

Presidents Message:

I have managed to get in a few flights in the last few weeks. One visit was to the Wings of History Museum in San Martin, next to the South County Airport. It was a quaint place to visit, but with no place to eat. I got a good education on how wooden propellers are made there in the certificated propeller repair station. The next weekend, Sara and I and Jordan Jones were able to go on the Chapter fly out to Pine Mountain Lake, with several other members. The next weekend, Sara and I went up to South Lake Tahoe for a wedding. That weekend was pretty overcast and we climbed up on top, and arrived over the airport (according to the GPS) at 12,500' without much expectation to be able to get down, but a big opening in the clouds miraculously appeared and we looked down and saw the runway, so down we went. Returning, the weather was clear and beautiful. The next weekend, Sara and I went up to Redmond, OR to talk to Lancair about my next career as an amateur aircraft builder. This will not

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MEETING REMINDER:

The next meeting is scheduled for Wednesday **May 28, 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 Meeting:

Next meeting is June 5th at 7:30pm at CCR Terminal. Members are welcome to attend.

Young Eagle Rally:

Next Rally scheduled for June 7th (weather permit)

This Months Speaker:

There will be no speaker this month to provide more time for socializing during the Potluck Dinner.

From our Members:

Congratulations, Bob Belshe, on getting your medical!

Young Eagles:

Pat Peters, Coordinator

The big bombers flew in on the evening of May 13. The wind was calm and the temperature was in the 60's. A good crowd was on hand to welcome the crew and those who flew it from Lincoln. The next morning a crew from EAA chapter 393 erected a tent and set up to sell franks, cold drinks, coffee and doughnuts.

We waited for the health inspector to arrive. She arrived about 9:20 AM, inspected our set-up and awarded us a clean bill of health and a certificate to prove it. We were ready to sell and make millions. As it was the weather turned nasty, the wind blew and it was cold. The hot dog crew hung in there and sales of coffee, doughnuts and dogs were brisk. We took in \$240.47 in a day and half, not bad at all. We are on our way to the Millions.

Thanks to the crew, Jim Veatch, Peter Degl'Innocenti, Jordan Jones, Evangeline Peters and Chuck Moran who work the booth, we all had fun and we ate some dogs and gave away some dogs, all in all we had a successful day. We hope that this is the first of many events we can set up and sell dogs to the public, especially now that we have a permit to do so.

happen until I retire, which is a long way away, but they gave us a wonderful tour of the factory, and convinced us that the fast build kits and the builders workshops are the only way to go. After stopping in Redmond, we continued on to Coos Bay, landing next door at North Bend), where one of my brothers had a painting accepted for an art contest and exhibition. He and his wife, together with my parents had driven up from Sea Ranch. It had taken them 11 hours, while we returned to the Bay Area in a little less than 3 hours.

Almost as soon as Sara and I got back, my partner Nat and I began planning for the Hayward Proficiency Air Race, which started on May 15, 2003 with the impound and briefing. On Friday, May 16, Fred and Vi Egli in their Lancair IV, Fred Baron and Bob Belshe in Fred's Lancair 2, Nat and I in our Mooney, and all the other racers departed Hayward for Bakersfield via a series of checkpoints that took us all over the San Joaquin valley. The second leg of the race went from Bakersfield to Bullhead/Laughlin on the Arizona/Nevada border. As I wrote last year, the Hayward Proficiency Air Race is a rally type race in which the pilots predict their flight times and fuel consumption, and penalty points are assessed for the difference between the pilots' estimates and the actual flight performance. Among the EAA 393 contestants, Nat and I had participated in the race for 6 times, Fred Baron had flown 4 times (twice with Bob), and Fred and Vi Egli were newcomers. Nat and I were lucky enough to get 5th place, Fred and Bob got 12th, and Fred and Vi would have been right up there too, except they were confused by a poorly worded checkpoint question (and didn't contest it with the scoring committee, not being familiar with all the "rules"). Returning on Sunday, Nat and I detoured to Phoenix to pick up Nat's son, who had been visiting a friend there. Returning, we were cleared to fly over Edwards restricted air space -- boy are those runways long! And lots of them, just marked out on the dry lakebed.

I am looking forward to seeing everybody at the members and family potluck at our next meeting on May 28 at 6 pm.

