

The Cleco

Experimental Aircraft Association Chapter 393

Airport Developments

Our speaker for **October 25** is our own Richard Roberts, who will tell us what is going on with development plans for the area around MDPA and the area up near the Reach helicopter base. This information likely will include time schedules and plans for meeting areas. Aviation Development Group recently sent out material, noting the availability of this brochure

http://www.aviationdevelopmentgroup.com/pdf/BuchananF06_4.pdf They also have sent out a status report

http://www.eaa393.org/Cleco/Cleco06/CCR/Project_update_101406.pdf

Other topics scheduled for our regular meetings are:

Nov. 15 (**Early**): John LeNoue
Vimy Build Process

Jan. 24, 07: Bruce Seguine/Scot Stambaugh
Riveting

Feb. 28: Scot Stambaugh
Aircraft Wiring Basics

TBD: Rick Lambert
Aircraft Rigging

May 23: Scot Stambaugh
Flight Testing Your Experimental Aircraft

Presidential perspective:

Remembering & Planning

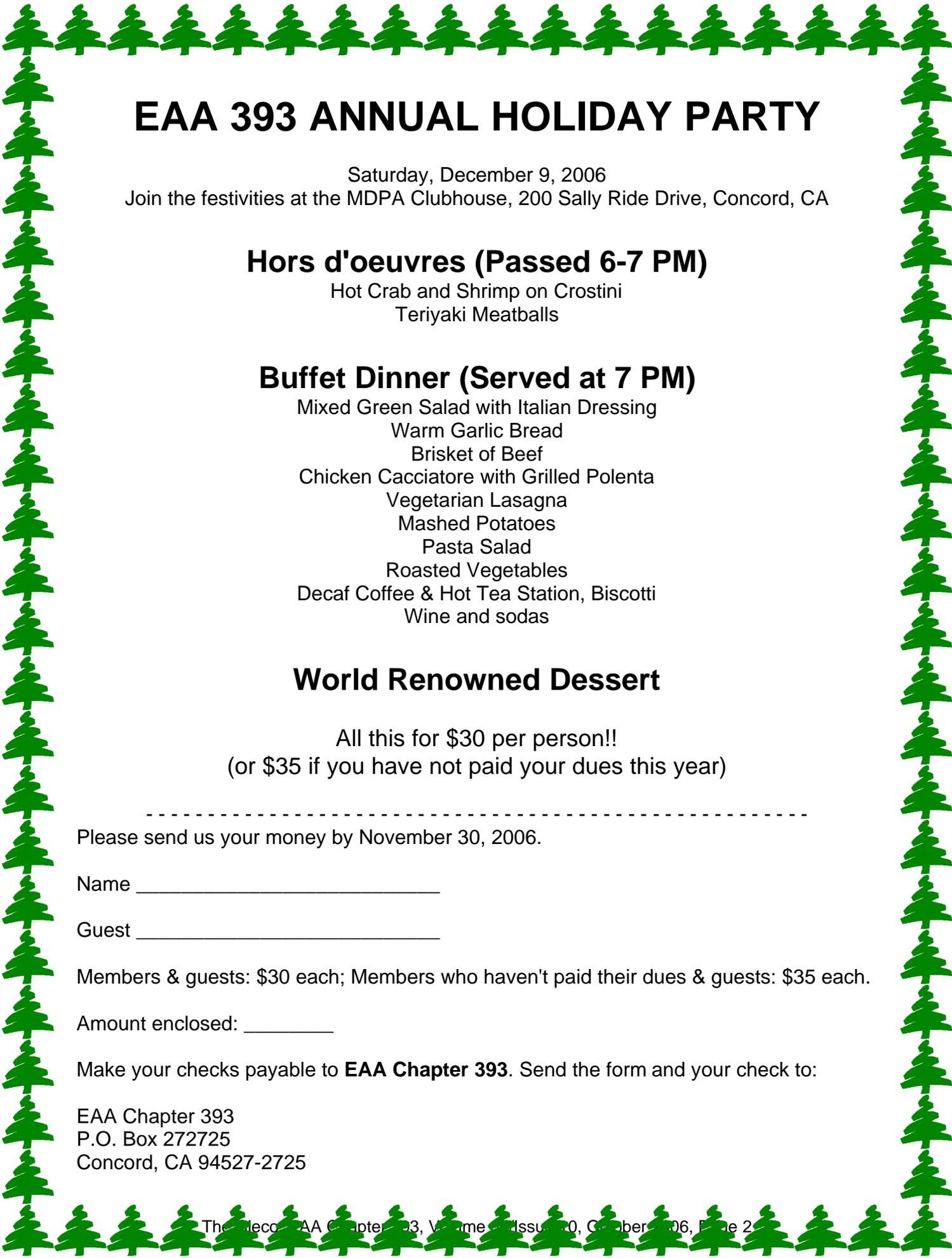
I had intended to report back to you on what I began in my last column, the proposed letter to Bob Warner. That will have to wait until next month. Several more pressing matters conspired to divert my attention over the last few weeks.



