

The Cleco

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

January 1997

CHAPTER MEETING:

Meetings normally begin at 7:30 PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive. Latecomers who expect to sit, should bring their own chair. January 22, 1997 is our next meeting .

BOARD MEETING:

Board meetings are normally held in Bruce Seguine's hangar at 6:30PM on the Wednesday after the chapter meeting. The Board meeting was held January 9th this month .To get started for the year 1997 .

Subjects discussed at meeting :

1. Speaker for January, still working on a speaker..
2. Young Eagles.. need to enlarge support for Lisle knight due to work load. Looking for volunteers.
3. Week-end Fly-outs, see Bruce Sequine for-details, They will be the first Saturday, after the Chapter meetings, Bruce's hangar Phone (510) 825-0766 .

Treasurer's Report:

Bank Balance	Checking	534.81
	Savings	2529.72
		3064.53

The EAA wants all chapter members to be members of the National Organization. Your Secretary/Treasurer has the EAA national membership enrollment forms. Please use these, and fill in the chapter number, EAA rebates: Means \$10 to the chapter for each new membership. Louis will have a few 1997 EAA calendars at the meeting for \$7.00 each. Help your chapter by buying a calendar.

Minutes of December meeting:

There are no minutes , no meeting , just a real good Party .

Question that will be brought up to the members at the January meeting will be,: do we want 1997's Christmas party at Petars? and is the 16th of December O.K. for the Party...We will get the date and time set up with Kirk at

Petars at the end of January , also put down the deposit of \$100.00 .

Presidents Message

We are getting spoiled with our Christmas parties. Everyone that we seen walked away with a big smile and another good memory. It was nice to have help with tasks at hand .

Fred Egli made a good chairman of the board, don't you think !! Also another Thanks to Ken & Linda McKenzie .

The Holiday season brought about several good Fly-Outs and seems to be setting a path that will be fun to follow this coming year. Several non-Fliers have not only rides but have caught a Flying bug. This really seems to be a great way to get that fire going.

Along with the Fly-out, Lyle Powell and myself had a good time taking a Young Eagle for his first ride. We went to Lampson (Lower Lake) for lunch and met Paul, who is the Mooney Master. He has quite a shop and does really nice work on those Mooneys.

Rick Young in the Rocket, Nancy and my self in the Swift, went to Half Moon Bay for Lunch and a Photo shoot. Rick proved again that the Rocket could fly as slow as the Swift can fly fast.(Wonder what a 540 would do for my Swift??)

Forget it ! I can't think that fast. It seems it is time , to not only plan ahead for the Tracy Fly-In ,but also time to get a Calendar of fly-In that we might want to go as a group. (Merced, Watsonville, Half moon Bay etc.)

The Cleco owes Bruce Hobbs a retraction , It was Cliff Turner that was with Wrong way Sequine, Bruce Hobbs was with Rick Young.....



