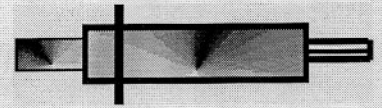


The Cleco



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

Volume No. 2

August 2001

Issue No. 8



The website has not changed recently. Would someone like to take over as webmaster?

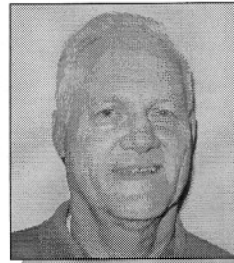
Inside this issue:

- Page 1. President's Column
- Page 2. Chapter Officers' Information
- Page 3. Meeting notice/ picnic pictures
- Page 4. Chapter picnic pictures
- Page 5. Chapter picnic pictures
- Page 6. More about the CFO Fly-In
- Page 7. For Sale/Trade/Wanted
- Page 8. Mailing Label /More email

Notice! If you send pictures for publication in **The Cleco**, please send them in at least 600 x 400 pixels. Your full camera resolution is even better. I'd like to crop and edit them myself. I will appreciate anything you send, but, if I have room for larger than a column wide, I can't do it with 2-300 pixels wide.
Thanks, Duane editor

Year 2001 Meeting schedule:

- August 22**
- September 26
- October 24
- November 28 after Thanksgiving
- December 15, Christmas Party @ The Greenery, Walnut Creek**
- January 23, 2002
- February 27, 2002
- March 27, 2002
- April 24, 2002
- May 22, 2002
- June 26, 2002
- July 13, Chapter Picnic



President's Column:
Bob Belshe presiding.

Each month I sit down at the last minute and try to crank out some interesting, informative text. For me, this is not easy. Meanwhile, Duane Allen soldiers on from wherever he is in the world, creating each months Cleco on his

laptop computer. My hat is off to you, Duane!

[Thanks Bob, I appreciate it. I have already written my Sept. column on the way back from Belgium, so maybe I should cut out some of the whining!]

Today I enjoyed a beautiful flight to Clear Lake in Harry Heckman's Lancair 290. I guess I never will pass the "gee whiz" stage, marveling at the freedom to fly we enjoy, and the fantastically reliable and accurate navigation and communication instruments now available. When I started flying we had a little nav-com unit called a "super homer" which had only four transmit frequencies with about 1/2 watt of power and an crank-tuned receiver where you had to hunt for the tower frequency and never were sure you had it tuned right until you actually heard the tower say something. Even the super homer was a great improvement over what was previously available.

If you are a pilot, you should have access to the internet.

The Cleco

is published monthly by EAA Chapter 393, an official chapter of the Experimental Aircraft Association,
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Oshkosh, WI 54903-3086

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Pleasant Hill, CA 94523
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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. Visitors are welcome. Come see what it is like being part of a dying breed.

Sport Aviation

(Continued from page 1)

If you are a pilot, you should have access to the internet. There is no end to the sites with valuable information. I keep discovering more.

One site I found this month has airport and fuel price information, among other things. You click on "check local fuel prices", put in the identifier of the airport you are interested in and immediately get a list of airports in the vicinity and the current fuel prices. I tried CCR and find that the average price of fuel at all airports within 15 miles of Concord is \$2.59 and the lowest price is \$2.35 at the Nut Tree airport. This site is located at <http://www.airnav.com/>

Another very handy site presents a table showing the current weather observation at about fifty major airports in California. It shows if the airport is IFR or VFR, visibility, sky cover, wind, temp, altimeter, etc. and is updated every 3 minutes. It also contains pointers to: Winds Aloft, NOTAMs, AIRMETS/SIGMETs, PIREPs, Briefer, CA weather maps, NEXRAD Radar, and more. Click on an airport name and you get all the flight guide information about that airport, including fuel price information. The address of this site is: <http://www.m20j.com/wx.html>

I'm still hoping to have a fly-out on the weekend after the meeting. These flights are a lot of fun, so if you have a flyable plane, put it on your calendar now, Saturday August 25th. At the meeting we can make arrangements for filling any empty seats.

Happy flying,

Bob

[I may have printed this in an earlier newsletter, but since Ray Nilson sent it to me recently, here it is again. ed.]

A helicopter was flying above Seattle when an electrical malfunction disabled the aircraft's electronic navigation and communications equipment. Due to the clouds and haze, the pilot could not determine the helicopter's position and course.

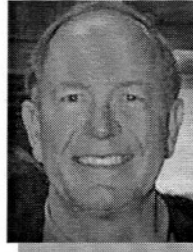
The pilot saw a tall building, flew toward it, circled, drew a handwritten sign, and held it in the helicopter's window. The pilot's sign said "WHERE AM I?" in large letters.

