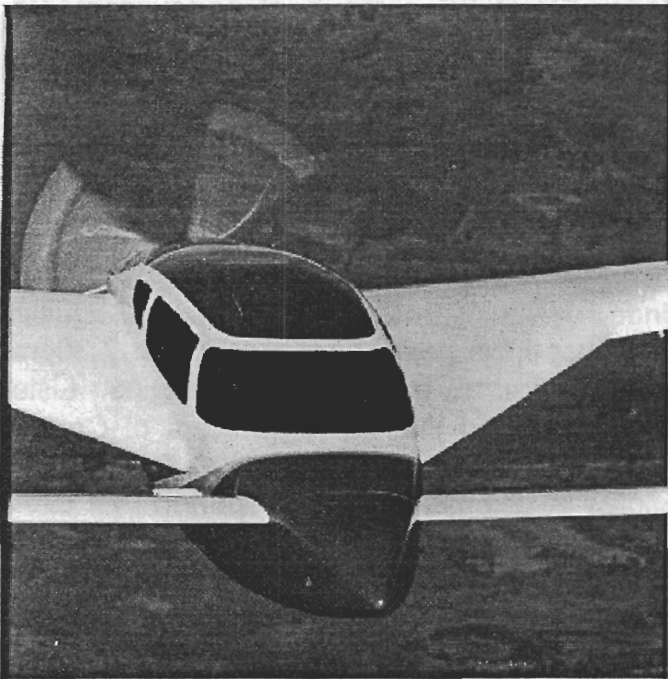


# The Cieco

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

FEBRUARY 1996

**NEXT CHAPTER MEETING IS  
WEDNESDAY EVENING, FEBRUARY  
28<sup>TH</sup> IN THE TERMINAL BUILDING (AT  
THE END OF JOHN GLENN DRIVE)**



Mark Machado, Velocity's Northern California Distributor and the proud builder of this award winning turquoise & white airplane, will be here to tell all, Wednesday Evening at 5pm, Feb. 28<sup>th</sup>! If you would like to get up close and personal with this beautiful airplane, you can between 5 and 6:30pm, just through Navajo's ramp gate. Mark will catch a dinner break

between 6:30 and meeting time, then we'll hear the rest of the story. This is considered to be the Mercedes of the Canard aircraft being kitted today. Fortunately, Mark & Nancy live nearby, flying out of Lincoln Airport, and they're able to bring their demonstration airplane down as well as speak to us about it. This ought to be a real treat, especially for us Canard drivers.

Well, what did you expect guys? Your newsletter editor is a Canard Driver himself! So it stands to reason you may get some Canard talk once in a while, and here it is.

*"What do you call a bunch of millionaires watching the Super-Bowl on TV?  
The 49ers!"*

## **FLASH!**

Mark and Nancy Machado will be hosting an OPEN HOUSE on March 2, 1996 from 9am to 5pm. Featured speaker will be the President of Velocity, Inc. - Scott Swing.

Three Velocities will be on display: the award-winning demo Standard RG version (Mark and Nancy's), and two others under construction.

As always, refreshments will be served.

For more information, contact Mark and Nancy Machado, VELOCITY INC. WEST, 1410-B Flightline Dr., Lincoln, CA 95648 or call (916) 645-6866

## EAA CHAPTER #393 BOARD OF DIRECTOR'S MEETING

The Board of Directors had a meeting recently and this is what we came up with:

*"The board member leadership team will enhance the organization in order to continue on the journey toward a Market Facing Organization (MFO) model. To that end, we are consolidating the Object Management for Club Membership Services into a cross strata team, in order to better compile a Critical Path Completion Schedule, or CPCS for short."*

That just about covers it!

On the serious side; we did talk about a couple of EAA projects we would like to see happen soon.

One being "a photo-shoot". Our plan is to pick a nice day (with another optional 'rain date' if necessary) where everyone in our club gets together early one morning, with their plane, and launch at 15 minute intervals towards Mt. Diablo. Prior to the first launch, we'll station one or more photographers up on top of the mountain, at the Beacon-Castle facing the airport and surrounding Concord Valley. As each plane approaches and circles the mountain top, the photographer(s) will attempt to get that perfect shot showing the airplane in flight with the beautiful Concord Airport as a back-drop! Does that sound like fun! If you like the idea, tell Bruce or any of the club officers.

