



THE CLECO

EAA Chapter 393



Volume 33, Issue 1

January, 2005

Presidents Message:

Notes of Interest:

- **Meeting:** Wednesday January 26th 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:** January 29th, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is February 3rd at 7:30pm at CCR Terminal. Members are welcome to attend.

Welcome to a new year of sport aviation with chapter 393. To start this year off right I must make some final comments on the previous year. 2004 was a great year for me personally as I grew in appreciation for what it takes to make a chapter run and run successfully. My many thanks go out to all the volunteers who continually support the chapter's efforts. One fine example of those efforts was our Holiday Banquette. The decorations seemed brighter, the food tastier, and the spirit of camaraderie was warmer than ever. We all had a wonderful time and I know the winners of the various raffles were thrilled with their winnings. Our congratulations go to Mr. Paul Selby of Orinda who won the banner prize of the Rhu Bigay print "America Remembers". Special thanks and acknowledgement go to Maurine Bell of Pacific States Aviation for her efforts at the banquette in selling additional raffle tickets for all prizes. Our members should take a good look at her example of putting a little fun-filled energy into doing something positive for the chapter. With that said I hope everyone had a happy and safe New Year as well.

We have already held our first board meeting of the year, which was very fruitful. A rough agenda for the coming year was hammered out. Our chapter renewal with National was put in order. This is a good time to remind everyone that your membership with national EAA as well as with the local chapter (393) must both be current. Check with Louie Goodell for your chapter status. National headquarters will notify you when you're up for renewal. If you haven't joined national yet, join!!!

One of the key points of our first chapter meeting will be to determine the course of our Young Eagles program. This will be pivotal to our year long agenda and identity as a chapter within the community. Chapter 393 must take positive action to ensure its place and future at Concord Regional Airport and as a teacher and facilitator of exposing our young people to the rights and freedoms of aviation. Along these lines our chapter is planning another "Open House" at the airport that shall surpass last year's event in scope and magnitude.

Feedback from the membership is vitally important so come to the meeting and make known your thoughts on all of the above points. This first meeting of the year is extremely important so make every effort to attend.

See you all there,

Clear prop!

Pres. Pete

Board of Directors Meeting Notes: (November)

EAA Chapter 393 Board Meeting

Monday, November 22, 2004

Attendees: Peter Degl'Innocenti, Guy Jones, Louis Goodell, Jordan Jones, Harvard Holmes

1. Most of the Certificates of accomplishment/appreciation have arrived.
2. Louis Goodell wants to order EAA Calendars for members who want them. There are various price breaks; getting 24 for \$7.50 each was discussed.
3. Guy Jones will donate an under the counter radio for the Holiday Party raffle.
4. Cody Morse (the student we sponsored to Oshkosh training) and his parents may attend.
5. The December and January Cleco should be combined, as the Holiday Party will occur before the December Cleco and so a December Cleco would not have any significant content.
6. Jordan reported on successful negotiations with the caterer. Dinner will cost a bit more than the \$30 ticket price and will be subsidized by the Chapter. Additional details of the service and table arrangements were discussed.

The high cost was discussed and ideas were solicited about how we could do some fund raising to reduce the cost to attendees.

7. Dessert for the Holiday Party is coming from Alpine Pastry at half price (Thanks to Ernst Freitag!).
8. There will be a raffle for the donated prizes: a BFR in your plane (from Pete Wiebens); an hour of aerobatics (from Dick Rihn); and the mystery box (from Guy Jones).
9. Peter D. has the tickets for the Ruhe Bigay aviation print that we are raffling off.
10. Jordan will get a case of red and a case of white wine at Trader Joe's.

Members Meeting Notes: (November)

EAA Chapter 393 Members Meeting

Wednesday, November 17, 2004

There was no speaker for this meeting; we had more time for introductions and progress reports.

Pres. Peter D. announced that the Holiday Dinner would feature Prime Rib instead of Tri-Tip, and that the price would be \$30. Continued price increases mean we may have to go back to a buffet next year.

The EAA Oakland Chapter has announced that Cecilia Aragon will be speaking this Saturday; a \$10 donation is requested; bring warm clothing.

Members were queried as to who has sold tickets for the Rhu Bigay print; Peter D. has sold about \$75 worth; members were encouraged to sell tickets; Rich Henne reminded us to say that it supports Young Eagles. At this time it appears that somewhat less than 100 tickets have been sold.

