



THE CLECO

EAA Chapter 393



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Notes of Interest:

- **Meeting:** Wednesday May 26th at the Buchanan Field Terminal Building located on John Glenn Drive in Concord and will begin at 7:30PM. **Visitors are always welcome.**
- **Club Fly-Out:** Saturday May 29th at CCR Terminal. Meet at 10am.
- **Board Meeting:** Next meeting is June 3rd at 7:30pm at CCR Terminal. Members are welcome to attend.

Letter from the President

This will be a short president's message this month, but our chapter meeting promises to be a good one. At the meeting our guest speaker will be Warren Hall, noted test pilot, author, and speaker. In addition to Warren we will have a short presentation by former 393 member Harold Marchant on what we can do to thwart the plans of the county supervisors seeking to close our much needed airport.

There will be two issues for the general membership to vote on. One will be to decide on which date to hold the chapter picnic; July 17 or 18 or June 26. The other will be to vote on the disposition of our print donated to the chapter by Rhu Bigay.

There's going to be a lot to listen to, learn and discuss at this meeting. Please make every effort to attend.

See you there.

Pres. Pete



Guess whose coming to town? That's right, The Collings Foundation will be with us at Sterling Aviation June 2-4th. More information to come via email!

Harvard and Sara Holmes' Lancair building adventure:

Our month in Redmond, Oregon at the Lancair factory working on our IV-P was both exhilarating and grueling! In spite of the fact that we chose several options that were not part of the program, we still managed to reach almost all the goals set for us in the workshop. An article in the May 2004 "Sport Aviation" describes a similar experience by a group building a Lancair Legacy. The Lancair IV-P is somewhat more complicated and, while still a fast build kit, has more elements of assembly for the builder.



In summary, we spent the first week working on the wings and horizontal tail. The wings are large fuel tanks, with tubes through the tanks where controls and wires need to go. We added optional speed brakes, which means we had to seal off a section of each wing (to keep the fuel out), then cut a hole in the skin and install mounting flanges and reinforcements for the speed brakes. Then the bottom "skin" is glued to the rest of the wing and held down with a couple thousand pounds of lead weights while the glue sets. This gives a good joint. Then the gas tanks are pressure tested to make sure there are no leaks. The horizontal tail needed to have the lower prefabricated "skin" glued on, and then have the elevator "stops" put on the skin. The stops restrict the travel of the elevator to its normal range.



While we worked on the wings and tail, the firewall was being worked on by Terry in another hangar. Here, the firewall is ready for Terry to begin.



In the second week, the windows and door were glued in the fuselage. For any glue joint, the areas to be glued are first sanded, then wiped or blown clean with an air gun, then cleaned with acetone. Then the glue (epoxy) is mixed and a thin layer is painted on both surfaces to be joined. Chopped cotton (flox) is then mixed with the epoxy to strengthen it, stiffen it, and make it fill gaps better. A liberal amount of this stuff is then dabbed on with tongue depressors used because they are convenient wooden sticks. The parts are then clamped together. In the case of the windows and door frame, the clamping is done by drilling a hole in the fuselage next to the window and using a bolt with large washers on both sides to squeeze the parts together. At first it bothered me that this left the fuselage with a hundred holes or so in it, but the holes are just filled with epoxy and nobody gives it a second thought.



In the third week, the wing fairings were installed. The wings are temporarily installed on the fuselage so that everything can be lined up. The optional retractable step is installed just before the wing fairings. Wooden sticks are attached to the wing surface with super glue, then the fairing is put into place, using the sticks for alignment. Fitting adjustments are made by just slicing pieces off the fairing using a diamond wheel mounted in a die grinder (a dremel tool on steroids). When the fit looks good, the drill is used to make holes to clamp the pieces together. Then the epoxy is allowed to



set up overnight. There are six pieces of wing fairing that get applied like this. When it's all done, the wings (now inadvertently glued to the fairings) are removed with lots of pushing, shoving, swearing, and the use of a big hammer. Things are cleaned up and, presto, the fuselage has wing fairings.



In the fourth week, we installed the landing gear doors. The fuselage comes with holes cut in the bottom where the wheels go when they are up. And, the pieces cut out to make the holes are saved and provided with the fuselage. But the pieces are no longer the right shape, because the wing fairings have changed the shape of the holes. A new piece is added to change the shape. Also, the pieces must be reinforced and fitted with hinges that run the full length of the opening. Since the hinges need two flat surfaces to operate well, a week is spent to reinforce the landing gear door pieces and to make them flat along the hinges and simultaneously match the curve of the fuselage and wing fairing.



While all this was going on, Sara found time to work on the winglets that go on the end of the wings. Starting with molded skins, Sara bonded in NACA ducts for the fuel tank vents and covered them with a lay-up. Then she added ribs to stiffen the winglets and fitted them to the end of the wing. It is a complicated process that builds up an internal framework to join the top and bottom of the winglet together.

