

# The Cleco

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

DECEMBER 1998

## CHAPTER MEETING

The next meeting is on Wednesday, January 27, 1999 at 7:30 P.M. We will announce the details in the January Cleco.

## HO! HO! HO!

Louis Goodell threw a great Christmas Party, at the Sheraton on Sunday evening, December 6, assisted this year by President Ron Robinson. 79 persons feasted on salmon or prime rib, following the social hour of drinks and plane talk. Louis won't tell how many years he has been serving the Chapter, but it has been at least 15 years. President Robinson presented first flight awards to Bill Madden for his KIS TR2, Doug Page for his RV-6A, and Fred Egli for his Lancair IV. He presented Certificates of Appreciation to Ken McKenzie, Linda McKenzie, Tracy Peters, and Charles Adkins for their labors on the Golden West Fly-In. Former President Fred Egli presented the Award that honors the person who best exemplified EAA's tradition of knowledgeable helpfulness during 1998 to Bruce Seguire. This is a large plaque containing the names of former recipients. Bruce will display it for a year and hand it over to the new recipient in 1999. Certificates of Appreciation were awarded to Lisle Knight and Duane Allen for their work in conducting Young Eagles flights for young people ages 8 to 17 years. Similar Certificates were awarded to Bob Decker, EAA Flight Advisor, Rick

Lambert, Technical Counselor, and the officers composing the Board, President Ron Robinson, Vice President Scott Achelis, Secretary Treasurer, Coffee and Cookie Provider, Louis Goodell, and Doug Page, Cleco Editor. President Ron presented a Certificate of Appreciation to Tracy Peters and Pat Peters for collecting the raffle prizes, selling the tickets, and conducting the raffle that serves to keep the Chapter solvent.

HAPPY HOLIDAYS EVERYBODY!!!!

## Special Thanks to Generous Christmas Raffle Contributors!

Pat Peters says that two firms deserve a special thank you for their generous contributions to the Christmas Raffle.

### **Pacific Valley Electronics**

Bob Riblett, Owner  
1476 Franquette Ave.  
Concord, CA 925-682-4700

### **Martinez Valco Drug**

828 Main Street  
Martinez, CA 925-228-3220

Please give meaning to our thanks by shopping at these firms.

## **PRESIDENT'S CORNER**

Well, 1998 is fast drawing to a close. Where did the time go? We had some good meetings and some great fly-outs during the year along with a "hot" summer barbecue under the trees at the airport in July and a very nice Christmas dinner party at the Sheraton-Concord in December.

Along the way and over the years we have met some very nice people in this organization and we have developed some wonderful friendships for which I am grateful. With one more year to go to the new millennium your chapter officers will try harder to make the meetings more interesting and informative and plan some fun fly-outs.

Remember that there are usually empty seats for those who would like to come along.

HAPPY HOLIDAYS and fly safely.

**Ron Robinson**

## **CHAPTER MEETING MINUTES FOR NOVEMBER 18, 1998:**

The October Minutes were approved.

The Treasurer reported:

Checking \$1344.60

Savings \$2659.56

Louis Goodell reported that all members have paid their dues.

Bob Decker, our new Flight Advisor, said that his main function was to help low time pilots plan their first flights in their newly built planes. The fact that this process aided in obtaining insurance coverage was only incidental.

Rick Lambert, our Technical Counselor, said that he inspects a plane in much more detail than the FAA inspector. He inspects at a minimum of three stages: before closure of the wings, before closure of the fuselage, at the time the plane is on its landing gear, and just before the first flight.

Brad Poling's idea of having 5 meetings a year devoted to building topics was discussed. Lisle Powell said the idea was good if talented, high quality program presenters were obtained. He did not want to omit guest speakers, nor curtail introductions. Bruce Hobbs thought that the programs should ultimately be the prerogative of the Vice President to fit in flexibly with customary programs. Scott Achelis thought that we should try it on a temporary basis. Don Baldwin suggested that we could visit projects and shops. Duane Allen thought that fabric builders would not be interested in metal builders and vice versa. Somebody suggested that the Cleco Editor could interview and report on one builder each issue. Brad's proposal was tabled and scheduled for further discussion at the January meeting when Brad Poling could be present.

