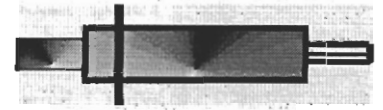


The Cleco



Official Publication of the Experimental Aircraft Association
EAA Chapter 393, P.O. Box 272725 Concord, CA 94527-2725

Volume No.1

June 2000

Issue No. 6



The Leader In Recreational Aviation

The website changes frequently.
Have you checked it today?

Inside this issue:

- Page 1. President's message
- Page 2. Chapter officers' information & Editor's column
- Page 3. Questair Venture update
- Page 4. IYED Moffett Pictures
- Page 5. IYED Moffett Pictures
- Page 6. For sale/trade/wanted items
- Page 7. CCR May Young Eagles Rally
- Page 8. SVFR changes & 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.

There will be no July meeting due to the picnic.

Year 2000 Meeting schedule:

- 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.
- Year 2001 Meeting schedule:
Jan. 24, Feb. 28, Mar. 28



President's Column:
Bob Belshe presiding.

At the May meeting we had a smaller attendance than usual. Those who came enjoyed a talk by Matt Dralle, of Matronics, Inc. He demonstrated and answered questions about his FuelScan instrument. If you are building or don't have fuel flow and pressure monitoring in your plane, this device is well worth consideration.

Phil Jenkins is nearly finished repainting his Glasair I. He has been working daily for several months and it now looks like a new plane.

Kirk Murphy, (Bob Decker's grandson) now flies Bob's Glasair II. Kirk is a student at Embry-Riddle, and already has his commercial and instrument ratings. I enjoyed working with him and Phil Jenkins to install a Navaid autopilot in his plane. It went in easily and worked very well on the first flight!

Rick Lambert, our technical counselor, went to Stanford Hospital for a triple bypass. He has been a regular fixture across the aisle from my hangar, where he is building a Glastar. I hope he is up and around by now, and will soon be back to work.

Picnic volunteers found. The chapter picnic is just a month away. Thanks to everyone who signed up to help put on the picnic. All that's left is to coordinate the food so we don't have too much of any one item. A signup list will be passed around at the meeting or you can contact Fred Egli at 925-935-7551.

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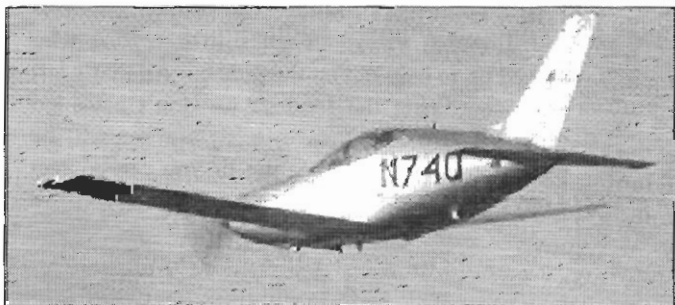
Editors Column by Duane Allen

This months issue contains a lot of Young Eagle pictures as you may have already noticed.

What I have noticed is that when I hand someone a copy of **The Cleco** the first thing they do is thumb through it looking at the pictures and sometime later, take the time to read it. So, I'd say I need good pictures as attention getters. Would some of you please provide me with pictures (and words) to keep this newsletter interesting.

For those few who attended the last meeting, you have already heard my story of triple failures ou my flight to San Diego. As it turned out, none were significant, just expensive for the transponder repair. All is well now and my Cardinal is flying great. Have managed to fly over 15 hrs. in the last 90 days, counting the trip to SD, IYED and going to STS for dinner. BTW, it took me less time to get to Montgomery Field from CCR in zero six charlie than it did this past week via UAL SFO->San Diego. And there are those who want to close airports. BahHumbug to them. I like going direct, the scenery from 10Kft. instead of 41Kft. and landing at my destination and not needing to rent a car.

