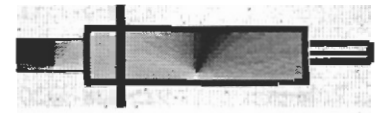


The Cleco



Official Publication of the Experimental Aircraft Association

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

Volume No. 2

September 2001

Issue No. 9



The Leader In Recreational Aviation

I am now able to type and use the mouse for short periods so the website is being updated. [ed]



President's Column:
Bob Belshc presiding.

Two years ago I accepted the nomination for chapter President. I have enjoyed the job, learned a lot, and my only regrets are that I wasn't better organized. I have been compiling the history of this chapter since its beginning, mostly

through old Cleco issues, and some notes from Russ Giffin. We have a lot of people to thank for providing the leadership to keep this chapter alive for thirty years. The list below contains the names of all the people who have served as officers since the chapter was organized in 1971.

Now it is time to elect Chapter 393's officers for the next two years. As always you are welcome and are encouraged to become involved. If you would like to participate and help steer the course of our chapter as well as other important issues involved in general aviation, then now is your chance. If you have a special talent, if you think you might do something different, or if you just realize that this chapter continues only because ordinary members are willing to step up to the plate and do a share of the work, then contact one of the members of the nominating committee. It is rewarding and motivating to become involved in our chapter at this level. Say yes when you are asked to participate in its

(Continued on page 2)

Inside this issue:

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- Page 7. For Sale/ Trade/ Wanted/Minutes
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There will be no guest speaker on the 26th, but a celebration of the chapter's 30th anniversary. Please be sure to attend and share in the review of the chapter with stories, pictures and slides.

President Bob is putting together what is expected to be a very interesting presentation.

Year 2001 Meeting schedule:

- 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

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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)

future.

2001 Nominating committee

- Fred Egli 925-935-7551
- Bruce Seguine 925-671-4943
- Ron Robinson 925-228-3720

Past officers of EAA Chapter 393

- | | |
|-------|--|
| Date, | Pres, Vice-Pres, Sec-Treas, News Letter Editor |
| 1971 | Joe Klein, Frank Begor, Douglas Hagerman, |
| 1973 | Jim Mandley, Jack Shaiffer, Otto VanSickle, |
| 1974 | Bob Browning, , Otto VanSickle, |
| 1974 | John O'Dell, Lee Keller, Otto VanSickle, |
| 1976 | Stan Markcz, Bob O'dell, Vince Bohn, Dwain Duis |
| 1978 | Rich Kelley, Randy Alley, Vince Bohn, Walt Campbell |
| 1980 | Carlos Amspoker, John McCombs, Rick Harrison, Dwain Duis |
| 1982 | Carlos Amspoker, John McCombs, Bob Graves, Barry Hill |
| 1984 | Dick White, Kay Smith, Rich Powell, Brad Poling |
| 1986 | Kay Smith, Rich Powell, Lou Ferrero, Bill deProsse |
| 1988 | Rich Powell, Bill deProsse, Russ Giffin, Jordan Coonrad |
| 1990 | Pete Wiebens, Glenn Werner, Gloria Martin, Larry Laughlin |
| 1992 | Glenn Werner, Jim Lewis, Callie Joyner, Will Price |
| 1994 | Fred Egli, Lisle Knight, Louis Goodell, Ken & Linda McKenzie |
| 1996 | Bruce Seguine, Bruce Hobbs, Louis Goodell, Bob Belshe |
| 1998 | Ron Robinson, Scott Achelis, Louis Goodell, Doug Page |
| 2000 | Bob Belshe, Tracy Peters, Louis Goodell, Duane Allen |

At this months meeting, the nominating committee will present a list of candidates for the chapter officer positions, and additional nominations will be accepted from the floor.

Happy flying,
Bob

Editor's Column by Duane Allen



Nominations for new board members is just around the corner. Have you been pondering who you'd like to fill those slots? Of course we all know Louie has been Secretary/Treasurer for as long as most of us can remember. Is that because he has something to hide :-~) or is it because no one else wants the job? It

must not be as much work as editor or he'd be wanting to get replaced. I do. Month after month this goes on with little or no feedback from the membership as to what anyone would like to see different or input from the members, either about their projects or travels they have taken. (Many thanks to Bob Rudolph this month. See page 6). I have had to resort to pulling interesting stories from the CFO (Cardinals Flyers

Online) mail-list since that is the only one I subscribe to other than AvWeb and AOPA e-news. By the time **THE CLECO** is published, that news is old and besides it is copyrighted and not available for reprint.

