




THE CLECO

EAA Chapter 393



Volume 33, Issue 6

June, 2005

Members Meeting Notes:

EAA Chapter 393 Members Meeting

May 26, 2005

Notes of Interest:

- **Meeting:** Wednesday June 22nd at the Buchanan Field Terminal Building located on John Glenn Drive in Concord and will begin at 7:30PM. Visitors are always welcome.
- **Club Fly-Out:** June 25th, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is July 7th at 7:30pm at CCR Terminal. Members are welcome to attend.

Rick Lambert is still looking for his jack stand ~ it's yellow and white and he thinks he loaned it out a year or more ago.

Attendance was low for this meeting, about 12 members. Our speaker cancelled at the last moment, and we devoted the time to extended introductions.

The members decided NOT to cancel the meeting of June 22 in favor of the Airport Master Plan Update Public Meeting held on the same day at 7 PM at the Crowne Plaza Hotel (used to be the Sheraton).

Phil Jenkins and Ron Robinson reported on the numerous Young Eagles that were flown on the May 14th Buchanan Field Open House. Over 40 kids were flown.

Rob Hadley is working on a Cozy Mark IV and he is putting in seats from a Porsche. They are super adjustable.

Chapter Fly-Out:

EAA Chapter 393 Fly Out

May 28, 2005

We went up to Willows Glen (WLW) and enjoyed a very nice meal at Nancy's Café.

Bob Belshe took Harvard Holmes in his Lancair 235/320

Harry Heckman went in his Lancair 235.



Board Meeting Notes:

EAA Chapter 393 Board Meeting

Thursday, June 2, 2005

Attendees: Peter Degl'Innocenti, Harvard Holmes (and member Chuck Hull)

There has been a suggestion for a hangar BBQ in August (in addition to the July picnic). Any interest?

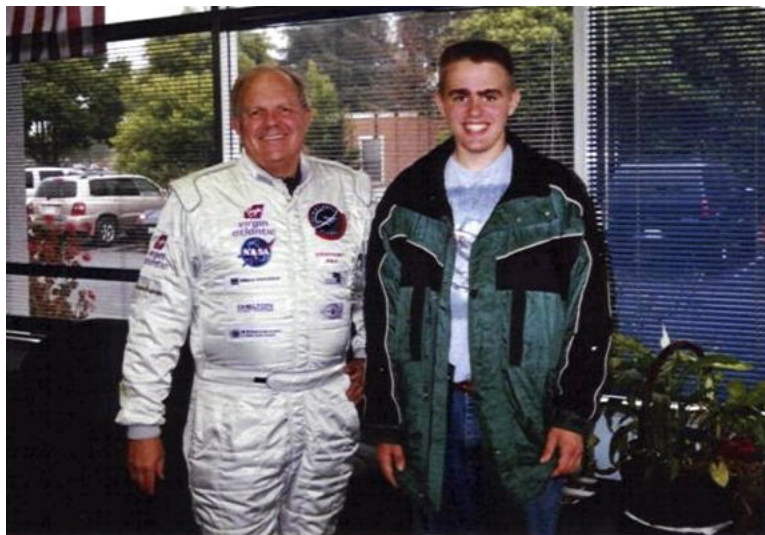
Upcoming issues:

Serious Holiday Party planning needs to take place in the next few months. MDPA is the desired location ~ what should be on the menu? Should we cut back to reduce the cost? Speak up!

The election of officers process begins in August with the appointment of a nominating committee. It is not too early to speak up if you wish to enjoy the experience and prestige of being an officer. It's rumored that not all officers want to continue for the next two years.

Miscellany from Harvard Holmes:

- The Vickers Vimy replica stopped in CCR recently. <http://www.vimy.org/vimyatlantic/articles/pages/Contracostatimes.htm>
- The BMW engines (that BMW wanted removed for liability reasons) that I saw at Oshkosh several years ago have been replaced by Orenda V-8 engines.



- Cody Moore meeting Steve Fossett.

Golden West 2005 by Guy Jones:

Golden West EAA Regional Fly-In One perspective

Most of the readers of this are aware that, aside from the fact that the Fly-In is an incorporated entity, the folks who put it on are all volunteers. Since the operation was moved to Marysville some four years ago, I have been the General Security coordinator. Here's what this year looked like from where I was sitting.

