

The Cleco

Official Publication of the Experimental Aircraft Association
EAA Chapter #393 POBox 272725 Concord, CA 94527-2725

NOVEMBER 1998

CHAPTER MEETING

The next meeting, **NOT AT THE REGULAR TIME** is on the third Wednesday November 18, 1998 at 7:30 P.M. The speaker will be our own Duane Allen who will tell of his experiences in **Tropical Weather Research** flying into hurricanes for NASA in a DC-10. Duane is an Aerospace Engineering Technician for NASA and a computer genius. Duane will tell us how various sensors feed into his computers aboard the plane to collect data about hurricanes. Duane will have a video and slides to show what a hurricane is like from the inside.

Meetings normally begin at 7:30 PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive.

SANTA CLAUS IS HEARTBROKEN

Only 12 persons have sent in their reservations for the December 6 EAA Chapter 393 Christmas Party. Santa had to make a \$250 deposit which may be forfeited unless many more people send in their reservations and their money to Santa's CEO, Louis Goodell, so that he receives both before November 23. This party is always a blast. Don't miss it. See the page later in this Cleco for details.

FLASH!

Chapter 393 now has an official EAA Flight Advisor. Bob E. Decker applied to EAA and was quickly granted official status. This is no surprise. Bob has over 6000 hours. He was a civilian flight instructor for the Air Force in Tucson, teaching students to fly in AT-6's and T-28's. He flew 38 years for United including such planes as DC-6, 727, 707, and DC-10. His last few years with United were spent flying DC-10's from SFO to Hawaii. Bob built his own Glasair IRG and has been flying it for 12 years. He has always been an unofficial source of building and flying wisdom to us in EAA. I am receiving his services as Flight Adviser right now for the first flight of my RV-6A and Bob does a wonderful and conscientious job. His services will make it possible for me to cover my plane with insurance during the first 10 hours of flight. I am personally delighted with Bob's help. The Board of EAA Chapter 393 is very proud of Bob's willingness to taken on this new job, and grateful. Thank you, Bob

PRESIDENT'S CORNER

Some of us had a very nice trip to Sedona, Arizona during the last week of October. Tony Tiritilli and Linda departed in the rain on Saturday morning, October 24 in their Cherokee 235. Riding with them were their friends Bob and Joanne Nichols. Departing early Sunday morning were Bob and Sandy Decker and Ron and Judy Robinson in their

Glasairs followed later by Fred and Vi Egli in their beautiful new Lancair IV. An hour and a half later we all landed at the Apple Valley airport for a nice breakfast. Soon we were on our way again. The weather was great until we passed Prescott, AZ where it turned dark and rainy. We had finally caught up with the rain we had on Saturday. Unable to get into Sedona, we diverted to Cottonwood, AZ and were greeted by a friendly couple who ran the local FBO. We secured the planes in the rainstorm, called Tony for a ride, and within 30 minutes we were on the road to Sedona. The 10 of us had some great cocktail and dinner parties over the next couple of days, toured the scenic wonders and brought the planes into Sedona a couple of days later. All in all we had a terrific time. If you have not "done" Sedona, put it on your "to do" list. We highly recommend it.

Our October "Fly Out" was to Half Moon Bay on Saturday, October 31. Attending were Phil Jenkins in his Glasair IIRG, Scott Achelis in his RV-6A, Bob and Sandy Decker in their Glasair IRG, Bob and Sally Belshe in their pretty yellow Lancair, Harvard Holmes with his wife and sister-in-law in their recently acquired Mooney and Ron Robinson, Glasair IRG with Ron Caldwell riding shotgun. We had a fun time. There were a couple of empty seats. Those interested should come on future fly-outs to fill those seats.

Bruce Seguire is close to flying his new "Experimental" registered Swift with new "N" number and some beautiful modifications to make it go faster. A truly "new" 50 year old airplane. Good Show, Bruce.

Remember our Christmas party. You have all received your sign-up sheets by now. See you at the party, Sunday December 6, 1998 at Sheraton Concord.

Fly safely,

Ron Robinson

WELCOME NEW MEMBERS

Ron Rountree who now flies in CFI planes but looks forward to building.

Ron Hadley who is building a Teeny Two and powering it with a Subaru modified by Ron to accept VW electronic ignition.

Gene Stangel

Mr. Riley (?) who paid the Treasurer in cash and made oral application. Chapter 393 has misplaced the record. Please contact us so that we can get your full accurate name on the roster.

