

Presidents Message:

Sara and I have continued our aerial geography lessons. In search of an overachiever award, we went to the Oregon Shakespeare Festival at Ashland, Oregon with our daughter Miranda and her husband Brian. Due to weight limitations, each couple was limited to a small amount of luggage. Miranda and Brian got everything they needed into a plastic bag weighing less than 5 lbs! They are already invited again! Friday night we saw the Greens show, then Hedda Gabler; Saturday we did the Backstage Tour, a Talk in the Park by one of the actresses, Lorca in the Green Dress in the New Theatre, a walk in the park, another Greens show (dancing), and Present Laughter in the Bowmer Theatre; and Sunday we returned early to the Bay Area to attend a picnic and Jazz concert in Stern Grove in San Francisco. Whew! Fred and Vi Egli took us to Watsonville for our monthly Flyout, while my partner Nat took the plane to Seattle. Young Eagles was cancelled,

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MEETING REMINDER:

Wednesday **August 28th** at the Buchanan Field Terminal Building located on John Glenn Drive in Concord and will begin at **7:30PM**. **Visitors are always welcome.**

Board Meeting: Next meeting is September 4th at 7:30pm at CCR Terminal. Members are welcome to attend.

Young Eagle Rally: Next Rally scheduled for September 6th (weather permitting)

Club Fly-Out: August 30th 10am CCR Terminal.

Young Eagles:

Pat Peters, Coordinator

Napa EAA chapter needed some assistance for their Airport Appreciation and Air Show on Saturday August 16, so Ron Robinson, Ray and Mary Ann Nielson and Pat, Vangie and Tracy Peters flew in to help. Ron flew 5 kids and Pat flew 33. Ray, Mary Ann, Vangie and Tracy supported the ground operation. All total there were 133 kids given rides. Congratulations to the Napa Chapter on a successful event. On September 6th our chapter will be hosting the Young Eagles at the Buchanan Airport. My phone has been ringing constantly for the past two days since the article appeared in the Newspaper announcing that the Young Eagles Program will take place. All pilots should make themselves available for the last fling for the public portion of the program. On September 19 we will be hosting the Northbrook school for the day. Pilots will be required for this event.

This Month's Speaker:

This month's presenter will be our own Peter Degl'Innocenti with a Power Point Presentation on the building and progress of his P-40 replica.

Treasurers Report:

Bank Statements:

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

so the plane got a bath. Then up to Sea Ranch to see my parents. Then we went to Truckee for a day to go hiking near Donner Lake with friends. We saw memorials to the Donner party, railroad tunnels and snow sheds built by immigrant Chinese, climbers on the nearby rocks, and we stumbled into a major league "Trials" event. This involves motorcycles crossing the roughest terrain imaginable, including "driving" over fallen tree trunks that were 3 feet high, and climbing rocks that I would want to have a rope to climb.

At Truckee, Amy's Runway Café is now operating out of a small room in the lower level of the terminal building. Hours are 7:30am - 3:30pm daily in summer (June - September), and 9:30am - 2:30pm Monday to Saturday otherwise. The menu includes breakfast burrito with eggs; lunch offers include sandwiches, soup and deli salads. Most items are \$5 to \$6.

I was gratified to see the large number of members who showed up for the Supervisors meeting on August 5, 2003. I believe it made an impression on the Supervisors and we have already accomplished the acceptance of the Economic Impact Study that has been stalled for years. However, I believe that our work has just begun. Supervisor DeSaulnier has already met with the FAA and "they didn't say no" to the closure. We must continue our letter writing, and lobbying with the Supervisors, state legislators, national legislators, the FAA, AOPA, EAA and anyone else who will listen. If you have email, contact Dianne Cole at DianneSummers@mindspring.com or Dave Long at DALongIPA9@AOL.com to get on the mailing list of the coalition. The coalition has circulated a number of example letters as starting points. Remember that quantity as well as quality is important. An effective letter is one that conveys your genuine feelings in a polite and straightforward way. Write it now!