People in the tall building quickly responded to the aircraft, drew a large sign, and held it in the building window. Their sign said "YOU ARE IN A HELICOPTER."

The pilot smiled, waved, looked at his map, determined the course to SEATAC airport and landed.

After arriving safely, the copilot asked the pilot how the sign helped determine their position.....

The pilot responded, "I knew that they had to be in the Microsoft building because they gave me a technically correct, but completely useless answer." ...



Editor's Column by Duane Allen

Another newsletter produced in haste. So what's new?

I finally finished building the new MMS data acquisition system for the DC8 and apparently have gotten myself out of going to Florida. Which is fine with me. I need a break.

I am in Belgium as I write this as it has to be printed and mailed within hours of my return to California.

Have you been thinking about who you would like for newsletter editor for the next two years? My term is almost up and I must say, I will appreciate having someone else do the physical work of editing and publishing **The Cleco**.

Many thanks to Barbara Jenkins for the majority of this month's newsletter. As you can see on pages 3 through 5, she provided the pictures of many of the July picnic attendees. Sorry I couldn't be there, but..... NASA has priority on my time.

It has been nice being away from the grind of everyday work but I have not been away from aviation. As I said in last month's **The Cleco** we were going to a CFO Fly-In (Cardinal Flyers Online) in Leopoldsburg, Belgium. (See <http://cardinalflyers.com>). It was interesting to see an airshow put on by the Dutch, French, and Belgians. It is an annual event at Leopoldsburg. Our CFO host had arranged for the CFO Fly-In to be in conjunction with the airshow.

It had both advantages and disadvantages. The advantage was that we got to see a great airshow as well as the practice sessions which was the disadvantage. We had to pause the technical session several times due to aircraft practicing their routines.

(Continued on page 7)

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COMMUNITY MEETINGS ANNOUNCEMENT
TO DISCUSS THE PROCESS FOR A PROPOSED MASTER PLAN UPDATE &
PART 150 NOISE STUDY FOR THE BUCHANAN FIELD AIRPORT

Requirements for the Update Schedule/Timeline - **Public Participation Decision Making Process**
TWO DATES HAVE BEEN SET.

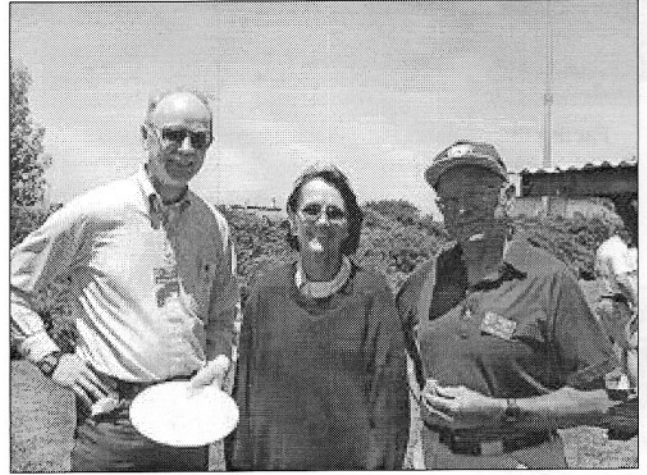
If you cannot attend one, please plan to attend the other !
The same information will be presented at both meetings.

7 p.m. August 22, 2001 at the Pacheco Community Center - 5800 Pacheco Boulevard Pacheco, CA. 94553 &
September 17, 2001 at the Floyd Marchus School 2900 Avon Avenue, Concord, CA. 94520

[Notice that the first is the same as the chapter meeting. I think they do this intentionally to reduce pilot participation. ed]



Sandy Decker, Unidentified lady



Harvard & Sara Holmes, Fred Egli



Pat Peters, Cathy, Pete Wiebens, Scott Achelis



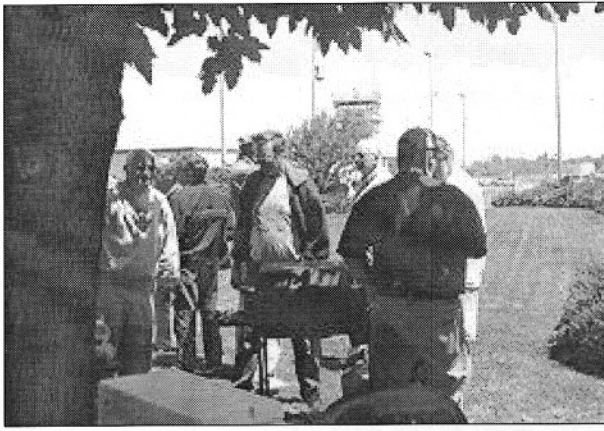
Sandy Decker, Gene Stangel



Ed Ingalls, Harry Heckman, Vi Egli



Barbara (last name?), June & Dick Rhin



Facing the camera, Pat Peters, Bruce Seguine.
Unable to identify the others.



