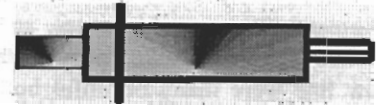


# The Cleco



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

Volume No.1

October 2000

Issue No. 10



*The Leader In Recreational Aviation*

The website changes frequently.  
Have you checked it today?



**President's Column:**  
Bob Belshe presiding.

I'm still waiting to hear news about my medical from the FAA. It has been eight weeks since they received my application for a Special Issuance Medical, so I go to the mailbox eagerly every day.

### Louis Goodell

Our perennial treasurer, Louis Goodell, went into the hospital on October 9 to have hip replacement surgery. I spoke to him on 12th, he is doing well and planning to be home after October 13. Best wishes for a speedy recovery, Louis.

### September Fly-out

Bruce Seguire organized a last-minute fly-out on Saturday after the meeting. Bruce then discovered an engine problem and had to leave his Swifter on the ground. The weather was fine, so we decided to go to Half Moon Bay. Three planes went, I flew with Scott Achelis, Bruce flew with Phil Jenkins, and Bob Whitworth (a Cessna 180 owner) flew with Ron Robinson. We enjoyed a good lunch and lots of hangar talk in the Three-Zero Café at HAF.

The October fly-out will be on Saturday the 28th; suggestions are Clear Lake, Salinas, Watsonville, or Hollister,

depending on the weather.

### Auburn Fly-in

On October 14th Auburn airport held their annual fly-in, this year called "Thunder in the Sky 2000". Fred and Vi Egli flew in their Lancair IV, Harry Heckman and I flew in my Lancair, and Ron Robinson arrived in his Glasair I. We were heartily welcomed, given badges and prop cards, and invited to free breakfast and lunch in their pilot's lounge, set up in a large hangar. After lunch, Fred Egli impressed the crowd by doing a couple of fast fly-bys in his Lancair.

### Inside this issue:

- Page 1. President's message
- Page 2. Chapter officers' information & Editor's column, YE Report
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- Page 6. Auburn Flyin Pics, BOD minutes
- Page 7. Members meeting minutes
- Page 8. Mailing label & Flying Start News

**Our meetings** are open to the public. Everyone can consider themselves invited. EAAsers 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 2000/1 Meeting schedule:

- 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:*
- January 24
- February 28
- March 28
- April 25
- May 23
- June 27
- July 14 Chapter Picnic

### **The Cleco**

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Sport Aviation

This was a large show for an airport as small as Auburn. We saw quite a few homebuilts and a lot of big iron in the form of at least four T-28s, a TBM, a B-25, a P-51, and a Sea Fury that races every year at Reno. Several classic planes, such as Stearman, Stinsons, Aircoups, and a Beech Staggerwing also had flown in. Parked between the airplanes on the main show line were many beautiful hot rods and antique cars. This was a well run and interesting event. Next year we should try to get a larger contingent from Chapter 393 to attend.

See pictures from Auburn on page 6.



The Half Moon Bay flyout group on Oct. 1. Phil Jenkins, Ron Robinson, Bob Whitworth, empty chair where the photographer, Bruce Seguin was sitting, Bob Belshe and Scott Achelis. [Thanks for the photo Bruce].

### Young Eagles Rally September 23, 2000

[Submitted by Pat Peters, YE Coordinator]

The Young Eagles Rally was held at the Mount Diablo Pilots Association hanger on Sally Drive in Concord. The MDPA had a pancake breakfast for anyone who cared to attend.

The Rally started at 9:00AM with a pilot briefing and actual flying of the Young Eagles began at 9:30AM. The pilots who flew the kids were: Scott Achelis, Fred Egli, Lou Ellis, Tim Glenn, Phil Jenkins, Keith Martz, Dick Rihn, Ron Robinson, Guy Shields and Scott Newman. These Pilots flew 49 Young Eagles. Also, helping during the registration were: Guy Jones, Dave Cunningham, Tracy Peters, Evangeline Peters, Pat Peters, David Glenn, Duane Allen, Louis Goodell and Harry Heckman.

Also supporting the ground crew were the Civil Air Patrol Cadets. A special thanks for their support and handling the crowd.