If you don't have a computer or don't subscribe to either of those email newsletters, shame on you. I have more than half a dozen old computers I could pawn off on you for little or nothing. Make a good case and it would be free. I even gave away my 52" projection TV to the roofer because I tore my right rotator cuff loading it into my pickup for the Novemeber 2000 hangar inspections and didn't wish to move it again. I had hoped to donate it to the chapter and install it in the meeting room for future presentations. But, I was in a hurry to get ready for the inspection so moved it to the house in San Jose. BTW, after uine months, I finally got the rotator cuff repaired.

As you all know if you read this column monthly, I have been working so much and traveling that I miss too many meetings to continue as editor. And, I will be traveling even more in the next two years. But more and more of it with my Cardinal at my expense instead of yours (taxpayers). Now that I have money to do whatever I want, (I sold the house in San Jose) I plan to do it by running fuel through the engine of Zero Six Charlie and paying for hotels and rental cars. I have considered buying a bigger and faster airplane, but....

I love my Cardinal, I have signed on to half-interest in a new airplane. This one you can see by going to <http://www.libertyaircraft.com/>. Of course I am not giving up my Cardinal, just another toy to be shared with another pilot who will put most of the flight hours on it. He will sell his Cardinal and use mine when he needs the extra space and I will use the Liberty when I need to get somewhere faster and don't need the extra payload.

However, after the terrorists attack on our nation, I am not sure the trips will be as interesting as prior to September 11, 2001. May have to do it all IFR. What a shame. *May the victims rest in peace.*

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email: pnpeters@aol.com

Buchanan Field Master Plan Update Community Meeting 9/17/2001



Editorial by Duane Allen, editor of *The Cleco*

I am sorry to say there were not many pilots at the community hearing on the proposal to update the **Buchanan Airport Master Plan**.

I estimate that Hal Yeager's Klan, POP (People over airplanes) outnumbered the pilots 15 to 1 or more.

What I got out of the meeting was a better understanding of the County's **current plan** and what would and would not take place in the event the proposed Master Plan Update is approved.

After the presentation by the engineering firm hired to update the plan, one of the first questions was: *What are the advantages and disadvantages of approving the proposed plan update?* It took a while and several other questions and answers to finally come up with a definitive answer, but I think in the end it was pretty well defined.

There were many questions. I didn't take notes, only pictures of the speakers, but I did photograph the notes taken by one of the assistants of the presenters for use in writing them down here. (You can see the poster where notes were taken behind the people standing in the photo at the left).

I feel much better about the future existence of CCR now that I have attended this meeting. I would have been at the last one but it was the same night as the 393 chapter meeting and I had had rotator cuff surgery the day before so didn't attend either one.

Other questions asked and answered were:

When the project is completed, will it be revised again?

If we don't want the existing plan revised, why go through the process of asking for FAA funds and revising it?

What is the purpose of building a new passenger terminal if we are not planning on allowing commercial flights in the

(Continued on page 7)



Dave Cunningham and Evangeline Peters registering the 16 Sea Scouts and other young cagles when I arrived.



I arrived a few minutes late, but the scouts were already registered and prepared to go flying.

[In the interest of conserving space, I have listed only the pilots who flew on Aug. 19 in the YE table this time. The next scheduled YE Event is October 20.]

Name	Missions	Pilot ID	Last Flight
Scott Achelis	60	7330	8/19/01
Duane Allen	227	1707	8/19/01
Harry Heckman	4	31645	8/19/01
Phillip Jenkins	35	16873	8/19/01
Keith L. Martz	53	17773	8/19/01
Tracy Peters	27	16788	8/19/01



I caught Bill Call working on his Lancair ES. More to come.



Phil Jenkins (Glasair 2) does a walk-around preflight with his first young eagle of the day, Alex Brenner.



Scott Achelis (RV6A) shows his first young eagle James Arends how to check the fuel before every flight.



