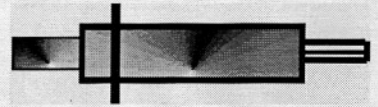


# The Cleco



Official Publication of the Experimental Aircraft Association

EAA Chapter 393, P.O. Box 272725 Concord, CA 94527-2725

Volume No.1

April 2000

Issue No. 4



The Leader In Recreational Aviation

The website changes frequently.  
Have you checked it today?

## Inside this issue:

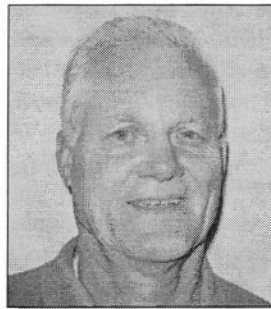
- Page 1. President's message
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- Page 8. Photos & mailing label

**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, flyouts and just plain good old camaraderie.

**Our normal meeting time** is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

### Year 2000 Meeting schedule:

- April 26
- May 24
- June 28
- July 15 Chapter Picnic
- August 23
- September 27
- October 25
- Nov. 15 Due to Thanksgiving
- Dec. 16 Christmas Party @ The Greenery in Walnut Creek. The same place as last year.



SPRING has arrived, the weather is mostly VFR, and we will be doing lots more flying in the next few months. Here are a few items to help ensure that yours will be free from unexpected problems.

The FAA has been very good to homebuilders, regulation-wise. Experimentals are exempt from the normal annual inspections, and are instead required to have a yearly "condition inspection" which is defined in the operating limitations which are issued to each aircraft. The builder (assuming he has the repairman's certificate for the aircraft) or any A&P can do the inspection, no IA is required. Between condition inspections, literally anyone can perform maintenance and repairs.

Use this privilege to make your homebuilt less likely to have an in-flight failure. The key is frequent inspection and attention to detail. When you have the cowling off for an oil change or any other reason, don't be in a hurry to put it back. Set up a good light and look at that engine carefully. Look from all angles. Wipe off any oil that has accumulated since the last time you looked; is that leak new?... is it an old leak getting worse? You can keep track of potential problems better than a mechanic who works on many planes every month.

- Check your control cables carefully. Lots of preventable problems occur here. A control which is getting stiffer (or looser) to operate may be trying to tell you something. Make sure the ends are secure and lubricated and the outer cable sheath is firmly attached.
- Look at your fuel and oil hoses for new leaks and for contact with nearby structures which may cause chafing or burning. The same thing applies to wire bundles in the engine compartment. A quick fix with a plastic tie-wrap may prevent a serious future problem.
- Check your exhaust pipes. A small crack or

### The Cleco

is published monthly by EAA Chapter 393, an official chapter of the Experimental Aircraft Association,  
P. O. Box 3086,  
Oshkosh, WI 54903-3086  
Publication office:  
3338 Flintmont Drive  
San Jose, CA 95148  
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(Continued on page 2)

Sport Aviation

(Continued from page 1)

leak will show up as a light powdery residue deposited on a nearby surface. You won't notice this unless you look carefully. Using a small mirror to inspect around the exhaust flanges is a good idea.

- When you get the opportunity, have your engine case and sump painted a light color. This will make it much easier to discover hard-to-see problems which lurk in the crannies. Speaking from personal experience, every time I do anything in my engine compartment, I rediscover how nice it is that the engine builder offered to paint it a light color.

Finally, if you discover a problem, or a potential problem, add the item to your annual check list (you do have one, don't you?) so it will not be forgotten. A relatively small amount of extra time spent inspecting your plane may prevent a forced landing or worse.

### Internet has lots of help for builders.

There is an internet mailing list for Lancair builders with a hundred or more subscribers. Every day there are 5 to 15 short posts with questions and answers from Lancair builders. There are similar mailing lists for builders of other popular kits, and a general newsgroup called **rec.aviation.homebuilt**. If you don't have internet access or weren't aware of this, you have been missing out on a lot of valuable information.