All of the Pilots received new RED shirts with their names on them and identifying them as PILOTS. They all looked very sharp and professional in their new shirts, which were provided by the Young Eagles fund. Certificates were printed on the spot by Tracy and were signed by the pilot and presented to the Young Eagle at the end of the flight. Also presented to the Young Eagle were a pair of wings and a Young Eagle Button. The youngsters were very impressed with the goodies. Pat Peters wants to thank all the members of 393 who participated in this event and I hope that I didn't miss anyone, if I did it was unintentional.

[For those who didn't know, the use of the MDPA Clubhouse, breakfast, and other goodies was arranged by member Dennis Byron who is also a member of MDPA, as is Dick Rihn and Bob Belshe. Thanks Dennis. editor]



### Editors Column by Duane Allen

My trip to Africa was cut short due to a hydraulic leak on the Convair 580 while in Namibia, (West Africa).

I was pleasantly surprised at what I saw in Africa. Granted Johannesburg is not one of the better parts, but what I actually saw of Pietersburg, South Africa and Namibia, I found it not to be at all what I was expecting.

I have hundreds of pictures I took before I dropped my camera in the terminal and broke it. I bought a new and better one after returning to California as there was a young eagle event the next day after my return. Those pictures can be seen on the eaa website under **new news** or **past ye events**.

I had a good time at the Cardinal Fly-In at Camarillo and actually learned something I didn't know about my C177B at the maintenance course in Santa Maria the next weekend.

It is fascinating to listen to people talk about their airplanes and all the problems they have had since purchasing them. Especially the people with RGs. My fixed gear has performed almost flawlessly for me for 8 years and one month. I know just saying that could cause MURPHY to catch up to me, but I couldn't be more pleased with it. It is my third airplane in 18 years and definitely my favorite.

I am sorry to say we lost yet another member to death this last month. This one was an airplane accident though and not cancer. See the ntsb report and picture on page 5.

Bob Belshe mentioned at the general meeting that he had done a lot of the work in stapling, stamping, folding and affixing labels to last month's *The Cleco*, and that now he has a better appreciation for the amount of work I do in publishing it. Thanks Bob. I know it is work, but it builds character. And, you can have the job back at anytime. I do enjoy the end product though.

I understand Rick Lambert had heart surgery recently. Glad to see you at the meeting with the Director of Airports Rick. I wouldn't have known about it except for the grapevine.

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## Grassroots Gathering Update

Locations and times have been finalized for the Grassroots Gatherings scheduled for the upcoming months. Take advantage of the opportunity to hear from Tom Poberezny, EAA President, to learn about EAA, to hear about the future of recreational aviation and to voice your concerns and ideas to help guide the future of the association. Please review the dates below and make plans to attend one of these special evenings. All the EAA Grassroots Gatherings are scheduled to run from 7:30 PM to 9:00 PM.

Dates	City, State	Location
October 17th	San Carlos(San Jose area), California	Hiller Aviation Museum, San Carlos Airport
October 18th	Long Beach, California	Carson Community Center

For more detailed information concerning the Grassroots Gatherings and directions to the locations please go to the EAA web site at: <http://www.eaa.org/grassroots/index.html>. Keep checking regularly for the latest information and updates. Don't forget to share this information with your fellow EAA Members and Chapter Members. Everyone is welcome!

### PLEASE HELP MEMBERSHIP SERVICES HELP YOU...

EAA's Membership Services department is pursuing an initiative to proactively correct members' addresses in our files, and they'd like your help. Every day EAA receives approximately 100 pieces of returned mail, mostly due to incorrect or old mailing addresses. Usually, we only know to correct and update a member's address when a piece of mail is returned, or when the member notifies us (preferably one month prior to the effective date of the change).

The Membership Services department has been working through all of our records, following up on addresses known to be incorrect and trying to contact those members by phone. To help with this project, they would like to ask all EAA chapters, if any of their members have moved recently or have not been receiving their magazines, to compile a list of those who's addresses may need to be updated and forward them along with the members' EAA membership numbers to the Membership Services department.

They can be reached by e-mail at [hbocksnick@caa.org](mailto:hbocksnick@caa.org), by fax at 920-426-4873, by phone at 1-800-843-3612, or by mail at EAA Membership Services, Attn: Hans Bocksnick, PO Box 3086, Oshkosh, WI 54903-3086.

We do have the capability of carrying two addresses simultaneously, the active address changing automatically to accommodate those members who may have a seasonal address at which they'd like to receive their mail during certain months of the year. To take advantage of this option, or for more information, please call EAA Membership Services at 1-800-843-3612.