The problem with the transponder was a broken heat sink screw which allowed the transistor to float free and get so hot it unsoldered itself from the pc board and fell off. (It hangs upside down). The flap problem was a molex connector at the flap motor which had somehow become partially unplugged. I guess I need to get the prop. dynamically balanced. Hoever, the vibration docsn't seem bad to me. The ICS problem was loose screws on the terminal board on the yoke map light terminal strip. No lock washers & no loctite on the threads. So what was supposed to keep the screws tight? Another poor Cessna design. I'd never get away with that kind of installation on a NASA airplane. Of course I see lots of things these days that I'd never get away with on any of the jobs I have had before. (Air Force - B52s, Navy - Guided Missile Cruisers, Destroyers, Submarines, & an ARL).



Bruce Milan's Questair Venture on his test flight in Febuary. Read his article on page 3. Photography by Bob Belshe, chase pilot, in his Lancair 290. (I Guess Bruce must have been in slow flight. :-) Actually he flew bigger circles.)

This via email:

Dear Chapter Newsletter Editor:

Included is the schedule of Chapter Programs for AirVenture 2000. These programs are not just for Chapter Officers and Directors, but are intended for any Chapter Member who is interested in the future of his or her Chapter. Please include this in your July Chapter Newsletter (and or Web) if possible.

Thank you for your cooperation and we hope to see you in Oshkosh at the end of July! - Troy Toelle, EAA Chapter Office, (920) 426-6847

Schedule of Chapter Programs for AirVenture 2000

Wednesday July 26th

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Leadership Transition" & (Deck-2) "Attracting and Retaining New Chapter Members"

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Tax Exempt Status for Your Chapter" & (Deck-2) "Chapter Aircraft Projects"

Thursday July 27th

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Flying Clubs" & (Deck-2) "Introduction to EAA Chapters" (How to form a Chapter, How to Find a Chapter etc...)

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Insurance Program Overview" & (Deck-2) "Chapter Clubhouses and Hangars"

Friday July 28th

8:00am to 10:00am (Vette Theater in the AirVenture Muscum) - Chapter Newsletter Editor's Workshop --, Come Meet the Editors of Sport Aviation, Scott Spangler and Mike DiFriseo (both former EAA Chapter Newsletter Editors).

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Insurance Program Overview" & (Deck-2) "Chapter Fundraising Ideas"

(Continued on page 3)

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email: pnpeters@aol.com

(Continued from page 2)

10:30am to 12:30pm (Vette Theater in the AirVenture Museum) - Chapter Web Editor's Workshop --, Come learn how to create a Chapter Web Site and how to make your existing Chapter Web Site more effective.

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "How to Become a Good Chapter Leader" & (Deck-2) "How to Make your Chapter More Active!"

Saturday July 29th

8:00am to 10:30am (EAA Nature Center) - Chapter Leaders Breakfast --, Join us for a morning of interacting with other Chapter Leaders from all over the world, meet EAA Staff Members, and enjoy a great Breakfast (FREE)! Please RSVP by sending your name, Chapter Number, and EAA Number to 800-236-4800, ext. 4876, fax at (920) 426-6560, or e-mail to chapters@caa.org.

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "How to Make Your Chapter More Active!" & (Deck-2) "Attracting and Retaining New Chapter Members"

Sunday July 30th

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions- (Deck-1) "How to Become a Good Chapter Leader!" & (Deck-2) "Chapter Clubhouses and Hangars"

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Fundraising Ideas" & (Deck-2) "Attracting and Retaining New Chapter Members!"

Monday July 31st

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Flying Clubs" & (Deck-2) "Introduction to EAA Chapters" (How to form a Chapter, How to Find a Chapter etc...)

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Tax Exempt Status for Your Chapter" & (Deck-2) "Chapter Aircraft Projects"

I wish I could be there, but like I said before, I will be in Puerto Rico slaving away in the hot humid climate, flying around in a Navajo at 100ft. over the Atlantic. [Duane, Editor]

Update: Questair Venture 74Q

We made our first flight on Aug. 3, 1999, and due to a series of problems, we only have 21 hours on the aircraft to date. At least we have finally worked out most of the bugs. My partner is Terry Thies who was an ex-Navy pilot some years ago.

