

The Cleco

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

JULY 1999

NO MEETING IN JULY PICNIC JULY 17

Instead of the regular speaker meeting, there will be the annual Chapter 393 picnic beginning at 11:30 am Saturday July 17 in the lawn area just south of Navajo Aviation. Bring your own chairs, because otherwise you will stand! The Chapter will provide hamburgers, hot dogs, buns, soft drinks, paper plates, and plastic knives, forks and spoons. For the rest it is potluck. Salads, Chili Beans, Baked Beans and Deserts would be tasty. Bring enough for 10 persons.

Please wear your Badges during the picnic so that newcomers will feel more comfortable coming up to talk to you. You should also approach them! Make them feel welcome!

A LAST FLIGHT

Subject: Lorin F (Bud) Lewin RIP

Date: Thu, 17 Jun 1999 00:56:42 EDT

From: PMITCHELLL@aol.com

To: dougpage@earthlink.net

Bud Lewin passed away Sunday morning, June 13th, at Guardian Walnut Creek. He had been fighting Asbestosis. If not a founding member, he was an early 393 member.

He had a hanger next to Milan's, with an Apache, an unfinished Luscombe and Bellanca 14-13.

There will be a Masonic memorial service in about a month.

Pete Mitchell

WINGS AND WHEELS AIRSHOW A BIG SUCCESS

We had a "fun" day at the Buchanan open house on Saturday, June 19, 1999 sitting under our plane wings, hanger flying, telling tall tales, examining each other's planes and watching the auto races and aerobatic performances. There was the largest turnout ever and the weather was perfect. 19 EAA 393 Members displayed their planes: Scott Achelis RV-6A, Don Baldwin Teeny Two, Bob Belshe Lancair 235/320, Stewart Bowers Cessna 140, Bob Decker Glasair IRG, Fred Egli Lancair IV, Lou Ellis with two, his Varieze and Glasair IRG, Tim Glenn Kitfox, Phil Jenkins Glasair IIRG, Keith Martz Comache, Bruce Milan Questair Venture, Doug Page RV-6A, Lyle Powell Glasair III, Richard Rihn Pitts Special, Ron Robinson Glasair IRG, Bruce Seguire Swift II, Larry Welter Glasair IFG, and Pete Wiebens Glasair III. Everyone wore his EAA 393 Membership Badge except the Editor of the Cleco!

THE FASTEST AND MOST COMPLEX ALUMINUM HOMEBUILT IN CHAPTER 393

Bruce Milan and his building partner Terry Thies started building their Questair Venture 9 years ago. Bruce chose this plane because it is expected to cruise at 265 knots with a top speed of 300 mph, and because he wished to avoid expoxies and fiberglass. Bruce expects it to cross the fence at 90 knots and to touchdown at 80.

This project is the most complex I have ever seen, and Bruce and Terry have made many modifications that increase the safety and reliability, but also the complexity. The Questair has a short stubby fuselage designed that way to reduce skin drag. The Questair was designed by Doug Griswold, the same guy who designed the Piper Malibu. Bruce estimates that there are about 20 Questair Ventures now flying. The fuselage is absolutely packed with neatly laid out wires and pipes. Most accidents with the plane have been landing gear related, so they have designed and installed a dual hydraulic gear raising and lowering system with separate batteries, separate plumbing, and separate hydraulic pumps. Besides this, there is an emergency hand pump to deal with the gear. When I interviewed him, Bruce was in the process of making a control valve that opened and closed with a small electric motor to shut off the fluid so as to lock the gear in the down position. This lock is triggered automatically when the gear is down and spread. The mechanism must not only swing the gear down, but it must also spread it. There are four warning lights that tell the pilot the gear is down and spread. All of this gear complexity is controlled by a single toggle switch. They have designed and installed a steerable nosewheel that is controlled simply by toggling another switch one way or the other. The workmanship on this plane is superb and intimidating to us lesser builders. For example the baffling material was measured and fitted to the tenth of an inch! With all of this complexity, I was surprised that a nicely designed and sturdy hand lever lowered the flaps with positive locks in up, down and mid positions. A Continental IO-550 that was rebuilt by LyCon and "dyno-ed" at 370 HP powers the plane. Everybody who wants to see the top limit of complexity and perfection that "amateur" builders can produce in an aluminum plane should take the time to visit this project in the Northwest Hangers. In fact the whole chapter might be interested in visiting this project some Saturday morning. We have to hurry because Bruce says he

and Terry are flying the plane to Oshkosh this year.