Editor's note. Since some of Chapter 393 members do not have email, or if they do OSH does not have the address, I made the decision to reprint this article from EAA Chapter E-Gram here for those members. [Duane]

On another note, if you'd like to see why the newsletter is late this month check out [caa393.org/4jl.htm](http://caa393.org/4jl.htm). I have been very busy.

### EAA's Aeromedical Advisory Program - *Get Help Getting Your Medical Certificate*

Are you, or someone you know, a pilot that has had problems with getting his or her medical certificate to fly? Do you or someone you know have questions about their medical certificate and don't know where to look for answers?

The EAA has help available to EAA Members who are trying to get their medical certificate to fly and are having problems or have questions.

The EAA established the Aeromedical Advisory Program in 1995. This program currently includes 130 AME's (Aviation Medical Examiners). The AME's are located throughout the country making contact with any one of them simple. They're just a phone call away.

This program is available to EAA Members. During the process of a pilot obtaining their medical certificate, AME's are willing to provide assistance to pilots who are working towards getting their medical certificate. They assist by verifying that all paperwork for the pilot is in order for the medical examiner. The paperwork then needs to be submitted to the FAA for approval. If a pilot has problems or questions, AME's will make phone calls on behalf of the pilot(s) to the FAA to lead them in the right direction or get questions answered.

To view the listing of EAA Aeromedical Advisors, log onto the EAA website at [http://members.eaa.org/home/aeromedical\\_council.html](http://members.eaa.org/home/aeromedical_council.html).

Some pilots have particular medical concerns. As you browse the list, you will notice that each AME is a specialist in a particular field. This list will help pilots contact the specialists in that field of medicine.

If you are unable to log onto the EAA website, please contact the Government Industry and Relations Department at EAA. The phone number is: 920-426-6522.

After some discussion on the mail list about running an engine beyond TBO, Mikey had an interesting experience on his way to Tucson. He has given me permission to reprint his story here, with pictures. I have added a few headings for emphasis. [Duane]

From: "Mikey"  
Subject: Flying over TBO

Jim Eerkes was wondering about flying with his 2200 hr. engine. I have the same situation and am on oil analysis. Every thing runs great so we were going to go to the Tucson fly-in this last weekend. Other than the terrific head winds everything was going along just fine.

#### **ALL IS WELL**

We left Dalhart, Texas and had about 180 miles to go before we stopped in Roswell for the night. As we flew along we decided to stop early because there is nothing on the ground to use for reference at night (in MN there's always some lights and it's flat), and if it's possible, the winds had picked up even more and we were getting nowhere (about 65 - 70kts ground speed). We decided to divert to Tucumcari about 35 miles to the west.

#### **Bad Vibrations**

As we were flying along everything seemed fine, nice and smooth despite the wind, although I was noticing the general lack of landing sites and civilization. Nine miles out from Tucumcari we had instant BAD vibrations. I pulled the power back, and if anything that made it worse, so I pushed it back in, checked the gauges and everything looked fine. About this time all the gyro stuff started tumbling and the only thing I could read were the digital tach (2650 seemed about the smoothest, relatively speaking), the LORAN and the yoke mounted GPS.

#### **Hold On Baby**

Kath was holding the radios in the dash and getting them cranked to 121.5 while looking for spots to land, still didn't see anything I wanted to land on and the airplane was still flying, we weren't losing altitude and although still shaking badly the cowling seemed reasonably stable.

#### **Keep going Daddy**

We continued toward the airport, called a mayday, gave them our bearing and distance from the airport, and established radar contact (I'm thinking there might be something to that flight following now).

The LORAN was counting down the miles and I was following the GPS. About 3-4 miles out Kath noticed the loran was counting down slower, unfortunately knowing your bearing to the station does very little good if everything including the compass is spinning or just tumbled.

#### **We're shaking now !**

Apparently the shaking was affecting the moving map GPS on the yoke and I was about 45 degrees off from where I wanted to be.

I was still checking oil pressure and temps and was confident that I would make it to the airport, if we could find it and if things stayed as they were. Finally Kath saw the beacon off to our right, not where the GPS thought it should be. I headed toward it and picked the runway that just happened to be into the wind (25G35 remember?).