Anyway I'll describe a brief synopsis of our aircraft problems and successes. The first flight evidenced 3 major problems:

One, and the most serious event, was a run-a-way prop which went to 3000 RPM. That caused the retaining rings on one side to slip out of the respective groove and cause a huge imbalance, which shook the airplane. At that time, at 6000 ft., 20 miles from CCR I turned back to the airport. My chase plane, a 19 passenger Metroliner, called in for an emergency landing on 19R. I throttled back to minimum manifold pressure to make the airport and to keep the vibration to a

minimum.

Second problem: The heater kept vibrating open, which caused 140 degree heat to almost fry my feet, so I brought my legs back off the rudder pedals, and subsequently burned the back of my calf on the aluminum spar carry through. (That infection took 3 weeks to heal). Thirdly, 500 feet on final, the gear lights didn't come on! Thank goodness for the chase plane, which was alongside, verified all were down. (The heater which couldn't be shut off, caused a fuse to melt disabling the lights. We now have a dedicated CB which can be reset). So Much for the first flight, outside of the problems, the airplane flew great for the first 25 minutes circling the airport. The Metroliner couldn't even keep up, either in rate of climb or speed.

We thought the prop caused the problem of the run-a-way, and McCalley re-machined the grooves and put in modified rings, which turned out to be a requirement in an earlier service bulletin. (*Suggestion to all you builders, read the service bulletins on your engines and props!*) McCalley also checked our governor, and found nothing wrong to cause the over speed. Ultimately, the oil transfer bearing in the engine was found to be the culprit. Of course, this required a complete engine removal and re-overhauling of the engine. Fortunately, LYCON honored their guarantee and in November we got the engine back. It took a month to re-install it but we were able to make some necessary engine compartment changes along the way. We flew again in February. Other problems also occurred, such as a front main engine oil seal leak. It prompted us to get special FAA permission to do a ferry flight to Visalia and have the seal replaced by Lycon's repair facility at the airport.

Other problems, such as a wobbly spinner were corrected by ordering a new spinner bulkhead. (Caused by the errant snap rings, \$500.) Also, our main horizon gyro had to be overhauled, (\$1000). We also had some high oil temperature problems, which was corrected by the installation of an additional vent. One thing still to be corrected is the auto pilot, which when turning to a heading, suddenly dives the airplane. We're still working on this one. We de-sensitized the aileron feel by 25%, which really improved the handling in the roll mode. Pitch control and rudder control is excellent and all 3 electric trims work perfectly. As I say to my partner, "more things work than don't work"!

All in all, the Questair flies great. Stalls are mild -- both clean and dirty, with no tendency for the wing to drop. The plane can climb 3500 ft/min, on a cool day, and cruise at 232 knots at 7000 ft. (15 gals/hr).

The next modification we are making is the "Lopresti" style cowl intakes, which should additionally improve cooling and speed. (Bruce Sequine is helping with this.) We also are looking forward to flying to Oshkosh this year.

Bruce Milan

See picture on page 2 column 1.
[Good Luck Bruce and thanks for the article. Ed]

