




THE CLECO

EAA Chapter 393

Letter from the President



Volume 32, Issue 4

April 2004

Inside this issue:

Jim Wright/H1Racer	2
Meeting Notes	4
Treasurers Report	5
Young Eagles	6
Officers Information	7
Speaker	8

Notes of Interest:

- **Meeting:** Wednesday April 28th 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:** Saturday May 1st at CCR Terminal. Meet at 10am.
- **Board Meeting:** Next meeting is May 6th at 7:30pm at CCR Terminal. Members are welcome to attend.

What a month this has been! To start on a great note let me thank all of our wonderful volunteers who gave so much to make our open house/young eagles event such a success. Most notable among our volunteers is Pat Peters who organized the entire affair along with his son Tracy. Jim Vetch made the hot dog stand a family affair with the help from his wife and son. Likewise, keeping up with the Jones' was hard to do with all the "front office" paper work they did. A great big round of thanks to all of our pilots who flew a total of 64 youngsters. I had a chance to look-over Ron Robinson's wonderful Glasair, what an immaculately built airplane!

The display aircraft line was a delight to the eyes as well. Bill Call had his Lancair ES on display that was first in the line-up. That lent itself as a great way to get people asking questions about the plane and our activities in general. Pat Peters hauled out his newly arrived Jabiru engine for others to ooh and ahh about. Dick Rihn had his One Design conned-off to keep prowling fingers and other foreign objects out of the cockpit. As promised, Karl Olson had his very unique KZ-VII on the ramp. A lot of people were quite surprised when I told them it came all the way from Denmark and that it was the only one of its kind in America.

The day was sunny and had a light breeze to it. It was the perfect week-end event and I never felt more proud of our chapter and its members as I did at the close of that most successful day.

After days of TV, radio, and newspaper coverage, we all know by now about the Piper turbo arrow that made the forced landing on I-680. The plane burnt to the ground and those flames went out. However, a new fire was started in the bellies of our dear supervisors who have seized upon this as an opportunity to make political and greedy monetary gain for themselves by calling for the closure of the airport. We must now face the fact that they will try to squeeze every drop of negative public opinion out of this as they can. They will do it as often as they can and as effectively as they can. I've seen this before as a member of San Jose's chapter 62 as they very nearly closed Read-Hillview airport. We must consolidate our resolve and support, whether by going to co. supervisor meetings or just by talking to and assuring friends who come to us for "a pilot's insight".

Is this an aviation issue? Yes, of course, and it should be investigated thoroughly. Is it an airport issue? No! Operation of an airport involves the physical and financial issues that make the airport an asset to the public and aviation community at large. We have all seen airlines go bankrupt and air disasters of tremendous loss, yet the airports continue. Why? Because the issue of the operation of an airport has far greater benefit to society than hindrance any incident may pose. If a city wishes to survive as a modern, thriving, and cultural center it must have the largest, most advanced, and publicly accessible airport it can financially sustain. This is the sole issue that we must keep everyone focused upon. A clear delineation between aviation safety issues and those of maintaining and supporting the use of an airport should be constantly refreshed.

The politicians will never stop probing us for signs of weakness. They will never tire of trying to get money out of selling-off the airport. Its what they do. WE also must never tire of fighting for our very ability to fly.

Now I'll get off my soap box and let you read the rest of your Cleco

Pres. Pete.

Letter to nominate Jim Wright to Homebuilder Hall of Fame by Ron Darcy

Jim Wright's aviation background began as a youngster flying with his father and helping maintain the family Taylorcraft. Once earning his pilot's licence he bought his own T-Craft. Later, after he and his wife Betty founded the Wright Machine & Tool Company the couple upgraded into faster and more comfortable airplanes settling on a Beech Bonanza and Glasair RG. As the company continued to grow the dream to build an exact replica of the Hughes H-1 Racer grew with it. Finally, the company's success became the foundation and financial resource for the dream to become the reality. In 1998 Jim organized a talented team of homebuilders in the Cottage Grove and Creswell Oregon area where the enormous and complex project got underway. After four years and several trips to Smithsonian's Air & Space Museum the Replica Wright/Hughes H-1 Racer flew on July 9th 2002 with Jim in the cockpit.