#### **OOPS!**

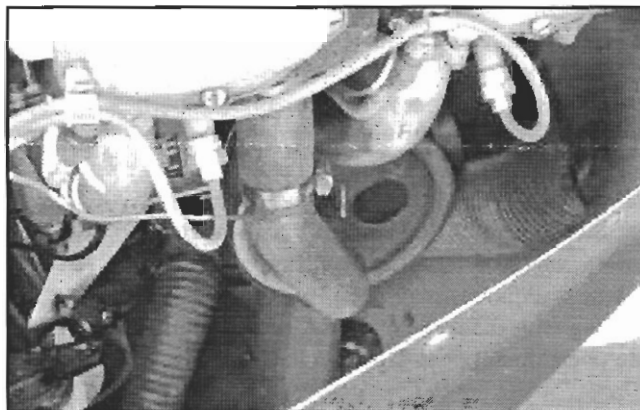
Unfortunately when I pulled the power back to land, the VIBRATION GOT REALLY BAD, but I did get it on the ground with what was probably my worst ever landing. (For some reason I didn't think to pull the mixture, probably would have been better with no prop spinning).

Once on the ground we hopped out to see what had caused this situation and saw that about 6" of prop was missing.



**Kath, is that much only six inches?**

After getting help to pull the airplane back to the terminal and getting a nights sleep in Tucumcari, we headed back to check for damage. Looking at the prop, the mechanic at the airport couldn't believe how clean the break was, there was no nick or anything. Other damage included torn baffles, an alternator and bracket that had shaken apart, an exhaust that is absolutely destroyed (ordered PowerFlow today) and some big scores on the prop bulkhead.



**Notice the broken #1 exhaust manifold and burn marks.**

I had everybody at the airport looking and we could find no damage to the motor mount or its attaching points to the firewall. I did pop a couple of rivets on the bottom attach point for the nose gear on my less than spectacular landing.

I still don't know how many instruments are in need of rebuilding and I'm guessing that all the lights will need replacing. It shook the filaments apart in my flashlight. I'm thinking it might be time to do the engine now because it should probably be torn down to look for damage any way.

Sorry to be so long winded, but I wouldn't hesitate to go again with the over TBO engine but I think that even if it is a fixed pitch prop, it should be sent in for rebuilding and inspection.

I checked my logs and it doesn't appear it has ever been in for servicing. I called McCauley and they say 1800 hrs or 7 years.

Mikey

NTSB Identification: LAX00FA320  
Accident occurred AUG-29-00 at LAS VEGAS, NV  
Aircraft: Cessna 182N, registration: N92596  
Injuries: 2 Fatal.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On August 29, 2000, about 1157 hours, a Cessna 182N, N92596, was destroyed when it collided with mountainous terrain 18 miles northwest of Las Vegas, Nevada.

The private pilot and passenger both received fatal injuries. Visual meteorological conditions prevailed at the departure airport. The airplane was operated, by the pilot, as a visual flight rules personal flight under the provisions of 14 CFR Part 91.

The flight departed Las Vegas at 1147, destined for Concord, California. The pilot obtained a preflight weather briefing on the morning of the accident at 1043 from the Federal Aviation Administration (FAA) Reno Flight Service Station. Visual flight was not recommended for the route of flight. After the weather briefing the pilot filed a visual flight rules flight plan.

The route of flight was from Las Vegas via airway's Victor 105 to Victor 244 direct to Concord, at a cruising altitude of 10,500 feet msl. His proposed departure time was 1200; he never opened the flight plan.

Prior to departure, Las Vegas Clearance Delivery issued a Class B departure clearance to fly heading 270 degrees and climb to 4,000 feet msl, and a transponder code of 4205. The ground controller questioned the pilot about the weather to the west, noting the visibility was no more than 4 to 5 miles from his perspective in the tower. The pilot acknowledged.

After departure, the airplane was handed off to the Las Vegas Terminal Radar Approach Control (TRACON). The controller identified the airplane and asked the pilot to confirm heading and desired course. The pilot replied 270 heading and "going up V105." A climb to 5,500 feet msl was issued, which the pilot acknowledged.

The airplane exited class "B" airspace to the west. TRACON instructed the pilot to maintain appropriate VFR altitudes, resume own navigation, and contact the west arrival sector.

The pilot acknowledged the frequency change only, and continued his climb and heading for about 8 miles. He never contacted the west arrival sector.

About 10 minutes after the west arrival sector's controller's acceptance of the handoff, the controller noticed a loss of radar contact with the airplane. The controller made one radio call to the pilot in the blind. The last radar contact occurred about 7,300 feet msl.