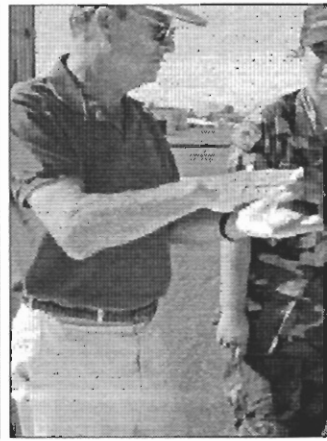
Harry Heckman (Lancair 290 eagle, Andrew Strausbaugh,



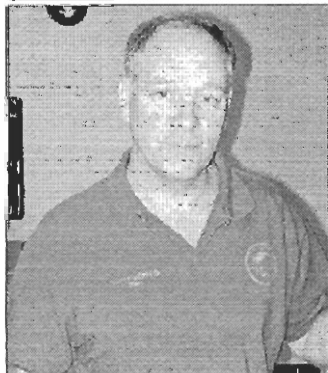
Harry Heckman and young eagle, Barrington Burton, as they do the preflight for Harry's 2nd flight.



Scott Achelis explains the constant speed prop on 95RV to his 2nd young eagle, Eward Del Bescao.

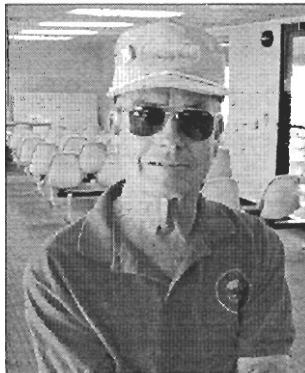


Phil Jenkins explains to young eagle how the controls affect the mo



At left, Scott Achelis, RV6A, provides the pre-flight briefing while the YE pilots listen up for the details of this event.

At right, Phil Jenkins, Glasair 2RG, pays close attention even though he has flown many young eagles in the past. Nice airplane Phil.



At right, Harry Heckman, Lancair 290, listens carefully and asks a few questions as though he hadn't flown before. [Is that really true, Harry?] See more of Harry's beautiful airplane on the website at <http://eaa393.org/ye8-19-01.htm>. If you have lots of time, ask him sometime about his paint job and how he came up with those numbers, 137KT.



Tracy Peters also shows his first young eagle how he checks his fuel.



Tracy Peters with his only young eagle of the day, Alexander Danato, due to magneto problems.



Keith Martz (Commanche 260) explaining the flight controls to Andrew Creushaw.



Young eagle Kathleen Furubach is in the cockpit of the aircraft.



Scott and young eagle David Lane discuss the various controls on his RV6A on Scott's 3rd flight of the day.



Keith and his 2nd young eagle, Jacob Godchaux, show off his Young Eagle's Certificate.



Keith Martz takes Konner Heredia, Kayla Larson and Nicole Garretson (obviously not sea cadets) for his final flight of the day.

Here we see some of the Sea Cadets waiting their turn to fly. While waiting, their leader, Mr. Godchaux gave them some valuable information about aviation and other subjects.

[Hopefully I can get them identified on the website. Nice bunch of youngsters in my opinion. ed]

Bob Rudolph's success [progress] on his Tailwind

It Lives!

August 18, 1991 Concord, CA - Life was again seen from a little Lycoming O-235-C engine which had not run since January 1976. The little engine had been stored, apparently lovingly, in hangars, garages and back bedrooms since it was removed from a Piper PA-12. With just 326 hours since it's first major overhaul, the engine was retired with some rather terse remarks about it's oil consumption added to it's only existing log book.

I acquired the engine about three years ago for use in my Wittman Tailwind. It had passed through a succession of careful and respectful airplane people who had intended to use the engine in various projects, all of which had never come to fruition. Most of the past owners of the engine were well known home builders, based at Buchanan Field. Although never completely pickled, the engine was kept oiled and rotated to minimize the awful things that happen to mechanical equipment when abandoned.

The engine was mounted on the airframe about 6 months ago and the cylinders were literally filled with Marvel Mystery Oil. The top plugs were removed every other day or so and the engine was rotated by hand. Marvel Mystery Oil has a way of finding all the fittings and bolts that are not tightened to specifications. Work commenced to plumb the little engine to the Tailwind. A Ted Hendrickson prop was bolted to a 4-inch prop extension that the little engine had acquired along the way and a new set of Slick magnetos and harnesses that had been bought for the engine in 1988 in a Bendix to Slick upgrade program, were installed.

Documentation on an engine manufactured in 1946 is rather slim but I had bought an original Owners Manual for the Lycoming O-235-C from a collector of aircraft memorabilia on eBay, the Internet auction site. By luck, the book contained a great deal of information, which seems to exist nowhere else. The factory book numbers for oil consumption are way above the logbook entries for oil consumption. Engine manufacturers seem to have viewed oil as a consumable, like gasoline, in 1946 rather than just a lubricant as most regard it today. By factory standards the little engine did not have an oil consumption problem when removed, but an owner perception problem.