Bruce has BS in Physics and a Masters in Psychological Guidance and Counseling. He flew for 30 years as a Captain for UAL and retired 3 years ago. He now flies a Lear Jet one or more times a week for a local businessman. Terry is ex-Navy and flew A-4's, and then later flew for Norwest Airlines. Terry also has BS in Physics. Bruce says that he and Terry argue about certain details, but the only current dispute is whether to put UAL or NAVY on the tail.

JULY CLECO OUT EARLY

The July issue is being mailed on July 2 which is earlier than usual. One reason is to give notice of the picnic and to urge everyone to come. The other reason is that the editor is traveling in his motor home to British Columbia, Alberta, Michigan and ending up at Oshkosh. I hope to see all of you there.

TREAT FOR THE AUGUST ISSUE

Vice President Scott Achelis attended the Paris Air Show and he promises to give us a full report in the August issue.

Could Some 393 Member Please Become a Designated Airworthiness Representative?

Much of our trouble with insurance coverage could be solved by prompt and definite written responses from the FAA. The qualifications are set forth in FAA Advisory Circular:

CONGRATULATIONS TO LOUIS AND JUNE GOODELL

Louis and June Goodell celebrated their 50th Wedding Anniversary on June 21, 1999. Congratulations June and Louie!

MINUTES OF THE REGULAR MEETING OF JUNE 23, 1999

President Ron introduced two new members:

Aaron Speer and Richard Bolton.

Steve Webster, Vice President of Golden West reported on last year's event and told us of the goals for 1999: 30,000 attendees; 1500 planes; 140 Forums; 6 Workshops; and 20 Youth Education Talks. The daily airshow will be earlier, from 1:30 PM to 3:30 PM. Steve encouraged us to volunteer to help both as individuals and as a Chapter.

Our speaker was Bay Area "Legend," Gene Whitt CFII in the Bay Area for 30 years. Gene gave us 28 points under the heading An Old Pilot's Survival Kit.

1. Do not fly over an airport when an air show is in progress, even above 6000 feet. A pilot was recently given a 90-day suspension even though there was no adequate warning of the show.
2. Do not make low approaches to an uncontrolled field, and if you do, don't advertise it on the radio.
3. When on Flight Following and ATC advises you of another plane, you should not necessarily say "Traffic in sight," because ATC then has no further responsibility to warn you further. Gene told of an incident where he thought a heavy at Travis was going to land, reported "in sight" and then came dangerously close to the heavy when it did not land as expected.
4. Do not do a run up with the mixture lean. You will get a false reading of RPM drop.
5. There is a dead radio spot around Modesto where you cannot reach Oakland Flight Watch on 122.0. Use 135.7 in that area.
6. Left is best for clearing turns. Overtaking planes will be following you on the right.
7. When you make a landing call to ATC, give your altitude! ATC does not need it, but nearby pilots do if they are in the same area.
8. Always fly 200 feet above or below the VFR altitudes to stand a better chance of staying

clear of other planes. Fly on the right side of the freeway on the way to Livermore.

