



THE CLECO

EAA Chapter 393



Volume 32, Issue 8
September, 2004

Presidents Letter

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Summer is coming to a slow close here in California. We've already had some sprinkles a few weeks back.. That prompted me to make sure everything I didn't want to get wet in the hangar was suitably wrapped in plastic to prevent warping or rusting. As those of you who attend the regular meetings know, I've finished my wooden wing spar and I am now cutting metal for the main landing gear. Seasons may change but work remains constant.

The changing season does bring our sights to winter activities, primarily the big Christmas Banquette. The Board has been working very intensely to make this event new and thoroughly delightful. We have a greater selection of food and just more of it! As I say, "Gluttony is one of my hobbies". I hope you all make a super effort to attend this year as it should be a quantum leap forward.

Speaking of quantum leaps, Rutan has done it again. He won the X-prize!! Leave it to the private American citizen with the wonderful scope of freedom we enjoy to set the milestone event of the new millennium. Rutan once said that "records will always be broken, but milestones remain forever yours". We may not know it now, just as the people living with the Wright brothers probably didn't know it then, just how prominently the history books will laude the achievements of the Rutan brothers. Around the world non-stop and un-refueled. Into space twice within a week. It wouldn't surprise me at all if the first man on Mars gets there in a craft designed by Burt Rutan.

Notes of Interest:

- **Meeting:** Wednesday October 27th 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:** September 30th, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is November 4th at 7:30pm at CCR Terminal. Members are welcome to attend.

This month's speaker will be very helpful to those still building and those who have already finished their planes. Its about soundproofing your airplane. Fly more relaxed, don't be the biggest complainer of your own aircraft noise. See you all there.

Clear Prop!

Pres. Pete

Membership Meeting Notes:

Harvard's informal notes on the
EAA Chapter 393 Members Meeting
Wednesday, September 22, 2004

Holiday Banquet

President Peter Degl'Innocenti reviewed progress on the Holiday Party and passed around sign up sheets for the decorating event, for donations and for the cleanup crew. Louis noted that he had arranged table clothes and silverware for the party.

Peter requested information on any first flights made by the members. Give him a call to report any.

Byron Airport

Byron Airport will have an event on October 9 and they have asked us to help. Pat Peters and Jim Veatch will be selling hot dogs. Pat Peters is also coordinating Young Eagles flights and solicits pilots for these flights.

Pacific States Aviation

Pat Peters has arranged for PSA to donate 1000 gallons of gas for Young Eagles flights. Contact Pat for the details. This donation is earmarked for future flights ~ there is no provision to subsidize flights that have already taken place.

November Meeting: The November meeting will be November 17 to avoid the Thanksgiving Holiday.

Our Speakers

Our speakers were CHP officers Steve Benedict (spelling) and Dave (Dunn ??). They spoke about the scope and duties of the aviation arm of the CHP. The CHP operates about 13 aircraft and 13 helicopters in the state. In the Bay Area, the operation is based at Napa. The aircraft fly two shifts per day, with a pilot and a flight officer. The flight officer is responsible for law enforcement duties, including communications with other law enforcement agencies, while the pilot flies the aircraft. Qualifications for pilots include a Commercial license, 300 hours experience, and potential pilots must be existing members of the CHP.

They answered lots and lots of questions.

Introductions

Peter Degl'Innocenti has started working on his landing gear.

Charles Allen has a Smith Mini-Plane out at Byron.

Bill Call is working on the interior of the top of the fuselage.

Pete Wiebens is continuing with his annual to end all annuals ~ new windows, new avionics, new wing incidence, ...

Dick Rihn has a One Design and related an episode with a bad spark plug.

Dick also reported on the status of Hangar Inspections. He has now completed the work to get his loft approved. This required hiring a civil engineer to analyze the structure and loads; the engineer specified a few additional members for strength and Dick had these done for a few days of labor. The County was very supportive, with no charges for the retroactive building permits and no fines. Dick credits the airport administration, Keith Freitas, Kim Jeffries, and "K C" with being very helpful.

Ray Nilson is working on an RV-9A. He rebuilt the top of the front fuselage. His engine has shipped from Florida. He is awaiting information about his medical status. He is also having hip replacement surgery on September 24.

Bob Rudolph is working on a Tailwind, and he is beginning to cover the plane. He is using SuperFlight and like it. "It goes on very easily, and glues down easily."

Pat Peters got a replacement engine for his Piper Cherokee and hopes to have it installed by Sterling in a week or two.

Jim Veatch is working on a Kit Fox and has the left wing done and is working on the right.

Rick Lambert is working on a Europa.