The little engine was originally rated using 72 octane gasoline so 100 Low Lead aviation fuel was deemed inappropriate. Five gallons of non-MTBE auto fuel was poured into the fuel tank. Much celebrating took place when the custom tank did not leak. Six quarts of oil was added to the crankcase and a battery and jumper cables were placed under the soon-to-be airplane, which was tied to my truck, outside of the hanger. The battery and jumper cables proved unreliable but the hand propping ability of Rick Lambert and Tony Tirtilli more than made up for any lack of electricity. I would have preferred to have been prop-

ping rather than sitting in the soon-to-be pilots seat but Rick and Tony would have none of that. Their smiles were as large as my own.

It popped on the second pull after fixing a problem with the prime pump and actually getting some gasoline to the engine. Rick Lambert had done yeoman's duty in propping an engine that was not getting any fuel. It was a sound to behold. My hair has not been that straight-back since Pomade was in fashion. We have been running the engine in five-minute bursts because the baffling is not yet installed and I don't want to create a problem.

The instructions for the Slick mags had been lost over the years and I had a problem with the right mag. The Slick representative said they would not warrant a 12-year-old mag, even if it only had 20 minutes on it. However, they were able to tell me how to solve the problem.

At 2200-RPM static, tied to the truck, with a great deal of throttle left, (It was straining the rope and the chocks to the point that I thought it bad judgment to keep giving it more throttle). A quick compression check showed 76/80 in cylinder number one, after the first run.

I am very pleased with the way the engine is performing and look forward it continuing to check out as reliably as it seems to be. The little blue engine should pull the Tailwind through the air quite smartly. A friend of mine who fly's a Tailwind with the same engine says "It's a hoot to fly up to a 182 and wave as you go by at 5 gallons an hour!" I'm looking forward to it.

If you're interested in the Tailwind or just tube and fabric airplanes, visit my web site. It's kind of the hub of the Tailwind group. Visit: <http://www.chlassociates.com> and press the Tailwind button.

Bob Rudolph



Board Meeting Minutes 9/1/2001

Board members present were Bob Belshe, Tracy and Pat Peters, Louie Goodell, Scott Achelis and Duane Allen.

Bob brought up the subject of a 30th anniversary celebration of the chapter at the next meeting (**September 26**).

He is putting together some slides, pictures, etc. to share.

Pat mentioned he has an opportunity to purchase a glass display case which he would like to put in the terminal building. A discussion ensued about getting airport management approval before committing chapter funds for the purchase. Also, what would we put in it and how much will it cost? He will check into it. Suggestions followed for items to put in it.

Pat also requested chapter funds to buy toy airplane kits to build for the little guys to play with at the YE events while the older kids go for real airplane rides. The kits are \$100 each and he would like to buy ten. After some lengthy discussions about where to keep the kits, where to keep the completed units and the quantity that might get used it seemed to me that the consensus was that we would probably buy five kits and Pat would assemble them and keep them in his hangar to be used on YE Event Days.

More discussion about the 30th anniversary celebration ensued and it was decided to furnish cake and ice cream plus soft drinks and coffee. Pat will make some "home made" ice cream for the event.

As president, Bob has appointed a nominating committee to find potential candidates for the next two years board positions. The committee consists of past presidents, Ron Robinson, Bruce Seguire and Fred Egli. If you have suggestions, please see one of them at the meeting or give them a call before the meeting. Phone numbers are:

Ron Robinson 925.228-3720 Bruce Seguire 925.671-4943
Fred Egli 925.935-7551 hangar 925.671-0876

Scott declined the opportunity to become chapter president and in his declination speech he talked about chapter building techniques and his attendance at a meeting in Sacramento when he was VP attended by Bob Mackey. Scott would make a very good chapter president so let's not forget that when the next round comes up. He just doesn't have the time right now to do a good job as he sees it and we respect his decision. :-)

(Continued from page 3)

future. I think they made it clear that Buchanan already has, in the existing plan, approval for up to seven commercial flights a day.

Does accepting new money mean the county has less power (& the FAA more) thus more flights? NO.

