



THE CLECO

EAA Chapter 393



Volume 32, Issue 8

August, 2004

President's Message:

Inside this issue:

Board Meeting Notes	2
Picnic Recap	3
AOPA Town Hall Meeting Notes	4
Young Eagles	5
Treasurer's Report	6
A Thank You	7

Oshkosh is over and a lot of our members who have made the pilgrimage should have unique and interesting tales of the event. This month's meeting should be a treasure trove of stories about Oshkosh and its new aircraft, FAA policies, and the course of EAA's future.

The chapter has been on autopilot of sorts, what with the chapter picnic in lieu of a monthly meeting and again Oshkosh in the middle of everything. Now things should settle back down to a more familiar routine of chapter and board meetings. Personally, I've been caught up with the wedding of my wife's oldest daughter that has taken most of my vacation time. Still I've managed to glue down four of the eight sheets of 1/8" ply I need for the aft face of my wing spar's shear web. I have also had to contend with moving one hangar over on the row. I am now officially in hangar A-9 on the west side sharing it with Doug Knight our intrepid Bear Hawk builder.

I am glad to see that the Federal government has finally given the green light to publish the regulations regarding the Sport Pilot and Light Sport Aircraft category. This should open up aviation to a vast new spectrum of people of all income levels. With this added influx of new aviators and aircraft the importance and demand for the retention of Buchanan Field and its improvement will help to ensure that we all have a top notch airport to base and fly our planes from.

There is always time to remember our WW2 veterans, especially the fliers. With my interest in the Flying Tigers I have learned of the passing of Charlie Mott. Charlie was a fighter pilot in second pursuit squadron with four kills to his credit. I had the pleasure of meeting him this past summer at the Flying Tigers annual reunion. He was kind enough to sign several things for me and he was a super nice guy. He will be missed.

That wraps it up for the presidents message for this month. See you at the meeting .

Notes of Interest:

- **Meeting:** Wednesday August 25th 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:** August 28th, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is **September 2nd** at 7:30pm at CCR Terminal. Members are welcome to attend.

Pres Pete

Board of Directors Meeting Notes:

Harvard's informal notes on the
EAA Chapter 393 Board Meeting
Thursday, August 12, 2004

Attendees: President Peter Degl'Innocenti, VP Guy Jones, Secretary/Treasurer Louis Goodell, Newsletter Editor Jordan Jones, and Board Chair Harvard Holmes

The picnic was reviewed to see what went well and what didn't. Generally things went well. There were 40 or so attendees and an excess of food. The BBQ operation, headed by Jordan, went well, with the BBQ equipment working well. It was noted that there was so much ice in the coolers, that some of it had to be dumped out to make room for all the drinks.

Guy Jones has been approached to help with security at the Auburn Air Show <http://www.thunderinthesky.org/> It was proposed that Guy would recruit helpers for them and they would recruit helpers for Golden West next year.

Our next speaker is from the CHP operations center at Napa airport. We have promised them dinner, but if they are late, we hope Louis will bring COOKIES.

Jordan Jones, our newsletter editor, announced that he will be moving to Klamath Falls in about 9 months. He hopes to continue editing the Cleco from there and commute often to the Bay Area after he gets his pilot's license.

Louis Goodell announced that we recently received \$600 from Golden West for our activities, and \$156.35 from selling hot dogs at MDPA.

Pat Peters, our Young Eagles Chairman, had surgery recently for a back problem.

Rich Henne has volunteered to help the Chapter convert the donated aviation print (Blue Angels with the Twin Towers in the background, about 20" by 30") into cash. It was proposed that we start selling raffle tickets NOW, and choose the winner at the Holiday Party.

Our Holiday Party planning is beginning. As last year, we would like to use MDPA facilities for our holiday party. The most desirable date for our holiday party is Saturday, December 11, but MDPA will likely pick that date for their own party. Our second choice is Friday, December 10. The dates are chosen to get close enough to Christmas to have the holiday spirit, but not so close that everyone has other commitments or has left town.

Peter Degl'Innocenti will contact Bob Belshe (joint EAA 393 and MDPA member) about MDPA plans for their holiday party. (As of 8/14/2004, Bob did not know the schedule and no holiday party was listed on their calendar for December 2004. There was a clubhouse appreciation day and a Lunch Bunch fly out listed for December 11.)

It was proposed that we again have a joint decorating day/event with MDPA the day before the holiday party.

Louie Goodell will contact Englund's Catering <http://www.englundscatering.com/> as a possible caterer.

It was noted that last year we had donations of wine and dessert for the holiday party.

Members Picnic! (Photos on page 3)

Harvard's informal notes on the
EAA Chapter 393 Members Picnic
Saturday, July 17, 2004

The weather for the picnic was clear and warm, but the turnout was good, nevertheless.



- Here the crowd begins to gather, and seeks the shade!



- Jordan Jones did much of the BBQ work, even bringing the grill. Thanks, Jordan!



- Here's a few more of the gang.



- One member was providing hangar space to help a friend of a friend put together an Ultra-Light for a flight to Oshkosh. The Ultra-Light had been shipped here for the owner, Martin Walker, who lives in South Africa, and is associated with Ultra-Light flying in South Africa. <http://www.safreedomflight.com/>

AOPA Town Hall Meeting:

Harvard's informal notes on the
AOPA Town Meeting in Concord
Wednesday, July 14, 2004

Phil Boyer was there, speaking on a number of his favorite topics.