For example, last week someone posted a question about the best routing for a throttle cable. By the next day there were several replies describing how other builders had approached the problem, and what considerations they had used in making the decision.

**Note from the Lancair mail list.** A question came up about terminating solid wire control cables such as a mixture cables. The threaded rod type cable is always better but sometimes space restrictions require using the solid wire type. Several people using the "pin vise" wire grip (P/N 05-16001) have had cables break at the point it goes into the grip. The "B" nut cable end (also available at Aircraft Spruce) is said to be much more reliable.

### Found on the internet newsgroup rec.aviation.piloting:

What the GUMP check really stands for:

G-Gear down  
U-Undercarriage down  
M-Main wheels down  
P-Put the gear down

### Help with understanding ATC clearances:

One thing that helps is to be ready for what the controller is going to say. Have you heard about the acronym CRAFT?

It's short for **C**leared to, **R**oute, **A**ltitude, **F**requency, and **T**ransponder. IFR and class C VFR clearances always follow this format.

For example a VFR class C clearance would be:  
**CLEARED TO** "Cessna 1234 is cleared out of the Monterey Class C"

**ROUTE** "fly runway heading until west of highway 1"

**ALTITUDE** "maintain VFR at or below 3500"

**FREQUENCY** "Monterey departure 123.25"

**TRANSPONDER** "Squawk 1234"

An IFR clearance would be

**CLEARED TO** "Cessna 1234 is cleared to the Fresno Airport"

**ROUTE** "via Salinas 1 departure, xyz transition, V123, ABC VOR direct"

**ALTITUDE** "climb and maintain 4000, expect 6000 in 5 minutes"

**FREQUENCY** "departure frequency is 123.25"

**TRANSPONDER** "Squawk 3456"

Just write down C R A F T in 5 separate sections and fill in the stuff as it's fed to you.

---

The Editor's Page has moved to page 5 for this issue.

This space available for member input.

[If you don't wish to read my musings, then submit something of your own. I would like to start printing pictures and a bio. on the new members, as well as current ones. Write down what you would like me to print about you and send it in. I will take your picture at the meeting. The Editor]

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Here we see Ralph in his recently finished Cavalier.



And here we see Ralph and his recently wrecked Cavalier.



And here we see Ralph smiling, embarrassed, but too hurt to cry, so he smiles. Glad you were not hurt Ralph.

Now for the real story, read on, in Ralph's words:

### CAVALIER FLIGHT TEST STATUS

(circa 11 a.m., March 14, 2000)

Let me tell you a story.

We've worked a steady 4-1/2 years and received our FAA inspection & airworthiness certificate with restrictions: 10 hours at Hollister and 30 hours at South County. We had selected Robin Reid as our primary Test Pilot (like

Life Insurance) who had many recommendations for hardware changes and preferred assembly details, all for our safety.

Robin did a series of high speed taxies, first with nose wheel up then with lift-off and set-down. These tests increased airspeed in steps to assure control. Then four flights to explore the flight characteristics and performance envelope. After this the owners were to continue the flight trials for data recording and familiarization with the aircraft.

Some of the flight performance reported was:

1. Take-off climb at 100 mph and 700 ft/min.
2. Level cruise speed of 130 mph at 2500 rpm with engine temperatures in the green.
3. Maximum level speed of <140 mph at 2650 rpm, 4000 ft. (engine red-line 2700 rpm).
4. Stalls: clean at 50 mph, 30 deg. flaps 40 mph. slight buffet and straight ahead, 85 mph at 60 deg. bank turn.
5. Control response good, elevator a little sensitive.

We were elated, eager to fly this plane!

Robin had gotten oral-approval from the local FSDO to check-out the owners as a "crew-member." His intent again, primarily for owner safety. The first opportunity for "crew" trial was about 5 high speed taxies with Ralph Reichhold (with Robin "lightly" on the controls as well). The weather was terrible but Ralph's efforts improving.