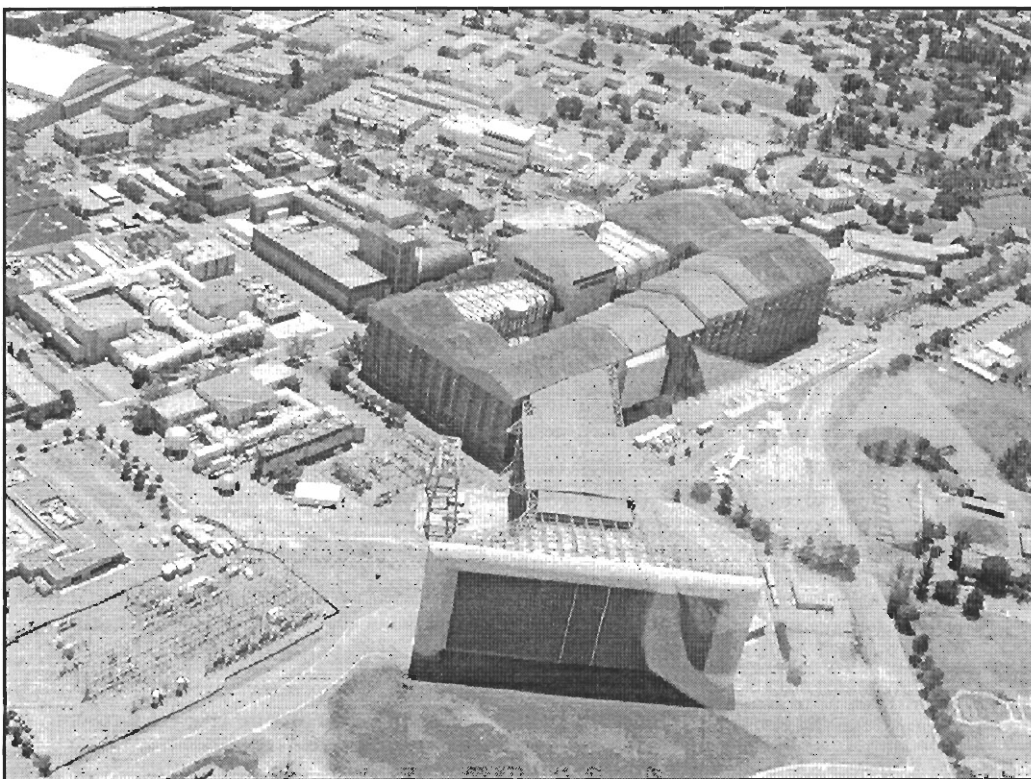
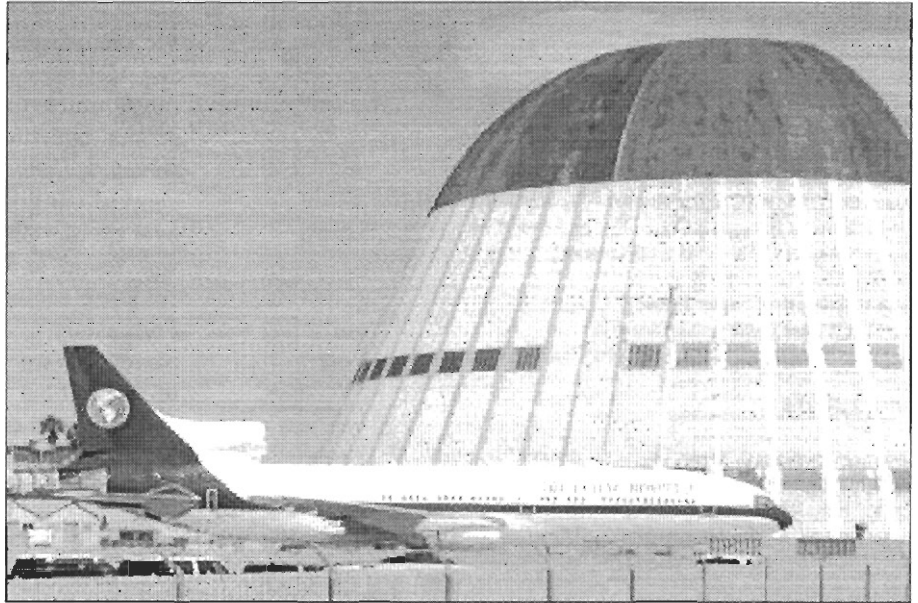
Sixth IYED Event held at NASA Ames Moffett June 10, 2000

The *San Francisco Bay Area* EAA chapters came together on June 10, 2000 at NASA's Ames Research Center, Moffett Field, CA to fly the most kids in one day in the bay area. The count heard was about 156. Not nearly as many as in past years, but nonetheless a successful gathering of pilots from several Bay Area Chapters and some from the West Valley Flying Club at Palo Alto. Some joined EAA just for the event.

Below are some of the pictures I took and can also be seen on the website. I regret that I didn't spend more time concentrating on doing a better job of documentation. I did manage to get two flights of two kids each. Three out of the four enjoyed themselves immensely. The fourth wasn't too sure about it all.