Introductions and Progress Reports:

Pres. Peter Degl'Innocenti is working on a $\frac{3}{4}$ scale P-40 replica. The wing spar is complete and he is re-arranging the fuselage to build the wing and landing gear. He has done some tack welding with Doug Knight. His spar bench is now split into two benches. After the spar is jigged, he will do the rigs, then the landing gear.

Members Meeting Notes:(November Cont.)

Bill Call has 3 years/2165 hours on his Lancair ES so far. He is working on interior finishing, the instrument panel, glare shield and headliner.

Ron Robinson has 1065 hours on a Glasair I RG, 125 on a new engine. He has been updating software on his Argus and GPS.

Pete Wiebens has a Glasair III and continues work on his two year "annual."

Doug Knight has a Bearhawk 260 and expects to have the first wing closed by the end of the year. The wet wing cell is finished. He has flaps and ailerons on both wings.

Ray Nilson is working on an RV-9A. He recently got help from John Cicero. He is working on the canopy and hopes to get it right by Christmas. He spoke to the FAA about his medical ~ "It's in the mail!" He also got the registration number for the RV-9A; he is moving the number from his previous plane, a Christian Eagle.

Pete Mitchell and Don Baldwin are working on a Sonex. They are working on the second wing half, putting the ribs back on the spar after de-burring. Then they will do the forward section, then check the flaps and ailerons for fit. For the engine, they spent \$500 to get new heads with dual spark plugs. They are looking for information on fuel injection; they currently have a sliding gate aero carb.

Jim Veatch is working on a Kitfox 7. He got the firewall forward package a couple of weeks ago.

Larry, a guest from Livermore, reports working on a Lancair 360. He is doing the motor install; the baffling is done, the panels are done, the wings are closed, and the landing gear is done. He has spent about 100 hours on the phone to Aircraft Spruce for parts!

Bob Sinclair is a guest from Livermore. He has Lancair 320 with 200+ hours over the last 4 years.

Dick Rihn has a One Design aerobatic plane. He is doing the fourth annual and he put the fuel injectors in hopi #9 oil to clean them. The waste oil was quite dirty.

His hangar inspection now has a final sign off with a mezzanine floor. He had to have drawings made and extra stuff added to the mezzanine to make the county happy.

The new leases are just about done. We may see a reduction in the fire safety requirements; the codes are sold by a company, and they must change the codes every year to maintain sales!

Rick Lambert is working on a Europa. The "posa" carb is junk; go with Elison. His stabilator needs flettner strips ~ what is that? Rick reminded us to be careful about electronic ignition systems ~ two of the three systems at the field that he knows about have been bad. Ken Wiley's is the exception; it is working well.

Pat Peters recently got his bi-annual and put 2 hours on the Piper. Tracy has put about 3 hours on it. The RV-6 is in the hangar... The engine is here... *[What are you waiting for, Pat and Tracy? Harvard]*

Continued on page 4

Members Meeting Notes: (November Cont.)

Why did you pick your airplane?

Rich Henne asked this question at the meeting and I found the answers interesting. Here's a brief summary.

Peter Degl'Innocenti: He grew up with 5 kids in the family; his dad worked 6 days a week. He looked at airplanes in encyclopedias and from an early age he liked the shark mouths painted on some of them.

Pete Wiebens: Originally he helped his dad build a Pietenpol; he liked the EAA and other aspects of flying. He got his license in the Army. Soon he wanted bigger, faster, etc. He went to Oshkosh in 1980. He bought a Glasair tail dragger. He flew the Glasair with Lyle Powell to Lake Powell. He had 160 HP and Lyle had 300 HP, but they burned about the same amount of fuel. On the way back, Lyle got home about 45 minutes earlier and he only used 6 gallons more. Melody (Pete's wife, now passed away) went for a ride in the Glasair III and liked it. He bought 883RH at an estate sale in Texas. It cruises at 250 MPH at 15 GPH and it can go 1000 miles without stopping. He can reach Seattle or Phoenix in 3 hours. Leaving CCR, he reaches 10,500' by the Nut Tree (Vacaville). It trues out at 215, and at a lighter weight it goes 230. It's a "hot rock," with the power off, it comes down fast. He flies over the fence at 90 kts, and touches down at 75. It's fast, and demanding on the pilot.

Ron Robinson: He was looking for a project in late 1984 ~ something to do. His wife liked to fly, but certificated airplanes cost too much. He saw an ad in Flying Magazine, then he got the video and loved it. He ordered the kit and went to Arlington and had a demonstration flight. At the time he lived in Lafayette on a steep hill; he had no idea how to unload the box. It was 5 x 4 x 25 feet, and weighed 1500 pounds! He enjoyed the building process and it took him 7 ½ years to build it. He first flew the plane in 1992. It cruises at 220 MPH and he still loves it. A recent new engine made it slightly faster, maybe.