Rich Henne, Mark Wiebens, Bruce Seguine



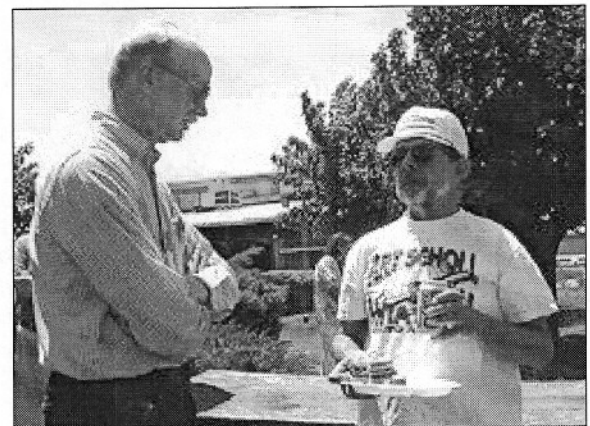
Cathy ?? (Pete's friend) and the brunette in black is
Rick Lambert's friend Barbara ???



Ray Nilson, Steve Snider, Keith Martz



Chris & Bob Rudolph, Fred Egli



Harvard Holmes, Ken Willey



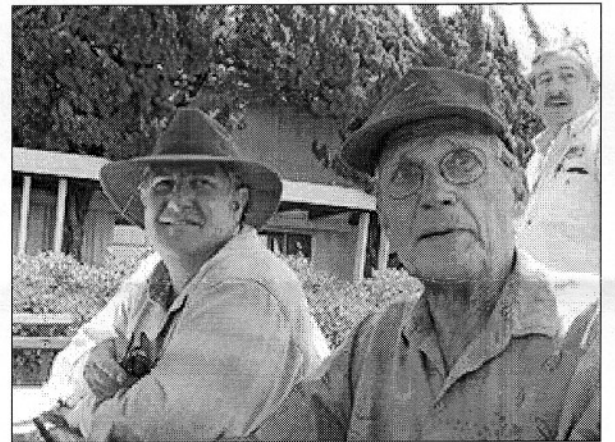
Sandy Decker, Linda Tiritilli, Vi Egli & Sara Holmes



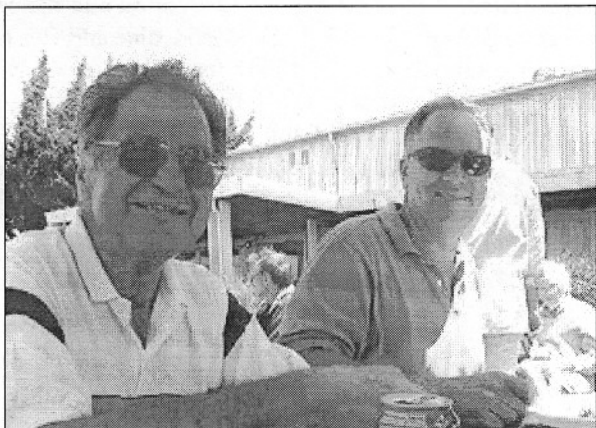
Unable to identify the lady on the left, Richard Henne, Evangeline Peters



Steve Snider, Keith Martz, Bob Rudolph, Ray Nilson



Richard Henne, Chris Kenyon



Keith Martz, Scott Achelis

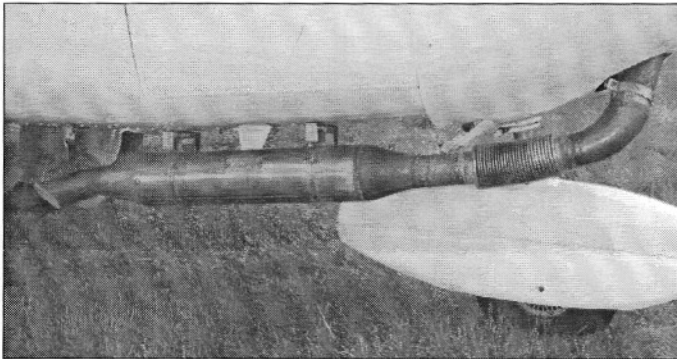


Bill Black, Ken Willey, Rich Lambert, Ray Nilson, Unable to identify the man on the right.