Don Baldwin continues working on his Sonex. He has been dimpling all those holes in the leading edge of his wings.

Letter from Doug Page:

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October 6, 2004

[Chapter 393]

I have not gotten connected to the EAA Chapter here. Many local builders do not attend. Consequently, I still miss Chapter 393 and all of its "characters" after almost 5 years.

I now have 512 hours on my yellow RV-6A, N 971DP that first flew at Buchanan in late 1998. I have accumulated most of these hours on trips to California to visit my children. My route, long since permanently set in my Lowrance GPS, takes me from Tucson-Ryan to Twenty Nine Palms, William J. Fox, then to Delano, and finally to Calaveras Rassmussen at Angels Camp. (I fly on the top of the tank, so I make two fuel stops at non-tower, little used airports with credit card gas pumps.) By the way, Alan the car rental guy at the Subaru dealer in Angels Camp has an 800 number. All I have to do is phone him the day before, and a rental car is always waiting for me at the airport. After spending a couple of days at Bear Valley with my sons, I fly over to Santa Rosa to visit my daughter. It is great fun to depart at day break and look at the lights of the Bay Area and Buchanan as I head for Delano for the return trip. The trip takes about 5 and 1/2 hours with my two rest stops included.

As recommended by Phil Jenkins, I installed a NavAid "auto pilot" in 2001, but I find that it needs constant trimming apparently because of a few pounds of gas going from one tank or the other. (There is also the possibility that I have not installed it correctly, or that the signal from my GPS is not strong enough to hold the course.) Nevertheless, it does make long trips more restful.

Always eager for more speed, I bought a Holy Cowl and plenum from James Aircraft in Florida early this year. It was very difficult to install. At the same time, I installed a Sensenich metal prop. These modifications produced about 10 more knots so I now cruise at 150 knots according to the GPS ground speed with 162 knots at 2600 RPM. Either my RV is slow or other RV owners lie, because most claim higher cruising speeds. Unfortunately, on April 30, 2004 upon returning from California I was faced with a gusty vicious cross wind and wind shear. The wind 25 mph and gusting to 35 or more was from 20 and our runways are 15 and 24. As I tried to land on 24, wind shear hit and dropped me about 10 feet on to the runway. The nose gear collapsed and my new prop was bent beyond repair. I felt nothing. It felt like a soft landing to me, except that the prop would no longer turn! Apparently the nose gear absorbed most of the crash energy. So after a month of repairs and \$5000 for a detailed inspection of the engine, I got back in the air. There was no crash related trouble with the engine, but Chuck Estergard of Aircraft Engine Specialists in Phoenix discovered that the main bearings were turning in the crank case. I was distressed to hear this, because Lycon had given me one of their superior rebuilds in 1998 and the engine only had 450 hours at that time. Maybe I was lucky that this was discovered and repaired.

My younger daughter recently moved from Minneapolis to Twin Falls, ID where her man got a job as deputy public defender. So on September 7 at 6 AM I left Ryan-Tucson for Twin Falls Idaho. I flew at 10,500 because of mountains and Class B air space. By the way, one either has to go to 14000+ or go through a corridor to cross Grand Canyon. I chose the corridor although it is about 10 miles out of the way. LA Center is set up to vector one through the corridor. The route took me over Phoenix, to Williams AZ (near Flagstaff) over the Grand Canyon, over Bryce Canyon, over the west edge of Salt Lake and finally to Twin Falls. At 7am MDST September 9, I left Twin Falls flying to Wells NV, Elko, Battle Mountain, Reno, Truckee, finally landing at Calaveras Rassmussen after 4 hours elapsed time, including a fuel stop at Lovelock, NV. I honored September 11 by flying home.

Letter from Doug Page: (cont.)

On September 23, I flew to Fresno so that I could attend my 61st High School reunion, and to visit the, for me, the Hallowed Ground of my childhood at Parlier, California. I rented a car and took an overnight back backing trip into nearby Kings Canyon.

I use flight following every minute on these trips. It is one of my security blankets and also it keeps one alert. We private pleasure pilots should give thanks to the taxpayers for maintaining that radar coverage and all of the hundreds of airports for our use. It seems almost too good to be true.

Since I fly on the top half of the tank, I am not too upset by the fact that my Master Card sometimes will not work at an airport. Sometimes MC simply suspends the card on their computer because they see so much being put on the card at widely separated locations within 2 hours or so. I have to phone their 800 number, raise hell, and get them to re-instate. Pilots who fly on the bottom half of the tank should probably carry two credit cards from separate companies.

I just had my bi-annual flight review and my medical, so I am good for flying until I am 81. I expect to fly much longer than that. I exercise at a local gym 6 days a week, half aerobic and half weight training.

