

## One New Homebuilt Flies another Passes the Feds!!

### It's a Great Year for Homebuilts from Buchanan Field.

Ernst Freitag's meticulous built RV-8 made the transition from project to airplane within the last several weeks. The stunning silver and blue "conventional" aircraft looks the way most people envision high performance air craft.

Rumor has it that the plane handled well with no more than the normal new airplane bugs which Ernst is working out.

We have another great addition to the Chapter 393 contingent of successful homebuilt, Congratulations Ernst.

Passing the FAA FSDO's intensive inspection may satisfy the legalities of bringing a project to the transition stage but does not necessarily signal the end of the building phase. Rumor has it that Randy Garrett's RV-6A passed the feds but is not yet ready for the big day. A beautiful example of a 6A with a very unusual 3-bladed all composite propeller that has European roots; Randy's plane sits in a row of the Port-a-Ports. Congratulations Randy.

Next to Randy's RV-6A stands a very notable plane. Bob Sinclair of Lafayette isn't a chapter member but we have to acknowledge achievement when it is earned. Bob's Lancair 320 (N320S) won a Championship award in the Custom Built (Kit) category at Airventure in Oshkosh this year. He also was declared the Grand Champion – Custom Built (Kit) at the Arlington Northwest Experimental Aircraft Association Fly-In and Sport Aviation Convention. With Golden-West coming a number of the judges will have to remove themselves from judging Custom Built (Kit) aircraft. Thanks Bob for providing such an interesting dilemma and Congratulations. ■

### This Months Meeting ...

Wednesday, August 28th, 2002. 7:30 p.m. semi-sharp.

Located in the less than stellar Airline Terminal on the East Side of Buchanan Field.

Our Speaker is: **Bill Larkins, a historian with emphasis on the history of CC county, specifically Buchanan Field since early times.**

See the map on the back page for meeting location.

### B-17 Grand Prize in Chapter Contest!

When you volunteer to help with the B-17 visit you will be automatically be entered as a contestant. Two lucky winners will get to fly in the Aluminum Overcast on its way to its next destination. On Thursday, September 26 you may be a waist gunner or a tail gunner, but not a belly gunner. The trip from Buchanan Field to Hayward Municipal should provide an unforgettable event for the winners. President Harvard will provide a fly/drive people back to Concord. To volunteer contact President Harvard or any of the B-17 Chairmen directly. (See the Mr.President! column for a more detailed discussion) ■



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### Get Your Cleco from the Internet...

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## ***Thoughts a year later...***

**Feel an obligation to read the Presidents column but not this one. Read it only if you like strange opinions.**

A friend said he thought 9/11 had changed a lot about flying; it wasn't so much fun anymore, new rules, oversight etc. We were standing by a hangar at a very quiet Buchanan Field listening to the silence; there sure seems to be a lot less aircraft movement these days. Then we rode around the patch several times. I thought, flying hasn't changed, dealing with the bureaucracy has. Physics doesn't do politics.

The weather this year has been different than it has been most of my adult life and it hasn't been conducive to flying for the California pilot (I'm a California pilot but this point was made by another friend who has a great deal of mid-western air time) and the people that help most people form their opinions no longer think pilots and airplanes are exciting, interesting or on the cutting edge of tomorrow but rather are bus drivers or golfing duffers with a small regard for safety. Finely, I think the populous in general has a much-reduced toleration for physical risk than it has ever had in the past.

These seemingly unrelated thoughts have conspired to generate a time when it is easy to find something else to do but go to the airport. Remember Jimmy Carter's national Malaise? I think we have airplane malaise.

The weather is the weather, as we all know, but this year it just is work to fly sometimes. Work to keep the airplane flying straight, work to keep the wings level, work to clean up the passenger's mess. Not the California lifestyle.

The last media advocate that general aviation had in the local media was Dave McElhatton who owned and flew an Aerostar out of Oakland for years. Dave's no longer telling the populace flying is OK. Today, we have a group of well educated, extremely career focused, folks that don't even know a general aviation pilot. And, you know, when you report about people getting killed doing something you know nothing about, that seems to serve no greater career purpose than a day of golf, you let the tone of your voice and the wording of your news text say that these people and this activity are out of the mainstream.

Every time I see a kid on a bicycle with a helmet, a skateboarder covered in pads, a professional baseball catcher in a full-face mask, or one of the new child car seats that are too complicated for 89% of couples with children to use, I'm sure that either the Insurance Industry or My Mother is running things these days. Well, maybe not my Mother, she liked to climb trees. Either way, I'm not real sure that disregard for any type of risk other than financial is the way to foster innovation in society. Guys don't just laugh at danger anymore.

I guess my thesis here is that it isn't the new rules, it's the new opinions of our friends, neighbors and loved ones that make it just a bit easier to resist the urge to go flying. Nobody is saying a thing, but they sure seem to let that gaze that says, "Why would he want to do that?" linger on their face a little longer.

