

2 New Homebuilts Fly!

Club's reputation saved.

Willey incurs obligation for hanger party, saves 393's reputation.

On Friday, April 11th at approximately nine in the morning, under a veil of secrecy, Ken Willey flew his absolutely meticulously built Glastar for the first time. With only his lovely wife as an observer Ken left the bonds of earth behind and test flew his second homebuilt.

Ken reports that the plane flew very well, just as advertised. The tower assigned runway one niner but after a conversation about first flights of experimental aircraft and populated areas, recanted and allowed runway three two to be used. Ken applied power slowly, raised the tail and "fast taxied" the plane before applying minor backpressure to the stick. The Glastar transitioned from "project" to "airplane" with great enthusiasm. The stall was a non-event with the plane mushing but demonstrating no break. He spent most of the 25-minute first flight with

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Informative Meetings ...

Wednesday, April 24, 2002. The slightly dilapidated Airline Terminal on the East side of Buchanan Field. 7:30 p.m. semi-sharp. Our speaker is: **Guy Minor, Airworthiness Inspector, Oakland FSDO.**

See the map on the back page for meeting location.

(What non-homebuilt previously based at Buchanan Field has appeared on the cover of Sport Aviation Magazine?

– Red Ross's Johnson Rocket)

Beautiful White Glastar Flies

Marsh Freeman completed and flew his third homebuilt airplane in April. Marsh and former chapter president Jim Manly completed the airplane in the LCA hangers on the north west side of the field. Marsh's previous successful projects include a Skybolt and a Christian Eagle.

After giving his wife a good luck kiss, Marsh boarded his project and proceeded through engine start. His taxi out was uneventful, the plane looked great from the rear. Supervisor of Airport Operations K. C. Coyle was gracious enough to follow the action in Airport 3 and allow two observers to follow the first flight from a close perspective. One

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FYI...with Full Color Photos

Please see the ***Further Information*** feature on page 3 for additional pictures, articles and Information.

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Get Your Cleco from the Internet...

WWW.eaa393.org Copies of the Cleco are available from the chapter web site in Adobe® Acrobat® format for your downloading convenience. If you would like to be removed from the mail list and receive your Cleco electronically, please use the electronic form available on the Cleco page of the web site.

Air Fair, May 4/5 At Historic Woodland Airport

WOODLAND, CA. (April, 2002) — The Eighth Annual Great Valley Fly-In will be the spot for fun for the whole family May 4 and 5 at the Watts-Woodland Airport west of Woodland. Featured will be over 100 Antique, Classic and Experimental aircraft flying by and on display, along with, model airplane demonstration, aviation displays, food and games and a huge raffle.

Free introductory flights for youths ages 8 to 17 will be conducted by the E.A.A. Young Eagles Program. Last year 200 young people took their first flight. A daily pancake breakfast prepared by the Woodland A.M. Kiwanis Club and several lunch food specialties will fuel spectators and pilots.

Hours are Saturday, 9 a.m. to 5 p.m. and Sunday, 9 a.m. to 4 p.m. Open to the public, admission is free for everyone. Parking is also free. Watts-Woodland Airport is located three miles west of Woodland, just north of Highway 16 on County Road 94B.

Pilots from northern California, western Nevada and southern Oregon will fly in for the event and put their aircraft on display. Some of these unique aircraft will include T-28 Warbird trainers used in WWII, a North American SNJ6 Warbird which has been flown in the Reno Air Races, antique bi-planes, experimental aircraft, and Woodland Aviation's corporate fleet of aircraft.

Judging of the display aircraft on Saturday will take place in three categories: antique, classic and homebuilt. On Sunday there will be a People's Choice Award and the Chairman's Award for best educational display about the aircraft. Participants flying in for the day will be registered free of charge—including overnight parking, entrance to a pilot barbecue Saturday night and a pass to the events for all occupants of the aircraft.

Founded in 1919, the Watts-Woodland Airport is one of the oldest, privately-owned airports in the state.

Visit www.greatvalleyflyin.org for more information. ■

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.....

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.

Make fiberglass work look professional.

Got any unsized Dacron fabric around? You know, the standard covering for an airplane, call it Sitits or Ceoconite or Blue River or whatever, it's all just unsized Dacron. After you do your last laminate of glass fabric and get it whetted down apply an additional laminate of Dacron and apply it just like it was glass cloth. Pull it off after the resin "hits" but before it completely cures for a smooth surprise.

Not for Epoxy resins. Urethane and Polyester only. ■

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Mr. President!

Harvard Holmes

The Annual Bleeding of Money

Well, the annual inspection of my Mooney has been completed, but the squawks aren't all gone yet. I hope that one more trip to the mechanic will finish it up. Last weekend I went out and did a few landings (and takeoffs, in equal numbers) to refresh the skills after the hiatus of the annual inspection. Then Sara and I went up to Sea Ranch to put my landing practice to the test. We now make it a practice to fly over at 700' to 800' AGL to look for deer before landing. None this time, but we had to run them off from beside the runway before we took off.