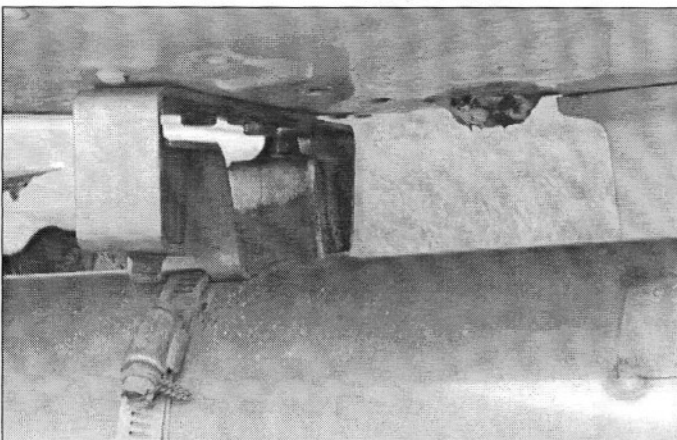
For a lack of anything else to put here, I have included some pictures from the CFO Fly-In in Belgium. Here you see a REQUIRED muffler on an RG from Denmark.



You think that one looks strange, check out this next one. It is from Germany.

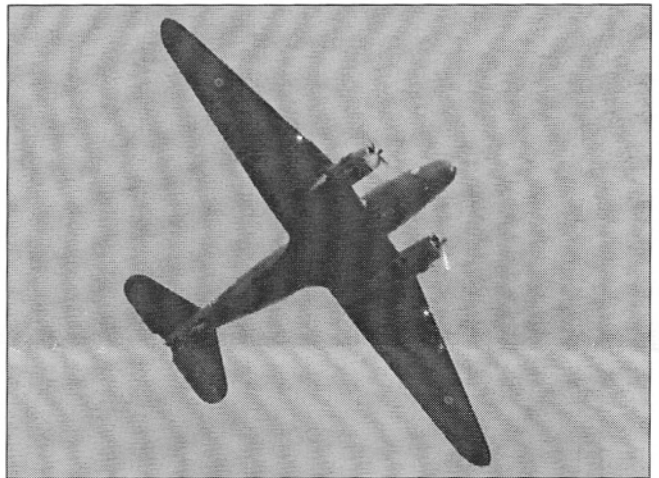


I know, this one looks similar to my powerflow exhaust, but this one is not tuned, nor does it make any appreciable difference in sound when running. But in Germany they have to overfly a test station at full power and pitch and be checked in the dbA range as I recall. This one has already had to be repaired and has very little flight time on it. Two dbA which is not perceptible to the human ear can be measured with instrumentation and they have to meet a 75dbA requirement. Notice how it is mounted to the fuselage. The muffler is semi-rigid, no wonder it broke after only a few hours of flight. I am sure some of you have watched an O360 at shutdown and



see how much it shakes during the last few strokes as it dies. It is no wonder O360s tear up the cowling mounts so often on Cardinals and 172s that have been converted to O360. I have seen C172s which have had DZUS fasteners installed in place of the Southcos and all firewall lord mount brackets have had to be replaced, some multiple times. If you'd like to see one, check out the San Jose State C172. I had considered putting DZUS fasteners on my Cardinal until I looked at that one. I have had to replace the lower lord mount bracket on my 177. When I talked to my AI about the change, he doesn't recommend it on large bore engines. After showing me the SJ State bird, I agreed.

If you have been reading this newsletter for the last couple of years, you may remember my saying my first airplane ride lasted 7 hours, stopped at 7 airports and was only 700 miles from the starting point. Well folks, here is a picture of one. We called them Gooney Birds (DC3).



I see we are somewhere over Canada and the Captain has just reduced power on this 767-300 and thanks to being in 1st class again, I have been able to complete this issue of **The Cleco** in flight. We got the same seats on the return flight that we got on the way over. Bulkhead which is my favorite. Not having flown a 67 first class since 1996 I had forgotten just how spoiled one can get. The seats have preprogrammed positions. Press one button and the seat will go to BED position, takeoff and land, dine, and also has a massage button. Thanks Cindy for the passes. It was great. Now for one last CFO Fly-In picture.

Our hosts Ingrid and Erald DeHoog.