Happy flying,
Harvard



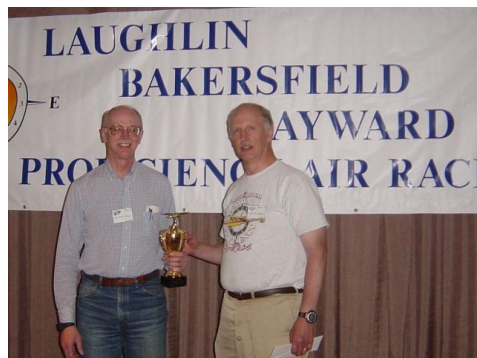
- Fred Baron's Lancair II



- Fred Egli's Lancair IV



- Bob Belshe and Fred Baron



- Harvard and Nat

Events (past and future):

Fly-Out April 26th, 2003

The weather cleared and there were only a few puffy clouds as we flew to Pine Mountain Lake. Pilots were: Fred and Vi Egli with Bob and Sally Belshe in their Lancair; Harvard and Sara Holmes with Jordan Jones in their Mooney; Ron Robinson and Jeanne Robinson (no relation yet?) in Ron's Glasair. The next Fly-out is scheduled for Saturday May 31st.



EAA Chapter 393 members and family pot luck meeting on Wednesday, May 28, 6pm to 9 pm at the CCR Terminal Building: Please email or call: Guy Jones, thatguy2@earthlink.com (925) 757-8214, or Harvard Holmes, HHHolmes@LBL.gov (510) 526 5347 with the following information:

Name: _____ Phone: _____
Number in party: ____ Bringing: Salad _____ Hot Dish _____ Cold Dish _____ Dessert _____

EAA Chapter 393 members and family annual picnic on Saturday, June 28, 10am to 2 pm at the CCR grass area in front of Budget Rent-a-car (location not yet confirmed): Please email or call Harvard Holmes, HHHolmes@LBL.gov (510) 526 5347 With the following information:

Name: _____ Phone: _____
Help coordinate? Yes _____ No _____
Number in party: _____ Bringing: Salad _____ Hot Dish _____ Cold Dish _____ Dessert _____

Events (cont):

The Collings Foundation B-17 and B-24 were here on May 13-15, and the turnout was reported to be good. EAA 393 support was in good strength, including hot dog sales - thanks to Pat Peters and his helpers.



• Collings B-24 "The Dragon and His Tail"



Collings B-17 "Nine O Nine"

The Mount Diablo Pilots Association is sponsoring an **Air Safety Foundation Seminar on "GPS for VFR Operations"** for **Friday, May 30, 2003** at 7:00 pm at their building, 200 Sally Ride Drive, Concord, CA. See <http://www.mdpa.org/>. This qualifies for the FAA "Wings" program. A \$5 donation for refreshments is requested for non-MDPA members.

Treasurers Reports:

Bank Statements:

Checking: \$2401.04
Savings: \$2583.13
Total: \$4984.17

Please check with Louis to see if your badge is still floating around. Thanks!

ADVERTISING:

Lou Ellis and Randy Alley are restoring a **1942 Army Taylorcraft L-2**. At the time of completion Randy will be selling his half of the plane. We hope to have it done by the summer. Please come by the hangar E16 on the east ramp and check it out. Phone 925-825-1247(home), 925-825-7278 (hanger)

Varieze Project (80% complete) looking for new home. Fuselage on gear, wings/canard complete (FAA signoff), canopy, Lyc 0-235 (700SMOH), most instruments. Very reasonably priced (extremely flexible). Would like to know project will be finished. Call Jim at 925-439-1196. Stored in garage in Pittsburg.

Hangar Space for Rent:

Hanger for rent on West-side 185.00/mo 1/3 shared space, perfect for home built. Contact Pete Wiebens at (925) 933-7517

Miscellaneous items available cheap:

tool carts and tables, winches for lifting heavy items, radial arm saw, band saw, circular saw, Hoffman enclosures of all sizes, panels for Hoffman enclosures, explosion proof boxes, watertight enclosures, radial arm drill, grinder-sander, metal desk, small compressor, propane fueled floor mounted space heater.

