

Presidents Message:

We have enjoyed going up to Willits these last two years for Airport Day. After we did that, I started on my Wings flights, which I just completed. I use it as an excuse to try out new CFIs, but I ended up using the same one as last year. We practiced landings at Gness in a stiff, gusty crosswind until I was sick of them. But I have to admit my landings are probably better for it. Over the Labor Day weekend, Sara and I went up to Redmond, OR for the Lancair Labor Day Fly In. It's a good opportunity to talk to existing Lancair pilots and find out what they like and don't like. A type of a whirlwind education. One main thing that I think we already knew is that more money is better when you have an airplane. We looked at Chelton Flight Systems and decided that it would not fit in our budget. Ditto the air conditioning system. Not that both wouldn't be extremely nice to have. We stayed nearby, so that no car was needed (there was a shuttle), and Lancair fed us well. On

Continued on page 2

MEETING REMINDER:

Wednesday **September 24th** at the Buchanan Field Terminal Building located on John Glenn Drive in Concord and will begin at **7:00PM**. **Visitors are always welcome.**

Board Meeting: Next meeting is **October 2nd** at 7:30pm at CCR Terminal. Members are welcome to attend.

Young Eagle Rally: Scheduled Rallies are finished for this year.

Club Fly-Out: September 27th 10am CCR

This Month's Speakers:

This month's presenter will be our own Tony Tiritilli with a presentation on web cameras at Airports. CCR Airport Operations will also be giving a presentation on the new taxiway and signage controls.

Treasurers Report:

Bank Statements:

Checking:	\$1804.08
Savings:	\$2584.43
Total:	\$4388.51



- **Lanairs lined up at Labor Day Fly-in.**

PLEASE NOTE EARLIER START TIME FOR THIS MONTHS MEETING!!!!

Continued from page 1

Sunday, we watched the race, er, the timed traversal of a triangular course. The turboprops were up around 300 mph and the Lancair 235s and such were turning around 200 mph. Even Bob Belshe got into the race, but I think his prop is not tuned for maximum speed, as he had to back off the throttle to limit the RPM. Otherwise, I went up to Little River with my partner, Nat, and to Lampson, just to make holes in the sky. Then on Sep 6th, I got to fly 11 Young Eagles and a Chronicle reporter.

Elsewhere is material on our next fly out to Oakdale, and the excursion to the Eagle and Rose Winery at Pope Valley. Please let me and John Potter know if you are going on these, so proper plans can be made.

As I reflect on the Airport Forum held at the CCC Water District Office, I recall that the message of the speakers was "relax, CCR will not be closed." But, I don't think it's safe to act on that message. We need to keep up our letter writing and getting the message out to the public. A long time ago, someone pointed out to me that "bureaucratic decisions can be reversed." Then he noted that "All decisions are bureaucratic." I think we could substitute "political" for "bureaucratic" with equal accuracy. And so, while it would take a long time to close CCR, we must be activists now to prevent even starting to go down that road.

It is now open season on nominations for our officers for the coming two years. If you want to serve, or if you have someone else in mind, please let one of the officers know. If you want new things to happen, suggest someone who will make it happen. Remember, if no one is willing to make it happen, it won't happen by itself. It is also appropriate to let any of the officers know what you like and don't like about how the present officers are doing. We are obliged to advise the incoming officers, and we need your feedback to help them do a better job than we did. Also, we might show up as officers again in the future (I'd even give odds that more than one of the existing officers will continue for another term.)

Save Concord Airport!
Exercise your privilege to fly!
Happy Flying!
(Your slogan here...)
Harvard



- Bob Belshe Lined up for "Race"

EAA Chapter 393 Board Meeting Informal Notes:

Thursday, September 4, 2003

Attendees: Harvard Holmes, Duane Allen, Jordan Jones, Guy Jones, Pat Peters, and Louis Goodell.

1. Harvard will send out email soliciting RSVPs for the trips to Oakdale (Sep 27), and Pope Valley (Oct 5 with MDPA).
2. A nominating committee for next year's officers was formed, including Harvard Holmes, Guy Jones, and Pat Peters. Guy had agreed to stand for election to be V.P. again before the nominating committee was formed; we decided that this was acceptable despite guidance in the bylaws that no nominating committee member could stand for office for which the committee was soliciting candidates. There was discussion of candidates by the board as a whole -- now, a lot of phone calls and arm twisting has to happen.

We will announce candidates at the September meeting, and allow additional candidates to be nominated at that meeting and at the October meeting. Then we will hold the election at the November meeting.

