

Presidents Message:

Well, the weather was not so bad for the past few weeks. I even tried to fly over to CCR for the fly out on January 25, but despite fairly clear skies at Oakland (scattered 2500), and a 1900 foot ceiling at CCR, the clouds came right up to the edges of the hills around Oakland and there was no way we were going to get into CCR. My wife Sara suggested we fly over the general vicinity of CCR, but at 3500 feet Mt. Diablo was beautiful and the clouds looked solid below. A week later we got up to Sea Ranch to see my parents - a nice flight. Tom Osborne up at Sea Ranch has persuaded Ukiah to give him their old ASOS and he is installing it at Sea Ranch. But the Feds won't allow it on the air unless it is "calibrated" and that is too expensive, so it will only be available on the telephone. But it's a lot better than nothing. It will be one of the few weather information sources along the coast up there. There is a Pilatus P-12 that we often see at Sea Ranch - quite a big plane for a 2600 foot strip with trees and hills on both ends. I'd like to see it land and/or take off someday! Must be nice to have all that power. Since its single engine, does it have to stall at 61 knots?

My partner Nat has been working on his Instrument

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MEETING REMINDER:

The next meeting is scheduled for Wednesday **February 26, 2003**. The meeting is being held at the Buchanan Field Terminal Building located at the end of John Glenn Drive in Concord and will begin at 7:30PM. **Visitors are always welcome.**

Board Meeting:

Next meeting is March 6th at 7:30pm at CCR Terminal. Members are welcome to attend.

Treasurers Reports:

Bank Statements:

Checking:	\$2447.26
Savings:	\$2579.00
Total:	\$5026.26

Badges, we have lots of badges.

Please check with Louis to see if your badge is still floating around. Thanks!

This Months Speaker:

Our next speaker is Deborah Dew from the tower who will tell us about the new tower radar.

Tech Tip:

By Rick Lambert

When pulling Blind rivets too close to a rib or bulkhead to allow the rivet puller to attain a 90 degree angle to the riveting surface, here is a trick.

When pulling rivet, place small towel or cloth around rivet or you will be looking all over for the angle piece when the rivet POPS.

Proficiency Check after a 20+ year layoff. We went up a couple of weeks ago with me as his safety pilot. I have to admit that even with my eyes open, it's hard to keep up with all the procedures as they are all new to me. We went out toward Byron, and then ended up at Ukiah. I was careful not to snicker, because on the way back, it was my turn under the foggles. When I put the foggles on, the airplane just loses its stability. It won't hold a heading, and the altitude just drifts up and down - what a mess. Thank goodness it's going into annual soon; so that stuff can get fixed (did I say that?). When I was growing up, I was told that things were "good for me," even though I didn't like them. This must be really good for me! So we're going to do some more of this...

Last weekend, we went out to Pine Mt. Lake with friends and walked down the taxiway, meeting the nicest folks. We met one gentleman, who was one of the earliest homeowners there, who just "happened" to have a Bonanza and a homebuilt racer in his garage. It weighed about 500 lbs empty, and went about 250 mph. He had not flown it in several years. He had built about 5 airplanes during his building days. He had designed and built his own 4 bladed prop for this racer. He used to work as a machinist for NASA and his work was first rate.

Well enough of my nattering. I trust everyone has sent their \$20 annual dues to Louis Goodell? If not, what are you waiting for? This is the best deal you will ever get! And please send your email address.

Occasionally I can communicate something at the last minute that would be impossible to do by calling all 100+ members.

I am still looking at revising the bylaws according to the suggestions of the National EAA. The most troubling thing is that their suggested bylaws are 13 pages, and ours are only 2. Much of their language is "suggested," so there is still a lot of wordsmithing to do. Then we'll put it on the Web so people can read it and comment. We could also print it in the Cleco, but the font would be small to save paper, and all us oldsters would have to get out our reading glasses. I'd like to skip the Cleco unless there is a hue and cry for a paper copy. Let me know if you don't have easy access to the web.

Happy Flying,
Harvard Holmes

Also, please checkout Harvard Holmes' article on creating a spreadsheet to plot aircraft performance which is located on The Cleco portion of the Chapters website at <http://www.eaa393.org>.

ELECTRIC TRIM CONCERNS

Fred Egli, Lancair IV, N1228E

Recently, the Lancair Mail List had several articles on "runaway electric trim". Since I have the MAC trim system on my rudder, elevator and ailerons, I thought it would be wise to check out the extent of the problem if something occurred to drive the trim to its limit and it was not possible to trim back.