Between the photos taken on the ground and those from the mountain top, we'll have a good collection for the newsletter, Sport Aviation Magazine, each other, and more.

The next idea, or should I say, Major Event is the Concord's EAA Chapter #393 25<sup>th</sup> year anniversary - THIS YEAR! The club was started April 1971 and we thought we would do well to hunt down some or all of the original founders for a large get together! Again, perhaps featuring a round-up of our flying machines, with food, and drink, and the special EAA anniversary cake! What do you think about this idea? Again, tell Bruce about it.

## EAA CHAPTER 393 MEMBERSHIP MEETING MINUTES FOR JAN 24, 96

Noted by Bruce Hobbs, Vice President  
Written by Larry K. Laughlin

Meeting was opened at 7:30pm by Chapter #393's new president, Bruce Seguine. Bruce asked for introductions of visitors and new members. Followed by a motion to accept the minutes of the last meeting, etc.

A 'New Member' was introduced: Dennis Mingear - Welcome to EAA Chapter #393!

Another new member, Bill Wilson, has just joined our band of aviation rebels. Bill is very interested in the experimental movement, although he's been out of aviation for 20 years. He's looking forward to this new adventure. Welcome to EAA Chapter #393 Bill! By the way, Bill reports that he can't decide on which project to get involved with: wood, metal or glass types! (Well Bill, most homebuilts use a little of them all).

Under 'Remarks' came brief announcements and updates regarding Fred Egli's surprise heart bypass surgery. He was reported to be doing well (But then he was doing well before the surgery, too).

There was no 'Old Business', except for the treasurer's report, as published in the last Cleco Newsletter.

Under 'New Business', Bruce Seguine announced the next board meeting at 7:30pm on 1/31/96 at his hangar. Young Eagles - Lisle Knight reported that the organizers of Career Day at the airport would like EAA/Young Eagles involvement. Bruce reported that EAA awards (banners) are available for chapter participation in Young Eagles at the 100% or higher level. Gerry Greth solicited interest in a Fly-Out to Guaymas, Mexico or another location in March or April. Anyone interested in a "fly-out" should contact him.

Our 'Introductions' ran longer than normal (what a surprise). Highlights included Charlie Adkins speaking about special issuance medical certificates and about a program at Tehachapi which includes restoration of aircraft. Also included was a genuine, qualified "fight fright" - Toni Tiritilli finally got it up; his

Cherokee still flies after two long years. Most everyone else told their usual lies about how their plane is nearing Mach.5 and so on.

Raffle Winners: We had a bunch - ten to be exact. Special thanks to Lou Ellis for donating four beautiful prints and to Mike Diaz for donating two boxes of gloves and two pair of 'head-lights' (those being head mounted flash lights). Greatly appreciated by #393!

Program: Roger Williams provided an excellent technical presentation on "Noise Reduction in the Cockpit". Roger discussed the various ways that sound enters the cockpit space and methods used to help reduce those sounds. He demonstrated several materials which are effective in combatting aircraft noise, including a real surprise - vinyl flooring tile. It's unfortunate we couldn't get word of his presentation in our newsletter in time. His work is worth listening to and perhaps we'll get him back again sometime soon.

The meeting was ajorned well after 10pm, leaving many members still discussing "noise reduction" with Roger afterwards.

offered our club 96 calendars at the reduced rate of \$5.50 each (until he runs out). He has only a limited supply left, so I need a head count by meeting time as to whether or not you would like one or more. Please call me and just ask that I add your name to the list: (510) 758-3533.

Each month displays a different 8 x 11 cartoon, much like the Jan. 96 cartoon above. These normally sell for \$9.00 or more, plus shipping and tax, so act now and we'll get you one in March.

PS: \$2.00 of your \$5.50 go back into our club treasury.

## NEWSLETTER DEADLINE

All contributions and/or articles for the newsletter are welcome! If you have something to say or share with the rest of the club members, do it here! Please submit any and all photographs you think others will enjoy and learn from. The Deadline for submissions to the editor is the 14<sup>th</sup> of every month (newsletter is produced and mailed by the 17<sup>th</sup>).

