

What is an EAA chapter?...

Feel an obligation to read the President's column but not this one. Read it only if convoluted opinions don't offend you, better yet, read it if they do!

As a little boy I saw adults active in service clubs. Lyons, Kiwanis, Rotary and the Junior Chamber for the males and Soroptomist, Junior League, Women's Clubs, Many Garden Clubs and Hospital Support Organization for the women; to name just a few. All seemed to be organized around a central theme or philosophy and then almost completely focused on their local communities. As a young adult I was involved in the Junior Chamber (Jaycees) and climbed the state chairs. It was OK but the projects that focused on my local community were the most satisfying.

I'm pretty sure that the central theme of our group is Experimental Aircraft but I'm not sure the group has a philosophy. I'm also pretty sure the national organization is focused on furthering aviation in general, experimental aircraft in particular, running a damn fine air show and making money for the owners. (You might check what's written, but the EAA is a business owned by a for profit group not a group of like minded individuals with altruistic goals.)

The EAA website says - "the organization focuses on people, offering the opportunity to make new aviation friends and form relationships while encouraging the sharing of information, stories and enthusiam..." or you might say - The organization focuses on good old fashion hanger flying -. That's swell, but low on the community-focus meter.

Young Eagles is the shining exception. Its entire focus is on the greater local community. It is as good an example of community involvement as can be put forth by any organization. Pat and Evangeline Peters deserve much louder applause that they get, but you know, they are also the recipients of most of the satisfaction from having done an exemplary job. Tracy Peters gets to share the same satisfaction for what he accomplished with Golden West, must be in the genes.

Our **local** community is Buchanan Field (regardless of the fact that our President ties down at Oakland) and I don't believe that we currently have a project that benefits that community. (Our Don Quixote-esk assault on the county administration is not a community project; it's politics.) Maybe we could buy 50 American Flags and put them up on John Glenn Drive and Sally Ride Drive on national holidays. Maybe we could re-paint the Compass Rose on Taxiway Charlie (I think the 99s did it last time). There have to be other better ideas out there. We need some suggestions, but remember, nothing earth shaking or terribly time consuming, between my family and my boss I don't have a lot of extra time, just something that might be satisfying and fun to do on an ongoing basis.

President Harvard has a small note in his column about doing something with another EAA chapter. What a revolutionary idea! How about this? A bunch of us pile in our cars or airplanes and attend the Chapter 662 meeting at the Livermore Airport Terminal at 7:30 PM on October 3rd. Their topic is Angle of Attack instruments and how they can make your flying safer. Or, how about Chapter 167s meeting at Bridgeport Flying Service in Napa on the first Wednesday of each

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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...

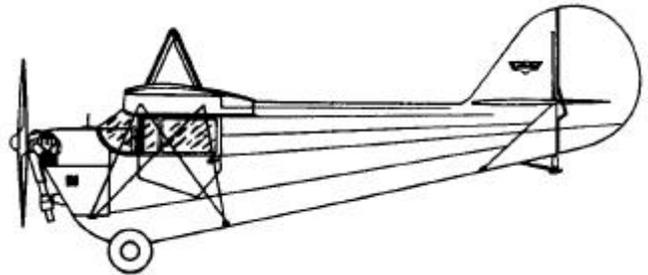
Mr. President continued...

So there are a few signs of a thaw in the 9/11 attitude. Let's keep it up.

I have made no preparations for our September fly out. Ideas? Chase (at a proper distance) the B-17 to Hayward? Pine Mountain Lake?

Thanks to a contact by Ron Robinson, I have talked to Lori Atkinson of Cal-Pacific Airmotive in Salinas about a visit to their facility. They "manufacture" P-51's. Tentative plans are to visit jointly with EAA 204 (Monterey Bay, Pat Smith, President) some Saturday in October. The restaurant at Salinas is closed, so a meal solution is needed. I will be talking to Lori more when I get back.

Happy Flying,
Harvard ■



Building Aviation for the Future

A group of high school students at the Athenian School in Danville are about to embark on an interesting project. As part of their science program they are going to build a Cub. The kit has been ordered but not received. The enthusiasm of Bruce Hamren, chair of the science department, is contagious and should keep the project rolling along to completion.

Most schools, even a "Distinctive College Preparatory School" could not find the budget for such an involved, long-term project. What would be needed is some entity that has an overriding interest in Aviation and, preferably, a great deal of experience in homebuilding, a tough combination. Or, to turn the situation around, an entity with an overriding interest in Aviation and a great deal of experience in homebuilding would have a hard time finding a school in today's highly litigious, politically overcharged, risk adverse society that would consider such a project.

Marsh Freeman, who finished and flew a beautiful Glastar in early April and has several other completed projects to his credit, is the person who stepped forward to make this adventure possible. An experienced homebuilder who may be the only person to have had a Skybolt fly with the wings both attached and unattached to the fuselage, will act as technical counselor and help oversee the work of the students.