EAA Chapter 393 Members Meeting Informal Notes:

August 27, 2003

General Announcements:

1. John Potter of MDPA has invited EAA 393 to join them on a trip to the Eagle and Rose Winery adjacent to the (private) Pope Valley airport. Date and Time is Sunday, October 5, 1 pm to 5 pm. This would be a pot luck affair with participants providing everything (food, plates, utensils, beverages, etc.) except a BBQ to cook on. Please RSVP to John Potter at MDPA. This is a neat place to visit and EAA 393 went there last year (see our web pages). We enjoyed the hospitality of Norm Alumbaugh and his wife very much. Rain date is a week later, October 12.
2. Some of the fly out regulars were going to the Lancair Fly In over the coming weekend, so the EAA 393 Flyout was cancelled.
3. The Fly Out next month (Saturday, September 27) will be to Oakdale to visit Jerry Rogers <http://www.pgei.net/aviation/default.htm>, who has put several turboprop engines in AeroComps, and just recently put one in his Lancair IV-P. Please let Harvard Holmes know if you plan to go, so we have some idea how many people will need transportation to a nearby restaurant.
4. At the Flabob airport, EAA Chapter 1 is celebrating their 50th anniversary on September 20th. Fly ins welcome (see their web page <http://www.eaach1.org/flyin/Richard.pdf>), and they also invite people to help with their fundraising by buying a brick which will have your name on it.
5. **The next meeting, September 24, will start at 7 pm.** Tony Tiritilli will inform us about Web Cams, those cameras that point at the sky and are accessible over the Internet and how to use them to assess the weather on your next flight.

Our evenings speaker was our own Peter Degl'Innocenti, who gave a presentation on the construction of his ¾ scale P-40 (well maybe more like 80%). He has been working on this for around 5 years. He started when the plans were not quite done. This is very much a plans built airplane, with Peter building all the structures from raw materials. [I hope to be able to put his presentation on the web.]

We had a break and then introductions and progress reports.

During the introductions there was a discussion of several letters that EAA National has sent to some of our members, stating that they were not up to date with their National dues, a requirement to be a member of a local Chapter. Harvard Holmes has already had a run-in with them over the status of Garry Grover, who is a Life Time/Honorary Member. (Honorary Members cannot vote, but are exempt from the National dues requirement.) We need our members to keep current with the EAA National as it affects our insurance and other matters.

Pat Peters noted that we would be flying Young Eagles on Saturday, September 6, 2003. We flew about 45 and had a couple of reporters there as well. I flew the Chronicle reporter. [Longer report from Pat??]

Contra Costa County Airports Forum Informal Notes

Monday, August 18, 2003

Harvard Holmes

Contra Costa County Water District Office Auditorium

This meeting was held to improve communication about the Concord Airport. The session was moderated by Ellen Williams who is chair of the CCC Chamber of Commerce Aviation and Transportation Committee. Four speakers were invited to present their points of view and to answer questions afterward.

1. Spencer Dickerson is Executive V.P. of the American Association of Airport Executives, a non-profit organization representing over 900 airports nationwide. He made the following points in his presentation:

- We are fortunate to have Congressperson Ellen Tauscher as our representative in Washington.
- Airport ownership and governance is done in many different ways: some are city run; some are state run (e.g., Hawaii and Baltimore Washington International); some are run by ports; and so forth.
- Aviation Authorities -- independent, autonomous authorities, set up by local governments are the favored approach. Airports are the largest economic engine in many communities, bringing businesses, jobs, and a tax base. Authorities can focus on airport issues, respond more quickly and work closely with other government agencies.

2. Austin Wiswell is the Division Chief of California's Department of Transportation Division of Aeronautics. His agency administers the grants to airports, inspects the facilities, and does statewide planning. He made the following points:

- As a follow up on Airport Authorities, see the State Law regarding Airport Districts. He noted that the Southern California Regional Airport Authority has a checkered history, running, then becoming dormant, then getting involved again in the planning process.
- There are 250 airports in California. They form a transportation system. 29 have commercial services. Some are only waiting for an emergency; the big ones are commerce hubs.
- The "briefcase brigade" only works by air. Business needs access to/from the community -- they depend on air travel for meetings, shipping and other services.
- 35 million people in California live and benefit from Aviation.
- Much airport traffic is proprietary and, so, unknown. For example, the Grass Valley Group was hurt when the airport was shut down because of trees. [Their business was a mostly unknown use of the airport, but critical for them.]
- Closing an airport is "low hanging fruit." [But it may have long term negative consequences...]
- Smaller airports are getting popular because getting through security is quicker.
- You can't equate the value of the airport to "the worth of the dirt," because it is valuable to businesses and the community. But so much is proprietary that it is hard to document the value of the airport. Businesses don't want to disclose where they travel and how much, and air cargo operators won't disclose their cargo's value because it is too valuable.