9. Avoid reporting from points where everybody else is, like Pittsburg Stacks. Instead, report 1 mile north (or south or east) of Pittsburg Stacks.
10. Become familiar with all of the checkpoints around CCR. Visit the tower and get their list if necessary. When flying to an unfamiliar airport, pick out a checkpoint from the map and report from there.
11. If your vacuum fails so that you have no directional gyro, use the display boxes on the GPS and match Track and Heading
12. When departing an airport, instead of requesting "right cross wind departure," say "on course Rio Vista," or "right cross wind departure on course Rio Vista." This gives other pilots a better chance to look out for you and if you go down, the tower tape will give searchers an idea where to look for you. It is sometimes convenient to ask the tower for "right 270 departure on course Oakland." (Bruce Milan cautions that if you do that, you had better cross back over the airport well above the 1500-foot jet traffic pattern altitude.)
13. If advection fog closes CCR unexpectedly and leaves you on top at 1500 feet, remember that you can land at Parret-Angwin altitude 1848 or Bonny Doon altitude 2020.
14. If radiation fog closes the airport, but you can see the airport by looking straight down, request Special VFR.
15. Ground Control Approach still exists at some airports like Lemoore where they can talk you down through the fog.
16. Radar Surveillance Approach at Travis (I missed this one)
17. CCR now has an AWOS. Call 689-2077. When the tower is closed you can get the AWOS on 124.7.
18. For the AWOS at a destination airport like Truckee, call FSS, Rancho Radio for example, and ask them to phone the Truckee AWOS and tell you what it is.

19. Refresh yourself and practice the correct procedure if your radio fails.
 20. The CCR green light clearing you for a landing may appear to be flashing when it is not. The green light is inside the tower and as they follow you with the light, the posts between the windows may give this illusion. Do not be deceived.
 21. Learn and use modern radio technique. WWII lingo such as "roger dodger" and "with you" are no longer approved.
 22. Gene has a web site, which he uses to instruct students around the world.
<http://www.whittsflying> (Editor's note: there is a lot of good stuff there)
 23. If you want to learn every checkpoint and communication the tower can throw at you, fly with a fellow pilot and ask the tower for "Gene Whitt's Radio Exercise" Do it at 7 AM and the controller will cooperate.
 24. Travis heavies sometimes go over Rio Vista at 2000 feet, so make your overflights at 2300.
 25. A good route to Las Vegas is to fly to Lake Isabella east of Bakersfield, and then ask Joshua Approach for a clearance straight to Vegas. There are a lot of old airports along this route for your safety, and the route is at a lower altitude.
 26. IFR pilots, for practice, might try an IFR Bay Tour to San Jose, Palo Alto and Oakland.
 27. Taxi to the runway threshold via the yellow lines or in any case in such a way that you make a full 180 to view base and final. There may be another plane about to land on top of you.
 28. This talk is dedicated to saving your life or your license at least once.
 When Gene is not flying, he would be happy to answer your questions. His e mail address is gwhitt@ix.netcom.com
- Thank you Gene and thank you Scott for a great meeting. We all learned something.

Ken McKenzie then showed us the official Golden West Video, which depicted what the event is like and the new features for 1999.

Louis Goodell reported that there was \$2589.03 in Savings and \$1497.27 in Checking and that Chapter 393 now has 104 members.

President Ron invited all to participate in the Chapter Fly Out on Saturday June 26 and asked that we meet at 10:45 AM at his hanger at D-17 East Ramp.

Ron Robinson now has over 650 hours on his Glasair IRG.

Doug Page is experimenting with other props and applying bondo to try to get more speed out of his RV-6A.

Ken McKenzie plans to open his Glastar crate on July 4. Golden West occupies all of his time. Dick Rihn is fitting the ailerons on his One Design. Bob Belshe has installed the new 3 blade prop on his Lancair 235/320 and has also installed an airspeed sensitive switch so that the landing gear can not be raised until he is making 70 knots or above.

Fred Egli had a scary experience with his retractable nose wheel. It turned sideways and would not fully retract. He feared that it would not turn straight at the time of landing, but somehow it vibrated loose and Fred landed ok. Fred has installed a device from Lancair to prevent this in the future.

Harry Heckman has his Lancair 290 in the paint shop. (He is also following Lyle Powell's recommendations about exercise, so all of his trousers are too large.)

Charles Adkins is facing more medical treatment. Tracy Peters actually worked for an hour or so on his RV-6. (He too is consumed with Golden West)

Rick Lambert is doing some work on Dick Rihn's One Design and is also rebuilding a Glasair.