He noted that local involvement is critical to the continuing future of GA. He spoke of a visit to Vacaville last Sunday, where he met Duncan Miller, who has a number of planes and makes them available for viewing. This is a fine example of getting the local community involved.

Phil talked of the sweepstakes aircraft, noting that they provide much material for the AOPA Pilot magazine, and a host of ideas for the readers. He noted that financial realities force most recipients of the sweepstakes planes to sell them. They can't afford the taxes and the planes rarely meet the needs of the recipients very well.

Phil noted the new TSA regime, and explained that the Airport Watch program was a preemptive strike to keep the TSA out of our hair, and prevent them from thinking up more draconian measures. David Stone, the new administrator, at recent congressional hearings, mentioned the Airport Watch program.

AOPA is also helping with presidential TFRs, those pesky no-fly zones, that spring up like weeds, except on shorter notice. AOPA has a full time person keeping track of presidential travel plans. The Secret Service is not happy, but the information all comes from public sources. AOPA has also incorporated the TFRs into its flight planner, which is now out in a new version.

AOPA is actively opposing the Sightseeing NPRM that would eliminate the Part 91 exemption for sightseeing operations. This would put a lot of small businesses out of operation. The AOPA asked for a public hearing, but the FAA proposed a "chat room" on the Internet. Later, two actual hearings were held, but the transcripts were lost! Currently the NPRM is withdrawn.

AOPA has received a message of support from Dianne Feinstein, noting that GA is important to business. California has 50,000+ pilots and 256 airports.

AOPA's regional representative, John Pfeifer, spoke on the current budget situation in California. The budget crisis is affecting the State Aeronautics budget, that is about \$8 M, with about \$6 M going to match federal funds of \$60 to \$70 M. The state finance committee stole the money in 02-03 and again in 03-04; they are trying to steal the money again in 04-05 and AOPA is fighting it. Another issue is Assembly Bill 332 that strengthens the Airport Land Use Commissions.

Phil Boyer continued the presentation with AOPA's top priorities:

- 1) Protection of Airports,
- 2) Fighting user fees and TFRs - the Bush/Cheney administration answered a letter from AOPA stating they are not interested in user fees.
- 3) Reducing flying costs.

AOPA Town Hall Meeting: (continued)

He noted that the Airport Support Network is the mechanism through which AOPA learns of airport problems and through which AOPA can help. He noted that local involvement is key to solving these problems.

The details of the Concord airport situation were discussed, including the fact that several legal reasons prevent the closure of the airport. He noted the Ellen Tauscher opposes the closure of CCR, as does Chairman Don Young. He stated that AOPA spent \$500,000 opposing the closure of Meigs Field.

Phil gave details of the campaign to defeat the closure of the Albert Whitted Airport (in Florida), including a sophisticated direct mail campaign that targeted local voter concerns, including noting that the electorate was significantly elderly and female. The campaign won, and the mayor did an about-face, seeking the help of AOPA to improve the airport.

He noted the work of the AOPA Air Safety Foundation, and their free online courses, many of which give Wings credit.

The AOPA Expo is being held on the west coast this year, in Long Beach.

In the Q & A session

The Light Sport Aircraft and corresponding pilot proposals would hopefully be announced at Oshkosh. A slight weight increase is expected. AOPA is pushing for immediate use of a Drivers License as evidence of medical fitness.

The pilot suits by "stop the noise" are ominous. AOPA is strongly opposing these suits. Two days ago the first depositions were taken - they were nasty.

Young Eagles:

I am happy to report that our share of the Golden West Fly-in amounted to \$582.00. Thanks to Jim Veatch and his wife for their fine work in selling the dogs. I am working on the Sea Cadets from Antioch for a YE rally around the end of the month. That's all I have for now and hope to see you all soon with a new back.

Pat



Treasurer's Report

Checking Balance: 1393.44

Savings Balance: 2598.95

Total: 3992.39

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A Thank You from a very happy Young Eagle:

Friday, July 16, 2004

To the Members of Experimental Aircraft Association Chapter 393,

Thank you for sponsoring me to be able to attend the E.A.A. Air Academy. I appreciate the generosity you showed towards me. It was an awesome experience I shall never forget.

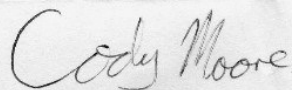
While at the Air Academy, we studied about many subjects, such as aircraft engines and systems, jet engines, rockets and how to perform a pre-flight inspection.

During my flight in an R/V 6, I was taught how to perform high-angle turns and a Lazy eight. I was also fortunate enough to be able to log my first half hour of flight time.

One of my favorite classes was sheet metal. In sheet metal class, we used drills, snips, hole punches, pop rivet guns, and brakes to construct an aluminum instrument bracket.

Your generosity allowed me to experience something I would otherwise have been unable to, and I can't thank you enough.

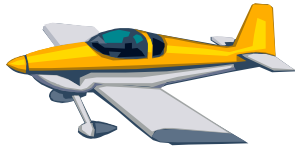
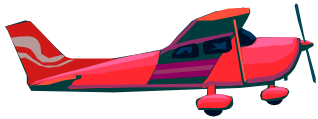
Sincerely,



Cody Moore

This Months Speaker

Scheduled, barring T.S.A. interruptions and general civil unrest: Andre Frentzel of the California Highway Patrol. The subject will be just what the airborne component of our State Patrol tries to do for us, and assorted similar subjects. I am informed that he will be armed, so we should be on our best behavior.



- CHP Cessna in Flight

EAA CHAPTER 393

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