Dick Rihn: His son had designed the One Design. The goal for the plane was for a plans built plane built with simple tools. There are now 75 of these planes worldwide. They are popular in Australia and England. He enjoyed learning the disciplines involved in building. He doesn't fly the airplane so much now, because his job (aerobatics training) keeps him busy.

Holiday Decorating Party:

EAA Chapter 393 Decorating Party

Thursday, December 9, 2004

The Decorating Party was well attended (except by MDPA members). Harvard's nomination for best treat was Harry Heckman's pecan brittle. There were also cookies and drinks. Thanks to Peter and Jan Degl'Innocenti for coordinating this essential function

Treasurer's Report

Checking Balance: 1077.02

If you have any recent changes in your contact information please be sure to contact Louis Goodell.

Savings Balance: 2602.58

Total: 3680.20

Chapter Fly-Out: (December)

Report of Activities at Half Moon Bay

Our undercover agent has reported that several pilots have become so familiar with the Three Zero Café at Half Moon Bay Airport that the restaurant staff has dubbed them the "silver eagle squadron." They were seen again on December 23 in these planes:



The yellow one was observed to have some special fittings on the wings that caused it to "hover" as it came in for a landing. It is believed that these people are involved, shown here in formal attire. It is rumored that there were empty seats. Those with Herculean courage may call me for a possible ride.



It is rumored that there were empty seats. Those with Herculean courage may call me for a possible ride.

Annual Holiday Dinner:

EAA Chapter 393 Holiday Party

Friday, December 10, 2004

About 62 people attended our annual Holiday Party which was excellently catered by Englund's at Mount Diablo Pilots Association. Thanks to Peter D., Louis Goodell, Jordan Jones, the decorating committee, the cleanup committee, the donors of door prizes, and all the others whose hard work made this event such a success.



- Peter D. gets ready for his emcee duties. Note nice table decorations.



- Harry Heckman, Bruce and Nancy Seguire.



- Jordan Jones and Sara Holmes



- Vi Egli watches as Fred Egli entertains Sara Holmes and Linda Jones



- More party goers.



- June Goodell and Annette Jones confer in the corner.



- Dick Rihn and his wife enjoy dessert.



- Rick Lambert is our Technical Counselor.



- Pat Peters, our Young Eagles Coordinator, guards the wine.



- Guy Jones awards the Chapter Perpetual Trophy to Harvard Holmes.

Board Meeting Minutes: (January 05)

EAA Chapter 393 Board Meeting

Thursday, January 6, 2005

Present: Peter Degl'Innocenti, Guy Jones, Louis Goodell, Jordan Jones, Pat Peters, Harvard Holmes

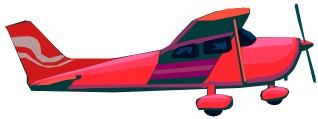
1. Guy Jones has a new email address. He can still be reached as veep@eaa393.org
2. The group consulted on filling out forms for the National EAA 2005 renewal. Our membership fee is \$40 and our insurance fee is \$140.
3. The Holiday Party had 61 paid attendees and 1 guest. Total party cost was about \$2201 for the catering and \$100 for MDPA (\$2301). Income was about $\$30 \times 61 = \1830 plus \$291 for the door prize raffle and \$294 for the Rhu Bigay print raffle, for a total of \$2415.
4. Golden West Fly-In will be June 2, 3 & 4 this year. This early date will minimize the expense of watering the grass.
5. The next board meeting will be February 3, 2005 at 7 PM. The Board Meeting date will change to the first Thursday of each month.
6. It was suggested that the July Picnic be held at a local park. There was discussion about choice of parks and the strategy and costs of reservations. MDPA is also a choice.
7. We need to promote the Young Eagle events at the next meeting and get some additional (new) pilots involved. It was proposed to circulate a sign up list with specific dates at the next members meeting.
8. The success, price, cost, style, and venue of the annual Holiday Party were discussed. We would like feedback from the members on these issues.
9. Do we want to do another Open House? It would be nice to do it down by PSA. It was moved away from that location in the past due to complaints by the hotel about use of the hotel's restrooms by the attendees. There are little prospects for a B-17 as a "draw": for such an event. The EAA B-17 is still being repaired. The Collins B-17 is not doing Concord (this could change). Travis might be able to help with a big cargo plane, or, if not, just a fly by.
10. Cleco input is due by January 17th.

Chapter Officers Contact Information:

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This Months Speaker

To Be Determined.



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