Ralph was ready for more but Robin wasn't available, so Ralph decided to repeat what they had done previously. Ralph was confident but not cautious enough. Weather was great, no traffic. "Line up on center-line, full power, stay on the line, stick back gently at 60 mph, a little more - I'VE GOT A WILD ANIMAL ON A SHORT LEASH, WINGS ROCKING, NOSE PITCHING, GET CONTROL, BACK OVER CENTER-LINE, NOSE DOWN, PULL OFF POWER - nose too low - CRASH!, skid to a stop just off the runway.

Luckily Ralph, just a slight scalp cut, no head-ache or other discomfort. (He thoroughly endorses shoulder and belt harness).

Comment:

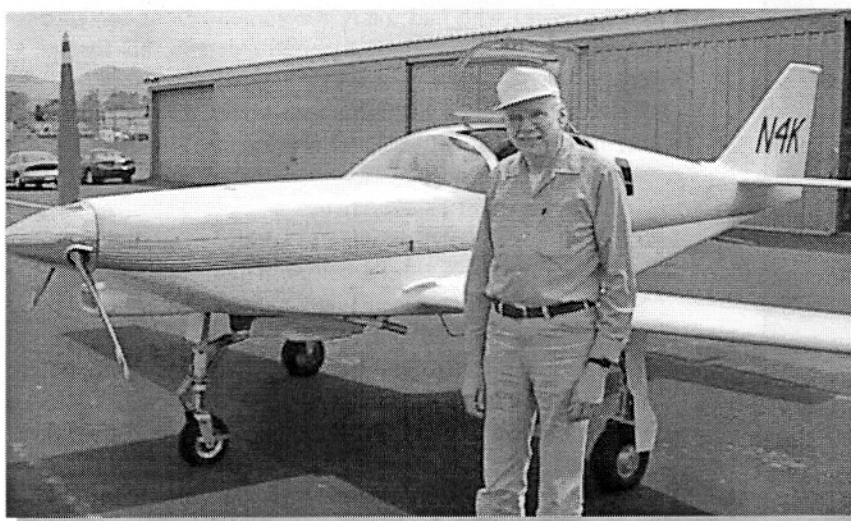
1. Flight preparation- **aircraft-ready**, Pilot, **perhaps not** ( he was too eager to make a series of increasing speed steps to practice and get used to this plane's responses).
2. Results -  
One damaged airplane  
One bruised ego
3. Oh yeah, the ELT worked just fine!

The story will continue, (got a plane to re-build-)

**For those who have not heard, Dr. Lyle Powell passed away Saturday April 8th. in the a.m. while napping after breakfast.**

His son Rich reports there had been a family get together on Friday and that there will be no funeral service, However, there will be a hangar party in his old hangar, probably Saturday, May 20th.

Lyle and his expertise will be missed by the members/builders of Chapter 393.



**Dr. Powell and his third homebuilt airplane, a Glasair III**

**Dr. Lyle Powell** passed away Saturday morning April 8th. Those who are subscribers to the eaa393.egroups mail list got the word that afternoon. Others with email received it later. This article can be seen on the chapter website <http://eaa393.org/Lyle-p-d.htm>

Lyle was an Ophthalmologist in Walnut Creek for 46 years. My wife Audrey was a patient of his for some of those years. I met him only after getting my hangar from Scott a few doors down from Lyle on the east ramp in 1996.

As most of you know, he had been ill only a short time. The last impressionable memory I have of him was at a chapter meeting when he was talking about eating apples in flight. And how ill he had gotten after eating a home grown one, luckily in his hangar and not in flight.

Lyle was born in Nebraska and raised in Lawrence, Kansas near the location of the new Cessna plant.

