

*******Contra Costa County Outlaws Home Building at CCR!
Director Charges: "Steady Decline in Recreational Pilots"*******

New County Lease Eliminates Homebuilding from Hangers

In the continuing fight to eliminate the rights and freedoms of its citizens the bureaucrats of the Contra Costa County government are endeavoring to eliminate the building of Experimental Aircraft on County property. As normal, the devious bureaucratic mind has contrived a sneak attack rather than a direct frontal assault on your freedoms. One wonders if this is just the work of over zealous county minions or if they are doing the dirty work for our grand politicians.

Buchanan Field has been the home to many homebuilt aircraft. In 1949 the county hangers gave birth to an entry in the National Air Races. Such a one of a kind airplane would be called a home built today. In 1966 my father completed and flew a Pitts Special from a county owned hanger. The county hangers gave shelter to one of the most influential builders in the home built movement, Dr. Lyle Powell, who completed a series of planes in county owned facilities. The list, the tradition, the history of experimental, home built aircraft construction and flight at Buchanan field is long and notable.

The East Side hangers have reverted to county ownership after the expiration of the original ground lease. With much macho power flexing, county employees inspected all the affected hangers and told many different stories to people who stored their aircraft in those hangers. The new rules seemed fluid but managed to make everyone involved apprehensive of the agenda of the county administrators. After a period of time in which the governmental folks let the lessees stew, they were presented with a new lease agreement and told to sign it in 5 days or get out. The new lease cuts new ground in governmental

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Informative Meetings ...

Wednesday, June 26th, 2002. The slightly dilapidated Airline Terminal on the East side of Buchanan Field. 7:30 p.m. semi-sharp. Our speaker is: **Marti Sarigul-Klijn, Retired U.S.N. Test Pilot.**

See the map on the back page for meeting location.

Aluminum Overcast to Cast it's Great Shadow over Buchanan Field.

The EAA's beautifully restored B17G, Aluminum Overcast, is tentatively scheduled to stop at Concord from September 23 - 26 on its West Coast Tour. Chapter members are needed to serve as souvenir shop workers, ticket takers and (just maybe) airplane docents. Contact President Harvard to volunteer your time.



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Get Your Cleco from the Internet...

WWW.eaa393.org Copies of the Cleco are available from the chapter web site in Adobe® Acrobat® format for your downloading convenience. If you would like to be removed from the mail list and receive your Cleco electronically, please use the electronic form available on the Cleco page of the web site.

Mr. President! / May

Harvard Holmes

Ashland

is bright and sunny and there are still 20 tickets for the matinee performance of "Noises Off." It's just before noon, and we get the best seats in the house. Flying is so magic, I just have to pinch myself. After dinner outdoors by the river, we scalp tickets for the evening performance of "Idiot's Delight." On Sunday, we fly to Truckee for lunch with friends, and then back to the Bay Area. I hope your weekend was as good.

***** HOSTING the EAA B17 *****

George Daubner called me to ask if Chapter 393 would be willing to sponsor the EAA B17. <http://www.b17.org/> At the Board meeting, there was general agreement that this would be a good thing to do. The B17 is tentatively scheduled to stop at Concord from September 23 - 26 on its West Coast Tour. Other stops on the West Coast Tour are the Golden West Air Show, Hayward, San Jose, Modesto, Santa Rosa and Watsonville.

This would require 8 to 10 volunteers for each of 3 days for ground support. In advance of arrival we would need to identify an FBO who would be willing to have the B17 on their ramp. They would also appreciate a break on their fuel costs, if we can arrange it.

They do all the bookings and tour coordination. We are not expected to provide any up-front funding.

While the B17 is here, they will give rides in the mornings and ask the Chapter to conduct tours in the afternoon. We are also requested to operate the merchandise trailer in the afternoons.

They propose to share some of the revenue with us - 25% of the ground tours, 15% of the merchandise sales, and \$30 for each flight experience seat that is sold.

***** Fly Outs *****

I have gotten a number of fly out ideas from Tony Tiritilli (thanks!), and I am working on the following

- * Tour of LyCon Aircraft Engines <http://www.lycon.com/> in Visalia
 - * Tour of the Eagle and Rose Winery <http://www.eagleandrose.com/> near Anguin
 - * Mariposa, where we could rent a bus to ride into town. Other ideas, more on the back burner, are
 - * Pine Mountain Lake,
 - * Hiller Museum at San Carlos,
 - * Overnight to Sedona,
 - * Overnight to Ashland, OR (summer is probably too busy to get tickets at the last minute).
- Let me know if you are interested in any of these. Additional ideas are also appreciated.

Be sure to look at the calendar in the Cleco or on the Web, and don't miss the Young Eagles flight days, or the Picnic on July 13.

