

The Cleco

Experimental Aircraft Association Chapter 393

Dues are due! Membership dues for each year cover the period from March through February. See your expiration date on your mailing label. **If you don't feel that you are getting your money's worth for the \$20 dues, get involved!** Promote those activities that meet your needs.

Our **planned speaker** for February 22nd is Bob Comyn. Bob began building his Lancair IV-P almost 6 years ago in Denver and is designing an IFR panel with all electric gauges and a dual screen Chelton system. He will outline his choices in building an all-electric airplane and the considerations that went into selecting the Chelton and his other equipment. Bob is also an instrument flight instructor as well as a PC flight simulator user. Perhaps Bob will share how this experience figures into his choices of instrumentation for his aircraft.

Our **planned speaker** for March 22 is our own Bruce Seguine, who will share with us some of his secrets of shaping metal, as seen in his experimental Swift (below). We hope to have a hands on demonstration at his hangar.



From President Ken McKenzie:

What's going right and what's not? Let's start with the newsletter. I think that the newsletter has returned to the level that I feel it should be at (Thanks Harvard). Its purpose, as I see it, is to keep the members up to date on club business/activities, educate/ entertain, give a heads-up of upcoming events of interest, especially the monthly speaker and provide contact info just in case any of you want to draw our attention to anything in a timely fashion. My article on the GlaStar project was MIA last month but what with all the Xmas party coverage there wasn't really enough room for it anyway (that's the excuse I'm using, anyway).

The 1st meeting went extraordinarily well and very wrong at the same time. Scot warned me ahead of time that the speaker might have difficulty trimming his talk to our traditional 45 min. allotted it. However I had no idea that it would run for a good 2+ hours. This left us no time for introductions, updates, break or the officers reports. The good news, the speaker was one of the best we've had in a while and everyone seemed to enjoy the talk. Something that I'm currently looking into is to get the chapter a decent PA system so we can all hear the presentations as clearly as possible.

One thing that has aggravated me for years is that the July picnic has conflicted with the Arlington Fly-In. This is no longer the case. Mostly through serendipity this year the proposed date fell outside the Fly-In dates. Next year we may have to make some hard choices to achieve the same results but that is my goal.

Buchanan Master Plan Meeting

January 18, 2006
Crowne Plaza Hotel
Harvard Holmes

Buchanan Field is in the midst of updating its master plan. An updated Master Plan is an FAA requirement to obtain airport improvement funds. We are now in the middle of this master planning process, conducted by The Barnard Dunkelberg & Company Team.

<http://www.buchananfield-byronairports.org/ccrMPupdates/ccrMasterPlanUpdates.htm>

The meeting reviewed the planning process, and the projections that supported the planning analysis to be presented at this meeting. Basically, the planning team assumed that the airport will retain its present character with moderate to slow growth. Some development for hangars and commercial services is anticipated, and this review covered the options considered and the one recommended. The plan does not recommend moving any runways, although several runway closures and realignments were considered for completeness.

The meeting was well attended, with the hotel conference room almost completely filled. The session was videotaped and shown on local cable TV.

A public comment period followed. The study team noted that a noise study was scheduled to start in March, and requested that speakers address the topic of the meeting, which was development options for the airport. This request fell on deaf ears. The majority of the speakers live in the area, are not pilots, and would like the airport noise to go away. They took this as simply another opportunity to complain. Hal Yeager, president of People over Planes, noted that small planes are relatively compatible with the noise concerns, while business jets and micro jets were more of a noise concern. Another resident, recently

relocated from near the San Jose airport, felt that some pilots were not complying with the noise abatement procedures, causing more noise in his area. Dick Sperling, from our Chapter, noted that at John Wayne airport, noise issues ended up in court, and a judge imposed an extremely strict noise abatement profile. We should do our best to avoid that in Concord. Diane Cole noted that the airport is vital to businesses that bring jobs to Concord. She noted that the Chamber of Commerce is a strong airport supporter. Russell Roe is concerned that jet hangar growth may displace small airplane facilities. Sheila Trokee (sp?) is strongly opposed to the airport. She cited difficulties in having her complaints acted upon, and difficulties engaging pilots in dialogues -- she labeled them "arrogant." She wants student pilots to fly to Byron. She wanted studies and videos of impacted neighborhoods -- sounded like an expensive excuse to prevent progress to this listener.