President Ron raised the issue of whether or not the membership roster with names, addresses and phones should be mailed to the membership. The consensus was that it should not be mailed to the whole membership, but that a copy be made available to any member who wanted it.

### Introductions:

Doug Page reported that Mike Parker made the first flight of Doug's RV-6A, N971DP at 3:05 pm Sunday, November 15, 1998. The flight was uneventful, and Doug was surprised and delighted. Randy Alley continues to work on his L-2 along with Lou Ellis.

Bruce Seguire is almost ready to fly his now "experimental" and much faster Swift.

Rick Lambert occasionally works on his BD-5 when he can fit it in with his many other projects.

Phil Jenkins flies his Glasair often.

Charles Miglia continues to work on his Avid Magnum.

Dan O'Neill flies his Kit Fox Vixen.

Ray Nilison is flying his Christen Eagle.

Ed Lester has sold his Glasair.

Harvard Holmes is flying his newly acquired Mooney.

Bob Belshe now has 70 hours on his Lancair 235-320.

Bob Decker has been flying his Glasair I for 12 years.

Lisle Powell makes short weekly flights in his Glasair III.

JR Gibb reported that the landing strip recently acquired by his daughter in Nevada was ok for tail draggers, but not for Glasairs.

Dick Rihn is spraying silver paint on the fabric of his One Design. He said that 420 sets of plans had been sold, 34 planes were flying, and that there had been 1 fatal accident and 1 serious injury.

Ed Perez who is building a Vision, recently took a builder's training course.

Tracy Peters, newly elected to the Board of Golden West, has put off work on his RV-6.

Ken McKenzie has not opened the crate of his Glastar, but he has taken the builder's training course. The date of the 1999 Golden West has been changed to September 10, 11, and 12, 1999 at Castle Field.

Scott Achelis flies his RV-6A at least once a week.

Ron Robinson now has 615 hours on his Glasair I RG.

Our speaker, Duane Allen reported on his job as a scientist riding in the belly of a DC-8. This plane is equipped with multiple computers that receive information from sensors in a hurricane. He gave the impression that it was no big deal to fly into a hurricane and through the eye, even if the hurricane wind was 175 mph. He said the DC-8 was one of several planes flying at different levels in the storm to collect data. He said the wind dropped to zero in the eye, and that the size of the eye varies, the stronger the wind, the smaller the eye. He never experiences more than +1.5 to -.5 gravity and his DC-8 can stay out for 14 hours. Duane let us experience flying into a hurricane by means of a video. Thank you Duane! You make it sound so safe and routine!

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#### **FATALITY ON FIRST FLIGHT OF A GLASAIR IRG**

The following is from Aviation Safety, December 1998:

#### **Sept. 5, Panama City, Florida**

##### **Glasair IRG**

At about 10:08 CDT, a kit built Glasair crashed while attempting a precautionary landing at Sandy Creek Airpark, killing the pilot. The flight originated about 8 minutes before the accident. Many witnesses were on hand to watch the first flight of the newly completed aircraft. The engine was heard to cough and sputter at about 100 feet agl just after takeoff. The engine seemed to smooth out and pilot set himself up for a right base to a downwind landing. The pilot overshot the runway center line, entered a steep right turn to correct, brought the nose up to a landing attitude at about 75 feet agl, and held that attitude until touchdown. The airplane hit the ground at a high rate of descent about 40 feet left of the runway, slid onto the runway and burned.