First and foremost I must acknowledge the passing of one of 393's earliest supporters, June Goodell on Sept. 28. When I first joined 393 back in 1988, June could be found

helping Louis with his official job of providing coffee and cookies. For reasons that to this day are still a mystery to me June seemed to take a special interest in me and provided extra encouragement to myself and later my wife Linda when she began attending the meetings. This attention always made me feel much more at home in a group that I was new to. Over the years this special attention never wavered and was always appreciated when I graduated to officer and then finally to old-timer status. In later years when her mobility became more of an obstacle she would only turn up for the special events like the Xmas party and annual picnic. It was at this year's picnic (which almost didn't happen you may remember) that I was able to spend some time with June while Louis made an extra

(Continued on page 3)



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 _____

Guest _____

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:

EAA Chapter 393
P.O. Box 272725
Concord, CA 94527-2725

Presidents Perspective (cont. from p.1)

trip home with the left over picnic provisions that filled his van leaving no room for June and her electric cart. While Louis took his time dealing with the leftovers Linda, Harvard and myself got to keep June company and had a nice long chat about many things related to 393 the airport and flying in general. In hindsight I'm very grateful that we managed to find a way to put on the picnic and I didn't have to miss out on my last experience with June. I will miss her cheerful presence and the special encouragement she provided over the past 18 years.

On another matter, Harvard pointed out to the board at the last meeting the need to consider changing the location and fare for the Xmas party. It seems that the price is creeping up none-to-slowly and it is time we revisit some alternative options for 2007. He further suggested that if we wanted to find a new facility we would have to get our request in early and if we wait until after the 1st of the year we might find all the alternate options were taken. In the past we have taken over Petar's in Lafayette, and more recently the Greenery in Walnut Creek and I recall that they both had the benefit of more and/or better room than we currently enjoy. We are currently exploring some alternatives involving banquet rooms and restaurants as an alternative to catering and MDPA. Our goal is to find a facility more like Petar's with a \$25/person price. We are currently at \$30/person with the club providing a \$6 subsidy. Bring any ideas you have to the meeting and well talk 'em over.

EAA 393 General Meeting

September 27, 2006

Our speaker was Dr. Toth on "How to Keep your Medical." Dr. Toth is an Aviation Medical Examiner (AME), as was his father. His office is small and his one employee, Marcie, is very FAA literate. She does a

variety of tests -- blood pressure, vision exams and so forth.

Dr. Toth passed around several copies of the FAA medical application form. He noted that you must be careful in filling out the form, as there are several areas where it is important to be consistent. For example, if you have seen a specialist for high blood pressure, the FAA will check to see if you "checked the box" for high blood pressure. In general, there are quite a few conditions you can have, where you can get the FAA to approve flying, but you will have to do some work to prove to the FAA that you are fit to fly. The FAA medical branch really wants you to fly! High blood pressure and kidney stones are two of these areas that need work. Often an issue can be resolved by getting on the phone to the FAA regional medical office, and Dr. Toth will do that for you.

Reviewing a previous medical form can often help fill out the current application correctly. Keep those old forms! One part of the form asks for a record of all doctors visits in the last three years. If these are "well man" checkups with no negative outcomes, be sure to make that very clear on the form.

Some patients with Kaiser have had difficulty in getting letters from their doctors about their medical conditions. In those cases, one option is to have Dr. Toth "take over" your condition, and make his own evaluation and prepare a letter for the FAA.