EAA 393 General Meeting

January 25, 2006

President Ken McKenzie began the meeting with the announcement that Scot Stambaugh had agreed to serve as Vice President of the Chapter, and asked for nominations so that he could be officially elected. It was done. Congratulations Scot!

Harvard Holmes announced that:

- 1) Due to unpleasant weather being forecast, the fly out was postponed to the next week (Feb. 4th);
- 2) from MDPA, Joe Canciamilla (assemblyman and friend of the airport) was having a crab feed on February 3rd; and
- 3) from Mike Oakes (Buchanan Aviation, aircraft interiors): Arden Fischer, a paint expert is in town, and will meet with prospective airplane painters on Monday, Jan. 30 at MDPA to answer questions about painting airplanes.

Young Eagles coordinator Pat Peters announced that the Collins Foundation <http://www.collingsfoundation.org/menu.htm> would be coming to CCR, at Pacific States Aviation, on May 22 to 24th.

Scot Stambaugh introduced our speaker for the evening: John LaNoue, who was the architect and builder of the replica Vickers Vimy <http://www.vimy.org/>

John entertained us with information about the original Vimy, the aviation excitement just after World War I, and the prizes established to promote aviation, including for the record flights that the Vimy made.

In Australia, John was talking about the airplane with Peter McMillan, when Peter decided he wanted to build one. Peter set out to get money for it, while John set up shop to build it. Construction started on June 1, 1993 and first flight took place on July 30, 1994.

In June of 1999, John was one of the pilots that flew the Vimy from London to Cape Town in 60 days. He showed us slides of the flight and told stories of the triumphs (they made it) and tragedies (the bureaucracy was insane) of the flight.

We all enjoyed a wonderful evening, watching the beautiful pictures, asking questions and talking with John until 10 PM. Thank you, John!

Arden Fischer tells all about Painting

Monday, January 30, 2006

MDPA

About 20 people attended this presentation.

Arden Fischer operates Artisan AirCraft <http://www.artisanaircraft.aero/> in Cheyenne, Wyoming. He has been painting all of his life, starting out with custom motorcycles, and getting a Fine Arts degree from the

University of Texas. He has set up several aircraft paint shops and is now in Cheyenne.

Beginning with the stripping process, he discussed a number of materials that are used. The best chemical strippers use dangerous chemicals, but work quickly. They are best for metal aircraft and an aircraft can be mostly stripped in one day. For non-metal aircraft the options are more difficult, generally involving significant sanding to avoid the stripper damaging the structure. For new fiberglass airplanes, there is a lot of work "blocking" (sanding with blocks) to get the surface smooth and in good shape -- \$6,000 of body work would not be unusual at all.

He likes to alodyne surfaces before he paints them, but this is not allowed in CA. Otherwise, use a self etching primer. He also feels the epoxy primers are as good as the chromated ones.

For painting, Arden gave lots of options for the paints to use, and gave lots of pro's and con's of the various paints. Generally, though, you can get good results with most of the newer paints. He likes to thin the paints more than the typical instructions -- 17 seconds in a #2 viscosity cup works well. Often the manufacturer specifies less thinning to meet the VOC requirements. A typical paint job for a Cessna 182 will cost \$10,000 and take 3 weeks. Three weeks is a minimum for any plane due to the time required between steps.

In the Q&A, Arden said he prefers base/clear coat paints, as they sand and buff easier and he finds them easier to repair. If a scratch is not completely through the clear coat, then it can be repaired by painting over the clear coat, and applying more clear coat over the repair.

Arden briefly discussed some of the newer paints that he sees coming and their good and bad points.

EAA 393 Board Meeting

February 1, 2006

Attending: Ken McKenzie, Scot Stambaugh, Louis Goodell, Harvard Holmes

Paperwork was completed for our Chapter renewal. Paperwork was completed for our state non-profit status.

The Cleco was reviewed and several suggestions for improvement were made.

A number of ideas for speakers were discussed.

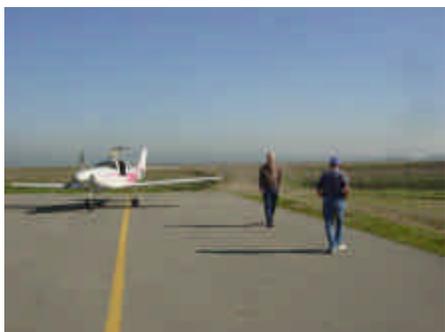
EAA 393 Fly Out

The monthly fly out was postponed from Jan. 28th to Feb. 4th and then postponed again as Harvard got cold feet about the weather (which turned out to be pretty good after all).

