




THE CLECO

EAA Chapter 393



Volume 32, Issue 11

November, 2004

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Presidents Message:

We have a time compressed schedule running this month. The meeting will be on the third Wednesday (the 17th) so as not to interfere with Thanksgiving Holiday. This also means that we have to get on the ball and sell the tickets we have for the Rhu Bigay print "America Remembers" to raise money for future chapter activities including Yong Eagles. If you didn't show up at the last monthly meeting and either want to buy some tickets to get a chance to win this outstanding dramatic full-size print, or if you believe you can sell some to friends and neighbors contact me at (925) 756-6172 or Rich Henne at (925)945-8686 to obtain a sheet of ten tickets. Tickets are \$5.00 each. I am currently working on the last half of my second sheet of ten, and I've only bought one myself. You can buy a sheet for yourself and consider it a good cause donation for the chapter. Drawing of the winning ticket will be held at the Christmas Banquette.

This newsletter should contain a flyer on the dinner available for the Christmas Banquette. This is the single most important and most fun event the chapter puts on, so don't miss-out on the great food, social activity and that drawing for the Rhu Bigay print. Get your reservations in early as Dec. 10th is rapidly approaching. My thanks to all who signed the various volunteer sign-up sheets to prepare the Mount Diablo Pilots Association club house for the banquette, those who have donated wonderful and valuable prizes for the event, and those who will tackle the aftermath clean-up. We need all the heart-felt help we can get to make this a true holiday season experience for all our chapter members.

Keep up the good work on your airplanes, projects and chapter duties. We shall reap what we sow, so let us hope that the harvest for EAA chapter 393 will be a bountiful measure of our friendships, our financial success, and our service to aviation and the community for the coming year as it has been for the last.

Notes of Interest:

- **Meeting:** Wednesday November 17th 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:** November 20th, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is November 22nd at 7:30pm at CCR Terminal. Members are welcome to attend.

Check Six,

Pres Pete

Holiday Party:

The Holiday Party is coming up soon! Mark your calendars for Friday December 10th!

Be sure to fill out the RSVP and have them mailed in by November 30th so we can give a solid count to the caterer!

Board of Directors Meeting Notes:

Harvard's informal notes on the
EAA Chapter 393 Board Meeting
Thursday, November 4, 2004

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

Due to the early November meeting, Cleco material needs to be in by Sunday, November 07, 2004.

Guy reported that he has not selected a speaker yet for the November meeting.

Peter made note of the following donations: a BFR in your airplane by Pete Wiebens; an hour of spin training by Dick Rihn; a case of wine; and a case of beer? (I missed this one).

Peter agreed to be in charge of the decorating committee for the Holiday Party. He will ensure that we have keys to the building, and that the decorating materials get evaluated before we get there to see what additional stuff we might need. He will ask people to bring refreshments to the decorating party.

Jordan got email from EAA HQ (Brenda Anderson), asking us to print and distribute a 2 page document on EAA member benefits. We don't really have two pages in our newsletter to spare, so Harvard will put the document on the web site, and we will put a short summary in the next Cleco.

Louis Goodell announced that the cost of the Holiday dinner is advancing toward \$35 per person. The Chapter's goals were to keep the charge at \$25 per person and to maintain the subsidy below \$5. There is concern that a dinner fee of \$30 will drive away some members. Louis' daughter, who is a good friend of the caterer, has been dealing with a family illness, and can't assist us with arrangements. Jordan Jones will contact the owner of Englund's to see what can be worked out. One issue mentioned was a minimum of 75 attendees for a full sit down dinner. Louis reports that our bank balance is similar to last year's at this time. That is, there is money to cover a \$10 per person subsidy, but it would leave the chapter with less money than last time.

Guy requested information on the engraver that we use for the Perpetual Trophy (which he was awarded last year).

Our next Board Meeting was set for Monday, November 22, 2004 to give the board time to deal with any issues that result from the Holiday Party.

The last Young Eagles flight of the year will be on November 13, 2004 at MDPA.

Members Meeting Notes:

Harvard's informal notes on the
EAA Chapter 393 Members Meeting
Wednesday, October 27, 2004

There were several brief announcements before our speaker began:

Holiday Banquet

President Peter Degl'Innocenti reminded those members who were not at the last meeting that they should sign up for the Holiday Party volunteer list. There are actually 3 lists: the decorating list, the cleanup list, and the donations list.

Next Meeting

The next meeting is not the usual fourth Wednesday, but the third Wednesday (November 17), to allow for Thanksgiving.

