

## Have Some Fun and Attend....

### The monthly Fly-Out.

Each month the members of the club go to lunch on a Saturday, as a group, usually to an exotic little lunch spot within 100 miles of Buchanan Field. Every club member is invited to join in the fun.

**YOU DO NOT NEED AN AIRPLANE TO ATTEND BUT IF YOU HAVE ONE BRING IT.**

### Here is how it works:

- We will meet outside the Buchanan Field Terminal Building at 10 AM on the Saturday morning immediately following the monthly club meeting.
- The destination for the Fly-Out will be chosen or announced at the General Membership Meeting the prior Wednesday so you will always be able to tell your significant other where you are going.
- Some folks will have airplanes some folks will not. All seats in the airplanes going on the fly-out will be filled. Those who own planes will get to go for that weekly hamburger in their airplane and all others will get to go along by occupying an empty seat.
- If there are not enough empty seats for all that come to participate and there is no room for you then you may expect

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## Attend The Meeting –

Wednesday, January 23, 2002. The semi-old Airline Terminal building on the East side of Buchanan Field. 7:30 p.m. sharp. See and hear the results of your election. Melissa Holmes from Oakland Center will speak about procedures in crossing the Pacific Ocean.

(Who can point out the original Terminal building?)

## The “Slightly Revised” Cleco

### And the Chapter Web-Site

Bob Rudolph

This is the first of the 24 Clecos I get to edit. Edit I shall. Duane Allen has done a tremendous job and I hope that I can keep up his good work.

### It's a New Century...

and being modern fellows, we have to take advantage of all the resources available to us. The main resource the Cleco will use is the club web site, [www.eaa393.org](http://www.eaa393.org).

### [www.eaa393.org](http://www.eaa393.org)

This Internet address will lead you to:

- Color rather than black and white pictures to accompany articles. Pictures just look so much better in color and,

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## FYI...A New Feature

Please see the **Further Information** feature on page 3 for additional pictures, articles and Information.

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## Get Your Cleco on the Internet...

[WWW.eaa393.org](http://WWW.eaa393.org) Copies of the Cleco are available from the chapter web site in Adobe® Acrobat® format for your downloading convenience. Be sure to check out the other interesting features on the Web site.

a preferential seat the following month.

### **Meet Other Members**

This provides a great opportunity to meet and get to know the other members of the club as well as get up in the air.

### **Sharpen Your Skills**

Piloting is a social skill as well as a technical skill and this will give pilots an opportunity for practical proficiency training. Riders will remember what flying was like before they became builders.

### **Meet Other EAA Chapter Members**

Some of the Fly-Outs will be visitations to other EAA Chapters and their activities. Here's an opportunity to see, hear and participate in activities Chapter 393 may not currently offer. Cross-pollination is always good for growth.

### **Provisos**

As with all flying events the Fly-Outs are subject to weather. The numbers of empty seats limit the number of members without airplanes who are able to go on any given day. However, every effort will be made to accommodate each member who opts to participate in a Fly-Out and any member left standing at the Terminal Building will receive priority seating the next month.

### **Old Members, New Members...**

Borrowed and blue members, it doesn't matter what your category, just get to the club meeting place on Saturday following the monthly meeting, at 10 a.m. and participate in an airplane adventure. ■

## **Chapter Name Tag**

Please wear your official nametag to the Fly-Outs and the Monthly Meetings. Your mother and wife may know who you are but the new members don't and my memory isn't so good anymore.

## **Rick's Tech Tip...**

Technical counselor Rick Lambert has assembled builder tech tips from his experience and many published sources. You can reach Rick at 925.676.9377 to schedule your next Technical Inspection.

### **A Simple Drill Stop**

Charles H. Harrison ©Experimenter September 2000

When drilling holes in situations where it would be a problem if the drill bit continued through the material, a suitable drill stop can easily

# **Mr. President!**

Harvard Holmes

The outgoing and remaining officers have done a great job and they will continue to provide guidance through the board meetings and other avenues. I will attempt to maintain their high level of chapter management with the new administration and to further strengthen the chapter.

### **Thank You, Louis**

I would like to add my appreciation for the delightful Christmas Party arranged by Louis Goodell. Adding to the delight is the fact that we financially broke even. However, The Greenery has let us know that its room charge will increase from the present \$300 to \$500 next year; it is not too early for suggestions for our next Holiday Party. We should have firm reservations by the end of May, so send in your suggestions now.