Marsh is not currently a member of our Chapter but he is a member of the Aviation Community at Buchanan Field and well deserved of recognition. This is a commitment to the future of Aviation and homebuilding that is unparalleled. You could call it "Young Eagles Squared"

Give that man an honorary membership!■

month; Chapter 1230s meeting some 3rd Tuesday night at 7:00 at the Nut Tree County Building in Vacaville; Chapter 1232 has a presentation on the Blue Yonder Foundation on October 19th somewhere in San Rafael (we could call for directions) or we could buzz down to either of the San Jose chapters, they have two, or Hayward. Hayward used to have a big chapter although they aren't listed on the EAA website currently.

Cross-pollination isn't just good for plants; it's good for organizations. We might get a good idea for a local community project. Then we can go back to our hangars and work on our airplanes.■

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

- September 25, 2002, 7:30 p.m. - General membership meeting
- October 5, 2002, 10:30 a.m. - Board of Directors meeting.
- Fly-Out scheduling not firm yet.
- October 23, 2002, 7:30 p.m. - General membership meeting.■

The Contra Costa Board of Supervisors oversees the Director of Airports, but not actively.

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 our pilot community....**unless you actively contact your supervisor and demand to know their 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

315 E. Leland Ave. Pittsburg, CA 94565
925-427-8138

What can you 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. Link to Lyle Powell's article fuel systems.
3. Pictures

Just Come to the Meeting...

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.

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 707.748.1532 to schedule your next Technical Inspection.

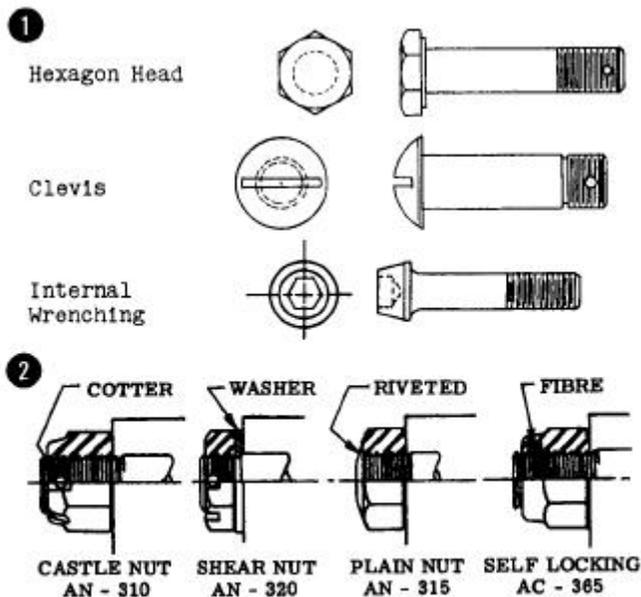
Clevis Pins Versus Clevis Bolts Tom Rhodes

There is a tremendous difference between clevis pins and clevis bolts, even though they have similar names and somewhat similar appearances.

Clevis bolts are made for primary structures, but they can be used elsewhere. They differ from ordinary AN and Mil Spec bolts in that both the head and the restraining nut are thinner than normal. In fact, these bolts have only half the tensile load limit of an ordinary AN bolt, because the thin nut and/or the thin head nut will fail earlier than ordinary AN nuts/bolts.

Figures 1 and 2 show side views of typical AN and clevis bolts. A well-known aircraft parts catalog recommends that no tension load be put on an AN clevis bolt. That's not a required practice. Clevis bolts are designed to take up to half the load that an ordinary AN bolt and nut can carry.

Clevis pins, sometimes known as flathead pins, are typically used as hinges for control surfaces or for attaching a cable to a control horn. Clevis pins are designed to take shear loads only. It's the clevis pin that cannot, under any circumstances, be allowed to carry more than a 0.0001-once tension load.



Figures 1 and 2—Various AN bolts. Note the difference between clevis bolt and clevis pins.

Clevis bolts and clevis pins are two different animals. While the former can carry modest tension loads, the latter are restricted to zilch. That makes sense, who would expect a mere pin to hold a load of perhaps hundreds of pounds? ■

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 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

For four cylinder Lycoming cylinder head.

8' Sheet Metal Break

It belongs to Bob Rudolph not the club but it is for all to use carefully. Located in Bruce Seguire's Hanger – Contact Bruce for availability.

Money, Money, Money....

Louis Goddell has left the accounting department of Enron and reports treasury balances seem to be –

Savings	\$2,583.69
Checking	\$1,680.49
Total	\$4,273.46

The Cleco

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Concord, CA 94527-2725

FOR ORIGINATOR

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

Wanted: Hanger space

for a beautiful Citabria, now in a shade hanger, East Ramp. We wish more closure and long-term protection. Dave Cunningham, 925.933.4558 or ldc@att.net.
8/02

2002 – 2004 Chapter Officers and Chairpersons

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In an effort to confuse Afghanistan's populace the U.S. Army has employed Basil Platt, the artist that painted the Glstar that Rick Lambert is building, to disguise the helicopters used in that theater. Remember this picture while viewing the B-17G.

Thanks to Ed Lester for the picture.

The Cleco

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