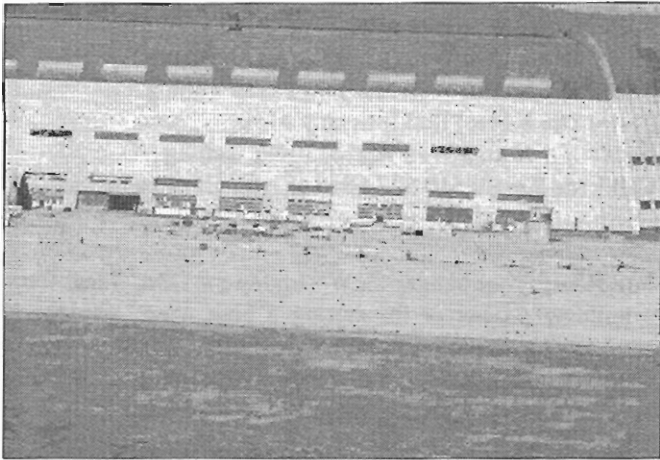
I have mentioned before that Ames Moffett has the world's largest blimp hangar. Check the L1011 (Flying Hospital) sitting next to it and you can get a feel for its enormous size. I have seen dozens of Navy P3s (Lockheed Electras) inside at once. And that is with several buildings constructed inside as well.

If you haven't looked at the 393 website recently, check it out. I make changes weekly and these pictures can be seen there, much larger than I can display them here. I have left some of them very large, but you can save them to your disk and use your photo editing software to resize them to your screen. Or email me and I will send you a copy that will fit on your monitor. My email address is c177av8r@pacbell.net.



Also if you look closely at the wind tunnel picture you can see six other wind tunnels. If you visit the 393 webpage you can also see a 1/3 scale shuttle which was tested in the tunnel, a U2 (formerly spy plane used for earth resources at Ames), an F104 Starfighter, an AV8 Harrier and a HiMat aircraft. All have been research aircraft at Ames and or Dryden. (They are just to the right and above the air entrance opening). The red roofed buildings at the top was Navy housing when this was a Navy base.

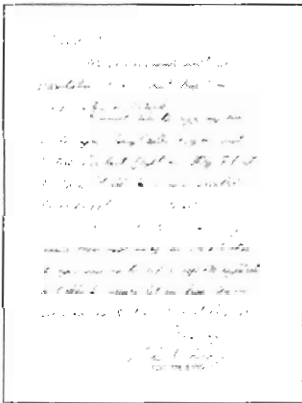
By the way, visitors are welcome at Ames. Call 650.604.5000 and ask for the tour office. Not as much to see these days since all the air-planes have been moved to Dryden Research Center.



Some of the airplanes that came to participate. Notice how small they look compared to hangar one.



Bob Briggs provides the Windgassen kids their first ride. Other pictures may be seen on the website, eaa393.org.



This letter is from a young eagle parent. Since you probably can't read the text, I have typed it into the box at the right. Of course we are always happy to receive these and I wanted to share it with all the membership.

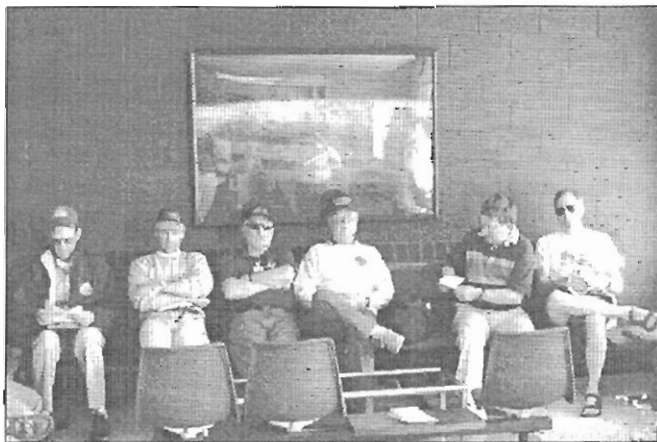
[editor]

Dear Pat Peters,

We were impressed with your presentation at our recent Boy Scout Troop meeting in Antioch. I would like to sign my son up for your Young Eagles Program and to take his first flight on May 27 at Buehanan Field. He is very excited to participate. So is Dad! I am sending this to you so you would know right away we are interested. If you need me to send a separate registration to Oshkosh, please let me know. We are looking forward to the 27th and beyond!