### **2002 Goals and Objectives**

One of my goals for the coming year is to increase opportunities for a larger number of members to get involved in setting direction and carrying out Chapter activities. One of the first steps is to find one or more members who can be our Flight Advisor, Historian and Raffle Manager. Please let me know of suitable candidates, either yourself or someone else.

In reading through Article III. Purpose of the By Laws (reading the By Laws? sounds like the desperation of the clueless), I note that our purpose is to promote:

- recreational and sport flying
- the designing, building and restoration of aircraft
- related items.

There are several obvious, but not necessarily easy, steps to take to accomplish these purposes.

To promote recreational flying, we must provide interesting activities and promote them to both pilots and non-pilots. Our Young Eagle activities are one of the most important in this area. You can contribute even if you are not flying that day - see Pat Peters and he will provide an enjoyable task for you to do. I would like to see us fly **300 Young Eagles** this year.

Another enjoyable activity is our periodic fly-outs. See the article entitled "Have Some Fun and Attend..." on page 1 for the changed procedures on Fly-Outs. I welcome your feedback. If you need a ride, call me and I will see if I can find an empty seat - there usually is one and it's a great way to experience different airplanes.

frankly, they are sharper on your computer screen than in print.

- Expanded space for longer articles. Because the Internet does not require printing, folding and mailing it allows articles to contain complete text. The aforementioned pictures and graphs, charts and even sound clips can be accommodated. If a speaker has information it can be completely reproduced for all members, not just abbreviated because of space limitations.
- Copies of the Cleco will be available for download. If you misplace your Cleco you can just print up a new one.
- Articles may be linked to other resources that provide additional information, stimulate ideas, and reinforce a thesis for an author.

### Save Some Money

Additionally the club will save some money by limiting the number of pages that have to be mailed. Uncle Sam is telling us to use the USPS less often by authorizing a postage increase and Chapter 393 intends to show it's patriotism by saving some money!

### Appreciate Your Help

I sincerely appreciate the submissions I have already received from members, Thank you. But the truth is we could not accommodate most of the materials because of the printing and mailing limitations. However, we will accommodate the articles on the web site and specific directions to the articles will be included in the Cleco. That will provide better dissemination of your information to the other members.

### Non-Members

Please feel free to pass copies of the Cleco on to any interested person, there's nothing here that we are not anxious to share. You might ask them to attend a meeting at the same time. New members are the lifeblood of all EAA chapters.

### Changes

So there will be some changes. I hope they serve the chapter well and the combined Cleco/Web Site is useful, informative and entertaining. ■

There are several other topics that I will leave for the coming months, including ideas to facilitate aircraft construction, activities to support the airport in the political process, and ongoing development of the newsletter and web page.

### Looking for New Members

These activities are the key to recruiting additional members. Guests can come to any of these activities, and if they enjoy themselves, they become good prospective members. The Chapter benefits from additional members by spreading the work of planning and running events and managing the Chapter. Additional members also increase our visibility and influence in the community - a necessary consideration in the political process in which we live. New members start with guests – **I encourage each member to bring two guests to one or more Chapter events in the coming year.**

Happy flying,

Harvard■



# Further Information at [www.eaa393.org](http://www.eaa393.org)

These articles and feature have pictures and additional information available on the club web site. Please investigate.

1. Bruce Seguire's Swift2 was evaluated at the CAFE Foundation. For a report and pictures please point your browser to: <http://www.eaa393.org/>
2. Ed Lester has some interesting information on the USS Indianapolis sinking. For the articles Ed forwarded please see: <http://www.eaa393.org/>
3. Informal minutes of the Board of Directors Meeting. Please see the Cleco link at <http://www.eaa393.org>

## You're invited, Bring a Friend...

Chapter 393's meetings are open to the public; you don't have to be a member to attend. The meeting time is 7:30 p.m. on the 4th Wednesday of each month. The meeting location is the Buchanan Field Terminal Building on John Glenn Drive, just south of the control tower.

## ***The Airport Coalition***

Harvard Holmes

As noted in the December Cleco, Scott Achelis and Bob Belshe were appointed by Chap. 393 to represent us to this emerging organization. Fred Egli is also a member of the coalition.