Please seek out these new members at future meetings and make them feel at home.

CHAPTER MEETING MINUTES FOR OCTOBER 28, 1998:

Ms Sheila Williamson and Ms Jillian Purdy, controllers at the CCH tower made an interesting presentation on how to avoid runway incursions, and how to stay out of trouble with the FAA. Unfortunately, both of these women have been promoted to controller jobs elsewhere. They said there are two basic reasons for runway incursions: the pilot is disoriented and does not know where he is or the names of the taxiways, and inattention by the controller and the pilot. The FAA is cracking down and wants paper filed. Despite that, the speakers said that their practice was to comment on frequency if there was an immediate hazard, to ask a pilot to phone the tower if there was not, and to file a complaint with the FAA only as a last resort. They have no quotas to fill and they see their job as keeping us safe and not to discipline us. They reminded us that they have no radar in the tower and can see us, if at all, only with binoculars. There are now two chopper ambulances at CCH, and we must give them priority. Beware if you hear "Life Flight" or "Life Guard." If you fly a plane with a fast approach speed, the tower would like to have you tell them so that they can arrange spacing accordingly. If the spacing is too close, tell the tower and they may make the 150 go around. Taxi way Charlie is

available for landing in stiff cross winds only if you request, only for tail draggers, and only if you have tried and cannot make a safe landing on the assigned runway. The tower invites input from pilots and the number is 685-5743.

Duane Allen volunteered to take a picture of each of our planes with a fast approach speed, to compile the approach speeds and to give them to the tower. His number is 687-3433.

Treasurer's Report:

Louis Goodell reported that there was \$1079.65 in checking and \$2653.56 in savings.

Ken McKenzie reported that Golden West was a success, that EAA liked it, and that work on next year's show on September 24, 25, and 26, 1999 had already begun. Ken promised to write a comprehensive report for the Cleco soon. He said that IFR conditions over most of California on Saturday limited the attendance, but over 750 planes did make it sometime during the event.

Ron Robinson and Fred Egli recently flew to Sedona AZ.

Doug Page had to build a new aileron for his RV-6A because of an unacceptable twist in his first effort.

Scott Achelis now has 257 hours on his RV-6A and recently flew to Healdsburg.

Ken McKenzie is trying to clear out his family room so that he can build his Glastar.

Duane Allen flew into 5 or 6 hurricanes in his job with NASA and his plane was struck with lightning on one occasion.

J.R. Gibb now has access to his daughter's 4000-foot landing strip near the Pyramid Highway in Nevada.

Charles Adkins is finished with chemotherapy and will possibly have lung surgery soon.

Harry Heckman is happily flying his Lancair 290. He reported that the NavAid autopilot does not interpret KLX135 well, but there is a fix consisting of a new signal board and filter which cost only \$33.

Bob Belshe flew his Lancair 320 to Copper State and came in 5th in the air race there. He averaged 220 mph at full throttle, 2680 rpm.

Bruce Seguire has built a new aluminum cowl for his Swift and Lisle Powell commented that Bruce is a genius at working aluminum into compound shapes.

Lisle Powell, who flies his Glasair III at least once a week, reported that Jeff Rose is now supplying the plug-in electronic ignition for 6 cylinder engines which fit in place of the magneto.

Keith Martz is now flying his repaired Comache.

Fred Egli now has 65 hours on his Lancair IV and recently flew to Placerville with Bill Black in connection with the sale and delivery of Bill's RV-4. Bill, who is building a Harmon Rocket, said that flying Fred's plane was like comparing a Cadillac to a Dune Buggy.

Tracy Peters has dusted off his RV-6 project after putting in long hours and days at Golden West.

Don Baldwin changed the plugs in the VW engine in his Teeny Two.

Al Humbert is putting all his spare energy into the gated Sky Park at Cottonwood.

NOTICE: VOLUNTEER BUILDERS NEEDED AT THE USS HORNET

Bob Hathaway, phone 925-945-1936, is a docent at the USS Hornet in Alameda. They need a Helldiver, SB2-C and none are available within their budget. They propose to build a full-scale aluminum plane around a plywood frame. The plane must be accurate in every visible external detail and they have original plans to follow. They are seeking serious experienced builders to undertake this project.

LETTER TO THE EDITOR FROM BRAD POLING

Re: Board Meeting of 10/7: "How to Enhance Interest and Participation in Chapter 393?"