Looking over EAA's AirVenture (from a distance) it looks like new engines and glass cockpits are the current rage. Both will have a hard time surviving in the limited GA market, but we can hope. It is clear that glass cockpits will be with us. So far, I think the jury is still out on whether any of the new engines will be long term challenges to Lycoming or Continental, or even survivors. My dream engine would be one able to use jet fuel, and one with a turbocharger or

supercharger for good altitude capability. The Diamond twin is getting some astounding numbers for fuel flows with their Centurion diesel engines. What did you see at AirVenture that you liked? Who will be the first to build an RV-10?

Fly free (save us from airport developers)!
Harvard



- Donner Lake



- "Trials Event"



- Feeding Fish

Events (past and future):

Fly Out to Watsonville

July 26, 2003

We all enjoyed going to Watsonville for lunch at the Café there, and Sara and I especially enjoyed a ride with Fred and Vi Egli in their Lancair IV. Other participants were Harry Heckman (Lancair), Bob Belshe (Lancair), Ron Robinson and Jeanne Robinson (Glasair), and Phil Jenkins (Glasair).



EAA Chapter 393 Members Meeting Informal Notes:

July 23, 2003

Announcements:

Louis Goodell (Secretary/Treasurer) announced that our bank was raising its fees and we were changing to Wells Fargo.

Guy Jones (Vice President) announced that next meeting's speaker would be Peter Degl'Innocenti, with Tony Tiritilli tentatively scheduled for September.

After last month's annual picnic, this month's meeting was without a speaker and allowed a more extended time for member introductions.

Bill Call noted that his Lancair ES will soon be ready for an Engine (\$\$). His recent talk is on the EAA 393 web page accessible from the Cleco page.

Harry Heckman says his Lancair is flying fine, and he has recently put up a web page including the Lancair at <http://kt137.tripod.com/> His brother is a model aircraft builder who is working on a 7' model of a Lancair ES.

Bob Belshe is enjoying his Lancair with an IO-320.

Ron Robinson has almost 1000 hours on his Glasair I RG.

Peter Degl'Innocenti is working on his wing spar for his $\frac{3}{4}$ P-40.

Bruce Seguine's Experimental Swift is flying well at 200 mph TAS!

Keith Martz is enjoying his Commanche 250.

Pete Wiebens has sold his Glasair I to Mike and is helping him getting it flying.

Don Baldwin is working on a Sonex, and needs some parts.

Ray Nilson is working on an RV9.

EAA Chapter 393 Board Meeting Informal Notes:

Thursday, July 24, 2003

Attendees: Harvard Holmes, Guy Jones, Louis Goodell, Jordan Jones

1. We reviewed the roster.
2. Paperwork to change our banking to Wells Fargo.
3. Discussion of hangar lease situation.
4. Possible new officers for 2004-2005 were discussed.
5. For the meeting in September, we may need to start at 7 pm so that there will still be light for the Web Cams that Tony Tiritilli might talk about.

Meeting at MDPA

July 30, 2003

Dianne Cole led the meeting of about 50 concerned pilots. There were a substantial number of EAA 393 members in attendance. Dianne went to a Contra Costa County Board of Supervisors meeting the previous week and was able to speak to the supervisors without Mark DeSaulnier in attendance. The Supervisors asked to have a status report from the Airport Staff at a meeting on Tuesday, August 5th. Dianne urged as many pilots as possible to attend the Supervisors meeting on August 5th and speak in support of the Airport. Dianne noted that Mark DeSaulnier would be there, and the speakers should be polite and stick to the issues.

There was a discussion of various actions to take to defend the Airport.

A request was made for anyone who could donate time on a copying machine. Speak to Dianne if you can fill this need.

Volunteers were requested to place "fliers" at the golf course and door-to-door at the mobile home park adjacent to the airport.

Harvard Holmes

Contra Costa County Board of Supervisors Meeting

August 5, 2003 9:30 am

Martinez, CA

After a closed session from 9 to 9:30 am, the Board briefly discussed procedural and consent items.

Supervisor DeSaulnier noted that much of the discussion would be targeted at him as a result of his recent change of opinion about the Concord Airport as reflected in the June 28 article in the Contra Costa Times.

The airport supporters were chastised for inaccuracies in their fliers, as distributed at the golf course, and to the mobile homes adjacent to the airport. It was noted that the airport does not "own" the land where the

mobile homes are situated, but only has "condemnation" rights. (I hope I got this right - it was not entirely clear to me.) Supervisor DeSaulnier noted that any plan to close the airport would be subject to a lengthy, "very thorough" process with plenty of opportunity for public comment.