About 2100 on August 29, 2000, the evening of the accident, a family member received a call from the passenger's employer about her failure to show for work. The concerned family member contacted the Oakland Flight Service Station to report an overdue aircraft.

The Federal Aviation Administration issued an Alert Notification (ALNOT) to their facilities and airports requesting information about services provided to the aircraft.

About 2300, the Air Force Rescue Coordination Center (AFRCC) contacted the Civil Air Patrol (CAP) regarding an Emergency Locator Beacon (ELT) signal on 243 MHz in the accident area. A CAP member performed radar plotting, subsequently informing Las Vegas Tracon of the suspected area.

About 0200 on September 30th, Las Vegas TRACON contacted the Las Vegas Metro Police aviation unit and requested they check for an ELT signal on the Las Vegas VORTAC 279-degree radial at 18 miles.

Low cloud cover hampered the search area but a brief signal was heard in the general area on 243 MHz.

On the morning of August 30, 2000, the wreckage was located on La Madre Mountain at 7,450 feet msl.



Our condolences to Jay & Katch Hayashi's families.

Jay did not attend most chapter meetings, so some of us didn't know him very well.

I took this picture on April 26th at the membership meeting. He was building a Lancair 320.

Dear Pilot Scott  
On July 8<sup>th</sup> I was at the Young Eagles fly free day, and was able to fly in your airplane. That was the greatest experience of my life. It was more fun than going to Disneyland. I had so much fun I want my own pilot's license. Thank you for letting me fly your plane and for taking the time to fly.

Sincerely,  
Mat Schilling

Since you may have trouble reading the text of Matt's note to Scott, here is what it says:

Dear Pilot Scott,

On July 8th I was at the Young Eagles fly free day, and was able to fly in your airplane. That was the greatest experience of my life. It was more fun than going to Disneyland. I had so much fun I want my own pilot's license. Thank you for letting me fly your plane and for taking the time to fly.

Sincerely,  
Mat Schilling

## FOR SALE - TRADE - WANTED LOANER ITEMS

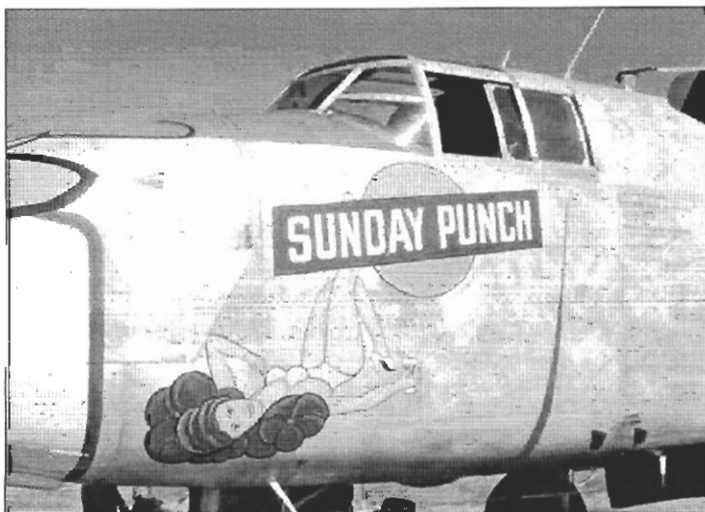
To make room for Bob's pictures from Auburn and the fact there were no new ads, plus the previous ads have been running for months, I decided to use this space for the pictures. If you would like your ad to run again, submit it again. [ed]



Fred Egli and son Eric get ready to impress the audience at Auburn with a fast fly-by



Above, a Sea Fury. Below, B25 NoseArt.



I don't know about the audience but Ron Robinson wowed the controllers in his Glasair 1 RG as he left.



How many members are old enough to remember this bird? The nosegear door says XH567. Hint, it is British Registry.

### Board meeting minutes, 10/4/2000

Submitted by Duane Allen, editor

Board members present, Bob Belshe, president; Tracy Peters, Vice President; Louis Goodell, Secretary/Treasurer; & Duane Allen, newsletter editor.