Bruce Sequine
President



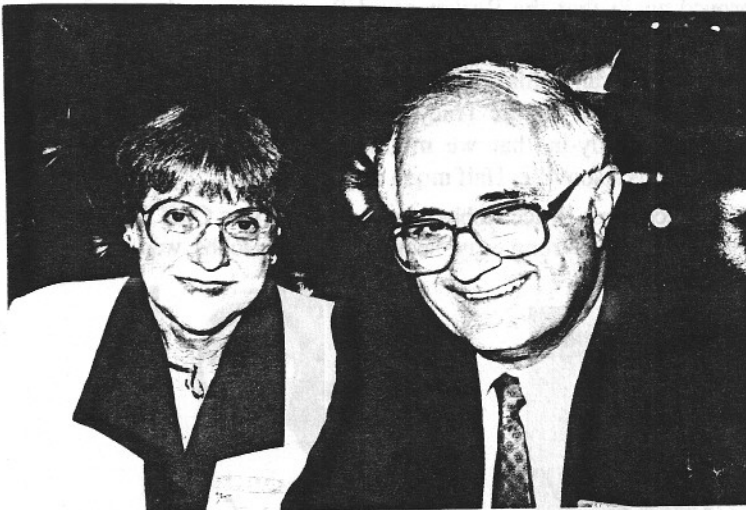
Bruce Hobbs
Vice President

Prize drawings at meetings

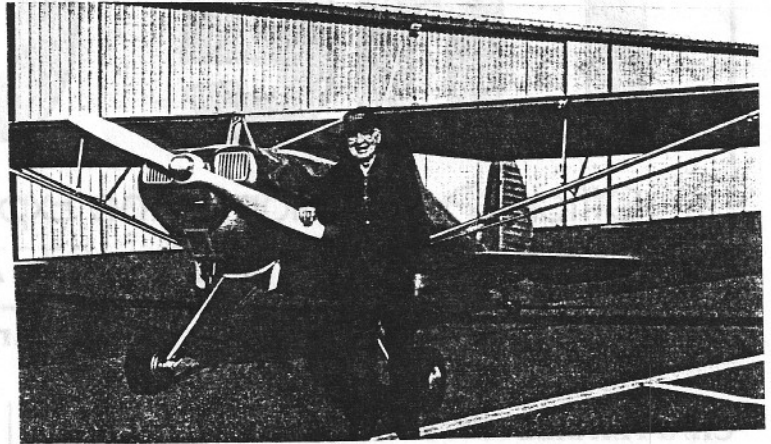
by Pat & Tracy Peters

Prizes for drawings are becoming most difficult to acquire. If any member of the chapter 393 has any idea on where to get prizes for drawings, please let Tracy or Pat Peters know. They can be reached at telephone number 510-930-6447. Remember that all proceeds we receive from the sales of tickets at the meetings go toward the cost incurred for the Cleco and other chapter costs. Your participation during the past year has truly been appreciated and we hope to support these efforts.

During the Christmas party some donations did come from Pacific Valley Electronics supply and Valco Drug. Needless to say that these donations were really appreciated. By chance if you happen to go by these fine businesses, drop in and express your appreciation to the management. With these fine donations it made a lot of fun to sell tickets at the Christmas party. Don't be afraid this year to buy your tickets when you first get to the meeting, this way you won't get harassed by the Peters duo. Remember if you know of anyone wishing to donate anything for the good of the cause please let us know. We are willing to haul anything (almost) from your premises to the club. Also let us know if you think that any changes should be made to the drawings. **...below Evangeline & Pat Peters . Just celebrated thier 50 th, Anniversary to-gether ...**



A REAL AIRPLANE



1946 8A LUSCOME, Anyone recognize, Owner / Pilot, Dwain Duis .Dwain is also rebuilding another Luscome, which is newer (by one year).

Calendar of Events

EAA CHAPTER ONE Open House & Fly-In, Feb 22nd & 23rd ,Riverside CA. Flabob Airfield

Feb 28-Mar 1 National Council for women in Aviation & UAL Seminar '97, United Maint. Op.Ctr..SFO800-727-NCWA

Feb 28- Mar 2 Cactus Fly-In, Arizona Antique Aircraft Assoc. Casa Grande, Arizona 602-830-9670

Mar 14-16 The Incredible Universe Aviation & motor Sport Spectacular, Williams Gateway Airport Mesa, AZ 602-941-0061

April 6-12 Sun'n Fun EAA Fly-In.Lakeland, FL.

April 26 EAA Chapter Anniv. Breakfast,@ Placerville,CA

April 26-27 Warbirds in Action Airshow, Minter Field, Shafter CA

April 27 Pacific Coast Dream Machines, Half Moon Bay Airport

July 19th Chapter 393 Picnic, Prior to Oshkosh.

July 31-August 6 45th Annual EAA Fly-In Convention, Oshkosh,WI.

Hy-Jack Story part 6

Contributed by

Ken McKenzie

First, I was picked up IMMEDIATELY when I climbed out of Bloomington and I was tracked by Terre Haute. However, because they had no secondary verification they simply watched and waited at a low alert. It was not until I called Terre Haute AFSS on the radio and confirmed what was going on that they really started things going. Still, they were not quite sure that they had a real situation because "I sounded so calm on the radio."

Well, *blush*, that was kind of the whole point.

When I confirmed the second time, while talking to Chicago center, the on-duty controller for that sector had been relieved of his position and I was talking to his supervisor. I was also patched in, live-like, to the Hostage/Hijack (I forget what they call it) crisis center in Washington where officials were listening to my communications with Chicago center. Again, they were unsure of the exact nature of what was going on because my voice was so calm.

The Chicago district FAA security detail was then woken up around 2/2:30AM.

One of the officers told me had got the call just as he and his wife were arriving home from a show.

Apparently there were some more wires crossed and there was some perception, I don't know how deep, in the FAA, that an AIRLINER had been hijacked to Peoria.