#### **WHAT DO YOU WANT FOR FUTURE PROGRAMS?**

Vice President Scott Achelis is doing a great job of producing interesting programs for us, but it is a burden to line up a stimulating program each month. At the January meeting we will consider further the idea of Brad Poling to devote 5 programs a year to building topics. The Board invites each reader to submit ideas for future programs. Interests differ. As a low time pilot and new builder, I would be interested in the following:

A talk by Kevin Webster, a UAL jet mechanic who is building a VariEze with a Subaru engine. He has some strong opinions about fuel systems.

A talk by Gene Whitt, a local CFII who has 30 years of experience flight instructing, about his accumulated tips for staying safe and alive while flying. (Some nearby chapters sponsor an EAA brush up ground school. I would be interested in that also)

Gordon Jones, EAA Technical Advisor, recently spoke to the Livermore Chapter on the topic, "Wheels and Brakes."

Guy Minor, Aviation Safety Inspector at OAK-FSDO recently gave a talk to the Santa Rosa Chapter and is eager to be invited to Chapter 393.

The Official EAA Video of Oshkosh 1998

Videos from the Kennedy Space Center about space flights.

A nearby Chapter recently had a Fly Out to a private airstrip in Esparto where the owner has a private airplane collection. I believe this owner recently bought Rick Young's Harmon Rocket.

What would you like? Please speak up.

#### SOAP BOX EDITORIAL

During the past 4 years, I have been the lucky beneficiary of everything good that Chapter 393 and its members can offer. I joined EAA with absolutely no knowledge of plane building and I had not yet learned to fly. What does a retired ex-divorce lawyer know about flying or building? Nearly every member has carefully guided me during the construction of my RV-6A. This help has been given each time I have asked, and often offered unasked when I was building something that did not meet local standards. The result is that my RV-6A flew perfectly on the first flight by Mike Parker. There were no fuel leaks, no oil leaks, no fires, and no trim problems. I have flown twice with Mike Parker and I have made two unassisted takeoffs and landings. The plane is different than a Cessna, but it seems, if anything, easier to fly. It is different! While practicing a stall with Mike, I pushed the stick too far forward in an attempt to correct, created negative G, starved the engine, and looked straight down at Discovery Bay with a dead prop. That was a good learning experience! I have had some troublesome noise problems in my intercom and radio, but with much help from members, I think that problem is now solved with the addition of a Radio Shack Noise Filter. I will never offer my plane for consideration

of a workmanship award, but it flies nice and fast and it delights me. I may name it "True Love." I appreciate all of the help members have given me. This is a terrific way to spend my retirement.

#### BOARD MEETING:

We held a Board Meeting at The Hangar on November 23. Ron and Louis fine tuned the plans for the Christmas party.

#### CALENDAR

January 27, 1999 Chapter 393 Meeting  
January 30, 1999 Monthly Fly Out  
February 6 Regular 393 Board Meeting  
April 11-17 Sun and Fun  
July 28-August 3 Oshkosh  
September 9, 10, 11 Golden West

#### REQUEST FOR WEB SITE'S OF INTEREST TO BUILDERS AND FLYERS

The Board would still like to compile a list of interesting websites. All of you surfers: please submit your favorite websites.

Check out the Paris Air Show scheduled for June 13-20 at [www.paris-air-show.com](http://www.paris-air-show.com)  
Check out Sun 'n Fun at [www.sun-n-fun.com](http://www.sun-n-fun.com)  
Oshkosh is at [www.fly-in.org](http://www.fly-in.org)  
Golden West is at [www.gwfly-in.org](http://www.gwfly-in.org)

#### CLASSIFIED ADVERTISING

##### Hanger for Rent/Share

Buchanan Field, East Side. EAA member preferred. Work bench, refrigerator, extra lights, extra electrical outlets plus 220. Good builder's hangar. Brad Poling 925-827-3528

SONERAI IIL PROJECT FOR SALE: Fuselage 99% complete, urethane primed. Ribs de-burred and straightened, otherwise untouched. S-wing kit with formed spars and ailerons. Complete Monnet hardware kit. Gear, wheels, tires, brakes.