Since I was in Camarillo on the Sat. after the general meeting (our regular board meeting date) and Santa Maria on the 6th. to 8th., I suggested we have the meeting during the week. The 4th. was the only night Tracy was available so we held the meeting in my hangar. The topics discussed were: 1. A possible future young eagle event at Nut Tree Airport. 2. Car pooling or plane pooling to the Grassroots Gathering at the Hiller Museum on Oct. 17 with EAA President Tom Poberezny. 3. Meeting with Mendez, airport manager on Oct. 10th. 4. Louie reports \$1228.72 in the checking account and \$2553.56 in savings. He also said there is \$367 remaining in YE funds after purchase of Pilot Shirts for some of the YE pilots. (They cost about \$17.50 each, paid for by the chapter). 5. Guest speakers, past and future. 6. Christmas party at the Greenery, \$25 each, (buffet style) same as last year. 7. First events for presentations at the Christmas party. 8. Louie has decided not to order 2001 calendars. 9. Meeting dates to the end of the year. See page 1 of the newsletter. 10. Louie is having hip replacement surgery on Oct. 9th. at Kaiser Walnut Creek. [Good luck Louie]. 11. Louie provided labels to me for the October newsletter.

Since no one could think of other subjects to discuss, the meeting was adjourned and we went our separate ways.

## Minutes of the members meeting, 9/27/2000

[Submitted by Duane Allen, editor].

President Bob Belshe called the meeting to order at 7:34 p.m. in the terminal building. Board members then visitors were introduced.

The visitors were Mark Finegan who is building a CH 2. He was at the young eagle event at MDPA on the 23<sup>rd</sup>. He joined tonight, lives in Oakland, is a private pilot currently flying rental Citabrias. He is an electrical contractor and musician.

Also present were Bill Lawrence and John Lugten who came to YE event.

Treasurers' report. Louie reports about \$1575 in checking and \$2500 in savings. The T-shirts for the pilots took a big bite out of checking.

Pat Peters gave the YE report.

Among the things he reported, the pilots who had signed up to fly kids received YE shirts in red.

Some who signed up but didn't show, Pat still has your T-shirts. [Actually they look like polo shirts to me]. You can see them on the web page: <http://caa393.org/YE9.htm>. Forty nine young eagles were flown, and seven Civil Air Patrol Cadets. Also some parents were flown.

I requested the list of pilots and volunteers so I could give them credit here. I also requested the names of the kids/pilots for annotating the pictures on the website. You will know when I get the data. The picture captions will change.

Golden West Report by Charlie Adkins. He reports the businesses and airport personnel have requested we do it again next year. Plans are underway.

Bob Rudolph said Sacramento SkyRanch is a good source for parts, cheaper than Spruce and equal to Chief.

Jay Hayashi and his wife Katch died in the crash of their C182 on their way out of Las Vegas (CFIT). See the NTSB preliminary report on page 4.

I requested help from the membership for articles to print in the newsletter. If you did not read the Chapter 663 September newsletter, do not fret. Five of the 6 pages were articles from prior issues of THE CLECO.

A break was taken and after resuming the meeting the raffle was held.

Next was the member introductions. Some of the notes taken show that: Bob Belshe has finished his annual inspection and is waiting for the FAA to approve his medical. He has renewed his insurance through AOPA. USAIG would not insure him but when he received the policy from AOPA it was from USAIG. Go figure.

I suggested we have a flyout to Marina on Oct 14<sup>th</sup> which is the Octoberfest there. Pat Smith is supplying free food as he did last year.

Louie Goodell, reported he received a check from OSH as the result of a new member joining.

Ken McKenzie reports that he is working on his Glastar at home.

Dick O'Conner from Rio Vista is building an RV6 in hangar C19 and invited someone to stop by and give it a look see.

Bill Boydston has moved his Cherokee 140 from CCR to Byron and it is lonely out there.

Someone asked about the price of hangars. It was answered that Byron is \$220/mo. And RioVista \$185. CCR is \$340 and up.

Also, the gas prices have gone up at Rio Vista lately. It is now \$2.35 for 100LL and \$2.50 for MoGas.

Scott Achellis flew four young eagles in his RV6A on Sat. at MDPA and they had all flown before. See the note one of them sent him after his first ride on July 8<sup>th</sup> on page 5. He also reported flying his RV6A 12 hrs. in 10 days.

JR Gibb reports no project but reminds us of the meeting Oct. 10<sup>th</sup> with the airport manager to talk about county hangars. Particularly hangars A-E which has been taken over by the county when they did not renew Jed Garthwaite's lease.

Charlie Adkins had nothing to report since he had already spoken about Golden West Fly-In.

Doug Knight reported on the status of his BearHawk. He is currently working on ribs.