He graduated from *Culver City Military Academy*, and attended the *University of the South* at Sewanee, Tennessee, *Northwestern University* in Chicago and graduated from the *School of Medicine* at the University of Pennsylvania.

He met and married Ellen, his wife of 54 years, while attending medical school.

He served in the Army during the Korean Conflict and settled in Walnut Creek in 1953.

He was one of the founders of *John Muir Medical Center*. He was former *Chief of Staff* and a *board member* for eleven years.

He was also a member of the *Alameda-Contra Costa Medical Association* and the *American Academy of Ophthalmology*.

Some of you are aware he used to race cars (for 10 years) before getting into airplanes. (He liked to go fast as was evident in his reports of trips in his last airplane the *Glasair 3*, his third homebuilt.

He also owned several different production airplanes before he started building his own. I remember his comment, "When I am approaching the mountains, I like to see them move, not just sit there."

He is survived by his wife Ellen, daughters Ginny (and George) Conlan of Encinitas, CA, Anne (and Brien) Seeley of Santa Rosa, CA, and son Rich (and Jill) Powell, who have been our contact with Lyle for the last couple of months. They also live in Walnut Creek. He has six grandchildren.

He has requested no services but there will be a party in his hangar at a later date, probably Saturday, May 20th

Memorial gifts may be made to the *John Muir Foundation*, 1400 Treat Blvd., 3rd. floor, Walnut Creek, CA 94596, or *Hospice Preferred Choice*, 1470 Enea Circle, Suite 1710, Concord, CA 94520.

He was very active in EAA Chapter 393 at Concord and his presence will be missed by the membership. May you rest in Peace, Lyle.

Watch the website <http://eaa393.org/announcements.htm> for the memorial (party) or subscribe to the eaa393.egroups email list.

There have been several messages lately on the mail list about his death and any pending memorial service.

Dennis Byron has set up an email discussion group for EAA393 on the net at <http://www.egroups.com/group/eaa393/info.html>. Check it out. It is free and until Dr. Powell's death, there had not been much traffic.

**Minutes of the April 1st. board of directors meeting**

The meeting was opened @ 10:30 a.m. by the Chapter's President, Bob Belshe. Those in attendance were Vice President Tracy Peters, newsletter editor and webmaster, Duane Allen & Secretary/Treasurer Louie Goodell.

One guest, Kevin Albertsen, who is looking for a flight instructor to start primary training, with a goal of becoming an airline pilot, was also present. He is currently enrolled in ground school in Sacramento.

Items discussed: A young eagle event on May 6th.

The date of the Christmas Party will be Dec 16th. at the Greenery, same place as last year.

There was some discussion at length about committees for events, flyouts, telephone tree, airport flight safety.

The newsletters are now online on the website.



## RV-9 Crashes

Two people were killed Sunday afternoon, April 2, in the crash of a single-engine airplane southeast of Pettigrew, Arkansas.

The plane was flying in a heavy fog over a wooded area that had been logged in some places. It apparently clipped some trees and lost a wing, then landed upside down in a steep valley.

Bob Morison, who lives about 1,000 feet from the crash site, said he heard the plane sputtering as he was working in the yard. "It sounded like he was hot-dogging around, but I realize now it was cutting out," he said. "I came into my house, and that's when I heard it hit the mountain. I said, 'Oh, my God,' and I called the neighbor."

Several witnesses called the Madison County sheriff's office to report hearing or seeing the plane in trouble.

The plane was badly burned, but its tail number was identifiable.

The terrain where the plane crashed made searching for it more difficult. It appears the pilot was trying to get down out of the fog and there was zero visibility up there. He was circling and trying to find a place to land from the information I have.

The sheriff denied reporters and photographers access to the crash site Sunday, saying the Federal Aviation Administration was involved.

Roland Herwig, an FAA spokesman in Oklahoma City, said the National Transportation Safety Board would be in charge of the crash because there were fatalities.