Contact: Ed Lester

Email: eclester@earthlink.net

ADVERTISING (cont):

Glasair Project cancelled, time to clean house:

Instrument Panel - 12' x 41 1/2" .063 2024T3 2 side panels attached by MS20001 hinge, with a removable stack in the center. Includes: (all instruments NEW) R.C. Allen A.I. and D.G. 1" vacuum gauge, United Pitot-Static System: 0-300 airspeed, miles outside, knots inside, unmarked. 0-4000 VSI, 0-35000 ENCODING altimeter, Hobbs (w/switch), Chronograph
Cessna-style split switch, Remote switch for ACK E-01 ELT - which is INCLUDED
Post Lights (14v, blue) with dimmer, 2 place Stereo I/C with jacks, AM/FM Cassette entertainment radio, 31 P&B Circuit Breakers, 1" Fuel Pressure gauge.

Because this was intended for an auto engine:

Auto-type ignition switch, Stewart-Warner Water Temp and Oil Pressure gauges with remote senders Bonus: panel is wired and plumbed \$1900.00 obo

Note: must be picked up in S.F. - I'm not going to TRY to crate this thing!

Whelan Strobe system:

A-413 DF new in box, A650-PG and PR wingtip strobes, A500A Tail position/strobe (note - one A650 unit's strobe lamp's leads were cut and butt-spliced), Misc parts for another A650 included \$350.00

Vacuum system: 211-CC pump, Fresh Rapco O/H, w/yellow tag, still in box.
Airborne IJ7-1 Air Filter, new in box. Airborne 2H3-6 regulator (v. good servicable) \$300.00

Airborne: (new old stock)

(5) IJ7-1 Air Filter \$15.00 each, (2) D9-18-1 Filter Element \$8.00 each
IJ4-4 Filter \$15.00, IJ4-6 \$15.00, (2) D9-14-5 Element (Beech) \$10.00 each
2H3-4 Regulator \$35.00

(used, servicable)

2H-10 Regulator (5/8 x 5/8, 90 degree bend) \$35.00, 133A16 Regulator (Cessna, 5/8 x two 3/8) \$35.00
and for the bizarre - 3H59-8 28v boot regulator \$10.00

The following are NEW:

Bendix "push to start" Mag switch \$80.00, Pitot - AN5812-12 with plug, mount tubing \$90.00
AN2552-3A GPU receptacle with 12v solenoid \$30.00, 2 1/4 Recording "G" meter \$20.00
(2) Aluminum "eyeball" vents \$20.00 each, Tow Hitch with attach lug, remote release cord \$30.00

----- TOOLS -----

Greenlee punches

3 1/8" \$150.00, 2" \$40.00, 1 1/4" \$15.00, 1" \$15.00, 0.688" \$10.00, 1/2" \$10.00, (2) 5/8" square \$10.00 each

Other punch: 2 1/4" and 3 1/8 combi \$45.00

Hole Saws Morse set 9 saws, 3/4" - 2 1/2" \$20.00, Graco (Croix) HVLP, with 2 1/2 qt tank \$450.00

Rivet Squeezer - nice (from Stoddard-Hamilton) \$40.00, Cheap 8" drill press \$50.00, Delta 10" (I think) band saw on delta stand \$100.00, Small Delta belt/disc sander \$50.00, Bunches of small hand tools - inquire

Stoddard-Hamilton (no other pieces available), Main Wheel Pants (for S-IIS) halves joined, no metal \$50.00 pair
Clear wingtip lenses \$20.00 pair

Pilot supplies: Flightcom III portable Intercom (stereo) \$50.00, King KX99 handheld (needs battery) \$40.00
(one lot: flight bag, training books, tapes, etc) \$40.00

Still reading?

Misc: Spare circuit breakers, post lamps, mil-spec wire, switches, braid, AMP connectors \$50.00

Misc hardware - AN, brass, stainless with 3 multi-bin Organizers \$40.00

Thanks for reading!

Dave Clements
(415) 681-7698
dclements@yahoo.com

EAA Chapter 393 Board Meeting Informal Notes May 1, 2003

Board meeting was canceled in favor of the County Airports Forum:

This forum was held on the date scheduled for our regular EAA 393 Board Meeting; members were encouraged to attend this meeting instead. The topics were:

- County Airports Division
- Homeland Security and the General Aviation Pilot, US Coast Guard, San Francisco
- Travis RAPCON Operations, Travis RAPCON
- Runway Safety, the Mitre Study and the Ground Marker System, FAA Western-Pacific Region Runway Safety Office
- Concord Runway Safety and the Tower Radar Display, Concord ATCT

The speakers spent about half an hour on each of the above topics. Much of the presentation seemed to be motivated by CCRs poor runway safety record. This poor record has been known for several years, and plans to improve signage and make other improvements have been around for a while but not implemented. Perhaps the recent change in airport management is having an affect.