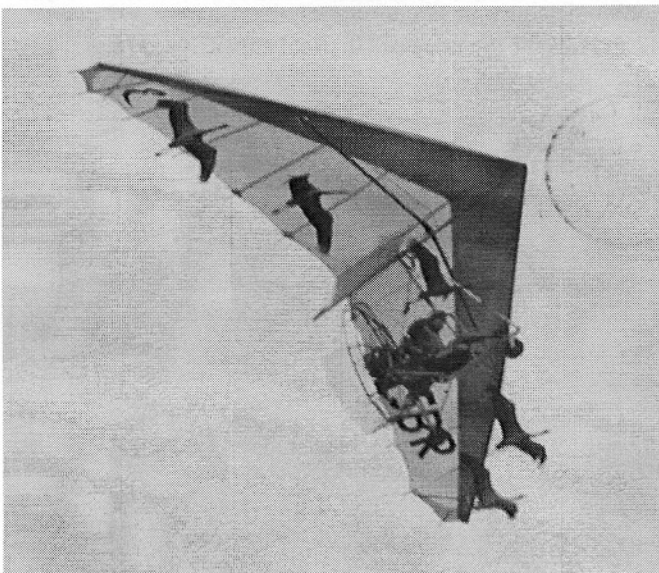


(Continued from page 2)

You've heard of the movie "Fly away home"? There was a guy at the airshow who had trained whooping cranes to follow him around in a hang glider.



They didn't fly as tight a formation as the F16s or the French Jaguars but it was interesting to watch them follow him up and down the runway at about 300 ft. altitude.



The programs are printed in Dutch and French (Flemish) so I can't read them, but I did manage to figure out which routine was which by the airplanes flying.

The C130 dropped 80 paratroopers who joined up and free fell several thousand feet before opening their chutes. I think I heard them say they were going to 17 thousand feet to wait their turn in the queue for display (instead of demonstration). It was a french speaking controller who

FOR SALE - TRADE - WANTED LOANER ITEMS

Hangar space for rent. Part of my hangar, West ramp near MDPA clubhouse. Will take a Pitts size biplane or a low wing like a RV. Available now until I finish my RV 9A, which should be about January 2003.

Ray Nilson 925 672-5139 email nilson@pacbell.net

would say, "cleared to enter the airspace for display."

The show was referred to as the **25th. International Sanicole Airshow.** (Sanicole is the name of the airfield).

The pilot of the Vampire is 71 years old and has over 70 thousands flight hours. However, he and his partner got lost on the way to Sanicole to do his display. We saw him turn away from the field when about five miles from the show area. They put on an interesting display in spite of getting a late start.

I thought I had a picture of a Vampire to put here but can't find one. This is a hand made sign made by the wife of the



host Erald DeHoog. She (Ingrid) is afraid of flying so guess we will never see her in America. As you probably read in the last two months' newsletter, Erald comes to America often and wrote about his trip from Florida to Las Vegas and back in a borrowed C177RG.

He is planning on having another European CFO Fly-In next year, making it an annual event. So, I guess we will be back. We had a great time.

He had arranged for VIP parking, free food and drinks during the airshow and we stayed at the same hotel as the airshow performers.

Audrey fell on the cobblestone sidewalk coming back from dinner in Brussels so we were unable to do any sightseeing or shopping. Now we must come back.

I am hoping that next month I will have some input from members on their projects for **The Cleco.** [Duane, editor].

Young Eagle Report

by
Pat Peters

Chapter 393, Chapter 512 and Chapter 52 all participated in a Young Eagle Rally held at McClellan Air Base in Sacramento on Saturday August 11, 2001. Pilots from all three chapters flew Young Eagles. The pilots were from: Chapter 52, Glenn Cunningham, Chapter 512, Dean Edson and from our own Chapter 393 was Fred Egli and Tracy Peters. Pat Peters coordinated the event for the Golden West Fly-In. There were 12 Young Eagles who were really enthralled with the experience of flying. *The next Young Eagle event will be held at Buchanan on August 19, a Sunday.* About 20 to 25 Sea Scouts have signed up to fly. If you can make it as a pilot or ground volunteer, please do not hesitate to call Pat Peters and volunteer your services. Pat can be reached at **925-930-6447**.

Dear EAA Chapters & Chapter members,

If you have any experimental aircraft or unfinished projects for sale, we will be placing all aircraft for sale in the month of August for FREE. We are also creating new pages on the website for more entertainment and knowledge, feel free to visit <http://pwacentral.com> to see more.

Best Regards and Safe Flying,
Jim Rogers
P.W. Aviation

[I can renew the website URL for 2 years for \$60, 5 years for \$125 or 9 years for \$180. Anyone care to comment on what they would like me to do, and should I just pay it out of my pocket as usual or would someone like to suggest that Chapter 393 pay for the renewal? I paid for the website for one year in advance. I got 12 months for the price of 10. Real expensive, \$70. edj :-)

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