Hapi 75 HP split head single electronic ignition (heads drilled for two plugs) engine with very little time, pickled. Spare un-used VW case. All engine and flight instruments, spinner, backing plate, safety harness, etc. \$6000 firm FOB Oakland, CA. A canopy, prop, and covering materials would complete this plane for well under \$10K. I'd gladly sell a half interest to a local builder. Ryan Young. E-mail: [bredt19-2@idt.net](mailto:bredt19-2@idt.net) Phone: 510-530-8334 Read about the plane at <http://shell.idt.net/~bredt19-2/Sonerai/MySonIIL.html>

For Sale Lycoming IO360A1B6D (200hp) 1500TTSN 150SMOH. \$15,000 or best offer. Hartzell Aerobatic prop HCC2YR-4C/FC7666A-2 zero since overhaul. \$3000 obo. Russ Ward 408-864-7824 (w) 650-344-2318 (h)

Wanted to buy Jacobs 755 engines or parts, Ham Standard 2B20 prop. Russ Ward (408) 864-7824

For Sale: 2 new 3-way fuel selector valves ("Imperial"). Valves have 1/4" female pipe thread on both sides. 1/2 price. Approximately \$35 each. Bruce Milan 925-254-4780

For Sale or Rent or Use:  
Precision jig table 13 feet long, 2 feet wide. Totally flat surface of 1" thick aluminum supported by 8" channel steel beams. Has screw bolts for exact water leveling. Also has rollers and jacking system to raise to an additional height of 2 feet. Bruce Milan 925-254-4780

#### NEWSLETTER SUBMISSIONS

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 address is: 400 Arbol Via Walnut Creek CA 94598 Telephone: 925- 943-1581 E-Mail: [doupage@earthlink.net](mailto:doupage@earthlink.net) Fax # 925-943-2338

## THE FUTURE OF GOLDEN WEST (or, I'M ON MY KNEES BEGGIN')

by Ken McKenzie, Treasurer GW

The first annual Golden West EAA Regional Fly-In has come and gone. Although we consider our first event to have been a success, we did not achieve the attendance we had hoped for due to weather and some other factors outside of our control. The effect of this was to leave the Golden West Aviation Association (GWAA) with a large amount of outstanding debt.

We have spent the past month working out a strategy for repayment of all outstanding bills generated by the fly-in. The strategy consists of four different payment plans to vendors and suppliers, each falling into one of the plans depending on various factors including whether they provided a product (merchandise) or services, the size of the company, and the importance to the fly-in. The first plan provides payment in full at this time to those we owe small amounts to (under \$1000) or those creditors whose relationship is most critical to our organization. The second plan consists of paying creditors with two equal payments and the third plan provides for three equal payments with both plans calling for the first payment at the end of October. The last plan delays any payment to the creditor until such time as we have raised the funds, hopefully by January 1999. Keep in mind that some larger creditors were paid in full at the end of the fly-in and are not impacted by our loss and repayment strategy. Others were given substantial deposits prior to the event, so partial repayment of the balance has less impact.

We would have preferred to have paid the full amount to all vendors and suppliers within two weeks following the event, as was our initial plan. We have every intention of honoring our outstanding bills. However we must now arrange financing to cover our debt. The payment plans described above are based upon the assumption that we can raise \$70,000 in donated and/or borrowed funds. So far, we have raised \$20,000

(nearly one-third) of the amount needed, all borrowed money, and the first payments are being prepared as this is written. However, we need to raise the remaining \$50,000 in the next 45 days to meet our commitments for the remaining payments.

Where do you fit in this picture? You can help ensure that the Golden West fly-in will survive and be strong by helping us find the needed funding. Perhaps your chapter or another organization you know of has funds available for donation or investment. Or perhaps you or an aviation enthusiast you know who believes in the vision are in a position to invest in the future of the Golden West by providing funding resources.