I would like to propose a slight change in the monthly meeting format, which may increase interest, and participation in Chapter activities.

We have 12 monthly meetings and taking out the Christmas party and summer picnic leaves only 10. I propose that every other month we dispense with "Introductions" (except for guests and new members) and in this time slot, we have discussions with one or two chapter moderators on specific home building and flying topics. For example:

Engine cooling

Aircraft Fuel Systems

Painting

Instrument panels and radio installation

Metal working

What to build/Kit reviews?

First Flights

Etc. etc.

This concept would utilize the great wealth of information and skills that exist within the chapter that are available to encourage and to assist new and old members to:

Get started on a project

Get over project hurdles

Speed up the project

Get re-started

Build better and safer planes

A separate program chairman could be appointed to develop and oversee the 5 meetings per year using this format. The pressure on the Vice President for the other 5 programs would be cut in half, allowing him more time to find speakers.

If this suggestion has any merit, I would like to see it put into a formal motion, to be acted upon at the November meeting.

Brad Poling EAA I1820 10-29-98

THERE WILL BE FLY-OUTS THE SATURDAY FOLLOWING EACH MEMBERSHIP MEETING, WEATHER PERMITTING

The next Flyout will be 11 AM Saturday, November 21, meeting at Ron Robinson's hanger D-17 on the east ramp.

There are usually extra seats available.

WHO ARE THE MEMBERS OF CHAPTER #393?

Richard E. Lambert

Rick's current occupation is helping with the building of custom aircraft. He formerly was in the construction business building bridges, high rises, subways, custom homes, and office buildings. He was a field engineer for Boeing. He manufactured custom marble. He designed custom bathrooms. He flew commercially.

He holds commercial, multi, and instrument ratings. He was a former CFI. He has 2200 hours. His current projects are his BD-5B in progress, assisting in building a DR 107, and a composite 4-place amphibian. He dreams of building a Glastar. His other interests include archery, both long bow and cross bow, guns and reloading, photography, scuba diving and gardening.

Some of the interesting things he has done include sky diving beginning in 1959 making 136 jumps; flight tested three BD-5's, one of which will be hanging in the new Smithsonian facility at Dulles Airport (N 234BD) and was first flown in 1978; helped build an SX-300 which he believes to be the fastest single engine, piston powered aircraft to be finished and test flown at Buchanan Field. (300 mph, test flown by Rich Harris)

LOUIE REMINDS US THAT DUES OF \$20 ARE NOW PAST DUE. Please pay now so that you will not be removed from the mailing list of this brilliant newsletter.

Make checks payable to EAA Chapter 393 and mail to EAA Chapter 393, PO Box 272725, Concord, CA 94527-2725

CALENDAR

November 18 Regular 393 Meeting
November 21 Fly Out
December 5 393 Board Meeting
**Dec 6 Chapter 393 Annual Christmas party at
the Sheraton Hotel 5:30 PM**

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!** *Please submit your **FOR SALE** items to me in writing no later than the 14th of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.*

For Sale: Bernie Warnke 68x79 thin laminate propeller used only 80 hours on a Glasair FT. Made for Lycoming 0-320. Almost perfect condition. \$500 value for \$250.
Rick Lambert (h) 925-934-5007

Hanger for Rent/Share

Buchanan Field, East Side. EAA member preferred. Workbench, refrigerator, extra lights, extra electrical outlets plus 220. Good builder's hangar. Brad Poling 925-827-3528

For Sale Lycoming IO360A1B6D (200hp)
1500TTSN 150SMOH. \$15,000 or best offer.
Hartzell Aerobatic prop HCC2YR-4C/FC7666A-2
zero since overhaul. \$3000 obo.
Russ Ward 408-864-7824 (w) 650-344-2318 (h)

Wanted to buy Jacobs 755 engines or parts, Ham
Standard 2B20 prop. Russ Ward (408) 864-7824

For Sale: 2 new 3-way fuel selector valves ("Imperial"). Valves have 1/4" female pipe thread on both sides. 1/2 price. Approximately \$35 each.
Bruce Milan 925-254-4780

For Sale or Rent or Use:

Precision jig table 13 feet long, 2 feet wide. Totally flat surface of 1" thick aluminum supported by 8" channel steel beams. Has screw bolts for exact water leveling. Also has rollers and jacking system to raise to an additional height of 2 feet. Bruce Milan 925-254-4780

NEWSLETTER SUBMISSIONS

Submissions may be e-mailed, hand written, typed, or on any IBM diskette (in ASCII or MS Word). The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th). The editor's address is:
400 Arbol Via Walnut Creek CA 94598
Telephone: 925- 943-1581
E-Mail: dougpage@earthlink.net
Fax # 925- 943-2338 (but call 943-1581 and let me know first)

EAA Chapter 393 Holiday Dinner

at the Sheraton Hotel December 6, 1998

Happy Hour 5:30 p.m. to 6:30 p.m.