Keith Marz may be selling his Glasair kit and showed a picture of his

Comanche 260 which he printed off the 393 website. [editors note: It is a picture I took on Sat. and posted Sat. night. If you would like a picture of your airplane on the website, let me know. I will take one and post it immediately. See the members section at <http://caa393.org/members.htm>]. He also reported that Airborne is not rebuilding vacuum pumps anymore due to a lack of vanes. He also said that Airborne says the vanes in the 211 and 212 pumps are not carbon. He has been unable to get any data on the pump vacuum vs. pump speed.

Phil Jenkins finished repainting his Glasair IIS RG. You can see the pictures of it in the members section of the website.

Bob Rudolph is building a Whitman Tailwind, has just parts right now.

New member Mike Finegan is building a Challenger. It is a tube and fabric and he is getting close to covering it.

Mark Harvey is also building a Challenger. He is currently a private pilot but has plans for more ratings.

Rick Lambert is building a Glastar on floats and is having fun with it.

John Lugten is building an RV6.

ED Lester's project is clearing out his house so he can move. Didn't hear where to.

Pat & Tracy Peters (father son team) are building an RV6. Did not hear how far along they are.

Peter Degl'Innocenti is building a 3/4 scale P40 replica.

Maurice Gunderson reports no project.

Bill Lawrence reports he is not building anything.

The meeting was adjourned early due to no guest speaker.

### Subject: Homebuilders announcements

From: "Ted Fontelieu" <[buildplane@home.com](mailto:buildplane@home.com)>

To: <[rab22@bigfoot.com](mailto:rab22@bigfoot.com)>

Greetings from Mesquite, Texas!

I am writing you today because the EAA website has you listed as the contact for your chapter, and I would like to introduce myself to all of the EAA chapters. My name is Ted Fontelieu, I am a pilot, a homebuilder and am on the board of Chapter 168. I also run a supply company for homebuilt aircraft called Sirius Aviation.

My company offers a full line of raw material for homebuilt aircraft, as well as a growing list of kits and subassemblies. Our original product was the finest aircraft grade spruce available. One customer wrote saying "This wood is so nice it's a shame to have to cover it!" We have since added plywood, aluminum and steel sheet and tube, AN hardware and fittings, covering material, propellers, plans, and now the subassemblies. We are regularly adding to our list of products, and supported designs.

I would like to ask your help in the following ways:

- If your chapter has, or is contemplating, a website we would appreciate being added to your list of links.

- We plan to make periodic announcements, like special EAA only deals, that will be distributed via e-mail. I would like to include your chapter in our distribution list, and ask to have the announcements read at your meetings and/or included in your chapter newsletter.

- And finally, if you or your chapter members have any suggestions on ways we can better serve your needs, we welcome the feedback.

Thank you in advance for your help,

Sincerely,

Ted Fontelieu

<http://sirius-aviation.com>

**Check out the New Flying Start Web Site**  
**<http://members.eaa.org/home/chapters/flyingstart/index.html>**

The New Flying Start Web Site is designed to educate Chapter Leaders about the Flying Start Program, as well as provide them with some of the tools and materials needed to host a Flying Start Program. Changes have been made in the material to include information for both "Formal" and "Informal" Flying Start Programs.

A "Formal" program may include presentations from local flight/ground school instructors, Aeromedical Examiners, pilots and Chapter Members. It is set up in a more structured manner and provides individuals with all the necessary contacts to get started. An "Informal" program will contain the same information but it will require less preparation and financial support. It can take place in coordination with other Chapter events by simply setting up an informational booth, having one-on-one discussions and organizing small group discussions-"Under the Wing." Whatever way your Chapter decides to go, there is terrific information available on the website listed above. It lays out the programs for you, tells you who you may want to contact for help, what facilities you may need and how to promote the Flying Start Program.

The EAA Flying Start Program offers EAA Chapters (including EAA Divisional Chapters/Squadrons) the opportunity to host a local program that will encourage new pilot starts, as well as providing a format to introduce individuals to local Chapters and EAA. It's your opportunity as an EAA Chapter and as an individual to share your interest in aviation with others. Think back, how did you get started? Someone took the time to tell you about their experiences and pointed you in the right direction. Now's the time to do the same thing for someone in your local community.

If you have any questions concerning the Flying Start Program send an e-mail to [ttoelle@caa.org](mailto:ttoelle@caa.org) or call 920-426-6847.

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