Sincerely,
John P. Daly

[Phone number omitted by editor]



Some of the pilots await the safety briefing. There were about 30 pilots who showed up. (I am awaiting John's #s).



This is the first two I flew. The little guy Erin wasn't too sure of himself, but the little girl Kelly sure enjoyed the ride.

The word from the airfield manager, Geary Tiffany, is that we are go for IYED 2001. So, if you haven't participated at Moffett before and would like to, contact Judy Stout by email at judyst@ix.netcom.com or me via one of the hotlinks on the eaa393.org website or by phone (see page two for phone numbers) and I will help get you set up to fly into Moffett. Geary has stated as long as he is airfield manager, he will approve the young eagle events. Of course there are other NASA people who get involved so it may not go as smooth as glass, but likely will happen. [editor]



This was Bob Leuten's first year to participate. Welcome Bob

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, builder. Available now. 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

Two 4 x 8 foot sheets of new (white) 1/8 in. thick plastic for work bench top. Good for cutting fiberglass cloth also. \$40 each.

New 3-way fuel valve w/nylon barrel weather head. New price \$19.95, sale price \$10.00

New (Slick) magnetos for Lycoming O360 w/harnesses. New price Left-\$583, Right-\$518, will sell both for \$700.00

Prop extension, 8x7 (inches?) SAE2 34B. Cost \$694 new. Sale price \$400.

New 90 deg. elbow for Lycoming carburetor or fuel servo. Can be mounted facing forward or sideways. New stainless flanges welded inside and out plus gusset. Painted white (epoxy paint). New cost \$295, asking \$175.

Prop Governor, McCauley model C290D3-G/T18 w/cable bracket. \$150.

Motorcraft aircraft alternator w/condenser, adjusting bracket & pulley. \$75.

New ACS105441 gascolator. New price \$46.20, sale price \$25. Contact Rick Lambert <mailto:rlam242714@aol.com> or phone 925.676.9377.

To Loan: From the 393 library. Three copies of the history of tilt rotor research, donated by Dan Dugan, April's guest speaker.

For Sale or Free, Two older automatic garage door openers, one or both, one has working remote, one has only direct activation. Both worked well when I took them down. \$10 each if I have to deliver or Free if you pick up. Call or contact Tim Glenn 925.299.8745

For Sale: NEW, make offer:

*1-1/2 Dia X .090 Wall X 8' long, 4130 Tubing

*1-3/8 Dia X .090 Wall X 2' long, 4130 Tubing

*1-1/4 Dia 2' Steel Rod [possibly 4130]

*1-3/4 X 1 X .073 Wall X 2' 4130 Sq. Tubing

Call Lisle Knight 510.527.6846 or lvknight@pacbell.net

For Rent: 1/2 of hangar on West ramp : # F-18. Ideal for a building project or for storing a high wing airplane. Hangar now houses a completed Questair Venture. We also have many power tools and other equipment which facilitates metal working, including a solid steel table 13 feet long, with a 1 inch thick solid aluminum surface for jiggging wings, etc. Hangar has a completed loft and running water with a sink. Northwest facing doors provide cool working conditions in the summer. Rent is \$180. per month. Contact: Bruce Milan 925 254-4780.

NOTICE TO ALL READERS: If you would like to see an article about you, or what you are building, including pictures of your project, a travel story, or anything else that might be of interest to EAAers please email them to c177av8r@pacbell.net or send them on PC formatted diskettes, or most any other means you have available. Hand written is acceptable too. [See address on page 2. Ed]

I received the following invitation in the mail. I was asked to include it in the newsletter, so here it is verbatim.

EAA Northwest Regional Fly-In
Chapter Leadership BBQ Social
Friday July 7th at 6:00pm
At the Arlington, (WA) Airport, in the EAA Northwest
Regional Fly-In Hangar
For more information log on to: www.nweaa.org
Please RSVP To:
(360) 435-5857, Fax (360) 435-6480, or e-mail at
flyin@nweaa.org

Good luck to whomever does next months newsletter.