The planning has been going on all year, with meetings monthly at Marysville for the coordinators and others interested in taking part. Serious installation of the temporary facilities started during the last week of May. Grounds preparation, with the emphasis on mowing and watering of the grassy areas was somewhat hindered by the sporadic and persistent rain systems which kept the ground too soft for machines for several weeks. This year will go down in the archives as the year of the winds. The crew had installed a number of 10'X10' "pop-up" tents in pre-determined locations, for the use of some of the exhibitors and, for example, the temporary Flight Service Station. Late Wednesday night, the 1st of June, high winds scrapped six of the new tents, and bent some of the others. Adapting to conditions, the crews went ahead and installed the rest of the tent structures, but left the canopies off, so that the tops could be installed during daylight hours early Friday. There was a pretty good turn-out on Friday. The Young Eagles program flew around 25 kids. Pat Peters & crew sold a bunch of hot dogs. Members of EAA Headquarters staff were in town, and seemed impressed by what they saw. They hosted an ice cream "social" Friday evening, with an idea exchange concerning the health & welfare of the Chapters represented there.

There was an impressive amount of "heavy iron" on the field. The Collings Foundation's B-24 & B-17, a Sea Fury, P-51, a bright red Yak named *Barbarossa*, and a pair of F-18s flew in and stayed until Sunday afternoon. As usual, the high energy/ high speed demonstration flight by the F-18 was the centerpiece of the air show. There were an equally impressive number of aerobatic flights by a number of performers, but I would have to consult a program (didn't have one of my own) to tell you who these people were. I was absorbed with what I will call "other concerns" during all this merriment.

Late Saturday night, our friend Mother Nature once again came calling. I was awakened by a call on the Security Net for some help on the field with blowing tents once again.

With the help of another "volunteer" and our professional 2-person night Security team, we again removed whatever canopies remained, tied down a couple of ultra light aircraft, removed and secured product advertising banners, and several tarpaulins which had been installed (unwisely, as it turned out) as side curtains on the light weight tents. This provided much more surface area for "Mother Nature" to use than the structures were designed to withstand. So our crews had another interesting morning on Sunday.

There were a whole series of other "happenings", such as aircraft judging and forums going on, and I met once again a fellow named Brian Shul, who wrote a book about his experiences as an SR-71 pilot, called *Sled Driver*. He and a fellow who flew the U-2 made speaking appearances in Forums. The world record speed attempt by the Thunder Mustang was evidently successful.

Right now, I have no numbers of aircraft present, or the attendance. All in all, if you missed this, all I can say is, there will be **next year**.

Chapter Officers Contact Information:

President: Peter Degl'Innocenti 925.756.6172 tigerpilot43@msn.com	Vice President: Guy Jones 925.757.8214 thatguy1936@sbcglobal.net	Secretary-Treasurer: Louis Goodell 925.682.4198 lcg2@aol.com
Chair of the Board: Harvard Holmes 510.526.5347 HarvardHolmes@comcast.net	Chapter Photographer: Tracy Peters 510.301.8485 tlpeters@earthlink.net	Young Eagles: Pat Peters 925.930.6447 patnpeters@earthlink.net
Membership Chair: Bob Belshe 925.376.7677 rbelshe@comcast.net	Newsletter Editor: Jordan Jones 541.850.3337 dadyji@yahoo.com	Technical Counselor: Rick Lambert 707.748.1532 rlam242714@aol.com
	Web Master: Harvard Holmes 510.526.5347 HarvardHolmes@comcast.net	Fly-Out Chairman: Harvard Holmes 510.526.5347 HarvardHolmes@comcast.net

Treasurer's Report

Checking Balance: \$1062.14

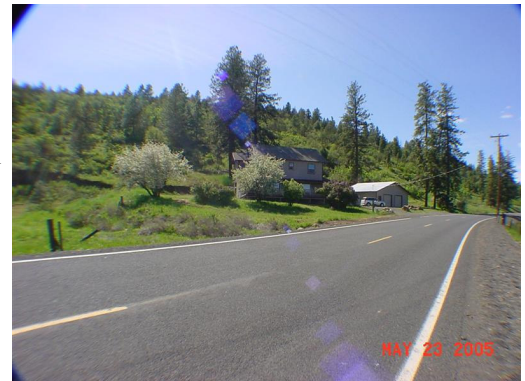
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Editor's Note:

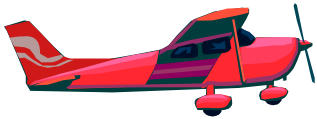
Well I am working once again, this time with Blue Green Algae from Klamath Lake. Very interesting health food and supplements! Here is the website if you are interested:
www.desertlake.com

 Jordan Jones, Newsletter Editor.



This Months Speaker

To Be Determined.



EAA CHAPTER 393

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We are on the web!
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