Say hello to all of the old timers.

DOUG PAGE

Young Eagles:

Dear Pat,

I wanted to thank you so very much for the fun Isabeau and Griffin had flying with the Young Eagles at the Byron 10th Anniversary celebration. They both plan to do it again next year, and are interested in joining teen aviation groups.

You were definitely worth the wait! They're looking forward to receiving their certificates soon, and we have pictures if you're interested in them.

Yours sincerely,

Mare Stern

Yet another group of kids that really enjoy what the chapter has to offer. Thanks Pat!



Having fun at Mojave with Burt Rutan , Mike Melville and a cast of thousands

Here is a letter that I received from Guy Jones describing his experience attending the first of the two flights that help Scaled Composites and Burt Rutan win the Ansari X-Prize.

Thank you Guy!

Background: This is the same 2 guys with whom I flew to Oshkosh this year: Jerry Quint, Joe Russo, and, (we got lucky) Joe's wife Jan could join us.

Four, plus coffee, cookies, muffins, binoculars, hand-held radios, folding chairs, jackets to combat chilly early morning winds at Mojave.... all packaged in the faithful 180 Cherokee. Departed the Byron Airport at 0045 on September 29th. Had a great time at Mojave. Most of the glory story has been covered in the media. I ran into Scott Crossfield, the (older) X-15 pilot who helped the crew test out the Wright Flyer for the 100th anniversary flight. I had met him at Oshkosh earlier this year while sharing a "condiment table" with him preparing hamburgers with pickles and mustard- "Our way." Introduced my friend Jerry Quint to him, and watched Jerry's eyes bug out.

Somehow, Jerry had arranged for us to be given a credential and be admitted to the VIP area, which had several advantages. If we had explored the information a little better, and had known, they would have served us breakfast for free in the area. As it was, we had arrived at 3:00 AM and spent an hour in the just-opened coffee shop at 4:00 and bought our own. There was a very limited list (25 or so) of private aircraft permitted to land at Mojave on that morning (Jerry also got us on this list) and the voice on the tower frequency on call-up demanded "our number" before he would discuss anything else with us. Given the whole tail number and the number "19", he then gave us the altimeter setting, wind direction, and told us there were no other planes in the pattern, so the airport was ours. Watching the other planes which landed later and parked in the same area after us, every one was turbine powered, most had two engines, and all were a lot larger than our Cherokee 180.

Another unique experience: Getting ready to depart, we were cleared to taxi from the transient area to the end of the runway, and hold. The next guy to call, who wanted to follow us, was told to "Hold your position. We have a Spacecraft being towed which will go in front of you down the taxiway. You will be the next in line." We were at that time taxiing right in front of the Scaled Composites hangar, where the whole fleet of the X-Prize team was parked: White Knight, the Starship, the Alpha Jet and the aerobatic wonder which flew chase right down to the landing of Spaceship I. I will most probably never again be given clearance ahead of a spacecraft to do anything.

Returning, we stopped at Shafter, just north of Bakersfield, for fuel (\$1.79/gal) and lunch, and arrived back in Byron to drop me off around 2:00. It is fun to watch history being made, and we were acutely aware of how many others would have quickly traded places with us to be there.



- Somewhere in the crowd is Guy and crew watching as spaceship one returns from "space" [photo courtesy of Scaled Composites, LLC.]

Treasurer's Report

Checking Balance: 1599.89

Savings Balance: 2601.37

Total: 4201.26

If you have any recent changes in your contact information please be sure to contact Louis Goodell. His contact information is below.

Monthly Chapter Fly-Out:

EAA Chapter 393 Fly Out to Auburn

Saturday, September 25, 2004

The group met at the CCR Terminal and flew to Auburn for lunch. Participants were Harvard Holmes and Guy Jones in Harvard's Mooney, Duane Allen and Audrey on their Cessna 182, Bob Belshe and a friend in Bob's Lancair 235/320, and Harry Heckman in his Lancair 235/320. Since these are all regulars, you've seen photos of the planes. Here we are at lunch in Auburn. [DSC4469] There were a couple of empty seats. Where were you?



Board Minutes

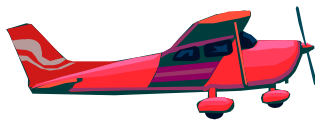
Harvard's informal notes on the
EAA Chapter 393 Board Meeting
Thursday, September 30, 2004

No Board Meeting occurred this month.

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This Months Speaker

This months presentation will be on acoustic dampening with examples shown on a Lancair hull. The speaker will be Dan Newland. Its sure to knock your socks off!



EAA CHAPTER 393

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