Lyle Powell flew his Glasair III to San Diego and return recently, 2 hours each way.

Bruce Milan has fired up the engine and taxied his Questair Venture.

Bruce Seguire has reworked the windshield on his Swift II that will now move at over 200 mph!

Pete Wiebens has 485 hours on his Glasair III. He tried out his new jump seat, which he constructed so that he could fly his granddaughter back and forth from Medford.

Dan Cardinal, visiting from Mexico, is building a Hornet.

Pat Peters said a total of 38 Young Eagles had been signed up. He also works on the Peters RV-6.

Richard Bolton introduced himself as a new member.

Aaron Speer, also a new member is trying to decide what to build. He is looking at the RV series, but he is also considering a GP-4.

CALL KEN MCKENZIE at 925-283-3119 and volunteer to help on the Golden West Fly In.

CALENDAR

July 17 Chapter 393 Picnic

July 28-August 3 Oshkosh

August 25 Regular 393 Meeting

September 10, 11, 12 Golden West

September 16-19 Reno Air Races

October 7-10 Copperstate

Mount Diablo Pilots Association

(An ad requested by Bob Belshe)

Are you interested in meeting other pilots, & aviation related social activities? Would you like to get your spouse more interested in flying? MDPA is just for you. We have a large clubhouse at CCR, ramp space for both permanent and temporary parking, and a group of friendly people who like to participate in activities related to flying. Once a month Saturday lunch fly-outs, frequent weekend trips to interesting places, and aviation seminars at the clubhouse are all on the schedule. If your plane is not currently flying, seats are often available. Visit us on the web at

www.mdpa.org for a complete description of the club's benefits, and drop by the MDPA clubhouse on the West Side of Buchanan field. Meetings are held on the third Friday of each month. For more information, call Bob Belshe at 925-376-7677

CLASSIFIED ADVERTISING

Help Wanted... For Pay Yet!

J. R. Gibb wants someone to install (or to help him install) a smooth belly mod on his M20F Mooney located in Hanger A-2 East Ramp. Mod will use DZUS Fasteners and layout. Work can be done days, nights or weekends and will take about 60 hours. Cash for labor! 925-684-9612

For Sale: 50% completed Tri-cycle Glastar; wings closed and mounted on fuselage. Inspected twice by Technical Counselor, Rick Lambert. Good workmanship. No engine. Current kit price plus \$6,000 obo. Located in Walnut Creek. Call Rick Lambert for further details at 925-934-5007 or at work, 925-676-9377

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

FUEL STARVATION PRECAUTIONS

(Forwarded by Duane Allen)

Greg LaBrec wrote:

I learned something today that I wasn't taught during my training. In case there are other somewhat less experienced pilots out there, I

decided to share what happened to me so you can think about it before it happens to you.

So often during training I heard of one forced landing after another due to fuel starvation. I promised myself that it would never happen to me. I decided to augment the formal fuel requirements and impose an even more conservative set of guidelines on myself. Here are the lessons I learned today.

Lesson 1 -- The little ticks around an airport icon on a sectional means that the field "might" have fuel.

Lesson 2 -- When the Facilities Directory says that fuel is available at a field, it really means, "might" be available.

Lesson 3 -- When you call the numbers listed in the directory under fuel service, you "might" get someone who has no idea what aviation fuel is, or why you would be calling them.

Lesson 4 -- When you call the FSS for help finding fuel, don't count on too much help since they keep track of who has fuel and who doesn't, by receiving calls from pilots stranded at airports that should have fuel but don't. That's how they update their list.

Lesson 5 -- When someone listed to have fuel doesn't have any, they used to be required to make notification so a NOTAM could be issued. That requirement is no longer in effect.