Is there a chance that the number of approved flights will be changed after accepting FAA funds? NO, the funds under discussion are for a Plan Update, not construction.

How long will it take to update the master plan and how long before we see a change in operations or an effect?

It will take at least a year to update the plan and could be several years before we actually see any changes in the status quo.

FOR SALE - TRADE - WANTED LOANER ITEMS

For sale: "Flying Machine" AKA Klob Firestar II. Experimental N23NN - Kit built by Carl Potter, A&P. Two Place, 10 gal. fuel, Rotax 503-DC engine, Dual Bing54 Carbs, HAC 3 blade ground adjustable IVD prop. Digital LCD instrument panel. Many custom extras, always hangared at Salinas Airport. TT 120 hrs. Annual due September 2001. Call Neil D. Reid 415.664-2296. Reason for selling: Partner moved to Gig Harbor, WA.

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 Jan. 2003.

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

FOR SALE: I am selling a 40' x 40' hangar (arched steel building). It has never been assembled. I am asking \$4,000 and if it is sold to a member of your chapter I will donate 5% to your chapter. Thank you, Roger Rehmke (916) 354-1719 email:rmkefam@inreach.com

Can the county currently build on the airport within the existing plan? YES

If we do not update the existing plan, will we lose existing funding? NO

Will we lose the golf course in the Diamond Blvd. extension through to Marsh Rd.? NO It is already in the existing plan.

What was the procedure for the last master plan update, did it have this kind of public input? NO

Has the decision to request funds from the FAA (approx. \$800K) for a master plan update already been made without public input? NO

Will accepting funds at this time extend the county's obligations? (NO, Only construction funds extend the county's obligations to keep the airport open for 20 years after the approval, not 20 years beyond the actual improvements). This applies to all airports. Sometimes it takes many years from FAA approval of funding until the improvements are actually implemented. RHV in San Jose is a good example.

Will runways be extended if the county accepts the funds to update the master plan? NO, there is no room to extend runways 19 or 32.

How will the neighborhood benefit from a master plan update? Long answer.

What is the FAA's role in the local control of the airport? Long answer.

Does the noise ordinance prohibit commercial flights? NO
One lady reported that a Boeing 707 had landed at CCR this summer. She reportedly called the tower and was told it was an unauthorized landing. Of course we know a 707 wouldn't be able to take off if it had landed and if it did land, it would have run off the end of the runway before stopping. [She should check her aviation facts before making a public spectacle of herself].

In light of the events of Sept. 11, 2001, questions have been raised regarding the Young Eagles Program and its future. First and foremost, our thoughts and prayers are with those who have lost loved ones or friends and those who are involved in the rescue and recovery efforts in New York, Washington and Pennsylvania.

Currently, VFR General Aviation flights are grounded in the United States, with certain exceptions. Please check EAA's home page frequently for the latest information. (www.eaa.org) EAA President Tom Pohorezny and members of the EAA Headquarters staff are working with government officials to get our aircraft back into the sky.

As long as the ban on VFR flights continues, the Young Eagles Program, for the most part, is grounded as well. We call on EAA members and partners organizations outside the United States to step forward and fly Young Eagles. We are counting on your support to keep the program strong through this temporary situation.

Once the VFR ban is lifted, we should be prepared to get back into the air and fly Young Eagles. Through the program, we can continue to reach out to young people and demonstrate the vital role general aviation plays in this country.

In the short term, let us provide some direction on questions you may have regarding scheduled Young Eagle events.

We have an event scheduled for this weekend, what should we do? As long as the VFR ban continues, the only prudent course of action is to postpone activities scheduled in the very near future. Please continue to check the EAA web site for updates on this situation. <http://www.eaa.org>

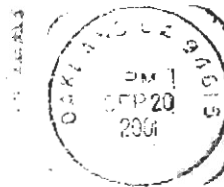
If the ban is lifted this week, should we still go ahead with our event? We suggest taking a reading of the sentiment in your community. If pilots are ready to participate and the local community favors a "return to normal," then feel free to proceed. In other communities, there may be a reluctance to participate. In that case, reschedule for a later date.

Even if a few events are canceled while the ban remains in place, I encourage each of you to continue planning for future Young Eagle events. We will be flying young people again. When that happens, we must take action to make up for lost time and to work to insure our program and industry emerge stronger than ever.

This is a challenging time in our country's history. It is up to each of us to conduct ourselves with the highest levels of responsibility and enthusiasm for general aviation. Our time to fly will return. When it does, we will show the world that our spirit and resolve to reach our goals are undimmed.