Bob Belshe and I took off and headed towards Petaluma for lunch, and, on the way I trimmed in about half up elevator trim while holding level flight with the stick. What we found was that it took both of us to hold the nose down and it was very difficult. This was all I needed to decide to review the system for failure modes.

N1228E used the MAC trim system with control buttons on each control stick which could be used at any time by either pilot. In fact, at one time while flying Young Eagles, I had a lad place his finger on one of the trim buttons and cause an exciting few seconds of "interesting" maneuvers (the trim responds very quickly). I had to reach over and pry his hand off the stick before re-trimming.

The existing system, four switches on each stick, operating relays on the instrument panel which drove the trim motors, had too many possible failure modes – a switch could stick, a relay could stick, a short could develop in the stick assembly, etc., and there would be no way to re-trim (In the LML there were several suggestions, such as; pull the breaker, cut power to the trim system, etc., but by the time one realizes the problem exists, it's too late and one needs power to undo the damage).

My solution, which provides a slightly less elegant system, was to separate the two sticks with a switch to allow only left or right stick to control trim at any one time. This allowed for the removal of the relays (simplification), removed the ability of Young eagles or others to stimulate my adrenalin glands unnecessarily, and provided a back up set of control switches (the right stick) in case of a short in one of those on the pilot stick.

Looked like a good solution and has now been installed, tested and works fine. Lesson learned; don't ever forget the wisdom of **K.I.S.S.** – "keep it simple, stupid"!

EAA Chapter 393 Board Meeting Informal Notes

EAA 393 Members Meeting Informal Notes

Jan 22, 2003

Our speaker for this meeting was model maker Matthew Connor, who has done a variety of models for museums and for motion pictures. He described some of the models he has done and some of the techniques that he uses.

Our next speaker is Deborah Dew from the tower who will tell us about the new tower radar.

Our introductions and project reports included (not an all inclusive list – you had to be there):

Ron Robinson has a new engine back from LyCon and will have it installed soon. He also recently returned from a trip to New Zealand that he enjoyed greatly and highly recommends.

Jim Beech, a new member is starting a Kitfox Series 7.

Ernst Freitag now has 42 hours on his RV-8, and has taken his son up in it.

Don Baldwin is making good progress on his Sonex that he bought last year at Oshkosh. He is using an Aero V engine, which is based on a Volkswagen engine.

Rick Lambert has just finished a Glastar on floats and is waiting for the paperwork.

Fly out Jan 25

None - due to bad weather.

EAA Chapter 393 Board Meeting Informal Notes

Thursday, January 30, 2003

Attending: Harvard Holmes, Guy Jones, Louis Goodell

With so few attendees, we focused on the next Holiday Party. Harvard Holmes will contact MDPA and see if their clubhouse is available for us on December 13, 2003, and contact Strings to see if they are available to cater for us.

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Thank you to donor Randy Howell for sponsoring this item to support the Northern California Soaring Association (NCSA)! Minimum bid is \$1,500.00 donation to NCSA.

For more information, contact Dave Cunningham, 925.933.4558, ldc@att.net

FOR SALE:

Lou Ellis and Randy Alley are restoring a 1942 Army Taylorcraft L-2. At the time of completion Randy will be selling his half of the plane. We hope to have it done by the summer. Please come by the hangar E16 on the east ramp and check it out. Phone 925-825-1247(home), 925-825-7278 (hanger)

Michelin Air Tires: I have two new, never mounted, 500-5 six ply Michelin Air tires with new, unused tubes. These are the correct size for Van's RV series of planes (among others). Dresser sells these tires for \$89.00/each. I'll sell both tires with tubes for \$185.00. Contact Scott Achelis @ (925) 935-7920 or email at achelis1@hotmail.com.

Ebay:

For those E-Bay'ers out there a couple of members have items for sale, their profiles are: PacificFlyer (Tracy Peters) and Achelis@pacbell.net (Scott Achelis)

If you have items you wish to advertise please contact Jordan Jones at jones.jordan@attbi.com so they may be added to the newsletter.

Looking For Back Issues?:

Looking for a back issue of The Cleco? Well you can find them on our website at <http://www.eaa393.org>

Thanks for all the hard work Bruce!

Members Projects:



- Bill Call's little beauty is a resident on the East side, and by now, may have had its' top half removed for some installation work in the overhead.



- Cessna 140 located on East Ramp showing damage from recent storms. Thanks to Duane Allen and Guy Jones for the picture.

2002 -2004 Chapter Officers and Chairpersons

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- Rick Lambert's project, for the full impact of the awesome paint job check out the Cleco online or in person!



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