EAA 393 Senior Fly Out

February 10, 2006

The Seniors, those who don't work (as much as they used to), have impromptu fly outs on their own schedule. On the last one, Ron Robinson and Scot Stambaugh organized a trip over to Gnos to see John LaNoue's latest project, an F1 Rocket under construction.



Fred Egli gave Harvard Holmes & his partner Nat Kingsley a ride from OAK



Ron Robinson gave Sara Holmes a ride from CCR.



Phil Jenkins brought his brother John along.



Bob Belshe brought Vi Egli with him.



The group assembles outside John LaNoue's hangar at Gnos.



Scot Stambaugh's F1Rocket is a model for the one that John LaNoue is building.



Scot has installed these fancy LEDs for navigation lights.



Scot joined us afterwards; Phil's Glasair got a looking over.



The group reassembled in Stockton for lunch.

This is the 1st in a series of articles on projects under construction by 393 members and/or Buchanan residents.

Ken & Linda McKenzie build a Glastar

This article will be a little unusual because:

1. I will be telling my own story and
2. I haven't actually begun building yet.

Anyway, here is the story of our GlaStar. The 1st big step came with the realization that we had better find out if we enjoyed flying enough to actually build an airplane. So in the Summer of '92 Linda & I began flight training. We easily mastered the flying skills and just barely navigated the bureaucracy. 1 year later we were both brand new pilots.

In 1/94 we were jointly elected as Cleco editors. One of the perks of writing the Cleco was that when the GlaStar made it's inaugural tour Linda was one of the first to fly and report on it. This led to a protracted fight over the next 3 years over which plane we were going to build. I was firmly pushing the RV-6 and she was just as adamant about the GlaStar. (Guess who won!)

In 7/98 Linda and I had basically agreed that the GlaStar better suited us as low time pilots plus we really liked the 250 lbs. available in the back. So while attending the Arlington Fly-In Linda announced that she had decided to put down a deposit on the GlaStar that morning. We now owned a kit plane. The irony is that she is down as the owner and I'm listed as the spouse (the old Stoddard Hamilton Co. required that the spouse give written permission before purchase). We talked the people at S/H into bumping us up on the waiting list a few months in time to have our kit delivered to the Golden West Fly-In and it was unveiled by the folks at S/H as a forum "So you just received your kit... now what". They proceeded to unpack the 18'x6'x5' crate and show off all the parts. Afterwards they actually managed to fit everything back in the box.

The box spent the winter at the Golden West facility at Castle AFB. After enlisting the help of a neighbor who was able to provide a flatbed auto loader and forklift we moved the box home to Lafayette. We placed it in Linda's parking spot in the garage, where we discovered we had only 6" of extra length. It was to remain there undisturbed for another 2 years.

In 11/99 Linda & I went to Corona, CA to take the Alexander Sport Air GlaStar builders 2 day course. It was there that we discovered that we were really good at composite building and equally terrible at driving rivets. Of course building the GlaStar mostly involves driving rivets. Lots & lots of rivets. It figures since we had ordered the fast-build fuselage and the slow-build wing. The course was taught by one of S/H resident GlaStar experts doing a little moonlighting for Alexander.

In '01 we finally made room in the house (family room became airplane factory) and unpacked and inventoried the contents of the box. This was after the '00 S/H bankruptcy and we needed to verify completeness for the purposes of filing a claim. The result was no claim, everything present.

Now we needed tools. Lots of very special tools. Enter chapter member and fellow Golden West alum Tracy Peters. In '99 he had accompanied Linda & I on our only trip to Sun 'N Fun where we did some tool shopping but were not quite ready to commit. Thanks to Tracy's Golden West activities he returned to Sun 'N Fun in '01 and procured for us the "GlaStar builders tool kit" from U.S. Tool Mfg. which enabled us to take advantage of the "show special" that most of the major manufacturers always seem to offer at the 2 major Fly-Ins. These tool kits have most everything that the 1st time builder will need. The quality ranges from top to just barely adequate in our kit and there are some things that I just threw out and replaced with much better quality replacements but by and large they are a very good deal and saved me hundreds of \$. At the time in Tracy's judgment (and he was

years ahead of me in the metal construction experience) U.S. Tool had the best and most complete package.