3. Joe Rodriguez is the Supervisor, Planning and Programming, in the Environmental and Compliance Section for Northern California and Nevada for the FAA's San Francisco Airports District Office. He had the following points:

- His office does environmental review of Airports, and reviews for grant compliance.
- His office approved the \$1 M grand for planning at CCR.

Joe gave the following overview of his role:

- The FAA uses a National Plan.

- There were two grants, one for the airport and one for noise.
 - The Federal National Plan integrates Military needs, Mail, and other factors.
 - The FAA looks at urban centers -- an area of 250,000 people or more.
 - The FAA looks for a system of airports; they want to ensure that every community gets air service.
 - An Airport Improvement Program Grant is for a study or for actual work.
 - Grants come out of user fees.
 - The joint goals of the City, the County and the FAA are system efficiency.
4. Keith Freitas is the acting airport manager at CCR. He noted:
- The recently accepted Economic Impact Study recognized three categories of impacts: direct -- businesses at the airport, airport infrastructure; indirect; and induced.
 - There is an economic multiplier associated with the airport: e.g., when someone flies in and has lunch the restaurant gets business, the restaurant suppliers get business, and so on. He gave some slides on examples of such benefits.

Ellen Williams then opened the presentation to questions from the audience.

- Hal Yeager asked what CalTrans is doing to integrate [airport planning]
A: Austin Wiswell noted that CalTrans has to work with housing and the community development department, which has rules for affordable housing, and no regard for the airports, etc. He noted that it was a matter of balance. Assembly Bill 332 will help make better land use decisions.
- Dianne Cole: Has a convention center ever been considered?
A: Keith Freitas -- no.
A: Joe Rodriguez endorses the use of airport property for income.
- How can the community promote the airport to the community?
A: Spencer Dickerson: get the message out!
A: Joe Rodriguez: activities like the Young Eagles are helpful.
The FSDO has a regional education program.
A: Keith Freitas: a strong EAA presence...
A: Ellen Williams: speak to your elected officials.
A: Joe Rodriguez: promote the airport to the community, not just to your peers. Create a speakers bureau. CalTrans has an aviation art contest.
- Richard Roberts: Is there any scenario where we don't have to fight over the airport every 15 years?
A: Austin Wiswell: Be careful what you ask for. Some controversy is not necessarily a bad thing, as it keeps the airport in the public eye, and keeps the decisions from being invisible.
- William Conroy: Is the airport making a profit?
A: Keith Freitas: The airport takes no general fund money. There are 37 businesses at the airport and the income is about \$2.5 M. For grants, the FAA provides 90%, CalTrans 4.5%, and the Airport Fund 5.5%. Byron was \$21.5 M, with \$7 to 8 M from Airport Enterprise Funds (not all expenses are eligible for matching grants).
- If we had scheduled air service?
A: Keith Freitas: the expenses would not necessarily increase.
A: Austin Wiswell: The Airport Enterprise Fund is the net bottom line.
- Why does income from the airport go to the general fund?
A: Keith Freitas: only small parts do.
A Austin Wiswell: The federal auditors check up on them -- by state regulation, some monies can go to the general fund.

- How much does the county put back [into the airport]?
A: none that he knows of
- What time period was assumed for the Environmental Impact Study?
A: Keith Freitas: 15 to 50 years.

What profit comes from Byron vs. Concord?
A: CCR gets a lot more from real estate [leases].