Submissions should be done in writing and mailed directly to: Larry K. Laughlin, Chapter 393 Newsletter, 3495 Savage Ave., Pinole, CA 94564. You may also FAX (call first since I use a computer FAX modem) or drop it by the house. Submissions may be hand written or typed, or provided on any 3 1/2 IBM diskette (in ASCII or MS Word).

*My special thanks to Bob Belshe for allowing me to sweet talk you into folding and mailing the newsletters.*

## A PILOT

*"The average pilot, despite the sometimes swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings just don't involve anybody else."*

*Airlines Magazine*



provided by Zimpressions calendars

## WHO STILL NEEDS A 96 CALENDAR?

Bob Zimmerman, of "Zimpressions" (Model Aviation Cartoon Calendar fame) has not only given this editor his blessing to reprint copies of his cartoons in our newsletters, but has also

## EAA Chapter 393 MEMBER CHRIS OPPERMAN HAS THE RUG PULLED OUT FROM UNDER HIM AND THE LANCAIR 4P PROJECT!

Many of you know this talented South African builder; an FAA Certified I.A., specializing in composite construction, backed by many years of aircraft building experience. For the last 14 months, Chris has been working on a pressurized, twin turbo charged IO550 Lancair 4, complete with spoilers and all the bells and whistles. It has been a tremendously challenging project, which is now within only two months of flying. Those of you who have been watching the progress of this masterpiece appreciate the fine work and how close it is to taking to the air. Those of you who know Chris, also appreciate his "always welcome, eager to help" attitude - one of the true nice guys on the airport.

Unfortunately, and with little notice, the complex agreement between Chris and the aircraft's owner went sour recently, or more sour than ever before I should say. Apparently the owner allowed himself to be convinced that another builder, ANY other builder, could and will complete the project in less time and expense than Chris projected, (impossible at this point)!

Chris's trouble, with this owner, started long ago when the factory, Lancair, Inc., told the owner that the kit could be built in a garage in 2500 hours with only \$500 in expendable products (jigs, peel ply, etc.). Chris reports that he has used more than double that amount in disposable gloves alone, to date! In any case, the owner was misled from the very start, by everyone other than Chris, the man doing the actual construction. As often is the case in this business, the owner was listening to a lot of people who didn't have a clue about the facts regarding the construction of THIS complex craft. The fact is that the owner wanted to believe everything but the truth of the matter: "kitplanes rarely get built in the time and expense promised in the manufacturer's advertisements, especially those so new and

complex as the Pressurized Lancair 4P, and more so when you add in all the little trick stuff like spoilers, etc.!" As many of us builders know, it is impressive that this airplane is already on its gear, nearly complete and ready to test fly after only 14 months of work - an impressive schedule for even the simplest kit! Amazingly, the owner (basically without a clue as to the effort that takes) is not so impressed. Reluctantly, Chris was forced to stop all production and clear his tools out of the hangar as of Friday the 2<sup>nd</sup> of February; walking away from the project before he could complete it! To say Chris, and the rest of us for that matter, are very disappointed, would be an understatement. Those of us watching this project move towards fruition feel the same frustration at this point. Who knows what the future will bring for that airplane? It would be hard to imagine it will ever fly without Chris Opperman's involvement, one way or another. It certainly won't fly in the next two months, as was the plan! I could be wrong, but I predict it will be stuck on the ground for many, many months now.

In the long run, Chris will be fine and his talents will go to task on another project.

There is no great moral to this story other than the obvious. When the red flags appear, such as they did early on in this project, don't allow your overwhelming desire to be involved in the project take over your common senses. Chris knew from the get-go that the owner had unreasonable expectations, yet he dearly wanted to work through those differences and get this bird in the air. This Lancair 4P was to be one of Chris's finest masterpieces to date and it would have provided additional avenues for future projects.

Chris's desire to be involved clouded his ability to recognize the rough ride ahead, dealing with the owner.

As of this writing, Chris has already packed his family, apartment, and tools off to Prescott, Arizona where he will apply his composite expertise to various projects already in the works. With any luck, Chris will provide this editor with a new address and phone before long, for those who would like to communicate

with him in the future. Good luck Chris! EAA Chapter #393, and I, will miss your much valued wealth of experience and generosity in helping others.