Jim Wright's notoriety on the Sport Aviation scene was unfortunately short and culminated from his monumental effort to duplicate as closely as possible a spectacular and complex aircraft of the thirties. This Jim Wright and his dedicated team of homebuilders did. But that accomplishment was only part of this man's character. He was an average guy, always interested in what the other fellow was doing, never aloof, never condescending or exhibiting an egotistic attitude that his project was more important. Indeed, Jim always left one feeling that their project was as just as important and just as much an accomplishment as was his. You always walked away feeling better about yourself and the sport aviation movement.

The Replica Wright/Hughes H-1 Racer made only five aviation events. In each event he never asked for special favors just because he was invited to bring the Racer. In those events not once was the Racer entered for an award. Nor was the airplane ever sequestered off, allowing anyone interested to step up close, to look, touch and enjoy. The Racer's last appearance was Oshkosh 2003 and it was on the return flight home that Jim experienced a problem and had selected a dirt road in which to set down. During final, he apparently noticed several people on the road, turned to avoid them and was killed.

The Racer was to be only the beginning. Jim's next project would have been the Lockheed Sirius and plans had already gotten underway with the same team that had built the Racer. His spirit and energy would, no doubt had not stopped there either. Had Jim Wright's life continued what would have come after the Sirius?

Jim Wright's legacy in sport aviation cannot be counted in awards or accolades in numerous aeronautical achievements. Nor was he acclaimed in sport aviation over a long period for his time was short. Rather he must be remembered as an average guy, the kind of guy the EAA had in mind when the organization was founded. And most important, Jim Wright never spoke of himself as the builder of considerable great accomplishment. It was always the team.



JIM WRIGHT'S SPECTACULAR
H-1 REPLICA



Hughes H-1 Replica
In memory of Jim Wright
www.eaa.org copyright © 2003



- First photo from Smithsonian Air & Space
- Second photo Taken at Oshkosh 2003

Informal Meeting Notes

Wednesday, March 24, 2004

Harvard Holmes

Our speaker was Carl Olson, who recounted his adventures flying a KZ-7, which is an aircraft that was manufactured in Denmark shortly after WW II.

He has moved to California as a result of his daughter marrying the son of a friend in California.

The aircraft is a high wing, 4 seat, tail dragger with 145 HP. It has fixed slats at the front of the wing, which gives it very gentle stall characteristics. In addition, it has flaps, and the ailerons droop for added lift. His aircraft was shipped to California in late 2002 in a 20' container. In the USA, he was unable to register it, as he was not a citizen, so he gave it to his daughter. Then he was able to register it in the Experimental, Exhibition category. The controls of the aircraft are on ball bearings, and it has a center stick. The fuselage is steel tube and fabric, and the wings are wood. The braking is with cables, actuated by a lever in the cockpit. The braking force is distributed between the wheels by the position of the rudder pedals. It is fun to fly, but it is unstable. It has only 4 degrees of dihedral. It was built in 1947. Empty weight is 1300 lbs, and gross weight is 1900 lbs.

(See pictures under OPEN HOUSE)

-----\

Announcements

From Pat Peters: April 3rd is the big day for Young Eagles flights and the open house at Sterling. People and planes are needed to fly and for ground display, and for crowd control. The hot dog tent will be in operation. The event will start at 9:00 am. Pat would like participating aircraft to arrive before that. If the weather is bad, there will be no flying, but the event will still go on.

Pat noted that parking near Sterling is getting congested, and he may move May's Young Eagle flights to MDPA, if they can fence off the grass area behind MDPA for crowd control.