Flying is the only freedom you have, it is a freedom that is hard to understand because it is not freedom from government intervention, from rules or from costs. When you take an airplane into the air and

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## ***Chapter Name Tag***

Please wear your official Blue EAA nametag to the Fly-Outs and the Monthly Meetings. Your mother and wife may know who you are but the new members don't and my memory isn't so good anymore...

# **Mr. President!**

Harvard Holmes

## ***Well, summer is here,***

the weather is not too bad, and the plane is running ok, what more could you ask for? Not much! My theory is that if conditions are good, but you don't go places, the plane gods will be insulted and you will not be rewarded in the future; so we go! After our visit to Ly-Con, we went down to Los Angeles to the Getty Museum, landing at Van Nuys in dense haze, while Santa Monica was IFR. Lots to see, and we especially enjoyed the garden, which was commissioned as yet another work of art. A couple of weeks later we went down to Santa Barbara, landing at Santa Ynez because Santa Barbara was IFR. Santa Ynez worked very well for getting into Santa Barbara; we called on the radio when we were 10 minutes out, and the car was ready for us when we finished tying down the plane. Then it was 45 minutes into Santa Barbara versus 25 minutes from Goleta (where SBA is). Fuel was cheap, too (\$2.25).

The next weekend, we enjoyed the delightful trip to the Eagle & Rose Winery in Pope Valley. The next Saturday, I got to fly Young Eagles with Pat and friends at Sterling. That was a bit more work, with nasty weather early in the morning, and crosswinds all day. And last weekend, Sara and I went to Mendocino, landing at Little River and taking the Mendocino Stage (\$14 per person, RT) to Mendocino, where we had lunch overlooking the ocean, etc. An airplane really adds a bit of magic to all these activities. If I were a poet, I'd do an "Ode to the Airplane."

Of course, we hear occasionally of other members' trips. Fred and Vi Egli have been brushing up on their Shakespeare in Ashland for several days, and Tony and Linda Tiritilli have become landed gentry by the Straights of Juan De Fuqua.

## ***E-Mail***

I have been using email more to communicate with the members, and we conducted the last board meeting by email. Send your email address to Louis Goodell if you want to be included. There are a number of email addresses that bounced and have been removed from the roster.

## ***B-17 Visit***

By now you all should have gotten the B-17 flier from the EAA giving the schedule for the B-17 tour. It is at Concord on September 23-26. The first and last of these are "moving" days. Most of the flights and ground activities will take place on September 24 and 25. The B-17 will be located at Sterling, which took over Navajo, not far from the Terminal. This is also where we have had the last two Young Eagle flights. I have persuaded various members to be chairmen from among the original signups;

Tour Stop Chairman: Tracy Peters  
Promotions Chairman: Pat Peters  
Merchandise & Ground Tour Sales Chairman: Fred Egli  
Volunteer & Equipment Chairman: Bob Belshe

We are still in need of volunteers both before and during the event. We need to distribute a large number of posters where we can get permission, with merchants and in public places. Pat Peters is in charge of this. When the B-17 is here, we need volunteers to help with crowd control, serve as tour guides, help with merchandise sales, and other stuff.

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Thoughts a year later continued...

rise above the man made roads and fences in complete concert with nature and physics you enjoy something that is almost religious or at least ethereal. You control your attitude in relation to the earth, your closeness to the sky, you and no one else are in control of your life... for that brief time.

So, just maybe there is a reason to ignore what others seem to think and different weather and risks that you are trained to manage and enjoy what you enjoy. You may know something that those uninitiated commoners don't. Come to Buchanan Field and enjoy yourself ■

### ***Our Condolences to Dick Rihn and Family upon the passing of June Rihn***

(The following is excerpted from the Contra Costa Times)

#### **June Rihn**

Sept. 11, 1925 - Aug. 19, 2002

June Rihn, R.N., beloved wife of Richard Rihn, M.D.

June was a founder of the Acorn Branch of the East Bay Children's Hospital Auxiliary. As one of its early Presidents she raised significant funds for charitable medical care for infants and children.

June was the 'power behind the throne' in local, national and international sport aerobatics. She was a tireless worker in all facets of the sport and was known to all as 'Mama June'. In 1996 she was honored by the International Aerobatic Club with one of its highest awards, the Frank Price Trophy, equivalent to a lifetime achievement award, for her outstanding contributions to the sport of aerobatics.

Her most recent activity was to produce a dozen machine embroidered Angels to appear with others in a large banner memorializing the loss of life of each of the victims of September 11th at the World Trade Towers. A nurse by profession she was a nurturing type by nature. She earned the nickname 'Mama' because she mothered all of those in need of mothering.