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### Minutes of the chapter meeting, March 22, 2000

The meeting was called to order by President Bob Belshe at 7:30 p.m. He immediately turned the meeting over to the Vice President, Tracy Peters who in turn introduced the guest speaker, Dr. John Toth, an FAA designated medical examiner.

Dr. Toth gave some enlightening information about getting your license back after a heart attack and other illnesses.

After the break at about 9 p.m. (there was no raffle due to the raffle person's grandson's induced delay of his arrival to the meeting), introductions were done. There were two new members who joined, Ron Partain, Peter A. Degl'Innocenti whose project is a P-40 Replica, and one returning member, Jeff Hartz who returned after a couple years absence.

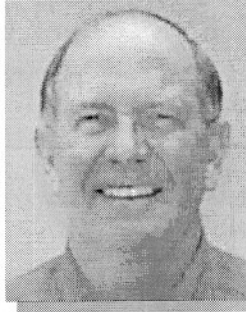
Will Price volunteered to be an Airport Coalition Representative for the chapter. He and Fred Egli gave a report on what is going on at and around the airport.

Louie reports expenditures of \$44 to the Concord Post Office for our PO Box, and \$95 for the publishing of **The Cleco** for March. There is \$1558 in the checking account, of which \$400 is for the Bob Decker memorial fund and \$2527 in the savings account for a total of \$4085.

Income for the month was not reported.

[The Cleco costs will continue to be about \$95/mo. for an eight page newsletter, varying only by the amount of postage (# of newsletters mailed). One hundred fifty copies are printed each month.

This month there are 30 members who have not paid their dues and are being dropped from the mailing list for **The Cleco**.



### Editor's Column by Duane Allen

I am sorry I missed the last meeting but there was just no way to get home in time to attend. Then I would have had to turn around and go back to SJC to catch my flight to San Diego early the next morning. It seems I missed an interesting presentation.

Since no one else provided me material to fill this space, I have chosen to fill it with pictures and a story about why I won't be around for the June, July, maybe August, and for sure September meetings.

The July Cleco will be emailed from Puerto Rico, printed and copied by my wife and Brad Polling has volunteered to stamp and mail them. There will be no pictures in the July issue as photocopying them does not do them justice and my wife's printer cannot handle 11x17 paper. My 11x17 printer is in San Jose where I live during the week.

I will however include pictures in the online version of **The Cleco**. As you have noticed, if you have visited the chapter website lately, you will see that the issues I have produced are up on the web (except for the minutes) and you may have already read this issue before receiving the hard copy.

There was a period of time when I could not update the site but eventually learned why. I had run out of disk space on the server. That has been remedied and all is well again.

I went to San Diego to consult with the owner of the Navajo shown on the back page.

He will be cutting a 11 to 12 inch diameter hole in the top to accommodate a six channel sunphotometer to measure optical depths of the atmosphere in a program called PRIDE. An acronym for Puerto Rico Dust Experiment. We will be sampling the dust from Africa as it is blown across the Atlantic Ocean. We will be operating out of Roosevelt Roads, a Naval Facility, flying four hours a day, six days a week between 100 ft. msl and up to 15K at least once on each flight.

In August and September I will be going to Africa to sample the freshly generated Sahara dust using a fourteen channel version on the University of Washington's CV-580. They are cutting a 14 inch hole in their bird. Here I thought I was about to retire, stop traveling at taxpayers expense and start flying my Cardinal to 49 states at my own expense. Well, I live and learn, as do the rest of you.