We talked some more. I found out that they had been trying to steer me to Peoria because they had the necessary equipment (I don't know what that means, exactly) there. I am also still not sure if Moline was really closed.

I asked why I was asked to verbally confirm my situation TWICE. They said they just didn't believe that I was really being hijacked because I sounded so calm. I still do not know why Terre Haute tower was shining a red light at me ("Don't land here! We don't want a hostage!").

I was asked not to divulge the "secret" code to the Newspapers because it had "obviously helped me, so you can see that we need to protect the next guy." Well, I'm not terribly sure about that.

The security men mentioned that both Kankakee AFSS and Chicago Center were "deeply touched" that I called back to cancel my IFR flightplan; especially since it was totally unnecessary.

Finally, about 8AM I was allowed, given, a ride back to the Kankakee airport where I slept on the sofa until about 10AM at which point the FAA guys came back to wake me and ask me this question: "If I was being hijacked, how come my hangar was so neat and the door was closed?" Apparently the FAA was also all over BMG and had already searched my hangar. I replied that this was a condition that my passenger had stipulated. He did not want there to be any appearance of wrongdoing at the airport. They liked that and went away.

Soon I crawled out and got back in my airplane. It was good VFR for the midwest, 4 miles in haze, sky obscured. I went back VFR because I had had enough of rules, regulations, authority, etc.

In my plane I felt violated, like someone who's had their house broken into. It still smelled funny. Stale tobacco (hint: I don't smoke) and sickly sweet sweat. I opened the windows for the flight back. When I called 10 miles out from BMG the tower told me it was good to have me back. Made me kind of embarrassed, actually.

When I got back I had to wait another hour at the BMG airport for the state police to arrive. Officer Richardson was actually quite nice and human, even though I had to wait 1.5 hours for him. He took a taped statement, went through my hangar with me, asked questions and told me it was time for me to go home, that the media would be all over me and perhaps I should just take the phone off the hook and have a few Budwisers.

I followed his advice to the letter. But first I took a nap. I finally got home and into my own bed around 3PM Sunday afternoon, 18 hours after it had begun. At 8PM I awoke and went to some friends for dinner. I drank a lot of beer. ____

Continued to page 4.....



Bruce Hobbs Vice President Bruce Seggine President Fred Egli / Dir.



Sally Belshe Bob Belshe News letter Editor

part 7

Some random thoughts about the whole thing:

1. Were there things I could have done differently? Certainly. First of all I probably should never have divulged that I was a pilot. But at the time I did, I did not believe I was going to be hijacked.

It was also very difficult to determine WHAT to do. Things seemed to lurch from one situation to another - I'll wax poetic and say I was just a passenger on the train of destiny. *urp*

People kept coming up to me and telling me how well I handled the situation. Well, I don't see it that way at all. There just were not THAT MANY CHOICES to be made. Like an engine failure at night in IMC, you just don't have a whole lot of options. Conversely, you don't have a lot of ways to screw up. It was pretty much stimulus-response the whole time.

Should I have tried to jump him? Perhaps. But I did not know anything about him. He did tell me that he did not drink. Drugs? Crazy? Scared? Agitated? Mad as hell? Yeah, I think it was something like that. Perhaps I could have overpowered him. Next time I might try. However, it was not until I was actually in the plane that I began to have really MORTAL thoughts. Before that I was operating under the assumption that I was going to be able to talk this guy out of what he was doing. That I could convince him to "go away." That I could conclude the episode at a low conflict level. Had I felt more directly threatened, had he started hitting me, I might have tried to get him.

2. Has it been, in any way, "fun"? No, not at all. It has been personally embarrassing to me. I am sick of it. What kind of a goof-off is alone on a Saturday night washing his plane? Chicago Center were "deeply touched" that I called back to cancel my IFR flightplan; especially since it was totally unnecessary.

Finally, about 8AM I was allowed, given, a ride back to the Kankakee airport where I slept on the sofa until about 10AM at which point the FAA guys came back to wake me and ask me this question: "If I was being hijacked, how come my hangar was so neat and the door was closed?" Apparently the FAA was also all over BMG and had already searched my hangar. I replied that this was a condition that my passenger had stipulated. He did not want there to be any appearance of wrongdoing at the airport. They liked that and went away.