We have received our 501(c)(3) determination letter and donations to GWAA are now tax deductible contributions. We are also looking to secure loans in the amount of \$5,000 or more, with reasonable interest and repayment to be after the 1999 Golden West fly-in. We will give consideration to any amounts and terms and are willing to pay interest on a monthly basis if necessary, however these are unsecured loans. There are currently 6 individuals who have money invested in Golden West, several with 0% (interest free) loans. Some individuals are using a portion of their personal equity lines in turn loaned to GWAA. All information regarding lenders, amounts and interest will be kept in strict confidence.

And to answer your questions about the future, we are taking steps to address and resolve the operational problems that contributed to the loss this year. We will be aggressively seeking out available grant monies. We also expect minimal expansion of our budget for the 1999 fly-in. This year we invested in some semi-permanent infrastructure items, such as admission booths, announcers platform and electrical wiring. These were non-recurring costs for 1998. We also planned our service infrastructure (sanitation, etc.) for an attendance of 60,000 people so we feel we can repeat this strategy to support substantial growth without incurring increased expense. The two areas where we do expect to have increased

budget amounts are for tram construction and better marketing of the event.

The first year is always the toughest and we are certain the worst is behind us. We have proven we can produce a first class event in the EAA tradition of fine quality, one that demonstrates why the West has always been at the forefront in aviation innovation and operation. Let's show the rest of the country just what makes the West Coast the best place to be by putting on the best fly-in anywhere in 1999.

I am willing to contact any and all interested parties and will provide additional information regarding GWAA, this proposal or any other matters relating to the Golden West EAA Regional Fly-In. An information regarding leads or potential contributors and investors will be gratefully received and absolute confidentiality will be maintained. I can be reached at:

work: (510)642-3267, Monday through Friday,  
7:00AM to 3:30PM

or

home: (925)283-3119, weekends and evenings  
until 10:00PM

or

email: kmkenzie@uclink4.berkeley.edu

Ken McKenzie, Treasurer

## **EXERPTS FROM GOLDEN WEST NEWSLETTER**

F.A.Q.s (frequently asked questions)

Q. What is happening with the T-shirts that were ordered and paid for at the fly-in?

A. We have placed our order for the T-shirts and they will be delivered to us by November 13th. T-shirts and patches will be available for pick up at the GWAA headquarters building at Castle on any day of a regularly scheduled meeting (see calendar.) Shipping can be arranged in some cases where pick-up is not possible. Please call the HQ phone number and leave a message.

Q. What is happening with the volunteer patches that were ordered at the fly-in?

A. We are providing the regular fly-in patches in place of the volunteer patches. These are available now and can be picked up at our headquarters building on any scheduled meeting day or we will be glad to mail them to you.

Q. Why was the ultralight area so far away?

A. The ultralight operation was placed in such a way as to allow completely independent air operations from the FAA controlled Airspace that the rest of the planes operated in. Although it seemed a long way down the ramp, the distance was comparable with Oshkosh's operation. In case you missed them, shuttle buses operated at regular intervals on the service road covering the entire length of the ramp, from the ultralight area to Trajen's facility.

Q. Why don't you sell beer at the fly-in?

A. Golden West is an EAA fly-in and we have adopted "Oshkosh Rules." We adhere to and believe in the principal that a fly-in should be a family outing. You generally don't find beer and alcohol at activities and events that are geared toward entertaining the entire family. We also do not find that beer and alcohol provide enhancement to the enjoyment of a fly-in and it is just as much fun without it. Although we don't have statistics, it has been found that those events that do not serve beer and alcohol tend to have cleaner grounds.