Happy flying,
Harvard ■

Chapter Name Tag

Please wear your official Blue EAA 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.....

Mr. President! / June

Harvard Holmes

Mentoring - A friend of mine at work called me a few weeks ago and said he wanted to learn to fly. His girl friend had just spent \$20,000 on a new car without batting an eyelash, so he didn't see why he couldn't spend a few thousand learning how to fly. Naturally, I couldn't agree more. Last Tuesday he had his first introductory flight and he is excited. I'm excited too and it's all I can do to keep from bugging him all the time to share my enjoyment of flying. Along with excitement, it's a real challenge to avoid giving him too much information too fast, and to remember from my own training just why we do what we do. How do we decide what altitude to fly at for our cross country flights? How do we manage the traffic pattern when it looks the same from 3000' as it does from 1000'? How do you pick a good instructor? How do you get your girlfriend to appreciate your new hobby? This is more fun than I ever expected!

Young Eagles - Pat Peters says we had 45 Young Eagles last June 1st. Congratulations Pat and the other pilots. First Saturday of July, August and September -- keep those dates on your calendars.

Fly out - June 29 we are going to Visalia to visit Lycon Aircraft Engines. Please let me know if you are going, and if you have any empty seats. I'm interested in extra seats because all my friends and relations already want to go and my Mooney is not big enough. Ken Tunnell will give us a tour of his shop, including a ride from the airport, and we hope to be able to treat him to lunch at a nearby restaurant.

B-17 - Please let me know if you want to do this. I think there is other information in the Cleco and on the web site, so I will not repeat it here.

Airport Leases - The Airport Manager asked hangar renters to sign a very onerous lease that prohibited just about anything, including "unairworthy aircraft;" note that this includes aircraft during construction. Under pressure this has been delayed, but the fight is not over yet, and similar provisions will surely be attempted on other airport renters as soon as they can get around to it. The issue is currently being contested by a group led by Dave Long, and he has added Chapter 393 to the "Negotiating Team." This issue is also on the agenda of The Airport Coalition, and we have Bob Belshe and Scott Achelis representing our Chapter at TAC. Write to your supervisor and make a fuss - this is going to be a continuing battle and early input is likely to be more influential that later. There is (a little) more information at <http://www.concordairport.com/>

Happy flying,
Harvard ■

The Hayward Proficiency AirRace

Harvard Holmes

Arriving late, we rushed into the briefing room and were surprised to see Bob Belshe there with Fred Baron, flying Fred's blue Lancair 320.

The briefer was going over the rules and the race route, which would

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control. In a meeting with the affected people Director of Airports, David Mendez said that **he did not know the onerous provisions were in the lease, he had not read it**, and that **it was the same lease that had been used at the Byron Airport several years ago**. If those statements seem to indicate that Director Mendez will say whatever is convenient, you have drawn the same conclusion as a great many people.

The lessees of the East side hangers have a number of issues to adjudicate with the county and that is a shame, but frankly, does not affect all the members of Chapter 393. However, the provisions of this lease will certainly spread to all areas of Buchanan Field as time passes and that is a problem of all members of the EAA.

A look at the sections of the lease that ban aircraft building are:

Paragraph 10 - Prohibited Uses: E. – Use of the T-Hanger or surrounding property for aircraft maintenance, other than normal pre-flight maintenance and preventive maintenance, as defined in FAA Part 43, Appendix A, and elsewhere in Federal Aviation Regulations.

Paragraph 10 - Prohibited Uses: F. – Use of the T-Hanger for painting of any kind.

Paragraph 10 - Prohibited Uses: L. – Use of the T-Hanger for storage of unairworthy aircraft as determined by the Director of Airports.

Paragraph 12 - Maintenance and Repairs: A. – All power tools used in the T-Hanger shall be in compliance with all federal, state and local laws.

Paragraph 12 - Maintenance and Repairs: D. - There shall be no open flames in the T-Hanger at any time.

Paragraph 14 - Alterations: C. – Renter shall not use high voltage electrical equipment or machinery in or about...

Paragraph 14 – Alterations: - Renter must obtain approval (via permit) from Contra Costa County Building Inspection Department for all improvement to the T-Hanger (Condensed sentence).

Additionally, you had better not plan on working with epoxy or other hazardous materials on County property because it is prohibited in at least 4 different places.

Paragraph 10 L. pretty much excludes our hobby, our federally granted privilege to build an airplane for educational purposes, our projects, from Buchanan Field. Supervisor Billy Buchanan is probably rolling over in his grave.