No host bar will be set up

Eggnog service is included

Awards at 6:30p.m. to 7:00p.m.

sit down Dinner @ 7:00 p.m.

Menu:

Salad : House salad with choice of Dressing

Entrees: 1. Roast Prime rib aujus

2. Grilled salmon with cranberry relish

(all entrees served with rolls and butter)

Accompaniments:

Red skinned Mashed potatoes

Vegetable Medley

Dessert : Yule Log with raspberry sauce

Or Pumpkin pie. (not both)

Roast Prime rib aujus -----\$30.00 each total \$-----

Grilled Salmon -----\$30.00 each total \$-----

Name-----& spouse name-----

Due to the early date for the party we will have, to have a head count by 23rd of November. The party will be at the Sheraton Hotel, on John Glenn Drive in Concord next to Buchanan Field .

Mail your check and this order form to:

EAA Chapter 393 make checks to EAA Chapter 393

P.O. Box 272725

Concord, CA 94527-2725

Note: there was a mistake in The zip code it is right now...the sheets that were passed out at the meetings had the wrong zip sorry....

Ref 2 Namlette
272725
bond will mail

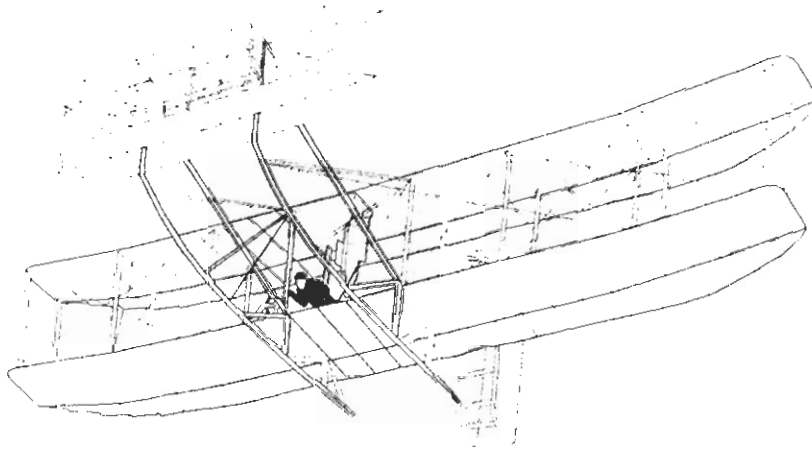


Northern California 1999 Aviation Maintenance and Safety Symposium

Maintenance, Operations, and Flight Personnel

March 5, 1999 8:00 A.M. - 5:00 P.M.

March 6, 1999 8:00 A.M. - 4:00 P.M.



Sunnyvale Hilton Hotel
1250 Lakeside Drive
Sunnyvale, CA
Phone (408) 738-4888

When making room reservations, mention "FAA Symposium"

CURRENT AVIATION ISSUES, TRAINING SEMINARS, VENDOR DISPLAYS, GIVEAWAYS. SOMETHING OF INTEREST FOR EVERYONE.

Qualifies as required training for IA renewal, aviation maintenance technician (AMT) awards and wings awards.

THIS EVENT IS FREE AND OPEN TO THE PUBLIC

Sponsored By:
Aircraft Parts International (API)
Professional Aircraft Maintenance Association (PAMA)

For further information, please contact Guy Minor at (510) 273-7155 Ext. 247

**THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, NOVEMBER, 1998**

President Ron Robinson 228-3720
Vice President Scott Achelis 935-7920
Secretary-Treasurer Louis Goodell 682-4198
Technical Counselor Rick Lambert 934-5007 work 676-9377
Flight Advisor Bob E. Decker 837-0667
Cleco Editor Doug Page 943-1581

**EAA Chapter #393
Newsletter Editor
400 Arbol Via
Walnut Creek, CA 94598**



Harvard Holmes
946 Shattuck Ave.
Berkeley CA 94707