The County Airports Division has a number of projects in progress, including a Byron Air Cargo Feasibility Study, electrical and signage improvements at Buchanan, and continuing work on the Buchanan Master Plan. It was noted that the Airports are "enterprise funded," i.e., run as distinct entities, not a part of the county general fund. The long-term debt at the airport is about \$2.5 M, down from \$6.1 M borrowed in FY1997-98. The budget discussion noted that much of the airport revenue came from the golf course, SAMs and other non-aviation businesses using airport lands. This is less true for Byron airport.

The Homeland Security presentation noted that the Coast Guard provides much of the security "muscle" at CCR. Watch out for Air Intercepts, TFRs, ADIZs, and other new security related hazards.

Travis Approach gave a nice overview of the services they provide and flight patterns at Travis. Flight Following is recommended.

The Runway Safety system uses marker beacon frequencies to alert pilots on the ground about hazards. Aircraft are detected using wire loops in the taxiways, like those used for automobiles at traffic lights. Pilots would have to have their marker beacons turned on to hear these.

The CCR Runway Safety and Tower Radar Display presentation talked about "hot spots" at CCR and used illustrations from their new web pages to illustrate what to watch out for. The abilities and limitations of their new remote radar display (from existing radar) were discussed.

EAA 393 Members Meeting Informal Notes

April 23, 2003

Harvard announced a sign-up list for the Members and Family Potluck meeting May 28, and for the Collings Foundation B-17 on May 13-15, and for the annual picnic on June 28.

He also announced that the next board meeting was canceled in favor of attendance at the Airport Forum meeting at the Sheraton on May 1 at 6 pm. Everyone should be there.

The next Young Eagles event will be on Saturday, May 3.

Our speaker for this meeting was our very own Bill Call talking about building his Lancair ES.

Tracy Peters provided an update on the Golden West Regional Flyin. Young Eagles will be flown on Friday, and Chevron will provide gasoline to pilots who fly Young Eagles. There are lots of ways to help (and to help enjoy this event); contact Tracy Peters.

Introductions and progress reports included quite a few new instrument stacks.

Marsh Freeman reported that his project with the Athenian School to build a Super Cub is going well, and construction will start next week with 3 parallel tracks.

Letters to the Editor:

April 22, 2003

Jordan Jones, Cleco Editor

Dear Jordan: Although I have resided in Arizona for 3 years now, I still miss Chapter 393 and all of the guys who advised me and helped me complete my RV-6A. I have a hanger at Ryan Field about 15 miles west of Tucson, and I fly to Calaveras-Rasmussen and to Santa Rosa several times a year to visit my children and grandchildren. I now have 405 hours on my little yellow bird, 971DP.

Every time I fly, I think of the guys and some of each of them is in my plane. For example, I have 3 warning lights to alert me to fire in the engine compartment, a drop in oil pressure and a stuck starter, all recommended by Lyle Powell. I have the fuel recirculating system that Lyle recommended to reduce the hazard of vapor lock. Every time I wire tie my prop bolts, I think of Bob Belshe who taught me how to use the wire-twisting tool, and flew me out to Rio Vista to get my plane after a fuse blew. I think of Bob Decker who helped me pump brake fluid for the first time, and in his capacity as Flight Advisor, guided me safely into the air. I think of Mike Parker who acted as test pilot on the first flight of my plane, and then went with me on my first flight. I think of Stewart Bowers who checked me out. Technical Counselor Rick Lambert used his surveying instrument to make sure that I got the wings installed correctly. I think of Phil Jenkins who alerted me to the availability of the NavAid course holder and wing leveler. Lou Ellis, Bruce Seguine, and Will Price helped me with the mysteries of that awful fiber-glassing stuff. Harry Heckman loaned me his tubing bender and fuel pump. Bruce Black insisted that I make a stronger bracket to hold the throttle and mixture cables. Pete Wiebens made certain that I secured every wire, oil line and gas line that might vibrate. Chris Kenyon helped me through some construction roadblocks.

I am probably alive today because of all of this help.

Thanks guys, and I miss you.

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