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3. What was his mindset? I had a very hard time sizing up my passenger on the ground. He was obviously very nervous and very mad. Life just wasn't going right for him and he wanted to make a statement. This was perhaps the most difficult of all. He did not want money, or cars, or anything. He just wanted to make a scene either by killing some authority figure or taking hostages. Because he did not really have a plan, I was unable to think very far ahead in the situation.

4. What about my choices of airports? I dunno. Had I known Peoria was as close as it was would I have gone there? Probably not; remember that I was operating under the false impression that things at Kankakee would be smooth and coordinated.

Best quote, from the defense lawyer: "If his gun had gone off in the plane, would that, you know, have caused a crash?" Me: "Probably, if it went off into my head." Tadam!

She was, of course, referring to rapid decompression. I explained that my Cessna 172 did not have the pressurization option.

Best dilemma: There was talk about reimbursing me for the fuel costs, etc. They asked me how much it costs me to fly my plane. I said about \$30/hour, at 3 hours (round-trip time to IKK) that it cost me about \$90-100 for the whole incident. Now, I couldn't care less about the money in this case and I never asked nor expected to be reimbursed. I got to thinking - I CAN'T take the money, can I? I have to at least SHARE the expense with my "passenger." Gee, if I had only finished that commercial back then...

Well, I gotta go work on my airplane...

greg, N5457E, 'packin -- Gregory Reed Travis
D P S I

Data Parallel Systems Incorporated
greg@cica.indiana.edu

NEWSLETTER SUBMISSIONS

All contributions 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 articles and/or photographs you think others will enjoy and learn from. Submissions should be done in writing and mailed directly to the newsletter editor. 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 e-mail address is: rab@netcom.com.

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!** Please submit your **FOR SALE** items to me in writing no later than the 14th of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.

WANTED:

A few good pilots. The Concord Flying Club, a club which started in 1939, has owner/memberships available. The club currently owns a S-35 Bonanza, a Mooney 201, and a Cessna 172. All wet, tach time plus monthly dues. Call Pete Wiebens for details. (510) 933-7517

For Sale

INSTRUMENTS: The Westach items are all new, the others are new or rebuilt. All are priced at approximately one-half the current price in the Aircraft Spruce catalog.

Westach 2-2A7	Fuel Gauges	15.00 ea
Westach 2A2-384	EGT Gauge	30.00
Westach 2A1	CHT Gauge w/gasket senders	30.00
Westach 254-20E	4 position switch	10.00
Westach 2A9-2	Oil Temp Gauge	15.00
Westach 2A6-1	Amp Meter	40.00
Westach 2A8	Oil Pressure Gauge	120.00
Westach 2A5	Volt Meter	15.00
UMA 3-102-2	2.25" Suction Gauge	35.00
Gerdes A510	Ignition/Start Switch	65.00
Bendix 1718-25-A2	Turn and Bank	125.00
Whelen A-600-PR-14	Red/Green position/strobe	145

see Roger Raley at Bruce Seguire's hanger on West side of field or call 825-0766 or 707-557-2383



1959 Comanche PA24-180

FOR SALE:

RV6

First flown 8/95, 165 hours total time,
80 Lycoming O-360-A1A, 666 Hours total since new.
McCauley "Black Max" two blade Constant speed prop.
Sliding canopy, Military "P-51 style" paint.
Cruises at 200 MPH on 8.5 GPH
Excellent Workmanship
Price \$65,000

Harmon Rocket (see picture below)

First flown 10/96. 25 hrs total time A&E
IO540, 250HP, new Hartzell CS prop
All the goodies, including electric trim, Navaid AP.
Painted white, ready for your trim design.

Serious buyers contact:

Rick Young
12 Selling Court
Walnut Creek, CA 94596 phone (510)-939-7756



For Sale : Comanche-1959 PA24-180:

(pictured on left)

4 Place Intercom, full IFR, Altnator system
4043TT, 1124 SMOH, 689 SPOH,
3 Light Marker Beacon, Lycoming Engine,
Painted 1990, New One Piece Windshield,
Dual Nav Com. Annual new 1/97
\$32,000.

Call: Richard O'Connor (510) 798-0743

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, JANUARY 1997

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122 Fairfield Place
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(28) Dues Paid to 2/28/97

Fred W. Egli
1900 Meadow Rd.
Walnut Creek, Ca. 94595

NEXT MEETING JAN 22. 1997

BLUE SKIES AND TAILWINDS

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