In addition to Bob, I attended this meeting. This meeting had a 10 item Agenda and there is available a Purpose Paper detailing the motivation and purpose of the coalition (support the airport); the composition of the committee; the obligations of the members; and miscellaneous organizational aspects.

### **Actions and Discussions**

- The Purpose/Position paper was adopted.
- Hoping to get a web page up by the end of the year.
- TAC will press to get the Airport Economic Impact Study accepted.
- A Political Action Committee would be desirable...
- Airport Appreciation Day? Gone forever?
- California Pilots Association
- AOPA ASN Volunteers.

These items were discussed and the movement to save Buchanan Field from those with non-aviation agendas looks to a more organized and cohesive future. ■

## ***The Difference between Airplanes and Women***

-Contributed by Ray Neilson

- Airplanes can kill you quickly; a women takes her time.
- Airplanes can be turned on by a flick of a switch.
- Airplanes don't get mad if you "Touch and Go".
- Airplanes don't object to preflight inspection.
- Airplanes come with manuals to explain their operation.
- Airplanes have strict weight and balance limits.
- Airplanes can be flown any time of the month.
- Airplanes don't come with in-laws.
- Airplanes don't care how many other airplanes you have flown before.
- Airplanes and Pilots both arrive at the same time.
- Airplanes don't mind if you like to look at other airplanes.
- Airplanes don't mind if you buy an airplane magazine.
- Airplanes expect to be tied down.
- Airplanes don't comment on your piloting skills.
- Airplanes don't whine unless something is really wrong.
- However, when Airplanes go quiet, just like Women, it's a bad thing. ■



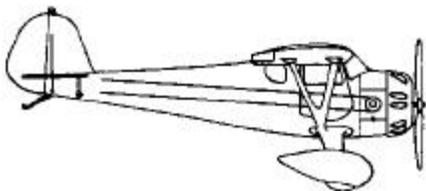
*Rick's Tech Tip Continued from page 2*

## ***Chapter Events Schedule***

**Jan 23, 2002** - General Membership Meeting. Airport Terminal Building on John Glen Dr. 7:30 p.m.

**Jan 26, 2002** - Chapter Fly-Out. See article starting on the front page for details.

**February 9, 2002** Board of Directors Meeting, Airport Terminal Building 10a.m. This is not a closed or private meeting. ■



be fabricated from a short piece of wooden dowel. Cut the dowel to the length the drill extends from the chuck when the drill bit is fully seated in the chuck. Mark the center of the diameter of one end of the dowel. Drill the length of the dowel as closely on the centerline as possible. Remove the dowel from the drill and reverse it on the drill bit. Move the drill out of the chuck as much as necessary to expose the cutting edge of the drill bit so that it is slightly more than the combined thickness to be drilled and tighten the drill chuck firmly. Now when the drill bit finishes its hole, there won't be that lunge that normally occurs when using a drill motor freehand. The technique can also be used to drill blind holes where a depth stop or a drill press is not available.

I believe this may be an original idea, although the simplicity of the solution implies someone else may have also thought of it.

**How about making-up dowels for your most commonly used drill sizes and throwing them in your drill box for ready access - Rick■**

## Chapter Resources...

are owned by the chapter for the benefit of the members. To check out a resource contact: Rick Lambert, Technical Counselor, 925.676.9377 or 925.934.5007 or rlam242714@aol.com

### Lost Tools

Chapter 393 has been around for a long time and during that time we have acquired and loaned out many tools and specialty materials. Some of those have not been returned. If you have a tool or other materials that we purchased with club money return them to Rick Lambert. There is no late charge.

### Aircraft Scales

Ruggles Aircraft Scales make it easy to compute a non-certified weight and balance for your project. Scales have a capacity of 3600 lbs. Easy to use.

### Engine Baffle Templates

CNC machined baffle template for four cylinder Lycoming cylinder head. Computer correct measurements.

## Safety Information...

Let's say you fly out and return to Buchanan Field after 10 p.m. If you experience an incident that would require fire/crash truck or medical emergency services you have a safety problem. The last county safety employee goes home at 10 p.m. and does not report for work again until 6 a.m.

The temporary night watchman may call 911 for you if he notices your problem, but that is not his job. Budget considerations require you to call 911 prior to an emergency between these hours. ■



## 2002 – 2004 Chapter Officers and Chairpersons

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## The Cleco

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