We recently had occasion to doubt the veracity of our magnetic compass, so we took the plane up to check its accuracy in flight. We turned on the autopilot and set the heading mode to 0, 30, 60 and so forth. We flew each leg for about two to three minutes. While we flew the twelve legs we recorded the autopilot setting, the compass reading, the GPS track and groundspeed, and the indicated airspeed. From the GPS data we calculated the wind speed and direction, and then we adjusted the ground track to give us a heading. Comparing the heading with the compass reading showed it to be off by 17 degrees at one point. Surprisingly, the autopilot heading, which appears to be derived from a magnetometer in the aft fuselage was generally within 5 degrees, with two headings off by 7 degrees. If there is any interest, I can write an article for the Web.

The Airport Coalition

has set up a web page <http://www.concordairport.com/> and it is worth a look. EAA 393 is one of the member organizations. It includes a bit of the scope of the organization - to represent users of the airport to the county, and it also has a calendar section which is a nice summary of activities of some of the organizations at the airport.

I hope to see you at our upcoming activities, including our meetings with interesting speakers (see the web page), flyouts, and the July picnic. There are more details of these items in the notes of the board meetings, which will hopefully appear here in the Cleco or on the web.

Happy Flying,

Harvard ■

thing about a Glastar with a tailwheel – It just looks right!

K. C. positioned the vehicle on taxiway Charlie (old runway 240) between runway 32 and taxiway Brovo so that we could observe the initial takeoff closely. What a great view.

Marsh completed his run-up and pulled to the threshold of runway 32 and held for inbound traffic. When cleared, he taxied onto the runway, faced the north and came to a dramatic stop. After a moment we heard the power come up and the tail of the stopped airplane appeared to jump slightly from the ground. The wheels begin to roll, the tail appeared to settle and then immediately lifted the rear of the airplane to the flying attitude. It seemed the takeoff roll had just begun when we observed a machine that wanted to be in the air fulfill its design. Liftoff came roughly 10 feet past the end of the numbers and the transition from “project” to “airplane” was complete.

The first flight lasted about 20 minutes and we followed its progress over Buchanan field from the front of the hanger.

Upon his return to the hanger Marsh was all smiles and so was his wife. After a couple of quick conversations Jim Manly took the Glastar for its second flight. We observed the second flight from our position in front of the hanger. Jim’s takeoff proved that Naval Aviators just fly a different pattern configuration than the rest of us.

Both pilots reported the Glastar as docile and easy to fly. Marsh indicated it handled well at slow speed as well as with the coal pored on, and that with some minor trim modification the beautiful white Glastar would be a very good airplane.

Congratulations Marsh, from all the folks in EAA chapter 393 on the completion of your third homebuilt and creating such a beautiful airplane.

Ahh, has anyone talked to you about joining the club? It’s a great bunch of guys and.....■

Skies No Longer Safe?

The MDPA Newsletter had a small article titled **New Pilots: Pat Peters**. The article then went on to talk about upcoming Young Eagles events. If this headline is correct and this is our own Pat Peters and he passed a check ride:

1. The Concord Class D airspace may no longer safe.
2. Pat will be buying the beer immediately after the April General Membership meeting.

Congratulations Pat■

the engine settings at 25X25 in order to break in the brand new 180 horsepower Lycoming.

When asked how it felt in the air Ken replied “It was a lot easier to fly than the Piper Cub Dick Rhin checked me out in.”

If you haven’t seen Ken’s plane close-up you have missed a chance to see just why homebuilt airplanes are superior to factory built airplanes. Workmanship this careful and complete has to be motivated by pride not production.

Congratulations Ken, on the completion of your second homebuilt and on creating such a beautiful airplane! All members will look forward to the barbeque and beer you have earned the right to pay for. Oh, and thanks for saving Chapter 393’s reputation by proving that a chapter member can complete a project and get it in the air in the year 2002.■

8th Annual, EAA Chapter

Book and Video Sale

May 1, 2002 - June 30, 2002

50 % Off

Any Item in the EAA Book/Video Catalog (Excluding the SportAir Workshop Fabric & Composite Videos. 20% discount applies to these videos.)

This is an exclusive offer for EAA Chapters. President Harvard has the details.

EAA Pancake breakfast in Placerville

May 4th the Placerville chapter (number unknown) will host a fly-in pancake breakfast and hanger tour. Interested chapter 393 members are encouraged to attend.

Further Information

at www.eaa393.org

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

1. Pictures of the Marsh Freeman’s First Flight
2. Informal minutes of the Board of Directors Meeting.
3. Fly-out pictures.