*If you want to go up, PULL BACK  
If you want to go down, PULL BACK SOME MORE!*

## HEY, I'M JUST THE EDITOR!

I walked into the meeting the other night and my good friend and fellow builder jumped my case for writing an article in which he was portrayed as a somewhat reckless pilot.

The article's content of which he was referring, was not at all familiar to me. I figured out why nothing my friend was saying rang a bell - that's because, "I didn't write the article" (I only published it, and only at the last minute just prior to going to press).

My friend was duly upset that the facts were not correct and I would have been upset as well if I were in his shoes, but I wasn't the author!

My responsibilities as the newsletter editor are this: **If there is a name or reference just beneath the heading of the column, that is who or where the credit (or blame in this case) should be directed.** If I compose the column, no "by-line" will be found beneath the heading. It's that simple.

As for any "incorrect information" published here, I have no way of knowing, what is right or wrong in any article submissions given to me by our membership for publication here in this newsletter. I'll be responsible for correcting grammar and spelling, but that's as far as I can go. Questions about the facts need be directed to the composer, be it an opinion, an experience, or a technical tip submitted for this newsletter. I will not attempt to re-write the author's column either. If I do, I will so state that, "this column has been para-phrased", otherwise you'll see it as it was submitted to me.

I hope my good friend and everyone else reading this Av-Rag understands the basic limitations of any newsletter editor.

(here's an old one, but it still works)

*Hey, did you hear about O.J. Simpson's new business venture?*

*Its called "OJ's AIRPORT LIMO. SERVICE".*

*He guarantees his limo. will get you to the airport in time, with an hour to kill.*

## SPEAKING OF DUES, AGAIN

It's that time again folks. The bargain of the century - your EAA Chapter #393 membership dues are due by February 28<sup>th</sup>, 96. Your address label tells whether or not you've paid your 96' dues (most have not yet). So give Louis Goodell a check for \$20, made payable to: **EAA Chapter 393**

(cash is still accepted too)

or send it to: EAA Chapter #393

P.O. Box 272725

Concord, CA 94527-2725

And if you are not a member of NATIONAL EAA, PLEASE RE-UP THERE AS WELL.

Think of your annual club dues as being \$55.00 (\$20 goes to local, \$35 goes to National).

Lastly, **please fill out and send Louis Goodell the "INFORMATION FORM"** found elsewhere in this newsletter - **EVEN IF YOU HAVE PAID YOUR DUES ALREADY!**

We're long over due for a current local chapter roster and we would like to provide a nice one. Provide as much information as possible - leave off what you wish. But do it TODAY so we can punch this thing out ASAP!

**Please don't ignore this plea to help us update our records for the new roster!** Thanks.

## **ANATOMY OF A CLUB**

The membership of any organization is made up of **four bones**:

The **Wish Bones**, who spend most of their time wishing someone else could do the work;

The **Jaw bones**, who do all the talking and very little else;

The **Knuckle Bones**, who knock everything anybody tries to do; and

The **Back Bones**, who get under the load and do all the work

## **WHAT'S IN IT FOR ME or WHY JOIN EAA CHAPTER #393**

### **It's "THE LIST"!**

Our much coveted "membership list" is one of the reasons EAA has grown exponentially over the years. The information you provide to the club, regarding your project especially, is a big part of the local EAA chapter's importance to each of it's members.

Let me tell you a little story:

Once there was a guy interested in building an airplane. He didn't know what type he wanted to build, much less fly, but he knew he wanted to get involved in something. After walking around and visiting several builders on the airport, he decided to join the National EAA. Then he discovered the local chapter of EAA and decided to join it as well. National EAA provided a beautiful decal and the monthly "Sport Aviation" magazine for inspiration. But the Local EAA chapter provided "THE LIST" of builders he could call and discuss his plans with - he found instant friends, close by, and ones that were already involved in the building process. He soon found out how important "THE LIST" was, too:

- 1) A wealth of experience and talent by people who have already been where he wanted to go.
- 2) Access to tools, jigs, and equipment otherwise hard to find when you are working solo.
- 3) The Social aspect and occasional Free Food!