The usual procedures were adjusted slightly, to permit speakers to combine comments on the agenda item (C.22 ACCEPT Report from the Public Works Director regarding tenant lease agreements at the Buchanan Field Airport) with general comments on the airport.

Dianne Cole was the first speaker on behalf of the airport. She made several points, including:

- More than 3000 licensed pilots live in Contra Costa County;
- The negotiations for a hangar lease are bogged down with no agreement in sight;
- The negotiating committee has good relationships with Airport Staff, but poor communications with County Counsel.
- The Economic Impact Study has critical information for any planning for the airport. Why was it never accepted? (At this point, Supervisor Gayle Uilkema requested that the Board accept the report at the next meeting and the supervisors agreed. (It will happen at the next meeting because an item must be on the agenda before it can be acted upon. It was indeed on the agenda for August 12, 2003).
- All Supervisors need to be involved in the operation of the airport, not just the supervisor whose district it is in. It is a county wide resource. Or the airport should be operated by a separate Airport Authority.
- The supervisors should be aware of the Sponsors and Assurances agreements which the county has made with the FAA as part of accepting the airport and as part of accepting FAA funding.
- It is very difficult to do business at the airport when its future is in question. The controversy over the airport is a contributor to its "stagnation."

Remarks by Supervisors:

- Supervisor Gioia asserted that the airport is not under the sole control of any Supervisor. He noted that as responsible officials there was always a need to study alternatives, and that only a request to look at the options had been made.
- Supervisor DeSaulnier noted that he had been making inquiries and that he had decided to speak to a reporter for the Times before he left on a one month trip to study at Harvard. He noted that all study costs would be borne by elements interested in the study.

Many speakers gave up their time to allow Dianne Cole to extend her remarks.

Bert Gillling noted the medical importance of CCR being available to bring patients to medical care, and to move them to more appropriate facilities as necessary.

Other remarks noted the utility of the airport in times of earthquakes and other disasters, and the efforts of pilots from CCR to provide assistance after the Loma Prieta earthquake.

Byron airport was not a satisfactory substitute for Concord airport due to its lack of adequate surface transportation.

It was noted that since the FAA has veto power over closing the airport, the Supervisors should consult with the FAA to see if what their position is on closing the airport. If the FAA is dead set against closure, the County can skip the studies and save a lot of time and money.

One speaker was in favor of the study, and commended Supervisor DeSaulnier for bringing up the subject.

Congrats Harry!

Saturday, August 16, 2003

Harry Heckman from EAA Chapter 393 wins 1st Place in the Best Airplane category for his Lancair at the Willits Airport Day.

Harry Heckman and KT137



EAA Mourns Loss of Jim Wright:

August 5, 2003

Jim Wright, EAA 589976, builder of the replica 1935 Hughes Model 1B (aka the Hughes H-1) was involved in a fatal accident on Monday evening in Yellowstone National Park, Wyoming. The Associated Press reported late Tuesday that Wright, who displayed his magnificent aircraft on AeroShell Square throughout EAA AirVenture Oshkosh last week, was enroute from Oshkosh to Cottage Grove, Oregon, when he crashed in Midway Geyser Basin about five miles north of the park's Old Faithful geyser. According to the Gillette News-Record, Wright and his plane had caused a mild sensation at the Gillette-Campbell County Airport when he stopped to refuel about 90 minutes before the crash late Monday afternoon. The FAA said Wright had reported engine gear problems earlier in his flight.



Hughes HR-1 taken 2002

Thanks to Chapter 393

On Saturday, 16 Aug'03, the following from Chap. 393 participated at the Napa Airport Annual Open House and EAA Chap. 167 Young Eagles Event flying 130 YE kids on the day. Ron Robinson, Pat Peters and his wife Evangeline, Tracy Peters, Ray Nilson and his wife Mary Ann, contributed to a most successful day and I join with the members of the chapter in thanks to each of you for your sacrifice and service.

Charlie Adkins, Pres.

Napa/Solano Chapter EAA#167.

2002 -2004 Chapter Officers and Chairpersons

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