If you have a condition that may affect your fitness to fly, Dr. Toth recommends that you take the issue very seriously and address it aggressively with common sense life style and dietary changes. Eat healthily, including vitamins, minerals, foods and herbs that are known to improve such conditions. If you address any trends in your health, you can often prevent or delay their becoming diagnosable conditions. This is the best

approach to keeping your medical certificate.

With this approach, Dr. Toth believes that all of us can live to be 100! He finds that most of his patients are remarkably healthy!

If you do have a condition, be sure to have the tests and do the paperwork before you see the doctor. The FAA has strict limits on how long an AME can delay sending in the paperwork, while the unprepared patient goes and gets the tests that he should have had before he showed up at the AME's office. Generally, the AME must send in the paperwork in just a few days, not enough time for the average patient to get the tests he needs. The AOPA is a good resource to find out much about the medical certification process. They have descriptions of common conditions that the FAA will and will not approve. They have explanations of what tests and paperwork is needed as documentation for many of these conditions. They have lists of medications that the FAA will and will not approve. (Some of these are over-the-counter medications.)

Dr. Toth has been doing this for 14 years. He can be reached at 925 687 9447.

Announcements and Discussion

President Ken McKenzie recognized guest Bill McCoy, who is a past member and intends to resume his membership. He wants to be an active member and help in some capacity, perhaps in the membership area. He is affiliated with Pine Meadows Golf Course. He was recently involved in fund raising for the Cancer Society and asked EAA 393 to donate a couple of aerial tours as fund raising raffle prizes. These were done last year and were very much appreciated. He is hoping to get a free round of golf awarded to the Chapter and it could be raffled off at the Holiday Party or some other event. He invites golfers to see him to become involved in additional golf related fund raising.

Ken McKenzie reported that his opinions in the last newsletter were widely read -- more widely than he expected, and he has gotten lots of phone calls, both from members and from EAA Headquarters. He invites members to continue to make their points of view known to him.

Pat Peters introduced his guest, Lisa from the Concord Chamber of Commerce Aviation Committee.

Pat Peters is working to arrange an air show at the Airport next year. He has asked his son Tracy to help with the air show. Pat is trying to maintain control of the air show within EAA. In the past, it faltered because multiple sponsors could not agree on a course of action, so nothing got done. As an EAA function, it could be held without involving the airport administration by having FAA reserve the airspace, and conducting the ground portions on leased areas of the airport. (This is not the desired outcome, but it is a backup plan.) Pat is shooting for an early spring date for the air show.

Pat requested airplanes and ground support for a Young Eagles Rally that he has scheduled for October 7th at PSA. He has obtained an additional 250-gallon fuel donation, beyond the 500 gallons already donated by PSA for Young Eagles pilots. (Thank you PSA!)

Pat noted that another EAA chapter is having a Young Eagles Rally at Hayward. They expect about 150 handicapped children, and want to fly parents as well as the kids. The Young Eagle insurance from EAA does not cover parents, but Ken pointed out that there are other programs at EAA, not widely used or publicized, that may apply.

Discussion resumed on EAA's current directions: EAA now describes its members as 1/3 builders, 1/3 LSA candidates or certificated pilots, and 1/3 "lookie-loo's" or

airplane lovers/observers. Ken noted that at OSH (AirVenture), the homebuilt area was hard to find. It was conceded that while homebuilders are becoming a smaller fraction of the membership, the membership is growing such that the services provided to homebuilders are actually increasing. What are needed are ideas to integrate all these types of members. One idea to help the chapters would be to provide a list of speakers for the chapter meetings.

Is there a difference between urban and rural chapters? Our uninformed opinion is yes, the urban chapters have a lot more competition for the members attention; the cost of chapter facilities is vastly increased; and the hospitality of airports is much less in urban areas.

EAA 393 Board Meeting

October 5, 2006

Attending: Ken McKenzie, Scot Stambaugh, Harvard Holmes, Guy Jones, Pat Peters

1. We reviewed the Holiday Party and noted where more planning is needed. Harvard will send last years planning list around. Specific items noted were Decorating committee, Cleanup committee, Awards and how to get certificates from EAA, Selection of the Perpetual Trophy recipient, Donations for dessert, wine and other items, will there be "goof off" awards, we need a slide show, what items can we get to raffle off, and we need to ask the caterer to leave the kitchen clean.

Pat Peters offered a print or two of the B-17 (numbered and in the first 100) for the raffle.