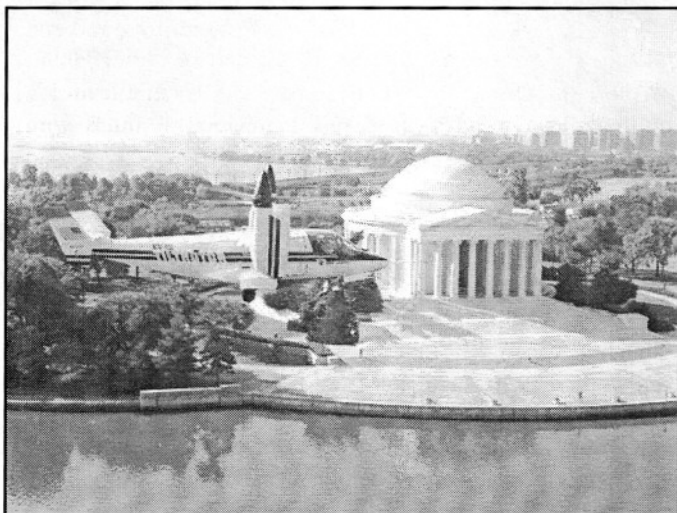
See the back page for the photos of the CV580 and the SPARWAR Navajo. I have removed the membership application as those who have not renewed probably won't.

## Guest Speaker for April

**Dan Dugan, NASA Project Test Pilot for the XV-15 Tilt Rotor and V22 Osprey will be the guest speaker on April 26, 2000 @7:30 p.m. on John Glenn Drive, (the old airline terminal building) near the tower.**

**Dan will have slides, video and some interesting tales to tell of the history of VTOL aircraft research, going all the way back to the XV-1, XV-3, & XV-5.**

**I have included a few photos here to pique your interest.**



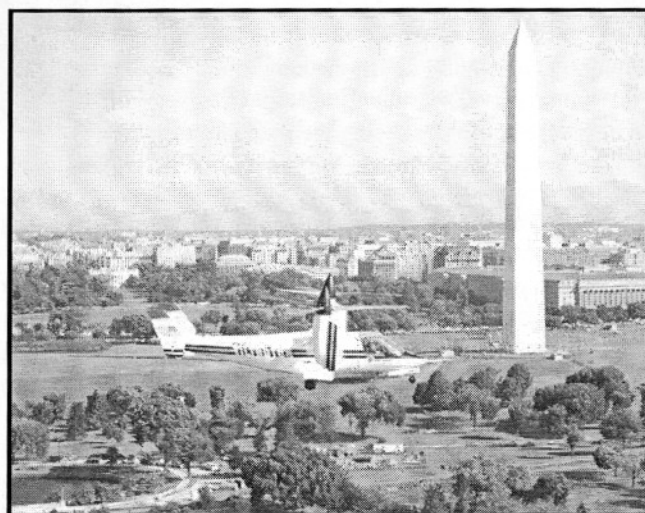
For those who have not been there, this is the Jefferson Memorial in Washington, DC. When I was there we sat on these steps and watched a parade of soldiers pass from left to right. They were wearing all the uniforms previously worn by the military throughout history from the Civil War up to current day dress. It was about sunset and the river made a beautiful backdrop as they passed in review. I had no idea there had been so many different military uniforms.

It would have been nice if there were soldiers in this picture of the XV-15 passing by in review.

I remember when this picture was taken, but I don't remember the date. We had given the airplane back to Bell Helicopter in Texas at the time. One of the reasons I know that is that it is not painted in NASA colors as is the one at the right. [ed] These pictures and many others can be downloaded from the NASA website <http://www.dfr.nasa.gov/gallery.htm>

For those who fly south from Concord you may recognize the area in the photo to the right. In case you don't, it is Calaveras Reservoir near Milpitas. That is Mt. Umanum in the distance at the center top. The smoggy valley between the tiltrotor and the mountain is Silicon Valley, CA.

The guest speaker for May will be Matt Dralle, owner of Matronics. Matronics produces the Fuel Scan fuel management systems and is the sponsor of the RVlist and many other aircraft specific email lists.