This constitutes a problem for our Chapter, all other chapters in California and for our national organization. It will require the combined effort of the EAA, the AOPA and each interested person to beat back this grab for control and the elimination of General Aviation at our airport. When you pay your property taxes in December and April or when you pay the 15 cent ser-charge the county adds to your Av-gas bill remember, **it is your airport, not theirs**.

What can you do? - Write phone or e-mail your supervisor, write phone or e-mail the EAA, write phone or e-mail the AOPA., Rely on President Harvard to keep you informed and keep the pressure up on him, contribute money for expenses to the various groups that have formed, keep up your interest – don't just make some noise and then have a cocktail and go to dinner, Be very afraid of the continuing erosion of what few rights and privileges you have left.■

The Contra Costa Board of Supervisors oversees the Director of Airports

Over the past few years the supervisors seem to have ceded the airport "problem" to Supervisor DeSaulnier. He has dealt with the People over Planes controversy and now will be allowed to handle the small disturbance caused by the pilot community....unless you actively contact your supervisor and demand to know the agenda. Why do they want to drive General Aviation out of Buchanan Field?

District 1 – West County

John Gioia

11780 San Pablo Ave. El Cerrito 94805
510-374-3231

District 2 – Martinez, LaMoRinda Area, West Walnut Creek

Gayle Uilkema

651 Pine Street, Room 108A, Martinez 94553
925-335-1046

District 3 – Alamo, Danville, Disco Bay, South Walnut Creek, Brentwood

Donna Gerber

309 Diablo Road, Danville 94526
925-820-8683

District 4 – Clayton, Clyde, Concord, North Walnut Creek

Mark DeSaulnier

2425 Bisso Lane, Suite 110, Concord 94520
925-646-5763

District 5 – Antioch, Pittsburg and Bethel Island

Federal Glover

The county directory does not list him as a Supervisor or give his address and phone number, go figure.

What can we do? Let your supervisor know the airport is not DeSaulnier's problem, it's their problem. Let them know you are a constituent and it is your problem. Contribute some money to them and make it plain that your support for them is contingent upon saving Buchanan Field.■

Non lasci i bastardi ridurlo

Further Information at www.eaa393.org

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

1. Informal minutes of the Board of Directors Meeting.
2. Pictures from the Hayward Proficiency Air Race.

If You're Lucky You Can Attend with Another...

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 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.

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 a preferential seat the following month. ■

Chapter Events Schedule

June 26, 2002, 7:30 p.m. - General membership meeting

June 29, 2002 - Flyout to Lycon Engine Facility.

July 6, 2002, 10:30 a.m. - Board of Directors meeting.

July 24, 2002, 7:30 p.m. - General membership meeting. ■

Air Race

be from Hayward, meandering around the San Joaquin valley to Bakersfield for lunch, and then on to Laughlin-Bullhead on the Arizona-Nevada border. Each leg had 4 mandatory check points and one bonus check point to fly over, and you had to answer a multiple choice question to confirm that you found the checkpoint. The bonus checkpoints were somewhat obscure, as is customary.

The Hayward Air Race <http://www.hwdairrace.org/> is really a rally, with each contestant making an estimate of how long it will take them to fly each leg, and how much fuel they will use, to the 0.1 of a gallon! Oh, and did I mention, that you don't get to use all the good electronic stuff, like fuel flows, DMEs, and GPSs? Yep, it's covered up! This is an exercise in pilotage, with chart, compass and stopwatch.

Friday morning, we were there by 7:30 for the weather briefing, then we posed for pictures, then at about 9:20, we started the engine and taxied down to the run up area. Well, the run up was not healthy, and the usual "more power and lean to burn the plugs clean" didn't work. We aborted our takeoff, and went in search of a mechanic. We found one at Trajen and they quickly isolated the bad plug using our EGT to find the cold cylinder. (When they heard we were racers, they waved us off without charging us! What a nice experience!) Off with the cowling, out with the plug, clean it, replace it, try it - it looked good, then we talked to the race officials, and they got us back in the race at the end of the line. By now Bob Belshe and Fred Baron were long gone, since the fast planes were started first, to have the racers spread out along the way, rather than bunch up. We managed to find the checkpoints, but I won't say how, because a) I'm not completely sure, and b) I don't want to give away any secret

methods.

By the time we got to Bullhead-Laughlin, we had heard on the radio that the airport was closed due to a gear up landing, so we made our run down the timing line, which crosses a bridge over the Colorado River – your time is taken flying over the bridge, then we switched fuel tanks and went out of the way to circle until the runway was cleared. This took about 45 minutes, then we switched back to the "race" tank and landed. The race committee sets up a great hospitality suite, where we got snacks (such that you didn't need dinner) and the chance to talk to other racers.