- 4) Interesting monthly meetings where the membership exchanges ideas and provide progress reports on their various projects (an essential ingredient motivating every member to forge ahead).
- 5) Educational guest speakers, local seminars, and special events involving the Local EAA Chapter.
- 6) A 'very well written (in fact, exceptionally well written) monthly newsletter - THE CLECO, that keeps everyone informed as to upcoming events and local happenings.
- 7) The special July96 SWIMSUIT addition of THE CLECO.
- 8) And rides in unique aircraft!

All this and more, just for the asking! And to think, it costs only \$20 per year to join and belong to our local chapter of the EAA.

The "wanna-be" builder, as well as the "seasoned craftsman" both have a great need to belong to both the EAA Local and National. It's truly unfortunate that so many people chose to go-it-alone, not involved at the National level, much less Local level of EAA.

Why do you suppose that is?

"The resource value" of local clubs membership list is priceless!

It is our duty, as EAA Local Chapter members, to **help bring in the new** (and old) club members. Feel free to share the many features of our club and encourage those with even a minor spark of interest to get off their \$20 and join Chapter #393!

**So listen, next time someone asks, "what's in it for me", tell'em! Read them the list of good stuff above! Then offer to take their \$20 and register them in our chapter (you wouldn't take their \$20 and forget to register them now, would you?).**

### **HOW TO GET RICH:**

1. Go to work early
2. Stay late.
3. Strike oil.

John D. Rockefeller

## THE GEEBEE SWEEPS THE IMS SHOW

Well, not quite, but close. Rich Geertson, a fellow airman (one flying R/C aircraft) won the "Best R/C Scale, non military" category recently, at a Model Show in the L.A. area. I thought EAA #393 members might enjoy seeing a little of this, (something different):



Rich Geertson won a 6 channel Airtronics radio system (valued around \$400) at just one event, for all his effort building this model.

The airplane you see above was not a kit! Rich SCRATCH built this beauty with the help of a set of plans by Henry Haffke. It took Rich one year to build and he wouldn't take \$5K for it today (well, maybe \$5K). It weighs 19 pounds with a 75 inch wing span, and is an exact 1/4 scale replica of the real GeeBee. Although Rich has been flying it with a Quadra 50 ( a leaf-blower engine), he intends to reinstall the Technopower 9 cylinder, 4 stroke radial (a 4 cubic inch, 4.5 lb, 4 HP engine with ignition). The airplane is all balsa-wood construction with fiberglass and Coverite. Rich painted it with Rust-o-leum, then clear coated with fuel proof epoxy. The 4 flights to date have been made off (and on) grass runways, requiring a min. of 500 ft to feel comfortable. Rich reports that the airplane has no nasty habits, just lands fast and torquee when the throttle is advanced.

## WHAT A RAFFLE

Thank you Mike Diaz for donating two boxes of gloves and a couple of "head lights" (those are flashlights that mount to your forehead) towards our raffle. Poor Mike works evenings and can't always make our meetings, but he's got the right spirit! Thanks Mike.

If you have a small surplus of something, anything you think our EAA club members might use, please consider donating it to the club to be used in our monthly raffle. It all goes to a good cause you know.

## TAXING TIP

by Scott Achelis

It's Tax time, here's how you can deduct some expenses incurred while participating in the Young Eagles Program

You can deduct Young Eagles expenses under the tax exempt status of the EAA Aviation Foundation participating in the Young Eagles Program ...

The IRS rules that volunteer pilots helping the Young Eagles Program (the "Program") can deduct direct, out-of-pocket expenses actually incurred by the volunteers that are in direct connection with and solely attributed to the Program.

If the above conditions are met, volunteers will be able to deduct direct out-of-pocket expenses such as (1) fuel and oil directly consumed by the aircraft in the demonstration flight, not to exceed 200 miles; (2) fuel and oil to another airport within 50 miles to meet a young person; (3) transportation, not to exceed 30 miles one way, to get to and from the airport; (4) the rental charges for a bus or van to bring a group of young people to the airport; (5) the rental expense of an airplane used only for the Program; (6) postage for mailing the registration records to the EAA Aviation Foundation; (7) extra liability insurance purchased solely for flights for the program; (8) landing and tiedown fees at a non-home-based airport; (9) aeronautical education materials; (10) meals for the young person (BUT NOT THE VOLUNTEER); and (11) film and the cost

of developing of pictures for the young person. Indirect expenses, such as hangar fees and annuals, are not considered deductible. Please maintain reliable records (receipts or a contemporaneous diary) of the out-of-pocket expenses.