Along the way there was time to make up some of the control rods for the ailerons, elevators and flaps. We also made a first fit and installation of the rudder pedals.

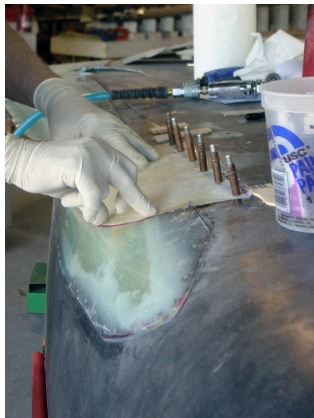


Then it was time to drive the plane to the truck, load it up and drive home.

When we arrived home in CCR, there was a crew of people to help us unload, and they made short work of getting the new plane in the hangar. Thanks to Tony Tiritilli and Bob Rudolph for organizing the gang.

Meanwhile back in Concord, the next step is to build a loft in the workshop to store the parts out of the way while other parts are being worked on.

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Harvard and Sara Holmes' Lancair building adventure:(continued)



- NACA Ducts



- Winglet Ribs



- Joining Winglets



- Making Control Rods



- Loading for home

Treasurer's Report

Checking Balance: 1503.33

Savings Balance: 2595.40

Total: 4098.73

Anyone interested to share a fourth seat flying to Oshkosh this year?

After 24 years of flying, I have decided to go to Oshkosh this summer. Bobby Sisneros is going with me in the Cessna 310. We got a late start and will be staying in Milwaukee and will drive up every day for 2 days. Planned departure date is July 28 and Planned Return date is Aug 1. We will allow one day for bad weather out of 3 possible traveling days. We have two seats available in the Enbom Vista Cruiser for this journey. If any club member would like to join us for this adventure, please email your resume to me.

We will fly into General Mitchell Field in Milwaukee. It looks like a no wind direct flight would take slightly over 9 hours of flying time. That breaks down into 3 equal legs. With the addition of 2 hours time zones, if we leave at 5 am, and the weather allows for afternoon flying, we should arrive about 6 pm in Milwaukee.

Trip to OSH and back. Total fuel usage about 420 gallons. Split either 2,3,4 ways. Our room in Milwaukee is \$140 nite, sleeps 2, the B&B we are staying in was running out of rooms. I'm sure other rooms are available in Milwaukee. So your room charge is additional. Car rental split for 4 days about \$55/ day total cost. Those would be the costs that would be incurred besides food and admission.

Happy Trails,

Brian Enbom

Contact via Email: benbom@coasttool.com

B-17 "Aluminum Overcast" Damaged in Gear Malfunction at Van Nuys

As reported on <http://www.b17.org>.

May 5, 2004 - The Experimental Aircraft Association's Boeing B-17 bomber "Aluminum Overcast," a World War II-era aircraft currently touring the West Coast, was damaged Wednesday when its landing gear collapsed following its safe arrival at the Van Nuys, Calif., airport.

The airplane had safely landed at Van Nuys at about 4:30 (Pacific time) and was completing its 4,000-foot landing roll when both main gear mechanisms collapsed. The airplane was estimated to be traveling approximately 30 miles per hour at the time and was about to turn off the runway. There were no injuries among the crew or passengers, and all persons aboard safely exited the airplane.

Late Wednesday evening, crews had raised and towed the aircraft from the Van Nuys runway. The extent of the damage is being assessed.

EAA's B-17 has been flying national tours since 1994, with thousands of people enjoying flights aboard the vintage aircraft and tens of thousands more touring the interior of the aircraft.

EAA has owned the airplane since 1981 and spent more than a decade restoring it to full flying condition.

The current B-17 tour began in April was traveling the West Coast and was due to return to EAA Headquarters in Oshkosh, Wis., in mid-July.

SIDE NOTE: To see the last few seconds of the landing rollout, check out this link for a short video from local news station!

<http://kcbs.dayport.com/launcher/2643/>

Young Eagles

This years recipient of Chapter 393's Jaguar points is Kody Moore. Kody has been accepted to the EAA Air Academy for two weeks and will be attending in July. The Jaguar points will pay for part of his tuition and the club will pick-up the rest.

This months Young Eagle Rally we flew a total of 15 kids.

Please find a few pictures below.



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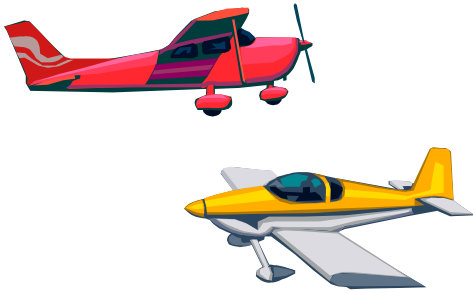
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This Months Speaker

Warren Hall is to be the speaker. He has written a book, and will be bringing copies for sale and autographing, for those interested.



G. Warren Hall

EAA CHAPTER 393

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