At the hospitality suite, Bob floated the idea that we (Nat and I in the Mooney, Bob and Fred in the Lancair, and Bruce and Cheri Cruikshank in an RV-4) should go to Sedona for lunch on Saturday ("that's what airplanes are for"). So we did (picture on the web site).

At the awards banquet, we got 8th place, and Fred and Bob got 9th place (picture on the web site). Really not a bad showing. More and more experimentals are entering every year.

Our trip back to the Bay Area encountered nasty weather that was not supposed to arrive until late in the afternoon, so we stopped in Livermore, then continued to Oakland in the evening. We heard that Fred and Bob just made it into Hayward, then came back a few days later to pick up the plane with transportation help provided by Fred Egli.

All in all a fun experience, and a good refresher in pilotage. The entrance fee is about \$300, and I'd like to see more EAA 393 members next time. ■

FOR SALE / WANTED

Q2 Parts for sale

Have scrapped my Q2 after only 80 hours TT; Parts are for sale. Revmaster 80 hp engine complete with vacume pump, posa carb, props (2). Narco radio, ELT, sts hand held radio, transponder. All instruments .Will sell all or part. Can be see in Orinda.
Jan Bowman, 925-254-3382
3/02

HANGAR SPACE for rent

Space available in large "T" hangar located in Concord, CA (CCR). This is a secure, well-lit space with workbenches, electrical outlets, and easy access to taxiways located on the convenient "East Ramp". Perfect for any of Van's RV series of planes (I fly a 6-A) or a single engine high winged conventional or tri-gear production A/C. Experimental builder seeking an airport location for completion of project could also use this space. Access to refrigerator, freezer & microwave oven also provided. Rent is \$200.00/ month. Call **Scott @ (925) 935-7920** or e-mail **Achelis1@Hotmail.com** with questions or for additional information.
6/02

Passangers to AirVenture in Oshkosh

Member Don Baldwin will be flying a Chevy Suburban to OSH for the 50th celebration of the EAA. He has room for 2 passangers. The trip includes use of a 23' self-contained trailer and the return trip is normally highlighted by a side trip to some mutually agreed upon national treasure. Share expenses: usually has run about \$500 total for the trip. July 20th through August 4.
Don Baldwin 685-1639
4/02

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 rlam242714@aol.com

Lost Tools

Chapter 393 has been around for a long time and during that time we have acquired many tools and specialty materials. Some of those have not been returned. If you have a tool 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.

Rick's Tech Tip...

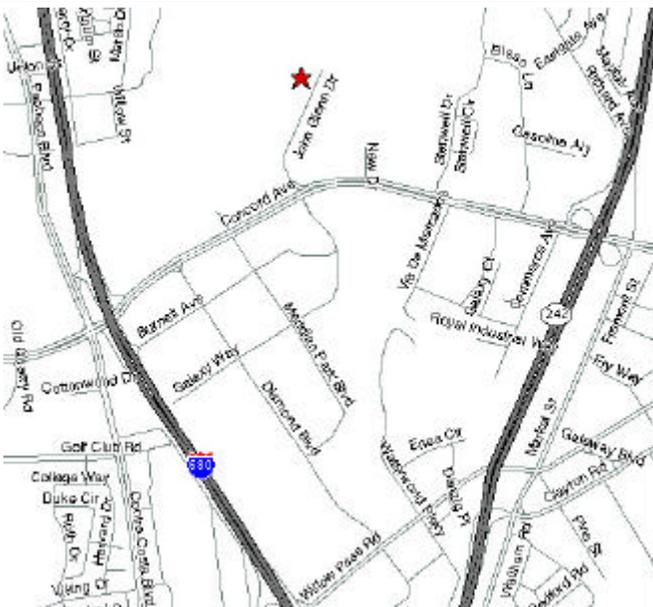
Technical counselor Rick Lambert has a new airport kitty didn't have time to assemble a builder tech tips from his experience and many published sources this month. So, we publish a correction on the Tech Tip contain in the previous Cleco. You can reach Rick at 707.748.1532 to schedule your next Technical Inspection.

Make fiberglass work look professional.

Got any unsized Dacron fabric around? You know, the standard covering for an airplane, call it Sitits or Geoconite or Blue River or whatever, it's all just unsized Dacron. After you do your last laminate of glass fabric and get it whetted down apply an additional laminate of Dacron and apply it just like it was glass cloth. Pull it off anytime after the resin "hits" for a smooth surprise.

OK, so it is for Epoxy, Urethane and Polyester but it gets real goopy with Bondo.

Additionally, don't try this with sized Dacron purloined from your wife/mother/ significant other's sewing supplies, the sizing used in normal cloth will cause the Dacron to adhere to your work ■



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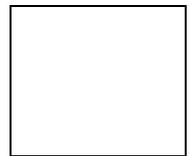
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