

MEETING REMINDER:

The next meeting is scheduled for Wednesday **January 22, 2003**. The meeting is being held at the Buchanan Field Terminal Building located at the end of John Glenn Drive in Concord and will begin at 7:30PM. **Visitors are always welcome.**

Board Members: Note that there is a Board Meeting on Thursday, January 9th.

Presidents Message:

What's with the hazy weather? Someone with a better memory or better records will tell me that it's been worse, but I sure don't remember it. The 14-17 of November was not so bad, so we did our Sedona trip then (see write-up elsewhere). But then the next weekend was hazy, and although we went to Sea Ranch after Thanksgiving, it was no fun coming back on Saturday in the haze. I found myself putting too much faith in the GPS and not keeping my finger on the chart ready to spring into dead reckoning and under cast squinting mode. Last weekend was hazy too. All of this is from an Oakland perspective, but Concord has had its share of HZ, BR, and FG, too.

But our Holiday party is indoors, so no one can stay away because of the weather! Everyone should sign up with Louis Goodell (see the form in last months Cleco, or give him or I a call) and show up for the festivities. I'm

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Young Eagles

Saturday December 7 I had scheduled a Young Eagle rally for a small Boy Scout troop. The day began very nicely. I had scheduled 4 pilots to fly. Harvard Holmes, one of the pilots had to cancel due to being socked in at Oakland, another pilot had to cancel due to the late scheduled flight time which interfered with another commitment and the third, me, went to start my plane, for some reason it retaliated and refused to start. Now that left me with only one pilot. Phil Jenkins. Now the day was a shambles!!!!!!! BUT, someone was looking out for me.....as I was going to Sterling for help, guess who should appear----no not Santa-----Steve Snider. After I explained my problem, Steve consented to fly Young Eagles. Now I have 2 planes. One plane with the capability to fly 3 kids and one to fly 1. Not to bad but would take a long time to finish flying all the kids. As luck would have it, I found a mechanic at Sterling who promptly dropped everything he was doing and came and assisted me in starting my plane. Yes, it started. Now I have enough planes to complete the job in a much shorter time. Now to make a long story short, we ended up flying 11 Young Eagles and finished the job at about 2:00pm. This brings Chapter 393's total to about 350 kids flown in 2002! I would say that is quite a feat for our Chapter.

Again thanks to all the pilots and ground crew that made it possible.

Pat Peters, Young Eagles Co-Coordinator.

looking forward to seeing lots of members at Marie Calendar's on December 14.

I have been working on the annual paperwork for the renewal of our EAA affiliation. This has three general pieces: 1) to assure EAA National that our paperwork is up to date, including our roster of officers and members, 2) to remind us of our agreements with respect to EAA sponsorship, including notifying them of activities for which we want insurance coverage, and 3) annually applying for the EAA sponsored insurance that provides a modicum of protection for our activities. This year our renewal expenses are \$40 for the annual renewal fee, and \$115 for our insurance (for \$1 M).

Thinking of annual things -- dues are coming! It is not too early to pay dues for next year. Louis is prepared to accept a \$20 check for next years dues at any time! Bring it to the Holiday party if you like!

I have greatly enjoyed our fly outs this past year and I want to express my appreciation for the wonderful suggestions that I have received from many members. Knowing that I will leave someone out, I'd like nevertheless to acknowledge Tony Tiritilli, Guy Jones, and Ron Robinson for wonderful ideas that led to interesting and enjoyable fly outs. I want to assure you that all of the really neat fly outs were member's ideas and not mine, so I'd like to solicit additional ideas from members for the coming year. I only have two ideas at the moment: 1) fly out to Mariposa Yosemite and rent a school bus to get into town (on the order of \$5 each), and 2) get permission to go up to Ione (Eagle's Nest, CA20), and get a tour of the Reno racers that are prepared there (we'd have to bring our own lunch).

I'm trying to put together a calendar for next year, including members meetings, board meetings, fly outs, and significant other events, like Golden West. Look for it on the web, or perhaps in one of the coming Cleco's.

Happy flying,
Harvard

TRIP TO SEDONA

Harvard & Sara Holmes, November, 2002

The Weight and Balance spreadsheet said that we could carry more fuel than we usually leave in the airplane, so our first stop was for 28 gallons at the Kaiser Air fuel pumps in Oakland. That brought our 4 seat Mooney M20E up to full gross with 2 people, luggage and 8 hours of fuel on board. We also checked the tires and added a quart of oil. We opened our flight plan just before 10 am and headed out toward Mammoth. The northern San Joaquin valley had a fair amount of haze below us. The Sierras and all the rest of the way to Sedona were sparkingly clear. The Mammoth ski area was still showing dirt in places; ski season is not here yet. Over Bishop and down through Death Valley we went, then around the class B at Las Vegas, passing over Jean airport. We seemed to be right in the path of airliner arrivals, so next time we plan to go over the class B right across downtown Las Vegas.