The Trek to Willits

August 16, 2003
Harvard Holmes

In addition to Harry "Best Airplane at Willits" Heckman, as noted in last months Cleco, several others attended the annual Willits' Airport Day. Harry brought his brother Warren; Fred and Vi Egli were there with their Lancair IV; Bob Belshe brought Tony Tiritilli in his Lancair 235/320; and yours truly (Harvard Holmes) and his wife Sara were flown there by Harvard's partner Nat Kingsley. We also met Fred Baron from Garberville, who has a Lancair, but flew down in his Piper Cub for this occasion. [photo1: Fred Egli tries out Fred Baron's Piper Cub] We met Fred Baron at the Hayward Proficiency Air Race, where he and Bob Belshe have been keeping my partner and I on our toes. Now that Fred and Vi Egli have tried out the Hayward Air Race, I think it's only a matter of time before one of the experimental planes wins the race. [photo2: Two Freds: Egli and Baron] [photo3: Fred Egli watches the Waco take off to give rides]

Continued on page 7

The Willits Airport Day had great weather, and was a nice day to chat, look at the CDF planes and helicopters, look at the custom cars, and watch the R/C model airplanes. One of the R/C model airplanes was a combat ship with lots of power. It was launched by running up the engine, and then the pilot held it by the vertical tail in front of him and sort of gave it a push -- by the time it dropped a foot or so, it had flying speed and up it went.



[photo1: Fred Egli tries out Fred Baron's Piper Cub]



[photo2: Two Freds: Egli and Baron]



[photo3: Fred Egli watches the Waco take off to give rides] [photo4: Harry Heckman's KT137

VOLUNTEERING AT THE RENO NATIONAL CHAMPIONSHIP AIR RACES

Guy Jones

There can be some very attractive benefits to being a volunteer at events like this one. In addition to being given a credential entitling one to free admission, free parking, access to the pits, some lunch provisions, and depending on where one is assigned to work, there can be hidden "fringies". Originally, I was told I was going to be working in the ticketing booth. For those familiar with these facilities from years past, this year was a huge up-grade. The Reno Air Race Association brought in some temporary trailer buildings, which came with air conditioning, internal counters, ticket windows, and the bugaboo, computers for the newly minted volunteers to operate. The system was not overly user-friendly, and took some reading time and practice to be really efficient.

Recognizing that the folks who had been there for the class on the prior Sunday, and had been practicing for a couple of days were doing quite well, and that the "newbies" (like me) who arrived on Thursday had a ways to go, on Friday morning the supervisors made a few changes. There were enough trained folks available, so they grabbed me and about 8 other folks, asked if we would be upset about the change- (I figured I could adjust)- and asked us to do gate duty at several places around the facility. This is where serendipity (BIG TIME LUCK!) comes in. Several of us wound up at the service entrance to the corporate "Chalet" area. Large trucks make for a large gate, and this gate had to be kept closed between comings and goings. Among others using this entrance were the caterers supplying upscale foods, desserts, beverages and snacks. It seems that they were immensely grateful for the time we volunteers saved them by not requiring that their drivers get out of the trucks, going and coming, to open and close the gate, which was otherwise open to the general public. (You KNOW what a pain those animals can be!) After about four hours of jumping about, we were approached by the honchos of the various organizations and invited to help ourselves to the goodies when there was time, and we were not crowding out the paying customers.

Well, it was really tough, but EAA members are pretty tough, as well. We managed to survive, even if only barely.

After our shifts, and before the shift started in some cases, I managed to visit with some nice folks in the various pit areas. Chapter 52 had some Young Eagles they sponsored as volunteers in the pit of “Dago Red”, the Unlimited Gold Race Champion. These kids were EXCITED. Between “heat” races on Saturday and the dawn on Sunday, several of the competitors had to do some serious mechanical repairs. Darryl Greenamyer’s crew, for one example, replaced 6 pistons in the engine of his homebuilt Lancair Legacy. I saw them on Sunday morning, shortly after the plane was flown to “check out” the work which took them until after 1:00 A.M. They must have “done good”, as #33 was the Sportsman Class Gold champion. One of the aircraft which flew just for fun (and smoke and noise) was a Saab “Draken”, a delta winged aircraft designed during the Cold War. A comparison: Using the “Area Rule” concept at about the same time, Republic designed the F-105 “Thunderchief” and obtained equivalent speed to the “Draken” on considerably less engine power. But this big Dragon could get to Mach 1.1 at 300’, and had a rate-of-climb to give one nosebleeds. The Swiss designed this bird to be landed on roads, and hidden in forests. It has a massive tail wheel to protect the tail from over rotation on takeoff or landing.

The Air Force Thunderbirds flew here on Friday and Saturday, and went on to Mountain Home, Idaho, on Sunday, where one of the planes was destroyed in a high speed collision with the ground during the air show there. The pilot ejected and was not injured seriously. After medical check, he was released that evening. If you can stand exposure to a high level of excitement, I recommend this experience to you all. The Air Race Association can find room for you on the temporary staff next year.

2002 -2004 Chapter Officers and Chairpersons

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