Byron Airport

The Byron Airport day was a great success on October 9. Pat Peters and Jim Veatch sold hot dogs to the tune of ~\$315. Pat Peters coordinated Young Eagles flights for 17 youngsters.

Email Spam

There is some individual or group contacting EAA members about Young Eagles; EAA National is NOT doing any such survey. If you receive a call, please let EAA National know about it. Duane Allen suggested that this may have been Phillips Petroleum contacting pilots about the free fuel that Phillips donates to the Young Eagles program.

Chuck Yeager

A talk by Chuck Yeager at Grass Valley on October 30 was announced.

Rhu A. Bigay Aviation Print "America Remembers" Raffle

Rich Henne informed the members of the raffle plan that he has come up with. He is asking each member to participate. To simplify things, he has settled on a single price of tickets of \$5 each, and he provided each member with a sheet of 10 tickets and a flier to advertise the print. Rich noted that this print, unframed, is selling on the Internet for \$300 or more, so our raffle tickets, of which we will likely only sell 100 or 200, represent an excellent value, as well as supporting EAA 393.

X-Prize Award

It was noted that the X-Prize is being awarded in St. Louis and tickets to the banquet are ~\$275 each.

OUR SPEAKER FOR THE EVENING

was Dan Newland from Orcon Corporation. Dan has 37 years of experience with composite construction, having built ocean racing sailing boats and many other composite products. Orcon (<http://www.orcon-aerospace.com/>) manufactures a variety of insulation components among other aerospace products.

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Members Meeting (cont.)

Dan generously allowed us to put a copy of his presentation on our Web site (http://www.eaa393.org/Presentations/Newland_OSH2.htm). He gave this presentation at AirVenture (Oshkosh) this year.

Dan began with a basic introduction to the science of sound, frequencies of interest and intensities, and how these quantities are measured. He covered the three basic elements of sound reduction: absorbers, barriers, and dampers. Absorbers reduce sound by absorbing it, and they are the lightest materials in the sound killer's arsenal. Dan suggested that basically the entire interior of your plane can be covered with thin foam to absorb sounds, and this foam can be covered over with your upholstery. Barriers are more complicated and heavier to apply. They are intended to prevent the entry of sound into the cockpit in the first place. To do this, they must cover all gaps, as sound will find the tiniest crack and go through it, negating all your work. The barrier material is typically vinyl with absorber material on both sides of it. It must be somewhat stiff and heavy so that the sound cannot just travel through it, but it cannot be so stiff that it becomes a sound radiator itself. This material should be applied behind the firewall and on the floorboards, and other areas where sound enters the cabin. The third element of sound reduction is the absorber, which is applied to the structure to absorb and prevent *vibrations* before they become annoying sounds. Much of the aircraft skin will vibrate with air loads and engine excitations ~ dampers are applied to the surface to damp out this vibration. The good news is that 100% coverage is not required to damp out these vibrations. So a close fit is not required. Damper material is generally soft and viscous with an aluminum coating. The material absorbs energy from structures that want to vibrate, hopefully shortcutting resonant vibrations which can make so much noise. Dan also noted that your engine mounts are critical elements in isolating the airframe from engine vibrations. The engine mounts should be chosen to match the type of flying that you do. Soft mounts would typically be used for cruising planes, while harder mounts would be used for aerobatic craft. Dan also covered the use of interior trim panels, and how to apply them for best effect. The trim panels should have good coverage (like a barrier) and adequate softness to absorb sounds. The softness is generally best achieved by mounting the trim panels on vibration standoffs.

Dan's presentation covered all these topics in much greater detail than given here, and he gave recommendations on lightweight, medium and heavyweight sound treatments.

Introductions

Due to the vast quantity of information from our speaker and audience questions, we elected to skip the introductions for this evening.

EAA Membership Benefits

At the request of EAA National an article summarizing the multifaceted benefits of belonging to EAA has been put on the web at http://www.eaa393.org/EAA_Benefits.htm. Basically, these include the information through their publications, member perks at AirVenture, EAA insurance programs, their technical leadership in the Light Sport Aviation program, unlimited admission to the AirVenture Museum, the opportunity to join local Chapters, the Flight Planner software, EAA advisors who can advise on a variety of aircraft/medical and other topics, the Young Eagles program, and a variety of discount programs for rental cars, purchases and other items.