Q. Where were the flight line trams?

A. Our initial plans were to build tram trailers and have tractors pulling them like those at Oshkosh, Sun 'N Fun and other fly-ins. Although we tractors available and had people who volunteered to construct the trams, we were unable to locate design plans. Our alternative of renting them ran into a dead end also as we exhausted all known sources without being able to secure any for the fly-in. So we went to our last resort of using school buses and set up the route on the service road on the west side of the ramp area. Because of the scale of the ramp (huge!) most visitors were unaware that the shuttle buses were even there! We are now in possession of tram

plans and construction will begin this winter. We will have trams for next year!

Q. Is there going to be another Golden West fly-in?

A. YES! The second annual Golden West EAA Regional Fly-In will be held next year, September 9, 10, and 11 1999 and will again be at Castle Airport. Mark your calendar now! For those interested in getting involved, you are welcome to attend the monthly Fly-In Planning Meetings which will begin with our kick off meeting on November 21st. Check the calendar in this issue for future meetings.

Q. How many people and airplanes were at the fly-in this year?

A. Final numbers are just in. We had 727 airplanes and 13,156 in attendance (see full statistics elsewhere in this newsletter.) This is lower than we had anticipated mostly due to poor weather that prevented many people from coming from both northern and southern California. We have already placed our order with Mother Nature for good weather during the 1999 Golden West EAA Regional Fly-In.

Q. Did you make money this year?

A. In all honesty, no. However, we consider the first annual Golden West EAA Regional Fly-in a success in all other respects. Going into the event, we had a clear understanding of the attendance that would be our break even point. Mostly due to weather, we reached just over 50% of that break even number. Because of the tremendous response from those attending the fly-in this year, we have an even stronger belief in the desire and potential for a large west coast event. There will be a second annual Golden West EAA Regional Fly-in on September 9, 10, and 11 1999.

#### **HELP WANTED BY GOLDEN WEST**

All positions are volunteer and pay the same (\$0), require dedication, cooperation and team effort. These job descriptions are very general and may change somewhat as we progress through the planning stages this year. This is not a complete list of all positions, only those that need

to be filled as soon as possible. We will list other positions in future issues of the newsletter.

We are looking for both leaders and task workers, so please let us know of your interest whether or not want to be "in charge." We will be building the committees and teams throughout the year so we're ready to go when the fly-in starts.

If you handled a certain area last year and would like to do it again, please let us know. If it's listed here, it's because we didn't hear you volunteer again -- sorry. Be sure to tell us again.

Keep in mind that new chairmen this year won't have to start from ground zero as information and assistance will be available from those who did the job last year and they will help with a smooth transition.

Be sure to contact the Fly-In Chairman or any Officer to sign up or to get further information and a more detailed description of the responsibilities for these positions.

**Air Operations:** Overall responsibilities include coordinating all in-air aircraft operations with FAA Tower and FSDO personnel and other committee volunteers.

**Military Coordinator:** Contact and follow up with military units for static display and fly over demonstrations.

**Forums & Workshops:** Contact forum speakers and follow up for confirmation, develop forum schedule.

**FAA Exhibit Coordinator:** Coordinate with various FAA divisions (such as Maintenance, FSS, Airman Certification, etc.) for FAA display/exhibit and forum participation.

**Food Services:** Be Golden West's primary interface with the food service management company and other related companies and organizations.

**Merchandise:** Overall responsibility for selection and sales of Golden West logo merchandise.

**Admissions:** Have primary responsibility for dispensing/collecting money trays, wristband inventory and overseeing opening and closing of admission gates.

**Insurance Administrator:** Oversee the acquisition and administration of all policies for GWAA.

**Marketing Assistants (several):** Work with Marketing Chairman to develop and prepare event advertising and marketing materials.

**Convention Services:** Overall responsibilities include providing the services convention visitors will need, such as housing and transportation information, handicap services, etc.

**Newsletter Editor:** Establish deadlines and oversee the preparation and publication of the newsletter.

**Database Manager:** Work with Volunteer Chairman and keep our volunteer database current for newsletter mailing labels and develop a volunteer directory.