Steve Buss
Executive Director
Young Eagles

EAA Chapter 393
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Concord, CA 94527-2725



Harvard Holmes
946 Shattuck Ave.
Berkeley, CA 94707

Duane,

I picked this up on the Subaru engine mail list. I believe that it is approved for general reprint and might offer some insight to an aviation accident that should have been avoidable. Anyway use it if you think it is appropriate.

Ken McKenzie

I forward this with a heavy heart. Perhaps there is a lesson here for all of us. Norm Beauchamp
<nebchmp@wcc.net>

From: Andrew Wikstrom

Hi All,

It was only two weeks ago I sat at this computer trying to put words to how I felt about Ray Volk's death. Yesterday's tragedy with Michael brought me to my knees. Now I have the life-long task of wondering if there was something I could have done to change the outcome of yesterday.

Although I have come to grips with the fact I can't change fate, I feel it's necessary to carry on both of their energies in helping others to make the flying experience as safe and enjoyable as possible. As we all learn to fly, we learn about density altitude, weight and balance, aerodynamics, stalls, etc...

Most of us start out flying Cessnas, Pipers, and other aircraft that have less performance than the Kitfox. We hear the stories about flying down rivers, over mountains, and going great distances with the Kitfox. We learn that the Kitfox can climb like crazy, carry a pretty good load, and take off and land on a dime. After flying the Fox for a while, it almost feels as if you can power up out of any situation. With the slower landing speed, we carry the thought that we can just "cush" it in anywhere if something happens. This feeling needs to leave our minds! This is an airplane that can kill us!

I watched Michael as he made every attempt to reverse his fate. I talked with him on the radio as he tried everything in his power to bring his plane out of that canyon. I watched as he spun his airplane onto the rocky canyon wall and exploded. I will NEVER forget Michael or his enthusiasm for helping others to enjoy this passion he enjoyed.

To help us all, I will try to go through the last day's events. There were several factors which contributed to the accident. I am writing this because Michael would want others to learn from this. I feel that Michael would want everyone to fly safely and to help them in any way he could. He did a lot for Kitfox safety and helping others to get their birds off the ground.

We left Chandler Municipal Airport at around 6:15 am

enroute to Sun Valley Airpark where Michael wanted to see the "home base" for the Desert Fox Squadron. We transitioned Phoenix Sky Harbor northbound and then flew to Sun Valley. Nobody was home at Sun Valley, so we departed enroute to Sedona.

Along the way, we flew through Prescott Valley and spotted some antelope. Michael circled a herd of antelope. As he was circling, I thought of Ray and called over the radio, "Airspeed". I was flying around 500-800 feet above him, so I just slowed to wait for him to finish his turn and proceed on course.

From Prescott Valley, we headed north over the hill to Cottonwood Canyon. Cottonwood Canyon is a canyon formed by a river and is level with the terrain and flows back and forth for 10 miles or so. Some of the most beautiful terrain in the state. Michael was snapping pictures and sharing his enthusiasm for the scenery. Throughout the entire flight, I stayed about 1/2 mile behind him and let him lead simply because his airplane had a slower cruising speed and he could set the pace. From there, it was off to Sedona for a wonderful breakfast.

We arrived in an extended left crosswind and landed. Michael noticed some coolant dripping from under the cowling. He removed the cowling and it seemed to him that the over-flow bottle was over-flowing. I asked if he noticed any over temperature indication in flight, and he said there wasn't.

Over breakfast we talked about his background and mine. We compared notes on our flight time and experiences. He had been flying for 17 years and had around 1500 hours. He was also instrument rated and, as we all know, used his rating. I was impressed with his experiences and enthusiasm for this great hobby we all share. He told me about his family and about moving from the New York area to Manassas.

Once we finished eating, we both needed film and batteries for our cameras, so we headed to town. We hitched a ride both ways with some nice local people and got what we needed from the local Walgreens.

Both of us topped off with fuel and started our flight planning for the next leg to Marble Canyon which is one of the northern tips of the Grand Canyon.

As we were looking at the charts, Michael mentioned that he would like to fly over the Grand Canyon. I wasn't crazy about that, but agreed. When we looked at the altitude we would have to cross at, Michael told me he wouldn't be able to get up that high today because he was "at gross". He explained that, with the Subaru, the baggage and full fuel, it would be a factor to try to achieve that 11,500 foot transition altitude.