In preparation for finally getting started building and as a badly needed refresher Linda & I last year took the 2 day metal builder course that the now EAA Alexander Sport Air offered at Watsonville. This course was mostly attended by RV builders. The instructors were top notch and it was a very worth while investment as well as a most enjoyable and educational experience. The instructor even let us use our own tools (which we brought just in case) so we became familiar with the tools we would actually be using at home. I considered this to be a big plus. Linda and I paired up as a team during the course and really made progress on our teamwork. I believe that we will actually be able to do this project without killing each other.

In October I took the 1st big step toward beginning the building process. I purchased a partially constructed wing and tail assembly from the Napa chapter that had received it from a member that decided he could not finish. After a through inspection by 393's own technical counselor and GlaStar expert, Rick Lambert, pronounced the build quality 1st rate I purchased the parts for their new cost. I still have one wing to complete.

The last piece in this puzzle is my choice of power plant. I have been investigating auto-based power plants since '96. In particular, Subaru based engines. As a result of this extensive research I decided early on that I was going to use a fully modern electronic fuel injected multivalve water cooled engine and the Subaru is the best candidate I have run across to date. Specifically the Egenfellner Subaru product. There are over a hundred currently flying at about the same price as a Lycoming. Add in a new and nicely discounted (also from Eggenfellner) MT prop and I should have a very nice propulsion system when I'm done.

I expect to begin construction in late March or early April. I'll keep you posted.



The goal: a Glaser, this one built by Ken Wiley (seated with his wife).

Treasurer's Report as of Feb. 13, 2006

Savings: \$2617.29 Checking: \$1871.72

Members paid through Feb. 06: 23

Members paid through Feb. 07: 34

Ed Rudolph passes away

I hate to announce to the membership that Ed Rudolph, EAA 21,898, passed away February 2, 2006 at the age of 91. He was the youngest licensed pilot in the United States in 1932 and continued his keen interest in aviation until his death. He built his first home built, a primary glider, at the age of 15 and went on to build a Pitts Special, which first flew in 1966 and a Wittman Tailwind which first flew in 1977. In the interim he owned many certified airplanes. After losing his medical he built a "Bobcat" ultralight that flew in 1981. My best count of projects completed, both his own and those that he substantially helped construct is over 20 airplanes. A friend to many in our club and someone who would always be available to lend a helping hand during the construction of a project, he will be sorely missed by his family and those that knew him. He truly thought that piloting an airplane gave a man the most freedom that a person could have in today's society. Not only could you conquer gravity and the winds but you could exist in a place where you were truly in charge of your own destiny. Thanks to the many members that have spoken to me about my Dad. – Bob Rudolph.

Seen around the pattern (HAF)



Auburn



EAA Chapter 393 Membership Application/Renewal (\$20/year)

Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Phone _____ Phone 2 _____

E-Mail Address _____ [] Email my newsletter (Cleco)

Project / Plane _____

Hangar # _____ East _____ West _____

EAA National # _____ Exp Date _____

Send to: EAA Chapter 393 (or bring your check to the meeting)
P.O. Box 272725
Concord, CA 94527-2725

Meeting Schedule (2006)

General (Wed.)	Fly Out (Sat.)	Board (Thur.)
Feb 22	<i>Feb 25</i>	<i>Mar 2</i>
Mar 22	<i>Mar 25</i>	<i>Apr 6</i>
Apr 4-10, Sun 'n Fun		
Apr 26	<i>Apr 29</i>	<i>May 4</i>
May 22-24, Collings Foundation		
May 24	<i>May 27</i>	<i>Jun 1</i>
Jun 9-11, Golden West		
Jun 28	<i>Jul 1</i>	<i>Jul 6</i>
Jul 5-9, Arlington		
Jul 15, Picnic	<i>Jul 29</i>	<i>Aug 3</i>
Jul 24-30, AirVenture		
Aug 23	<i>Aug 26</i>	<i>Sep 7</i>

Our meetings are open to the public. Everyone can consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, fly outs and just plain good old camaraderie.

Our normal meeting time is 7:30 PM on the 4th Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower. Visitors are welcome.

Chapter 393 Fly-Outs are open to chapter members and their guests. Meet at the Buchanan Field terminal building at 10 am, and we'll try to match people and airplane seats to take as many as possible. If the weather is bad, the fly out will be postponed to the next Saturday, possibly with a change in destination.

The Experimental Aircraft Association Chapter 393 of Concord, CA

P.O. Box 272725
Concord, CA 94527-2725

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