Young Eagle Rally @ CCR May 27, 2000 a Success

The Young Eagles Rally held on May 27th was a great success. The pilots who flew Young Eagles were: Steve Snider, Pete Wiebens, Scott Achilles, Bruce Sequine, Ron Robinson and Lou Ellis. A total of 11 Young Eagles were taken for their first ride in Experimental Aircraft. Also help was received from Guy Jones, Tracy Peters and Bob Belshe. Pat Peters, Young Eagle co-ordinator for the Chapter has a goal of arranging to fly 15 Young Eagles per month.

Each Chapter is required to commit to a goal for the year. Pat said that it is possible to reach that goal with the support he is getting from James Paulas, his assistant co-ordinator.



Bruce Sequine with his Experimental Swift and his young eagle. Name anyone ?

When I figure out what is happening with Louie's pictures, I hope to print better quality images. It seems to be something to do with his camera or software. See others' photos elsewhere. [ed]



Pete Wiebens and his Glasair III and another young eagle. I'd love to put names on the pictures, but I was not there, received the pictures just in time for publication, but no names. Could I please get some help from someone to make the newsletter better?

To all pilots and ground volunteers, don't forget the young eagle rally on Sat. the 24th. We could use your help. [Duane, editor of The Cleco]



Steve Snider and what appears to be a mother and son combination.



Scott Achilles and young eagle without his RV6A

No pictures of Ron Robinson and Lou Ellis and their Glasairs. They were there, it is just that the disk Louie gave me didn't have them on it.



Steve Snider and another young eagle without the airplane. An Arrow I believe it is.

Pete Wiebens and what looks like a dad or a tall teenager. Wonder how he got him into the Glasair?



SPECIAL VISUAL FLIGHT RULES CHANGE

Under current rules, an SVFR clearance must be requested and approved by the nearest air traffic control (ATC) facility to operate within a Class B, C, D, or E surface area when the weather does not meet VFR flight weather minimums. This clearance allows operations below 10,000 feet mean sea level (MSL) within the lateral boundaries of a controlled airspace surface area, with limited exceptions, provided the following conditions are satisfied:

- (1) the pilot receives a clearance from ATC;
- (2) the pilot remains clear of clouds;
- (3) SVFR operations are conducted only between sunrise and sunset; and
- (4) the ground visibility report indicates that at least 1 statute mile of visibility exists. If ground visibility is not reported, flight visibility must be determined to be at least 1 statute mile.

Under the current rules, if satellite airports were experiencing weather conditions that would have permitted takeoff under SVFR, but the weather at the primary airport was not favorable, the pilot was required to delay departure until either the weather conditions improved at the primary airport or the pilot received a flight visibility report indicating at least 1 statute mile of visibility.

This rule change will allow general aviation pilots who are on the ground (in controlled air space at satellite airports) to determine whether visibility conditions meet or exceed the

minimums necessary to allow flight departure under special visual flight rules (SVFR) when these satellite airports do not have weather reporting capabilities.

This action clarifies the language regarding departure under SVFR and reduce the number of unnecessary flight delays while providing an equivalent level of safety.

Specifically, the rule change, effective May 23, 2000, amends FAR 91.157(c)(2) and (d), Special Visual Flight Rules (SVFR) to: Sec.91.157 Special VFR weather minimums. * * * * * (c) * * *

(2) If ground visibility is not reported, unless flight visibility is at least 1 statute mile. For the purposes of this paragraph, the term flight visibility includes the visibility from the cockpit of an aircraft in takeoff position if:

- (i) The flight is conducted under this part 91; and
 - (ii) The airport at which the aircraft is located is a satellite airport that does not have weather reporting capabilities
- (d) The determination of visibility by a pilot in accordance with paragraph (c)(2) of this section is not an official weather report or an official ground visibility report.

For further clarification of this new change contact your local FAA Flight Standards District Office (FSDO), FAA Flight Service Station, or e-mail EAA at govt@eaa.org

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