

## Presidents Message:

Where have we been...? Well, we have been to Sea Ranch to see my mother's new Macintosh computer. She needed a new printer... well, you know how it goes. Now she has a nice, huge flat screen, and she's slowly getting used to a new set of quirks. As we were in the pattern, a local warned us on the radio of gusty winds down low, so we added 5 knots for gusts and 5 knots for the trees and ..., boy that Mooney can float, but we made it down without braking too hard. A week or so later, we went up to South Lake Tahoe for the day to see my brother and family. Saw Emerald Bay went to the Kiva Beach area and saw the stream profile, which is a window set against the stream flowing by, with a good view of the native trout. [See picture at end of story] Did a little Young Eagles flying for Pat Peters, and also gave our neighbor kids a ride. And a couple of maintenance trips to Top Gun in Stockton for oil changes and such.

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## MEETING REMINDER:

Wednesday **July 23<sup>rd</sup>** 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 July 24<sup>th</sup> at 7:30pm at CCR Terminal. Members are welcome to attend.

**Young Eagle Rally:** Next Rally scheduled for August 2<sup>nd</sup> (weather permit)

**Club Fly-Out:** July 26<sup>th</sup>, 10am CCR Terminal.

## Young Eagles:

Pat Peters, Coordinator

This month's Young Eagle rally, which was held on July 5<sup>th</sup>, flew a total of 28 kids with 7 Pilots. This was a pretty good turn out considering it was held the day after Independence Day! The pilots were, Bob Belshe, Phil Jenkins, Harry Heckman, Harvard Holmes, Tracy Peters, Richard Roberts, and Tony Tiritilli. Ground crew was comprised of Don Baldwin, Bill Call, Jordan and Annette Jones, Ray and Maryanne Nilson, Pat and Evangeline Peters, and Jim Veach. The Hot Dog booth that was manned by Jim Veach, Pat Peters, and Ken Bartlet brought in \$52.

The next Young Eagle Rally is scheduled for August 2<sup>nd</sup>.

And lastly, Charlie Adkins is looking for some volunteer pilots to fly Young Eagles during the Napa County Airport Open House on August 16<sup>th</sup>. If you are interested please contact Pat Peters at (925) 930-6447.

## Treasurers Reports:

### Bank Statements:

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

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

On to serious issues now. By now, I hope that everyone has seen the article in the Contra Costa Times, in which Supervisor DeSaulnier describes his "vision" for the Concord Airport -- in a nutshell, dig it up and sell it to the developers, and move all the aircraft to Byron. We all need situation, they will not use it without a lot of pressure from the pilots and community. Folks, it is time for a letter writing campaign! There are some points that I have collected, that are listed elsewhere. Beyond that, you will need to attend meetings where county officials are discussing the topic, and you should contribute money and time to have your wishes prevail. The county web page <http://www.co.contra-costa.ca.us/> is a good resource for names and addresses, meeting agendas and other items. Other local organizations may also have useful web sites.

Other matters: The next meeting is Wednesday, July 23. The board meeting was set for Thursday, July 24 to avoid conflict with anyone going to AirVenture at Oshkosh. If board members and other prospective attendees would rather have it a week later, let me know. The monthly fly out is scheduled for Saturday, July 26 at 10 am at the Concord Terminal Building. Monterey is one suggested destination.

It has been proposed to have another members and family potluck meeting in August at the time of our regular meeting. If you like this idea, let me know; if you don't like this idea, let me know that, too.

In September, the Board will appoint a nominating committee to select candidate officers to serve in 2004 and 2005. If you would like to serve on the nominating committee, let me or another board member know -- you may still be nominated, but you'll know about it earlier. If you don't opt in to the nominating committee, I still consider you available -- let me know if you CANNOT serve on this important function. And, if you want to serve, let that be known too!

The Holiday Party is coming and all I have done is reserve the MDPA Clubhouse for December 6<sup>th</sup>. I have some suggestions for caterers, which I will be refreshing. If you want to help, let me know. I propose to follow the model of MDPA last year and

appoint about 8 table leaders, who will each be responsible for decorations and table ware for one table.

Happy flying, and tell someone about it!  
Harvard Holmes



- Trout at Kiva Beach.

### **EAA 393 Members Meeting Informal Notes**

June 28, 2003  
Harvard Holmes

This Saturday was the occasion of our annual picnic. The picnic was held on the lawn west of Budget rent-a-car. Unfortunately I was unable to attend. I heard that the meat and cooking was great, but the turnout was less than desired, perhaps due to a very hot day.