We decided to climb to around 10,000 feet and fly to the east of the area. We went over the route we would take to fly around Sedona and I was to follow behind at 1/2 mile like before. He re-checked the coolant bottle and buttoned up the cowl.

We took off at 11:30 as a flight of two. He rolled first. After he was off the ground, I rolled and climbed to around 800 feet above him and maintained the 1/2 mile spacing. He flew a wide left downwind departure to catch a picture of the airport with the red rocks in the background. We flew counter-clockwise around Sedona snapping pictures as we went. We passed the entrance to Oak Creek Canyon and followed the terrain to the valley to the west of Oak Creek Canyon.

At this point, I was worried that Michael was too low and called him on the radio. He called back to acknowledge. He paused for a minute or so without climbing. I asked him if his temperatures were in the green. He replied and said everything was in the green and then began a climb. Although I was around 800 feet higher, I climbed with him. The spacing was still about 1/2 mile at this point. As we were climbing, we talked about how beautiful it was in the area and continued to snap an occasional picture.

He turned to the east into Sterling Canyon. There was about a 1/2 mile delay before I could get a good view of what he was facing. I was still around 800 feet higher and was at an altitude where I could just see over the top of the pass going back toward Oak Creek Canyon. I radioed Michael to tell him, "There's a big space to your right to turn around, TURN AROUND!!!". He radioed back and told me he should be able to make it. At this point, he had space to his right side which left the opportunity to turn around that lasted 1/4 mile or so.

I radioed again and told him he had plenty of spacing and that I was turning. As I started my left turn, I looked over my right shoulder and saw Michael hugging the left canyon wall. He was to the left side anyhow, and it looked like he was setting up for a right 180 degree turn. About 3/4 of the way through my turn, I looked out the skylight and saw him in a steep right bank and the end of the canyon. This turn immediately turned into a spin. He spun for 2 1/2 turns before he hit the ground in what looked like a spin recovery attitude. (Nose down, get some airspeed back, pull). Immediately the airplane exploded.

I called the Mayday to Sedona airport. I was shaking, numb, scared, angry, sad, There aren't enough words to describe what I felt that moment as I watched such a wonderful man die in front of me. I didn't know what to do from that point.

I circled to give the GPS grid to the rescue helicopter as I cried out of control. The ten minute response time seemed to last forever. "Please stay over the crash site so we can

locate it" My god, what a horrible experience. I'll never forget the feelings I felt then, and the ones I feel now. What can we do? How can I help Michael? How can I help Ray? It feels (and is) out of control.

The density altitude was around 9500 feet, winds were calm. There was no turbulence, [OAT] Temperature was around 95 degrees. There were no clouds in the area. He slept well the night before. The Airplane was near the 1200 pound gross weight. Two minutes before the accident [engine] temperatures were normal.

I hope, by reading this, we can learn to fly safe. The Kitfox is a wonderful high performance airplane. Ray Volk was a great pilot. Michael Harter was a great pilot. Both men were the cream of the crop. They shared the title to multiple hours on their airplane, they flew nearly every day, they knew their airplane like the back of their hand. They both died doing what they enjoy in life. They both died as they pushed the limits of the Kitfox envelope. I will miss them both and will think about them each and every day.

We all need to show our love to our families and give our friends every bit of energy these two guys taught us to do. We need to appreciate every day. Michael and Ray did.....

Andrew Wikstrom

[The link to the NTSB report is: http://www.nts.gov/NTSB/brief.asp?ev_id=20010901X01850&key=1. ed]

NTSB Identification: LAX01LA294

Accident occurred Wednesday, August 29, 2001 at Sedona, AZ

Aircraft: Harter Kitfox Classic, registration: N46MH
Injuries: 1 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, 2001, at 1215 hours mountain standard time, an experimental Harter Kitfox Classic, N46MH, impacted terrain while attempting to reverse course in Fox Canyon near Sedona, Arizona. The private certificated pilot, the sole occupant, was fatally injured and the amateur built aircraft was destroyed. The local area personal flight, operated by the owner under 14 CFR Part 91, departed from Sedona at 1130. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot of an accompanying airplane, who observed the accident from a higher altitude, reported that the pilot flew into a box canyon and delayed reversing course until reaching the closed end of the canyon where the terrain rose steeply and the canyon was too narrow to permit a turn to reverse course.