Here's what happened. I left SQL, fuel at the tabs, planning to fill up at Harris Ranch for the flight back. (Figured that after landing back at SQL it would leave the fuel level at the tabs for the next pilot) Unfortunately, when I went to order fuel at Harris Ranch I was told that they wouldn't have any for a week or so. The next morning before we left, I called for a weather briefing. I mentioned that I was going to stop at Los Banos to refuel. I received the briefing, took off from Harris Ranch and landed at Los Banos where I pulled up to the self-service pump. A sign on the pump said "No 100LL -- We'll have some soon". At this point, I wasn't on my last drop, but I was starting to feel very uncomfortable. Two other planes flew in and taxied right up to the pump. They were also not planning on finding an out-of-order sign. The two

local pilots suggested we fly north to Gustine. I checked my directory, found the number for fuel services at Gustine, and placed a call on my cell phone. The first number was the main number of the town hall, which was only open Monday thru Friday. The second number was to the sheriff's office who didn't know why I would be calling them about anything having to do with the airport. They knew nothing. I called the Rancho Murieta FSS and told them about my predicament. They said thanks for letting them know about Los Banos so they could change the fuel status on their chalkboard. They also said that it used to be a requirement that fuel service providers make notice, but that they didn't have to anymore. They recommended Gustine and after telling them about my phone call they said to hold while they checked on it. When they came back on the line they confirmed that they had gone through the same experience. I asked about Merced and then waited while they called the field. They determined that Merced had fuel so I flew over there. Sure enough, they had fuel, but the operator said I was lucky because they didn't have any last week. So I ask, how am I supposed to accurately plan a flight under these conditions? Do you always call ahead to a planned refueling destination to make sure they have fuel? Could this situation be common enough to have a hand in all the fuel starvation cases I've heard about? Has this always been the case, or does someone need to be pressed to do something about it? I would be happy to hear from the more experienced how they would have handled this.

Thanks,
Greg

JOKE DEPARTMENT

(With no relation to flying or building whatever. If you do not like these, please send in better ones)

At a recent computer expo, Bill Gates compared the computer industry with the auto industry and stated; "If GM had kept up with technology like

the computer industry has, we would all be driving twenty-five dollar cars that got 1000 miles to the gallon."

In response to Bill's comments, General Motors issued a press release stating the following: "If GM had developed technology like Microsoft, we would be driving cars with the following characteristics:

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they repainted the lines on the road, you would have to buy a new car.
3. Occasionally, your car would die on the freeway for no reason and you would accept this, restart, and drive on.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart; in which case you would have to reinstall the engine.
5. Only one person at a time could use the car unless you bought "Car95" or "CarNT." Then you would have to buy more seats.
6. Macintosh would make a car that was powered by the sun, was more reliable, five times as fast, and twice as easy to drive, but would only run on five percent of the roads.
7. The oil, water, temperature, and alternator warning lights would be replaced by a single "general car fault" warning light.
8. New seats would force everyone to have the same butt size.
9. The airbag system would say, "Are you sure?" before going off.
10. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key, and grabbed hold of the radio antenna.
11. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM subsidiary), even though you neither need them nor want them. Attempting to delete this option would immediately cause the car's performance to diminish by 50% or more.

12. Everytime GM introduced a new model, car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.

13. You'd press the "Start" button to shut off the engine.

FATHER'S DAY FUNNIES

- Submitted by Joke-Of-The-Day.com members

Today at work, the boss wanted to know when Father's Day was. "Easy," I answered. "It's nine months before Mother's Day."

"If my son is getting half as much out of college as the college is getting out of me, he'll be a success."

Father's Day was both a joy and a worry as my kids were growing up. I was always afraid they were going to give me a present that I couldn't afford.

I've got 3 TVs, cable, & a satellite dish; I have 3 phone lines in the house, a cell phone & one in the car, plus a pager. I use 2 computers, 3 ISP's and a fax. I subscribe to two daily papers & one weekly one. I watch both the local & network news every evening. And my kids have the nerve to tell me I'm out of touch.

With divorce and remarriage so common these days, pity the poor kids. Most of them know what to buy for Father's Day -- they just don't know which "Father" to give it to.

Neither of my kids ever understood my logic. Both of them failed to see why they had to go to bed when I was tired.

A friend of mine had 5 kids. When the youngest finally turned 16, and was the last one left at home, my friend posted a sign on the kid's bedroom door: "Check-out time is 18".