**Tram Construction:** Oversee tram materials donations and acquisitions, coordinate and oversee teams constructing trams according



THE EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 4393 NEWSLETTER, DECEMBER, 1989



400 And Via  
Water Creek, CA 94321



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President Ron Robinson 228-3720

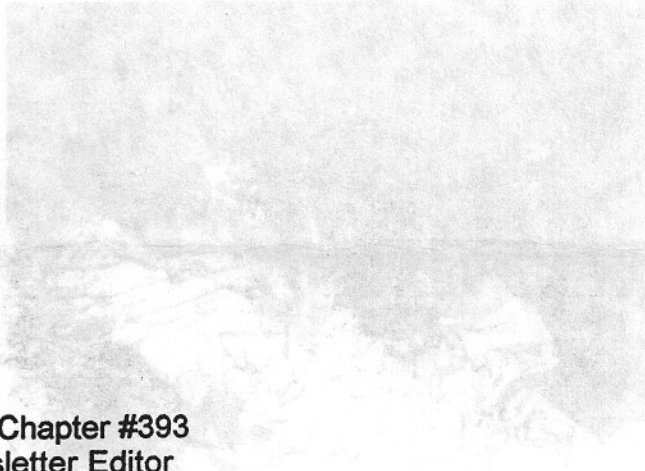
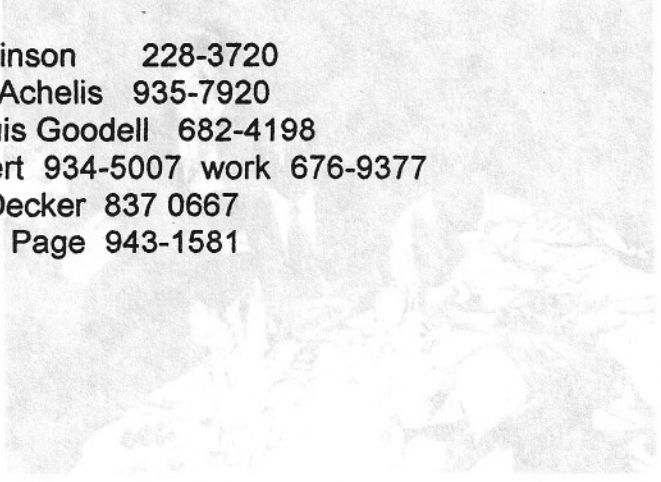
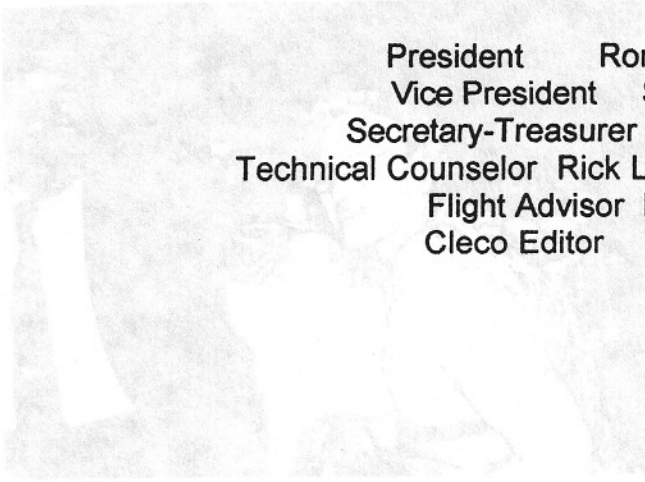
Vice President Scott Achelis 935-7920

Secretary-Treasurer Louis Goodell 682-4198

Technical Counselor Rick Lambert 934-5007 work 676-9377

Flight Advisor Bob Decker 837 0667

Cleco Editor Doug Page 943-1581



EAA Chapter #393  
Newsletter Editor  
400 Arbol Via  
Walnut Creek, CA 94598



2/28/99  
Fred W. Egli  
1900 Meadow Road  
Walnut Creek CA 94595