I'd like to thank Guy Jones, Jordan Jones, Bob Belshe, Pat Peters and all the others who made the picnic a success.

## Events (past and future):

### Fly out June 28, 2003

There was no Fly-Out this month due to the Picnic being held that Saturday.

**Family Picnic:** This month we held the Chapter 393 Annual Family Picnic on June 28<sup>th</sup>. It was hot, hot, and did I mention hot? We began with 30 people confirmed but ended with about 50 people attending. I would like to thank Tracy Peters for helping with the cooking. We only lost one hamburger each to the fire that day!

Here are some pictures that I took while cooking.

Jordan Jones



Picnic 1 – Grilling up some meat



Picnic 2 – Food line being prepared



Picnic 3 – Some of the Crowd



Picnic 4 – More of the crowd

## Events (cont.)

### MDPA Open House and BBQ

Saturday, July 12, 2003, by Harvard Holmes

This was MDPA's annual BBQ and it was a great success. The food was less fancy than last years, but IMHO, a better match to the event, and hopefully, more of a financial win for MDPA. Pat Peters, an MDPA member who also belongs to EAA 393 ran the food organization, providing hot dogs, hamburgers, chips and drinks. One of the high points of the Picnic was the exhibit of a replica of a 1905 Wright Flyer. [Photo below]. When finished, the builder hopes to fly it across the US to Kitty Hawk. The replica will be powered by a 40 HP 4 cylinder diesel engine from a VW Rabbit. The other high point was the opportunity to inspect aircraft and talk to pilots from EAA 393, including Bill Call who brought his partially completed Lancair ES, Fred Egli with his Lancair IV, Bob Belshe with a Lancair 235, Harry Heckman with a Lancair 235, Scott Achelis with an RV-6, Bruce Milan with a Questair Venture, Bill Black with a Harmon Rocket, and I'm sure I've forgotten somebody -- my apologies.



### EAA Chapter 393 Board Meeting Informal Notes:

Thursday, July 3, 2003

Attendees: Harvard Holmes, Guy Jones, Louis Goodell, Jordan Jones, Pat Peters, Tracy Peters, Bob Rudolph and Bob Belshe

On Saturday, July 5, 2003, we will have another Young Eagles event. Pat will be lining up pilots on Friday. [Report from Pat? How many?] It was suggested (planned?) that the Chapter should fly children from Marsh Freeman's Athenian School project (building a Piper Cub style homebuilt -- see the Athenian School Bulletin on the web: <http://www.athenian.org/assets/pdf/winter2003bulletin.pdf>)

The primary topic at the Board Meeting was a recent article in the Contra Costa Times [http://www.bayarea.com/mld/cctimes/content\\_syndication/local\\_news/6198638.htm](http://www.bayarea.com/mld/cctimes/content_syndication/local_news/6198638.htm) in which "Supervisor Mark DeSaulnier envisions transforming the county-owned Buchanan Field into a compact, or smart-growth, mix of uses such as central library, museum, sports stadium, parks, homes, shops, offices and transit."

Despite Mr. DeSaulnier's statement at the recent Airport Users Forum in which he supported the continued existence of the Concord Airport, I think this article captures his real intent. At the board meeting, the group discussed possible responses to this situation. It is clear that we must respond or we will surely see the Airport close. A letter writing campaign is an essential step in the fight. ●

## **Suggested topics for a letter to the Supervisors:**

I suggest you write the supervisor for your district and copy all the other supervisors. I also suggest that you copy the "letters to the editor" of the Contra Costa Times and the Chronicle, and other media. The Contra Costa Times, in particular, will not likely print your letter, but they nevertheless need to start getting the message.

Issues that you may consider putting in YOUR letter include:

- You are requesting the assistance of all the other supervisors, State Assembly persons, Senators and Representatives to assist in correcting this situation.
- The other County Supervisors seem to be abdicating their oversight responsibility to Mr. DeSaulnier. This should stop.
- Mr. DeSaulnier's claims of limited income to the County from Property Taxes are technically correct; but he deceives the reader by omitting the conclusion of the county's own funded Economic Impact Study which shows over \$40 Million in economic gain to the County from the Airport, with increases to over \$170 Million in a few years with good management of the Airport.
- [How would this affect your spending?] My partner and I spend \$20,000 per year on flying activities. Concord is very well suited to my activities and could get a lot of this money. In the last 5 months, I made 21 landings at Oakland (my home base), and 13 landings at Concord Airport (my "activity" base). I would love to get a hangar at Concord, but the current oversight and management at the Concord Airport has made that impossible. The transfer of many of the hangars to the County in the last few years has been a disaster. The County seems determined to drive out the tenants with an outrageous lease, and has dragged their feet interminably when the tenants asked to negotiate. For much of that time, the County left hangars empty even with tenants beating down the doors to rent them, and then whined about the loss of revenue from the unrented hangars. All of this with hangar rents \$100 (40%) higher than comparable hangar rents at Oakland, Hayward, Livermore and other airports.
- Citing Byron Airport as a replacement for the Concord Airport is a joke. The transportation infrastructure is not there, as admitted by the County's own study of the possibility of promoting Byron Airport as a cargo destination. I have diverted to CCR from Oakland Airport several times due to fog at Oakland. I can get home on BART. There is no way this is possible at Bryon; Livermore would likely become my alternate airport.
- Destroying the Concord Airport for any of the uses suggested would add significant burden to already stressed infrastructures, including power, water and sewage, and roads. It would make the existing traffic nightmare considerably worse.
- A valued local airport is a sign to external businesses that Concord is a modern, progressive community. Most business executives prefer to travel by air, and to land as close as possible to their final destination. Destroying the Concord Airport would send a signal that Concord would rather be a bedroom community to Oakland and San Francisco than a significant destination in its own right.
- In the case of a natural (or artificial) disaster, a local airport could be a critical supply line for the provision of medical and other critical supplies, as well as a transportation system for those who must travel for medical or other reasons.

## Meeting at MDPA

July 9, 2003

Harvard Holmes

Dave Long and Dianne Cole invited many members of the airport community to this meeting to discuss responses to Supervisor DeSaulnier's plans to close the Concord Airport as described in the Contra Costa Times article. Everyone on the Hangar Lease Committee Lease email list was invited, as well as others. If you want to get on this mailing list, send email to Dianne at [DianneSummers@mindspring.com](mailto:DianneSummers@mindspring.com). The principal activities were to begin to establish a community of interest among the pilots, owners and businesses at the Concord Airport; to assess what resources were available within the group, and brainstorm what responses the group could undertake. A letter writing campaign is critical. Contributions were also taken. This meeting supplied the majority of ideas listed in the "Suggested topics for a letter to the supervisors."

### 2002 -2004 Chapter Officers and Chairpersons

<b>President:</b> Harvard Holmes 510.526.5347 <a href="mailto:hholmes@lbl.gov">hholmes@lbl.gov</a>	<b>Vice President:</b> Guy Jones 925.757.8214 <a href="mailto:thatguy2@earthlink.net">thatguy2@earthlink.net</a>	<b>Secretary-Treasurer:</b> Louis Goodell 925.682.4198 <a href="mailto:lcg2@aol.com">lcg2@aol.com</a>
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<b>Flight Advisor:</b> <b>Position Open</b>	<b>Chapter Historian:</b> <b>Position Open</b>	<b>Raffle Chair:</b> <b>Position Open</b>

## **From our readers:**

This was sent to us from Ed Lester, thanks for the laughs!

*Totally off the record...* Never let it be said that Air Force ground crews and engineers lack a sense of humor.

Here are some actual logged maintenance complaints by Air Force pilots and the corrective action recorded by mechanics.

(P stands for the problem the pilots entered in the log, and S stands for the corrective action taken by the mechanics.)

**P:** Left inside main tire almost needs replacement.

**S:** Almost replaced left inside main tire.

**P:** Test flight OK, except autoland very rough.

**S:** Autoland not installed on this aircraft.

**P:** Something loose in cockpit.

**S:** Something tightened in cockpit.

**P:** Dead bugs on windshield.

**S:** Live bugs on backorder.

**P:** Autopilot in altitude-hold mode produces a 200-fpm descent.

**S:** Cannot reproduce problem on ground.

**P:** Evidence of leak on right main landing gear.

**S:** Evidence removed.

**P:** DME volume unbelievably loud.

**S:** DME volume set to more believable level.

**P:** Friction locks cause throttle levers to stick.

**S:** That's what they're there for!

**P:** IFF inoperative.

**S:** IFF always inoperative in OFF mode.

**P:** Suspected crack in windscreen.

**S:** Suspect you're right.

**P:** Number 3 engine missing. (note: this was for a piston-engined airplane; the pilot meant the engine was not running smoothly)

**S:** Engine found on right wing after brief search.

**P:** Aircraft handles funny.

**S:** Aircraft warned to straighten up, fly right, and be serious.

**P:** Radar hums.

**S:** Reprogrammed radar with words.

**P:** Mouse in cockpit.

**S:** Cat installed.



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