Pleeeaaassseeeee Attend, Bring Your Best 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

April 24, 2002, 7:30 p.m. - General membership meeting

April 27, 2002 - Flyout to an exotic mystery location.

May 4, 2002, 10:30 a.m. - Board of Directors meeting.

May 22, 2002, 7:30 p.m. - General membership meeting. ■

FOR SALE / Wanted

OSPREY II for sale

Fuselage with fully-instrumented control console & panel on pedestal, electric gear retraction mechanism in place with nose gear installed, fuel tank with plumbing, batteries, seats, all flight & trim controls; Canopy & Engine cowl with 0-320 mount & exhaust system; Propeller; Spars & Straps, Ribs, Horizontal stabilizer, elevator, Rudder & Water rudder, Fin; Aluminum and 4130 fittings including main gear assemblies. All Ply, Foam, Wire to finish; Cloth to cover, manual, hardware, and Plans, design sketches, construction photos. Quality workmanship. Asking only \$11,500...

Lisle, (510) 527-6846

3/02

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

HANGAR SPACE for rent

Approximately 600 square feet (25' x 24') of clean secure space that is well lit with good workspaces provided, in a convenient East Ramp location. Perfect for **Experimental Builder, Restoration Project, Storage of Aircraft Parts etc.** Rent \$180.00/ month. Contact **Scott Achelis @ (925) 935-7920** or e-mail <mailto:Achelis@PacBell.net>

4/02

Passangers to AirVenture in Oshkosh

Member Don Baldwin will be flying a Chevy Suburban to OSH for the 50th celebration of the EAA. He has room for 2 passangers. The trip includes use of a 23' self-contained trailer and the return trip is normally highlighted by a side trip to some mutually agreed upon national treasure. Share expenses: usually has run about \$500 total for the trip. July 20th through August 4.

Don Baldwin 685-1639

4/02

EAA Chapter 393 Membership Application/Renewal

Mail to: EAA Chapter 393, P. O. Box 272725, Concord, CA 94527-2725, or bring it to a meeting.

Name: _____

Postal Street Address: _____

City, State ZIP: _____

Home Telephone Number: _____ Work Number: _____

e-Mail Address: _____

Type of Aircraft/Project: _____ Location: _____

EAA Number: _____

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

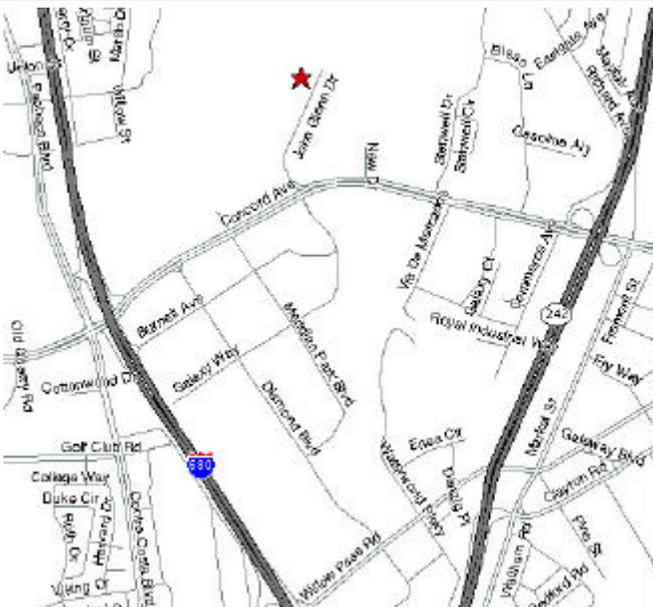
For four cylinder Lycoming cylinder head.

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.

Arnold Schwarzenegger Watch Out!

Arnold had better watch for competition from a total unexpected source: EAA 393. It seems that four of our members are out there pumping iron—Bob Belshe, Fred and Vi Egli, and Will Price. Every Tuesday and Thursday from 10:30 to 11:30 they're in Danville participating in an "Over 30 Weight Training" class. In spite of moans and groans, they couldn't be more enthusiastic about the activity and give it their heartiest recommendation. The exercise sequence uses dumbbells (no, not your spouse) and is easily tailored to your strength/endurance capability. This torture ---ahhhmmm, we mean---exercise activity is sponsored by Danville Community Services. You can try a "sampler" by dropping in for any of the sessions; the drop-in fee is \$6.00 for a Danville resident and \$8.00 for a non-resident. If you want more information and/or testimonials you can call Bob Belshe (376-7677), Fred Egli (935-7551) or Will Price (362-9455). The Danville Community Center number is 314-3400■



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The Cleco

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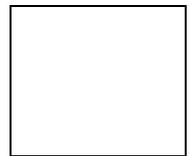
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The Cleco

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