Arriving at Sedona, we tied down, got gas (we had used 34 gallons), closed the flight plan and called for our car. The car delivery person drove us back to the office in Sedona, where we got our rental car and finished up the lunches we had packed for the flight. Then we headed straight for the Tlaquepaque shops to prove we were in tourist mode. Then we visited the Chapel of the Holy Cross, a church set up at the bottom of the cliffs of the red rocks <http://www.episcopalnet.org/TRACTS/ThreeLives.html>. Then dinner at a Mexican place which was somewhat surprisingly expensive -- then we got used to Sedona being generally expensive. We checked in to the Sky Ranch Lodge next to the airport, a reasonable \$75 for a garden view (sunset views cost more).

Friday morning we headed to Jerome, an

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- Photo 1



- Photo 2



- Photo 3

393 Internet Updates:

As always you can find back issues of the Cleco on the webpage at <http://eaa393.org>

ex-mining town 20 miles to the southwest. The state park and museum had a nice video, but was otherwise dull. (photo 1) We bought lunch in town, to go, and went to Clarkdale to ride the train through the Verde Valley Canyon

(<http://www.desertusa.com/mag98/nov/stories/verdevall.html>). This is a resurrected train like the Skunk train from Fort Bragg. It follows a valley with yellow and orange fall colored leaves set against the red rock of the area. There are the usual passenger cars as well as flatbed cars with sunshades so you can enjoy the open air. (photos 2 and 3) From the train we went to Cottonwood to have dinner at the Blazing M Ranch (<http://www.blazinm.com/>). After dinner, there are cowboy songs, some audience participation, and a comedy routine based on the usual hick cowboy, which was kind of hokey, but I have to admit we enjoyed it.

Saturday we got a picnic lunch at New Frontiers Natural Foods, and headed up to the Palatki Indian Ruins and Petroglyphs (<http://www.hitthetrail.com/destinations/honanki.htm>). They are not as spectacular as Bandolier or Mesa Verde, but they are interesting nevertheless. (photos 4 and 5) In the afternoon, we went for a hike from Red Rock Park up to Cathedral rock. (photos 6 and 7)

Sunday morning we had breakfast at the Sedona Airport Café. That is a hopping place on Sunday mornings. People arrive by car and airplane in equal numbers. We also had a sandwich made for lunch. We had headwinds going back to Oakland, so it took 4.5 hours (and 38 gal of fuel) instead of the 4 hours going to Sedona.

Other destinations that we didn't have time for include Oak Creek Canyon (we did this two years ago and enjoyed it a lot) and Montezuma Wells. So we have to go back soon!

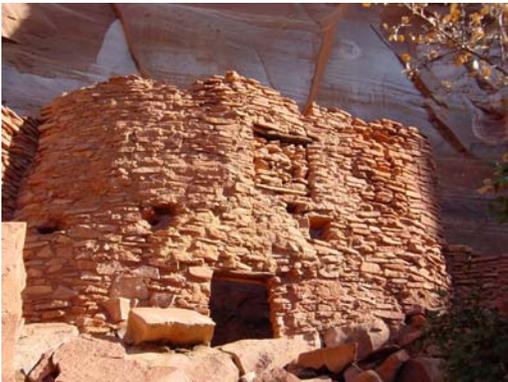
Board Minutes:

EAA Chapter 393 Board Meeting Informal Notes

Thursday, November 21, 2002

Attending: Harvard Holmes, Pat Peters, Tracy Peters, Guy Jones, Louis Goodell

1. Arrangements, details, and the agendas for the Holiday Party were reviewed and discussed Sound system: Tracy Peters will consult with Ken McKenzie to provide sound. Decorations: Pat Peters will buy Poinsettias for each table (about 10) and put numbers under the chairs for people to take them home. (HomeDepot?)
2. Agenda (Order subject to change):
 - 1.0 Hand out nametags (Evangeline Peters and Mary Ann Nilson to be asked)
EAT
 - 1.1 Introduce guests (tower and airport staff, if any)
 - 1.2 Hand out First Flight Certificates
 - 1.3 Ask Duane to award the Perpetual Trophy (for contributions to the Chapter)
 - 1.4 Ask Pat to award Young Eagles Pilots/Ground Crew Certificates
 - 1.5 Hand out Officer Certificates
 - 1.6 Ask Tracy to present the special award
 - 1.7 Conduct the raffle (Doug Knight and Tracy Peters)
3. All involved in the Holiday Party preparations agreed to meet Wed, Dec 11, at 7:30 at Marie Calendars for a last minute review.
4. Pat Peters noted that Young Eagle flights for the Boy Scout troop were scheduled for December 7. He also noted that EAA headquarters had "found" the Young Eagles that had been flown by Bruce Seguire and correctly assigned them.
5. Pat Peters and Tracy Peters noted that they were making progress on purchasing the hot dog cooker as authorized at a previous board meeting.
6. Louis and Jordan will produce the Cleco again. Hopefully it should go out by Mon or Tues, Dec 9 or 10.
7. There was a speaker suggestion of Chris Rossi on Migs at Byron.
8. There will be an air show this year at CCR, one week before Golden West.
9. Golden West will host the South West Air show Network (SWAN) for a 3 day weekend in April, 2003. Ramp help and lots of other help is needed, contact Tracy Peters.
10. The next board meeting will be Thursday, January 9, 2003 at 7:30. Harvard will send an email confirmation.