And

Remember, amateurs built the ark.
Professionals built the Titanic.

Conscience is what hurts when everything else feels so good.

Talk is cheap because supply exceeds demand.

Stupidity got us into this mess - why can't it get us out?

Love is grand; divorce is a hundred grand.

Even if you are on the right track, you'll get run over if you just sit there.

Politicians and diapers have one thing in common. They should both be changed regularly and for the same reason.

An optimist thinks that this is the best possible world. A pessimist fears that this is true.

There is always death and taxes; however death doesn't get worse every year.

People will accept your ideas much more readily if you tell them that Benjamin Franklin said it first.

It's easier to fight for one's principles than to live up to them.

I don't mind going nowhere as long as it's an interesting path.

Anything free is worth what you pay for it.

Indecision is the key to flexibility.

Make failure your teacher, not your undertaker.

It hurts to be on the cutting edge.

If it ain't broke, fix it till it is.

I don't get even, I get odder.

In just two days, tomorrow will be yesterday.

I am an escapee of a political correction facility.

I always wanted to be a procrastinator, never got around to it.

Dijon vu - the same mustard as before.

I am a nutritional overachiever

I believe in youthenasia

My inferiority complex is not as good as yours.

I am having an out of money experience.

I plan on living forever. So far, so good.

I am in shape. Round is a shape.

Not afraid of heights - afraid of widths.

Practice safe eating-always use condiments.

A day without sunshine is like night.

I have kleptomania, but when it gets bad, I take something for it.

If marriage were outlawed, only outlaws would have in-laws.

If it weren't for me, there'd just be a pile of my clothes on the floor.

I am not a perfectionist. My parents were though.

Truism For Middle Aged Women
Blessed are those who hunger and thirst,
for they are sticking to their diets.

Life is an endless struggle full of frustrations and challenges, but eventually you find a hair stylist you like.

You're getting old when you get the same sensation from a rocking chair that you once got from a roller coaster.

Perhaps you know why women over fifty don't have babies; They would put them down somewhere, and forget where they left them.

One of life's mysteries is how a two-pound box of candy can make a woman gain five pounds.

It's frustrating when you know all the answers, but nobody bothers to ask you the questions.

If you can remain calm, you just don't have all the facts.

I finally got my head together, and my body fell apart.

The real art of conversation is not only to say the right thing at the right time, but also to leave unsaid the wrong thing at the tempting moment.

Time may be a great healer, but it's also a lousy beautician.

Brain cells come and brain cells go, but fat cells live forever.

Age doesn't always bring wisdom, Sometimes age comes alone.

Life not only begins at forty, it begins to show.

You don't stop laughing because you grow old, you grow old because you stopped laughing.

Nostalgia isn't what it used to be...

Honk if you like peace and quiet...

INSURANCE CARRIERS OTHER THAN AVEMCO

At the June meeting, Lyle Powell and Fred Egli told of insurance carriers they used other than Avemco. Somebody should research the pilot age limitations of each carrier and the records on paying claims. Insurance companies sound and act very different on the claims side as compared to the selling side. In any case, Fred Egli uses Travers & Associates.



Christopher Travers

SPECIALIZING IN AVIATION COVERAGE SINCE 1950

P.O. Box 220519 • St. Louis, MO 63122
Phone: 800-888-9859 • Fax: 314-963-9105

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, JUNE, 1999

President Ron Robinson 925-228-3720 judyron@jps.net
Vice President Scott Achelis 925-935-7920 N95rv@earthlink.net
Secretary-Treasurer Louis Goodell 925-682-4198 Lcg2@aol.com
Technical Counselor Rick Lambert 925-934-5007 work 925-676-9377
rlam242714@aol.com
Flight Advisor Bob Decker 925-837-0667
Co-Coordinator of Young Eagle Program
Lisle Knight Jr. 510-527-6846 and Duane Allen 925-687-3433
Cleco Editor Doug Page 925-943-1581 dougpage@earthlink.net



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

2/28/99
Harvard Holmes
946 Shattuck Ave.
Berkeley CA 94707