Louis Goodell reports treasury balances of \$2593.02 savings, and \$1463.98 checking. We need to get members to send in their renewal checks!

Welcome to new member Robert Ormsby.

Introductions

Guy Jones is providing a trailer for Harvard and Sara Holmes to live in while they are in Oregon attending the builders' workshop for their Lancair IV.

Peter Degl'Innocenti is working on the wing spars for his replica P-40 project. He hopes to have the plane on the gear by the end of the summer.

Bill Call is working on his ES. He has the interior panels done, and is working on the baggage door. He started work three years ago this July.



Bob Belshe has a new prop for his Lancair 235/320 and is getting much better climb performance.

Scott Achelis is recovering from a fall from a tree, and flew today for the first time in almost 3 months.

Rob Hadley is working on a Cozy Mark IV. He has the bulkheads done except for the landing gear.

Harvard Holmes just purchased one of the port-a-port hangars and is looking to rent it out for a year or two, until he is ready to put the wings on his Lancair. The hangar is B-9 in the Northwest area, and will be available June 1st or perhaps earlier. Give him a call at 510 526 5347.

Jim Veatch is working on a Kitfox, on the fuselage.

Pat Peters is working to get an engine for his Piper. He and Tracy are working on an RV-6, and he has received the correct engine mount for his 8 cylinder Jabiru engine.

Bruce Milan has a Questair Venture. His partner may be selling his 1/2 interest in the plane.



March Chapter Fly-Out:

This months fly-out was canceled due to poor weather and lack of interest.

There is good weather on the horizon! If you have an idea for a fly-out destination contact Harvard Holmes.

Treasurer's Report

Checking Balance: 1543.47

Savings Balance: 2593.30

Total: 4136.77



Young Eagles/Open House



- Bill Call's Lancair



- Ron Robinson's Glasair



- Carl Olson's KZ-7



- KZ-7 Panel



- Carl Olson with his KZ-7



- Maryann and Annette at registration

Thanks go to Pat Peters who organized another great event!

Thanks also to all the pilots and ground crew that made it possible to fly a total of 64 kids!

Vacation with your Airplane



Roche Harbor Skyways San Juan Island, Washington

5 minute walk to Roche Harbor Resort

Sleeps 6, complete kitchen, 2 full bathrooms

Call Linda or Tony Tiritilli

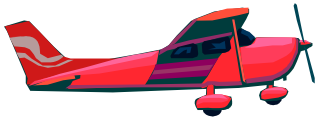
925-674-1001

WEB: <http://www.lobsterfarm.biz/>

E-mail: roche2727@yahoo.com

<p>President: Peter Degl'Innocenti 925.756.6172 tigerpilot43@msn.com</p>	<p>Vice President: Guy Jones 925.757.8214 thatguy2@earthlink.net</p>	<p>Secretary-Treasurer: Louis Goodell 925.682.4198 lcg2@aol.com</p>
<p>Chair of the Board: Bob Belshe 925.376.7677 rbelshe@comcast.net</p>	<p>Chapter Photographer: Tracy Peters 510.301.8485 tlpeters@earthlink.net</p>	<p>Young Eagles: Pat Peters 925.930.6447 patnpeters@earthlink.net</p>
<p>Membership Chair: Bob Belshe 925.376.7677 rbelshe@comcast.net</p>	<p>Newsletter Editor: Jordan Jones 925.432.4059 jones.jordan@comcast.net</p>	<p>Technical Counselor: Rick Lambert 707.748.1532 rlam242714@aol.com</p>
	<p>Web Master: Bruce Hobbs 925.757.0618 bwhobbs@sbcglobal.net</p>	<p>Fly-Out Chairman: Harvard Holmes 510.526.5347 hholmes@lbl.gov</p>

This Months Speaker



EAA CHAPTER 393

P.O. Box 272725
Concord, CA 94527-2725
E-Mail: nle@393.org



The Leader In Recreational Aviation

We are on the web!
<http://www.eaa393.org>