For the purposes of computing the expense of transporting the volunteer and/or young person to and from the airport in a passenger automobile, a standard mileage rate can be used in lieu of operating expenses.

## WELL, THAT IDEA DIDN'T LAST LONG

by Scott Achelis

(Scott just found this in FLYING/MARCH 1996 Magazine):

### TAXING FLIGHTS

According to the law firm of Ericsson & Egan, the FAA and the IRS are doing their best to make sure that a pilot who makes flights for charitable causes is not benefiting even a little on his tax return.

Here's the deal, according to the law firm, which specializes in aviation legal matters. The FAA maintains, and the NTSB has upheld, that if you make a flight for charity and deduct any part of the expense on your tax return, you have violated the FARs. If you have a private pilot license, you break the rules by receiving compensation in the form of a reduced tax bill. Private pilots can not be paid in any form to fly passengers. If you have a commercial or ATP license, you can be paid to fly, but your charitable flight almost certainly violates FAR Part 135 or Part 121 rules that govern flying for hire. To charge any passenger, you must have a FAA operating certificate, and the FAA and the IRS view a tax deduction as a "charge" for your services.

So, if you fly for charity, remember that your efforts are entirely charitable. The biggest brothers of our government are watching.

(Well, according to my law firm, "Dewey, Cheatom, and Howe: you should take the deduction anyway and force the FAA and IRS to rule on each case individually, if they even bother to look at it. Thanks again Scott).

## YOUR SECRET, TREASURED TIPS PLEASE

Have you got something hidden away in your brain that might help a fellow builder someday? Do you know, a faster, more efficient method of building something, or a tool you've found perfect for certain jobs? Please - take the time to jot it down or call me with it so that I may share it with your fellow Chapter #393 members. If everyone provides just 3 tips a year, we'll have a long list to share every month under this new column:

### TIPS OF THE MONTH

- 1) Never use a lead pencil to mark on Aluminum. The lead promotes and causes corrosion and the aluminum will actually fail and crack where the lead was. Bruce S.
- 2) Mix only small batches of Epoxy until you are totally familiar with the product's habits. Larry L.
- 3) If Terry Gong offers you a 'smoked duck', don't pass it up. Larry L.



## CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!** Yeah - *it will cost you nothing!* All I ask is that you submit your **FOR SALE** item to me in writing and no later than "*deadline for submissions*" (that would be the 14<sup>th</sup> of every month). Please advise me as to how many issues you would like the ad run, otherwise I'll purge it after two or three runs, OK?

**FOR SALE:** "new in box", Cleveland Wheels & Brakes (p/n 050-07600). Ideal for small aircraft (Vari-Eze, Kitfox, etc. ) \$450. (over \$600 anywhere else).