June was known for her frequent and beautiful smile, but even more for her kindness and benevolence. She always offered a helping hand to friends and acquaintances.

Memorial services will be held Monday, August 26th, 12 noon at the Walnut Creek Presbyterian Church, 1801 La Cassie Ave., Walnut Creek.

In lieu of flowers the family requests donations be sent to the Multiple Sclerosis Society P.O. Box 23664 Oakland, CA 94623. ■

## ***The Contra Costa Board of Supervisors oversees the Director of Airports, but not actively.***

Over the past few years the supervisors seem to have ceded the airport "problem" to Supervisor DeSaulnier. He has dealt with the People over Planes controversy and now will be allowed to handle the small disturbance caused by our pilot community....**unless you actively contact your supervisor and demand to know their agenda.** Why do they want to drive General Aviation out of Buchanan Field?

District 1 – West County

**John Gioia**

11780 San Pablo Ave. El Cerrito 94805  
510-374-3231

District 2 – Martinez, LaMoRinda Area, West Walnut Creek

**Gayle Uilkema**

651 Pine Street, Room 108A, Martinez 94553  
925-335-1046

District 3 – Alamo, Danville, Disco Bay, South Walnut Creek, Brentwood

**Donna Gerber**

309 Diablo Road, Danville 94526  
925-820-8683

District 4 – Clayton, Clyde, Concord, North Walnut Creek

**Mark DeSaulnier**

2425 Bisso Lane, Suite 110, Concord 94520  
925-646-5763

District 5 – Antioch, Pittsburg and Bethel Island

**Federal Glover**

The county directory does not list him as a Supervisor or give his address and phone number, go figure.

What can we do? Let your supervisor know the airport is not DeSaulnier's problem, it's their problem. Let them know you are a constituent and it is your problem. Contribute some money to them and make it plain that your support for them is contingent upon saving Buchanan Field.■

***Non lasci i bastardi ridurlo***

# ***Further Information*** at [www.eaa393.org](http://www.eaa393.org)

These articles and features have pictures and additional information available on the club web site. Please investigate.

1. Informal minutes of the Board of Directors Meeting.
2. Pictures from the Eagle & Rose Fly-Out.
3. Pictures from the EAA/MDPA picnic.

## ***Enjoy the comradely and bring a non-member friend...***

Chapter 393's meetings are open to the public; you don't have to be a member to attend. The meeting time is 7:30 p.m. on the 4th Wednesday of each month. The meeting location is the Buchanan Field Terminal Building on John Glenn Drive, just south of the control tower.

## The Monthly Fly-Out

Each month the members of the club go to lunch on a Saturday, as a group, usually to an exotic little lunch spot within 100 miles of Buchanan Field. Every club member is invited to join in the fun.

### Here is how it works:

- We will meet outside the Buchanan Field Terminal Building at 10 AM on the Saturday morning immediately following the monthly club meeting.
- The destination for the Fly-Out will be chosen or announced at the General Membership Meeting the prior Wednesday so you will always be able to tell your significant other where you are going.
- Some folks will have airplanes some folks will not. All seats in the airplanes going on the fly-out will be filled. Those who own planes will get to go for that weekly hamburger in their airplane and all others will get to go along by occupying an empty seat.
- If there are not enough empty seats for all that come to participate and there is no room for you then you may expect a preferential seat the following month. ■

## Chapter Events Schedule

**August 28, 2002, 7:30 p.m.** - General membership meeting

**August 31, 2002** - Flyout to Lycon Engine Facility.

**September 7, 2002, 10:30 a.m.** - Board of Directors meeting.

**September 25, 2002, 7:30 p.m.** - General membership meeting. ■

## Rick's Tech Tip...

Technical counselor Rick Lambert has assembled builder tech tips from his experience and many published sources. You can reach Rick at 707.748.1532 to schedule your next Technical Inspection.

### Tired of Your AirTools Spitting Water?

Ever noticed that during a long drilling or sanding session your air tool keeps spitting water on your plane or that the splice midway in your air hose is leaking water like a garden hose?

The water trap at the compressor is empty, you drain your air tank regularly, and so what the heck is going on? The problem is that the water trap will only trap condensed moisture. Your water trap is probably installed at or just a few feet from the compressor. This close proximity to the compressor feeds the trap with warm or hot moisture laden air. The air travels through the trap and the water condenses in your air hose as the air cools. To fix the situation you need to cool the air before it enters the water trap. Make an air line dryer by coiling several loops (5 or so) of extra air hose in a bucket and filling the bucket with cool water. Attach the water trap after the bucket and before your tool. You may fabricate a air line cooler with coils of copper tubing and an old refrigerator if you have lots of extra time.