Pat Peters will invite Maureen Bell and Greg Holbrook (present owner of PSA) as our guests.

We discussed possibilities for the 2007 holiday party, as now is the time to reserve a venue. Several possibilities exist. We'd like to aim for a \$30 dinner, but we're not sure we will make it.

2. We discussed what Ken might write to Bob Warner, and what should the future direction of the chapter be.

3. We reviewed the contents of this month's newsletter. Harvard will check with Louis Goodell to see if he wants someone else to print the Cleco, as he could be swamped due to his wife's recent death.

4. We decided to try to get a speaker to talk about Airport Development plans. Pat Peters pointed out Richard Roberts as the best candidate speaker.

5. Pat filled us in on more details of his air show proposal. He hopes to get the airport closed for 4 hours for aerobatics. He hopes to get EAA to bring their Ford Tri-Motor for the air show, and sell rides in it. He's looking at the first or second weekend in May, depending on when the Tri-Motor might be available. Tracy will work with the FAA for him. He will go up to Shellville to see what antique planes might come for display at the air show.

6. The board decided to move our meetings to the Pilots Lounge on the east side, as that is more comfortable. Somebody will check for stragglers for a few meetings, and assist anyone having trouble getting in.

EAA 393 Treasurer's Report

October 16, 2006

Checking \$1489.25; Savings \$2629.25

EAA 393 Fly Out to Auburn

September 30, 2006

The weather cooperated and we had plenty of planes and passengers. We got an outside table to enjoy the sunshine.



Nat Kingsley surveys the fleet: Scott Achelis' RV-6 with Guy Jones; Ron Robinson's Glasair I with Tom Howard; Phil Jenkins' Glasair II with Tom Howard's daughter; and Fred and Vi Egli's Lancair IV. Not shown: Harvard Holmes and Nat Kingsley in their Mooney, and Scot Stambaugh in his Rocket.



Ron Robinson's Glasair I.



Scot Achelis' RV-6 with Guy Jones.



Photographer Tom Howard and daughter in front of Phil Jenkins' Glasair II.



The waitress has our attention!



Phil Jenkins and passenger.



Reluctantly, we head home.

EAA 393 Donates Flights for Leukemia

Coordinated by Bill McCoy, two EAA 393 pilots, Pat Peters and Scott Achelis, donated flights around the bay as prizes in a silent auction held to benefit the Leukemia cause.

Pat Peters donated a "Bay Bridge Tour" which was won by Skip and Sandi Snyder of San Pablo. Their bid was \$90. The winners have the band that entertained for the event and they went up to the auction table twice to up their bid for the ride. Skip is very involved in flying and building R/C planes.

Scott Achelis donated a "Best of the Bay" tour that was won by Charles Hester from Martinez. His bid was \$112 and he raised his bid three times to get it. Charles served in Viet Nam and now works building construction on his own. He is planning on putting a hunting flight service into Alaska, knows a lot about flying, but never got past flight school. He intends to join EAA 393.

Overall, this event raised just under \$3000 for the Leukemia cause. And it was all done on a three-week notice!

EAA 393 Young Eagles Flights

October 7, 2006 at PSA

We had hoped for a good rally, but the Newspapers did not run our publicity information, so we ended up having a nice outdoor lunch in Petaluma.



Here's Bill McCoy (new member), Bob Belshe, Tony Tiritilli, Pat Peters and Linda Tiritilli as they wait for Harvard Holmes, Phil Jenkins and Ron Robinson. Harvard, Phil and Ron had stopped in Napa to admire the progress made by Gene Stangel on his Glasair II.

We'll see you in 2007!

The Experimental Aircraft Association Chapter 393 of Concord, CA

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

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Meeting Schedule (2006/2007)

General (Wed.)	Fly Out (Sat.)	Board (Thur.)
Sep 27	Sep 30	Oct 5
Sep 28, CCR Master Plan Update Meeting		
Young Eagles at CCR	Oct 7	
Oct 25	Oct 28	Nov 2
Nov 15 (Early!)	Nov 18	Dec 7
Dec 9, Holiday Party at MDPA		
Jan 24	Jan 27	Feb 1
Feb 28	Mar 3	Mar 1
Mar 28	Mar 31	Apr 5
Apr 25	Apr 28	May 3

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!
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