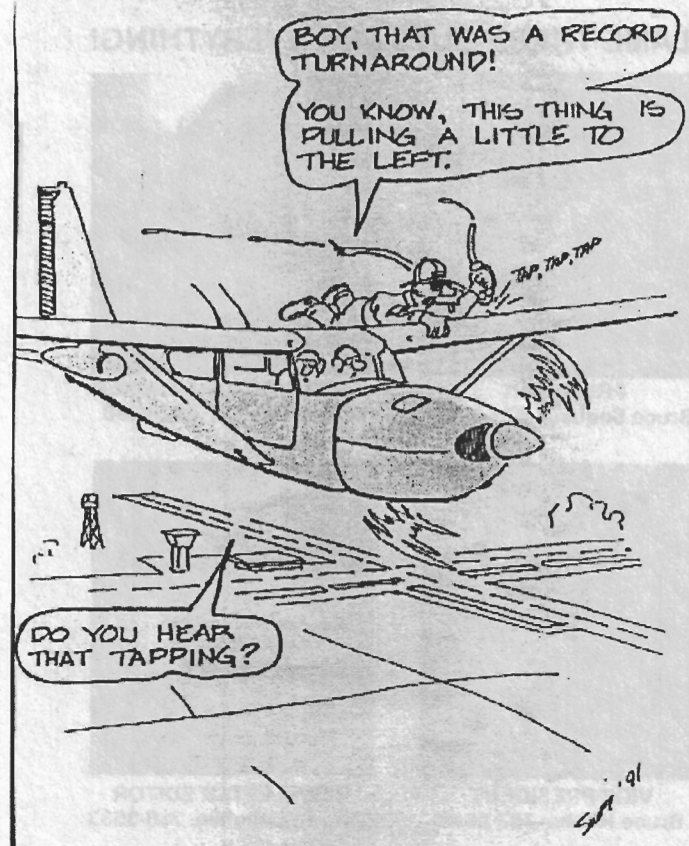
Prestolite Starter for Lyc. 320/360 - \$200.00  
microfiche Reader that prints - \$50.00, smaller  
table top reader - \$20. Call Larry @ 510 758-3533

**FOR SALE:** RV-6 Cheap! Call for details  
510 934-5844

**FOR SALE:** IO360 Continental Engine  
210 HP, 1700hrs, no engine log, timed out, all cyls  
still measure above 60lbs, includes all accessories,  
prop. governor, starter (24v), etc.  
\$4,500 (core value should exceed \$6,500)  
Also, MAULE WING, std from M-4, \$2,500  
(909)684-2258 or (502)879-6126

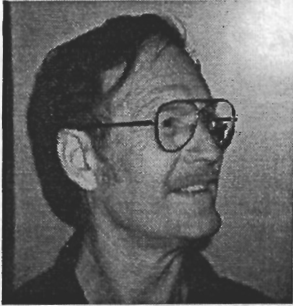
**FOR SALE:** RV-4, 250 hrs, O-320 eng.  
\$38,000 or best offer. Jack Hogman (707) 253-  
0164 Lost Medical, must sell ASAP

**FOR SALE:** Custom Vari-eze, almost completed,  
including 125 hp Lyc O-235 f2b, Catto 3 bladed  
prop, Hunter wheel pants, electric nose gear &  
speed brake, Prop. Extension, Cleveland brakes,  
Stainless Exhaust, and much more. All the good  
stuff! Call Ron Richmond (510) 672-3210 for a  
great deal. No reasonable offer refused!

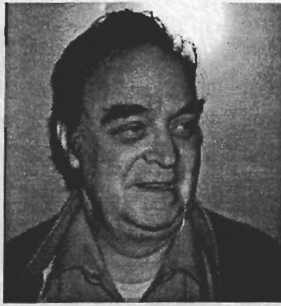


# JOIN THE EXPERIMENTAL AIRCRAFT ASSOCIATION

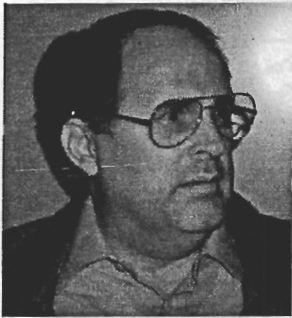
BLAME THESE GUYS FOR EVERYTHING!



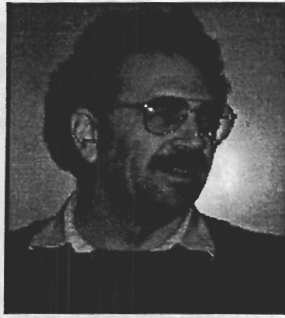
PRESIDENT  
Bruce Sequine 671-4943



SECRETARY/TREASURER  
Louis Goodell 682-4198



VICE PRESIDENT  
Bruce Hobbs 757-0618



NEWSLETTER EDITOR  
Larry K. Laughlin 758-3533



"Yeah Orville, It's nice, but shouldn't we stick to basics at this points?"

From: EAA Chapter #393  
Newsletter Editor  
Larry K. Laughlin  
3495 Savage Ave.  
Pinole, CA 94564

*"Homebuilders do it with **BETTER PERFORMANCE***