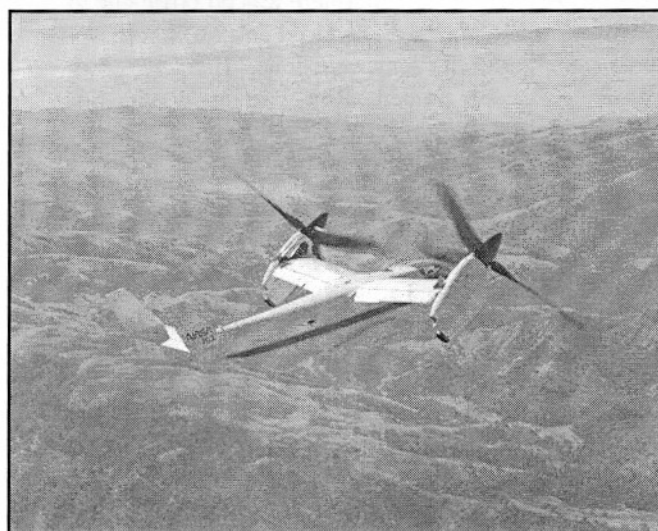
This is the Washington Memorial and I have climbed every step of the way to the top. The view from up there is incredible.

I have included this photo to show that the XV-15 has been to some interesting places.

I won't tell you how many years ago it was that I was there, but it was in my younger days.

I am sorry to say, there was another V-22 OSPREY crash recently taking 19 lives. They have been temporarily grounded pending investigation.

Photos courtesy of NASA.





*Wisdom from Children*

**HOW DO YOU DECIDE WHO TO MARRY?**

You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming.

--Alan, age 10

No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with

--Kirsten, age 10

**WHAT IS THE RIGHT AGE TO GET MARRIED?**

Twenty-three is the best age because you know the person FOREVER by then.

--Camille, age 10

No age is good to get married at. You got to be a fool to get married.

--Freddie, age 6

**HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?**

You might have to guess, based on whether they seem to be yelling at the same kids.

-Derrick, age 8

**WHAT DO YOU THINK YOUR MOM AND DAD HAVE IN COMMON?**

Both don't want any more kids.-Lori, age 8

**WHAT DO MOST PEOPLE DO ON A DATE?**

Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.

--Lynnette, age 8

On the first date, they just tell each other lies, and that usually gets them interested enough to go for a second date.

--Martin, age 10

**WHAT WOULD YOU DO ON A FIRST DATE THAT WAS TURNING OUT BAD?**

I'd run home and play dead. The next day I would call all the newspapers and make sure they wrote about me in all the dead columns.-Craig, age 9

**WHEN IS IT OKAY TO KISS SOMEONE?**

When they're rich.-Pam, age 7

The law says you have to be eighteen, so I wouldn't want to mess with that.-Curt, age 7

The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do.-Howard, age 8

**FOR SALE - TRADE - WANTED  
LOANER ITEMS**

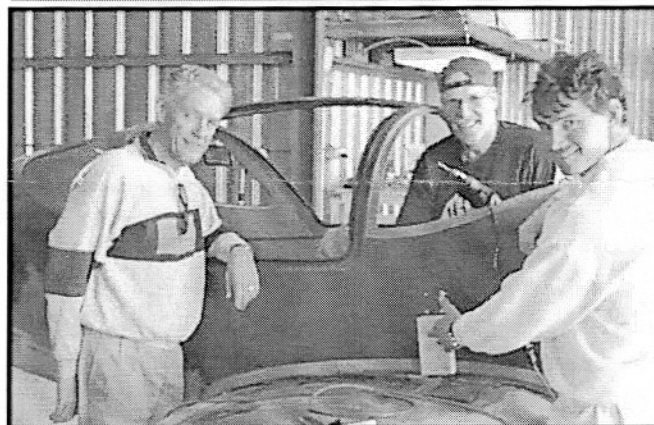
**Wanted** Hangar to rent at Concord. Low wing aircraft (Trinidad, width 32'5", length 25'9") Bruno Motta 925.228.2852