Chapter Fly-Out:

EAA Chapter 393 Fly Out to Paso Robles

Saturday, October 30, 2004

Duane Allen had alerted the fly-out group to the existence of "Matthews At The Airport," (<http://www.matthewsattheairport.com/home.htm>) a new restaurant at Paso Robles, that is run by Mathew Riley, formerly of the famed REX IL RESTAURANTE (Los Angeles, California). Duane called ahead to check the prices and they seemed quite reasonable for a fly out luncheon. Duane had intended to take his wife and his partners in his new Cessna 182 TR, but neither could make it, so Duane took Guy Jones and Ron Robinson with him. Harvard and Sara went in their Mooney and also took Fred and Vi Egli. Bob and Sally Belshe went in their Lancair. The weather was generally good, except that Harvard and Sara were delayed getting out of Oakland due to the bay fog/overcast. Duane and Bob graciously waited for Harvard, so we were able to arrive more or less at the same time. On the way down, Bob Belshe caught up with us and we got a picture of him suspended over our wing. Lunch was delicious, far above our ordinary fare, but not really more expensive. We all agreed that this was one airport restaurant that we would go out of our way to stop at, perhaps even if we were driving in the area. We have some photos of the group with the three planes in the background. Duane also provided some photos of the entrees. On the way home, Duane overtook (slowly) Harvard's Mooney and got a shot from the air. We then continued on as a flight of two all the way to CCR.



- Bob Belshe's Lancair



- Harvard Holmes' Mooney



Photo by Duane Allen

Chapter 393 fly-out. Paso Robles, Oct. 30, 2004



Chapter 393 fly-out. Paso Robles, Oct. 30, 2004

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Treasurer's Report

Checking Balance: 1587.49

Savings Balance: 2602.58

Total: 4190.07

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

President: Peter Degl'Innocenti 925.756.6172 tigerpilot43@msn.com	Vice President: Guy Jones 925.757.8214 thatguy2@earthlink.net	Secretary-Treasurer: Louis Goodell 925.682.4198 lcg2@aol.com
Chair of the Board: Harvard Holmes 510.526.5347 HarvardHolmes@comcast.net	Chapter Photographer: Tracy Peters 510.301.8485 tlpeters@earthlink.net	Young Eagles: Pat Peters 925.930.6447 patnpeters@earthlink.net
Membership Chair: Bob Belshe 925.376.7677 rbelshe@comcast.net	Newsletter Editor: Jordan Jones 925.432.4059 jones.jordan@comcast.net	Technical Counselor: Rick Lambert 707.748.1532 rlam242714@aol.com
	Web Master: Harvard Holmes 510.526.5347 HarvardHolmes@comcast.net	Fly-Out Chairman: Harvard Holmes 510.526.5347 HarvardHolmes@comcast.net

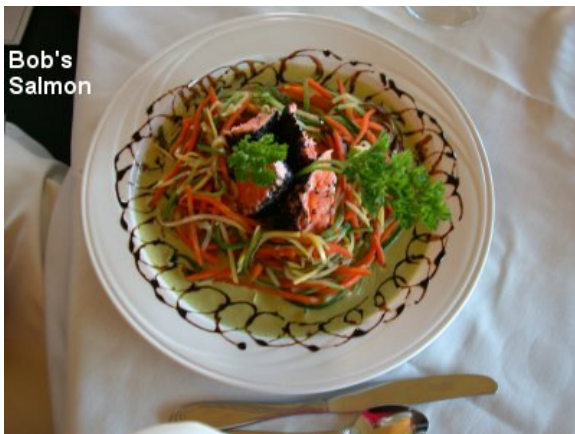
Website Changes

Changes to the EAA 393 Web Site

Astute surfers will note several recent (as of November 7, 2004) changes to the EAA 393 web site. First, I have added several subdirectories to make the site more understandable to me and more convenient to maintain. Second, I have reorganized the Members section, and I now provide a separate page for each member/aircraft. I will be creating more of these pages from time to time, using photos from the archives, primarily from Young Eagles events and fly-outs. If you would like to add or revise material on your aircraft, please let the [webmaster](#) know. Third, I have added a Presentation section, reflecting presentations given to the members. If you find mistakes (they ARE there), please let the [webmaster](#) know.

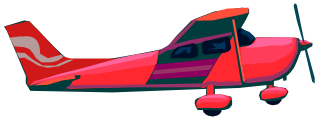
Chapter Fly-Out: (continued)

Here are some photos of the sort of fare served at Mathews At The Airport.



This Months Speaker

To Be Determined.



EAA CHAPTER 393

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