This is especially important in painting. If you attach a small desiccant filter to the air inlet on your paint gun, use the bucket air dryer and your water trap you should get water droplet free painting and air tool use. ■

## B-17 Contest

As an incentive and reward to the volunteers, we will select two volunteers by lot who will get to ride in the B-17 to its next destination (Hayward) at the end of its stay (Thursday, September 26). Since the ride ends in Hayward, I will try to be available to fly/drive people back to Concord. To volunteer, contact me or any of the B-17 Chairmen directly.

This is a fantastic opportunity to recruit new members to the Chapter. For attendees who are flying, taking ground tours, or just looking around, we should find out if they are pilots, are local, are interested in experimental aircraft. As you find out about a person's interests, look for interests that could lead to experimental aircraft, like high performance automobiles, etc. As an incentive to become a member, there will be a free ground tour given to at least the first 20 people who sign up as new members of Chapter 393.

This is also another opportunity to sell our selves to the community. To those who are interested, make all the usual points: we spend money with local merchants, we try to fly quietly and be good neighbors, flying is excellent motivation for kids to do well in school, we have a Young Eagles program, and so forth.

## Fly-Out

Our next fly out will be either to San Carlos for lunch and then the Hiller Museum, OR to Pine Mountain Lake for lunch. At Pine Mountain Lake, if Kent Blankenburg's hangar is open, I would suggest you visit it, as they has a few wonderfully restored planes, and a fantastic collection of 50's and earlier aviation related stuff. Kent and Sandy are very nice people.

Happy Flying,  
Harvard ■

## Q2 Parts for sale

Have scrapped my Q2 after only 80 hours TT; Parts are for sale. Revmaster 80 hp engine complete with vacume pump, posa carb, props (2). Narco radio, ELT, sts hand held radio, transponder. All instruments .Will sell all or part. Can be see in Orinda.  
Jan Bowman, 925-254-3382  
3/02

## Wanted: Hanger space

for a beautiful Citabria, now in a shade hanger, East Ramp. We wish more closure and long-term protection. Dave Cunningham, 925.933.4558 or [ldc@att.net](mailto:ldc@att.net).  
8/02

FOR SALE / WANTED

## Chapter Resources...

are owned by the chapter for the benefit of the members. To check out a resource contact: Rick Lambert, Technical Counselor, 925.676.9377 or rlam242714@aol.com

### Lost Tools

Chapter 393 has been around for a long time and during that time we have acquired and loaned out many tools and specialty materials. Some of those have not been returned. If you have a tool or other materials that we purchased with club money return them to Rick Lambert. There is no late charge.

### Aircraft Scales

Ruggles Aircraft Scales make it easy to compute a non-certified weight and balance for your project. Scales have a capacity of 3600 lbs. Easy to use.

### Engine Baffle Templates

For four cylinder Lycoming cylinder head.

### 8' Sheet Metal Break

It belongs to Bob Rudolph not the club but it is for all to use carefully. Located in Bruce Seguire's Hanger – Contact Bruce for availability.

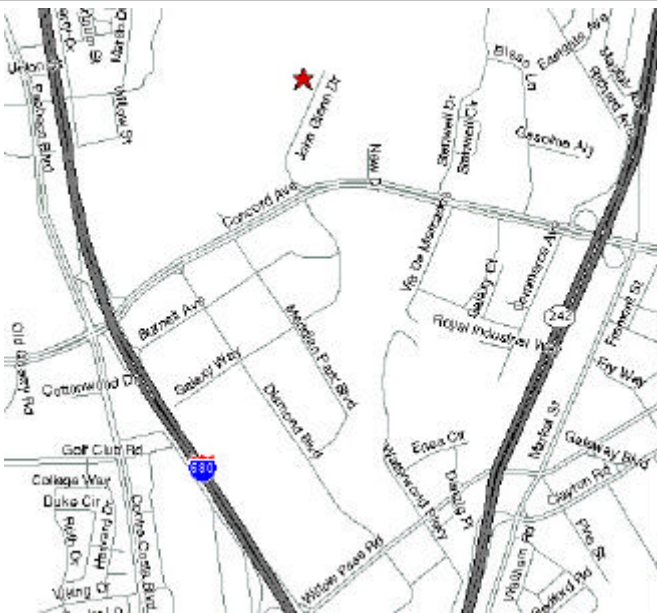
### Will Price offers this advice...

You need only two repair materials. WD-40 and duct tape. If it doesn't move and it should, use WD-40. If it moves and shouldn't, use duct tape.

## Money, Money, Money....

Louis Goddell has returned from a consulting assignment Arthur Anderson and reports that our treasury balances must be restated.

Savings \$2,571.51  
Checking \$1,701.00  
Total \$4,273.46



## 2002 – 2004 Chapter Officers and Chairpersons

**President:**  
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Position Open

**Chapter Historian:**  
Position Open

## The Cleco

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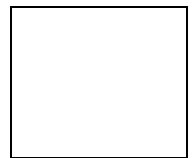
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