- Picture 4

Last Meeting Notes:

EAA Chapter 393 Monthly Meeting Informal Notes
Wednesday, November 20, 2002

Our speaker was Lane Wallace, the West Coast Editor of Flying Magazine. She has a regular column called Flying Lessons and has written 5 books for various parts of NASA. She has also written "Wild Blue Wonders," which is aimed at introducing young people to flying. A theme in her talk was how flying has a special magic for her and many other pilots, and how pilots appear to be more "grounded" than some other segments of society. The magic is worth the risks in flying. She described a few escapades in her flying/writing career. One was a trip to Kenya, which turned into flying with the relief workers supplying Somalia. Pilots working for both sides shared the same airport and bars in northeastern Kenya.

Roy Nilson announced that Bill Gallagher was flying Young Eagles out of Oakland on Saturday, November 23, 2002 and was looking for assistance. See also <http://www.bayeagles.com/> The flights take place at Kaiser Air on the North Field at Oakland.

Marsh Freeman provided an update on his Wag-Aero Super Cub construction project with the Athenian High School. The workshop is expected to be completed in January, parts have been ordered, and an engine has been purchased. The engine will be disassembled by the students, then sent to Ly-Con in Visalia for overhaul and assembly. There are still several tasks for which help is needed. Contact Marsh. Don Baldwin brought half of the horizontal tail for his Sonex to show the construction details. The tail is done in aluminum with some use of blind rivets. It was already primed on the inside and appeared very well done. He also brought the 102 pages of blueprints that are used to assemble the plane.

Report of the Fly Out on Saturday, November 23, 2002. Bad weather kept Harvard Holmes in Oakland. Phil Jenkins reported that the weather had apparently kept the crowds away at CCR too.



• Picture 5



• Picture 6



Picture 7

Treasurers Reports:

Bank Statements: As of December 10th.

Checking:	\$2,576.94
Savings:	\$2,578.04
Total:	\$5,154.98

393 Annual Christmas Party

December, 14th 2002

This year's party will be held at Marie Callendars located at 2090 Diamond Blvd. in Concord. The party will start at 6:30pm.

There will be three (3) choices to choose from:

1. **Mushroom Burgundy Tri-tip Steak**: Specially marinated and grilled to your liking, then carved into thick slices. Topped with freshly sautéed mushrooms and burgundy sauce. Served with mashed potatoes and steamed vegetables.
2. **Fresh Atlantic Salmon**: Fresh salmon rubbed with garlic-herb and lemon then prepared to perfection. Served with Rice Pilaf and steamed vegetables.
3. **Artichoke & Mushroom Chicken**: Seasoned and grilled boneless chicken breast topped with freshly sautéed Mushrooms and Artichokes in Alfredo sauce over Rice Pilaf.

NOTE: All entrees include Caesar Salad and a Basic Beverage. Also pie is available with dinner.

May Pay at Door! Please Call Louie Goodell at 925.682.4198 before 6pm Saturday, December 14th.

Make Checks out to EAA Chapter 393

Send to:

EAA Chapter 393

P.O. Box 272725

Concord, CA 94527-2725

Name: _____ Spouse or Guest Name: _____

Selection # _____ Selection # _____

Amount Enclosed: _____

Last Chance Page

- Don't forget, the Holiday dinner is Saturday December 14th.
- If you have an Article, picture or comment, please email to Jordan Jones at jones.jordan@attbi.com!
- The Speaker for January will be Matthew O'Conner. More information to follow in the next Cleco!

2002 -2004 Chapter Officers and Chairpersons

President:

Harvard Holmes
510.526.5347
hholmes@lbl.gov

Vice President:

Guy Jones
925.757.8214
thatguy2@earthlink.net

Secretary-Treasurer:

Louis Goodell
925.682.4198
lcg2@aol.com

Chair of the Board:

Bob Belshe
925.376.7677
rbelshe@attbi.com

Chapter Photographer:

Tracy Peters
510.301.8485
tlpeters@earthlink.com

Young Eagles:

Pat Peters
925.930.6447
pneters@aol.com

Membership Chair:

Bob Belshe
925.376.7677
rbelshe@attbi.com

Newsletter Editor:

Jordan Jones
925.432.4059
jones.jordan@attbi.com

Technical Counselor:

Rick Lambert
707.748.1532
rlam242714@aol.com

Web Master:

Bruce Hobbs
925.757.0618
bwhobbs@aol.com

Flight Advisor:
Position Open

Chapter Historian:
Position Open

Raffle Chair:
Position Open



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