**Hangar** for rent. Available April 1. Homebuilt or project, \$175/mo. Pete Wiebens 925.933.7517.

**Hangar** for rent, builder. Available May 1. Contact Ron Robinson, days 925/980-6548, evenings 925/228-3720.

**Glasair III For Sale:** Lyle Powell's Glasair III Serial #3002. MANY modifications, 1058 TTA, 1198 TTE. Electronic Ignition, Dual electric buss system. Good avionics with Argus 3000 moving map, Nav-Aide autopilot coupled to GPS, 3-blade Hartzell prop, 3 axis elec. trim. Cruise 255 mph@14 gph @10,000ft. Everthing works! \$110,000 OBO. Location: Concord, CA

Contact: Rich Powell during the day at: 925-935-8822 or at night at: 925-934-9396. email: [powels@pacbell.net](mailto:powels@pacbell.net)



**Gene Stangel mates the wing to the fuselage of his Glasair 3 with the help of Bill Madden and supervision of Ron Robinson. We are hoping for a story and more pictures in a future issue.**

**IS IT BETTER TO BE SINGLE OR MARRIED?**

I don't know which is better, but I'll tell you one thing. I'm never going to have sex with my wife. I don't want to be all grossed out.

--Theodore, age 8

It's better for girls to be single but not for boys. Boys need someone to tell them what to do.-Anita, age 9

**HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?**

There sure would be a lot of kids to explain, wouldn't there?

--Kelvin, age 8

**HOW WOULD YOU MAKE A MARRIAGE WORK?**

Tell your wife that she looks pretty even if she looks like a truck.

--Ricky, age 10

2/28/01  
 Fred W. Egli  
 1900 Meadow Road  
 Walnut Creek CA 94595



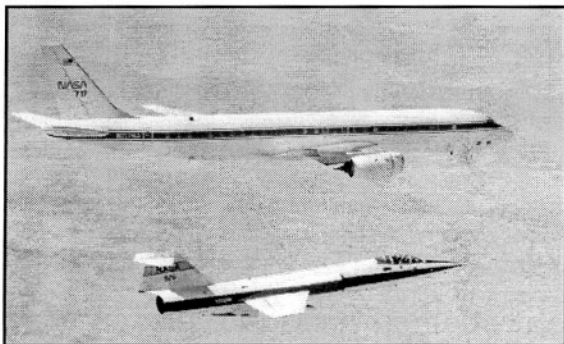
EAA Chapter 393  
 P. O. Box 272725  
 Concord, CA 94527-2725



This is the University of Washington's CV-580. I have not seen the flight plans for this mission yet, but considering the heat and the location, I do not expect it to be fun. I hear that some of the places we will be are the most dangerous in South Africa.



**SPARWAR Navajo. Notice it is a restricted category aircraft.**

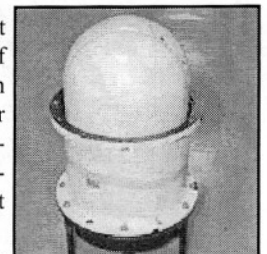


Here is my usual ride, the DC8, not the F104. However, I would like to ride in it. I miss the "good old" days in the 8. All first class seats. Three lavs., a galley w/microwave,

seats 20 to 40 people. Makes those 12 hour research flights tolerable. Moffett to Tahiti or Norway is 9-10 hrs.

And I will be riding the potty seat for four hours, most of it at 100 ft. msl.???? You know I have to be nuts to do this without hazard duty pay, right?

This is a photo of the instrument that will be installed in the large hole. Of course, the adapter plate is not shown here. The dome extends out into the air stream and it looks at the sun continuously. It is actually a miniature telescope but measures intensity of light (optical depth) at six wavelengths. And you wondered how we measure global warming/greenhouse effect? This is one way. There are many.



AATS6 flown on many aircraft over the years.