 16th, at the Water District building. Kay made an appeal for anyone interested in being on the Board of Directors - have one position open (since filled-R.P.). Moved on to introductions and then a program by Fred Harris on the Flying Wing by Northrup - fascinating video program and nostalgic look at one of the most unusual large airplanes ever to fly. Thanks, Fred!

Rich Powell, Secretary

THE SPY IN THE SKY

(Sees all, Knows all and Blabs, Blabs, BLABS!)



DID WE HAVE A CHRISTMAS PARTY OR DID WE HAVE A CHRISTMAS PARTY!!!! Your SPY saw LOTS of friendship and good cheer, LOTS of laughter, a cozy room and a good meal!

The new 'Club Room' was perfect - just the right size for our group, with its own bar and a dance floor, if we decide we'd like to kick up our heels at a future celebration! After peeking through windows and snooping around, the SPY has determined that the Club Room has been reserved (pending approval of the Board & membership - ed.) for Friday, December 19, 1986!

Congratulations are in order to builders Norm Alumbaugh (Glasair, rebuilt Luscombe and repaired C-150), Roland Douglas (Glasair), Rick Lambert (Falcon - XP), Jim Richmond (Glasair) and Norm Spitzer (what else, a Glasair). Seven aircraft new in (or back in) the air in one year - that IS great! With the number of hands that went up when Kay asked for a count of those building (or flying) glass, it looks like we really are the Tupperware Air Force! I have a feeling that name will be even more appropriate in the near future, with so many under construction. Being invisible is a real asset - I've been able to visit many garages, shops and hangars....bet we have over a dozen new flying machines up and about in 1986!

Sure hope someone had a voice recording video at the party - a chance to catch Kay speechless! I do believe she was caught totally off guard at being selected Chapter #393 'Member of the Year'.

Best Wishes for a wonderful Christmas Season and a Very Happy New Year from your SPY!

The FAA strikes again! Its called the 'Airport Radar Service Area' - affectionately known as 'ARSA'. The purpose of an ARSA (sez' FAA) is 'to enhance safety by requiring all pilots to be in radio contact with the air traffic control facility.' The ARSA is a two-tiered block of airspace around designated airports, generally circular in shape, with a radius of approximately 10 miles. It extends from the surface to 4,000 feet between five and ten miles from the designated airport. As this relates to the proposed ARSA at Oakland, at ten miles out, you would have to be at 4,000 feet to stay out of it - that is, if the SF-TCA isn't in the way. Again, according to the FAA, pilots operating in the ARSA would have to establish communication with the airport radar approach control facility and comply with all clearances and instructions. This would give air traffic controllers information on all aircraft operating in these areas, thereby avoiding the kinds of airspace conflicts that can result when there is a mix of known and unknown traffic. In other words, to go to Hayward would HAVE to talk to Radar. Also, if the purpose of the ARSA is to avoid 'possible' conflicts between 'known' and 'unknown' traffic in a particular area, someone is going to have to tell me why there is (included in the plan to ARSA Oakland, Sac Metro, McClelland and Mather) a proposal to put an ARSA around Beale AFB? I've been flying in the valley for about 25 years and I have probably gone over Beale a total of two or three times. I doubt that Beale sees more than 2 general aviation A/C a month - much less more than one at a time! Also, the FAA has no plans to add to the staff at Oakland Radar.....have you tried to talk to them - VFR?? More at the January meeting.....

EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER #393

1986 CALENDAR

CHAPTER MEETINGS - the 4th Wednesday
of every month - 7:30 p.m. at the
Buchanan Field Terminal Building -
EVERYONE IS WELCOME! Bring Chairs!

BOARD MEETINGS - on the dates
listed below (usually the 2nd
Tuesday each month) - 7:30 p.m.
Chapter members are welcome.

JANUARY

Board - January 7th

Chapter - January 22nd - Brien Seeley on Engine Cooling

Activities - Tower Meeting (for flying groups) at the County Water
Building - 7:30 p.m. - January 28th - some of the subjects
will be ARSA, Tower in Route, noise problems and Wake
turbulence with the BA-146, among others....

FEBRUARY

Board - February 11th

Chapter - February 26th

MARCH

Board - March 11th

Chapter - March 26th

APRIL

Board - April 8th

Chapter - April 23rd

MAY

Board - May 13th

Chapter - May 28th

JUNE

Board - June 10th

Chapter - June 25th

Activities - June 6-8 - Merced Fly-In
June 14-15 - Columbia Fly-In
June 21-22 - Truckee Tahoe Air Show
June 27-28 - CAFE 400

JULY

Board - July 8th

Chapter - July 23 - Annual Pre-Oshkosh Picnic

Activities - July 17-20 - Arlington, WA fly-in

AUGUST

Board - August 12th

Chapter - August 27th

Activities - August 1-9 - OSHKOSH!
August 15-17 - Madera War Bird Fly-In

continued on next page.....

1986 CHAPTER #393 Calendar - continued...

SEPTEMBER

Board - September 9th

Chapter - September 24th

Activities - September 11-14 - Reno Air Races

OCTOBER

Board - October 7th

Chapter - October 22nd

NOVEMBER

Board - November 11th

Chapter - November 26th

DECEMBER

Board - December 9th

Chapter - Annual Christmas Celebration and Awards Banquet - Friday
December 19th at the Concord Elks Club - Club Room

During this time of the year - the Thanksgiving and Christmas Holidays - most of us find that we spend a good deal of time counting our blessings and thinking of our friends. I have a great deal to be thankful for. As I told those who attended our Christmas Banquet, I come from a flying family and I was raised on an airport. Both of my parents were pilots and I was flying almost before I took my first step, as was my brother. We were very fortunate - having had the opportunity to be exposed to general aviation at our most impressionable age. We both developed what has become a life long love of aviation. It has been a very good life.

I wasn't all that sure I was doing the right thing when I joined Chapter #393 about six years ago. I hadn't been that involved with experimental aircraft and new relatively little about them, but I was curious and I liked the members I had met at Buchanan. I was even more unsure about my participation in Chapter #393 when I learned that most of the members were men. I guess 'you've come a long way, baby' is the best discription of my involvement with #393. Six years later I've been elected to serve as Chapter President for 1986/87 and I have been honored as the Member of the Year for 1985. It all began because the members made the new lady member feel welcome six years ago.

Some of the nicest people I have ever met are members of Chapter #393 and their families. Membership in any organization involves time and effort. Many members volunteer that little extra effort necessary to prosper and grow. Most obvious of those are the chapter officers and members of our board, and their families. The last few months have been very difficult for our chapter families with the loss of two very special people, Dick and Corrine White. I've never seen such an outpouring of love and respect as was expressed by Chapter #393 families to the White family. I feel our loss has drawn us closer and given us the opportunity to appreciate one another even more.

I wish all #393 members, families and friends the warmth and happiness of the season. May all of your New Years be filled with happiness, health, prosperity, CAVU and tail winds. Many, many thanks to the Board, our Secretary/Treasurer Rich Powell, the membership of Chapter #393 and our FBC (Navajo Aviation) for all your help, confidence and support.

Kay

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