

The Cleco

Experimental Aircraft Association Chapter 393



Our **planned speaker** for January 25th is John LaNoue (that's John on the left after a forced landing in a corn and barley field in Ireland), who supervised the construction of the Vimy replica which reproduced several historic flights of the WW I bomber. From <http://www.vimy.org/> :



John LaNoue: Aircraft Architect & Co-Pilot
John supervised and carried the laboring oar for the 1993 22,000 man-hour project of building our Vimy replica, which successfully accomplished the 1994 England to Australia re-creation flight and the 1999 England to South Africa re-creation flight. John has assumed the lead role in the installation of Vimy's new Canadian Orenda engines in 2004 and 2005 and the necessary transatlantic modifications to the Vimy airframe preparatory to the Alcock & Brown re-creation transatlantic flight planned for June 2005. *Continued page 4.*

From President Ken McKenzie:

Perhaps the best way to begin my 1st column is with a bit of background on myself and my history in the EAA. I joined the EAA in 9/88 after attending my first Oshkosh Fly-In. In 10/88 I attended my first 393 chapter meeting in the old terminal building where we had to bring our own chairs or stand. Back then there were about 60 members attending, on average. The aluminum vs. composite debate was just heating up and there was a rather lively rivalry between the RV fans and the GlasAir/Lancair fans. The side of the room you chose to sit in became a significant statement of support back then. There was no such thing as a composite/aluminum/ steel-tube kit back then so I don't know just where I would have fit in with my GlaStar.

After a few years my wife Linda started attending the meetings with me and in '94 we were jointly elected as newsletter editors (she mastered the word processor and I had become addicted to the Internet aviation news groups!) so with my pirated material and her typing skills we put together a nationally recognized newsletter. One of the perks of writing the Cleco was that when the GlaStar made its inaugural tour Linda was one of the first to fly and report on it. This led to a protracted fight over the next 3 years over which plane we were going to build. I was firmly pushing the RV-6 and she was just as adamant about the GlaStar. (It should come as no surprise who won!)

In 10/04 I decided to retire from UC Berkeley Physics where I had spent 25 years designing, building and repairing educational equipment used in undergraduate physics instruction. I have dedicated my retirement to airplane building and home improvement projects. So far, mostly home improvement but with the purchase of a completed wing and tail I

figure I'm a year closer to flying the 'Star. I'm mostly finished with the home improvement projects (concrete patio/side yard/retaining wall, solar electric, new windows) and ready to begin the fun project. But enough about my life.

When I volunteered to run for president I did it with the understanding that I now had a proper amount of time to devote to the task and that there were some things that I wanted to accomplish for the chapter. First, I wanted to shift the focus of the chapter more towards the experimental/builder side of aviation with the emphasis on "Experimental". We rarely hear about new things at the meetings any more and I would like to see that change. The reason I joined the EAA was because there was no ESA (Experimental Spaceship Assoc.). Since there are no spaceship kits I have to settle for cutting edge aircraft, for now. This means modern engine, glass panel, GPS navigation. In short I want my plane to be as easy to operate as my car, but faster. I also want a LOX oxygen system with blood gas monitor feedback for safe, extended high altitude flying that I can refill at home (yes, I'm working on it).

I would like to see more speakers on topics relevant to homebuilding. Topics like experimental engines, propellers, electronics, fuel systems, electrical systems, cockpit computer systems. Living in California we should have access to some amazing people, all we have to do is find them.

I would like to see the newsletter have more builder content. I have proposed that we begin a monthly column devoted to highlighting a different local builder's project. Beginning next month I will go first and write something about my project, such as it is. After that we will need more volunteers (call me if you are interested). I'm not asking for people to write their own article but to just volunteer to tell someone else about their project, interview style, maybe with a few pictures. I have also proposed we go back to having a few paid ads to support the club

and highlight some members business and or local aviation businesses.

In order to accomplish these things I count myself most fortunate in having some excellent fellow officers. Scot Stambaugh, a last minute addition (he joined at the Oct. meeting and offered his services as vice president, which nobody else apparently wanted (we will offer Scot for confirmation at the Jan. meeting to make it official). I can't say enough about our Webmaster Harvard Holmes who has volunteered to take over the newsletter production duties (in addition to his Webmaster duties) along with Louie Goodell who has volunteered to make sure that the Cleco gets printed and mailed (also in addition to his treasurer duties) until Bob Rudolph recovers from his unexpected illness.

I want to close by encouraging you to talk to me either at the meetings or contact me at home by phone or e-mail (see 393 web page) for any suggestions or ideas that you think will help make this chapter a more interesting group to belong to and to further our aviation goals. I hope to see you at the next meeting. Oh, and please try to remember to wear your name tags because I'm just DREADFUL at remembering names.

Dues are due! Membership dues for each year cover the period from March through February. As I write this (January 10th), Chapter 393 has 9 members paid through February 2007, and 39 paid through 2006. Our roster lists over 40 additional members who are in arrears. **If you don't feel that you are getting your money's worth for the \$20 dues, get involved!** Promote those activities that meet your needs. The Chapters major expenses are the cost to print and mail the newsletter, our Young Eagle activities, occasional food/lodging expenses for our speakers, and subsidies for the July picnic and the December holiday party. **Unpaid members will not get the Cleco in the future.**

EAA 393 General Meeting

November 16, 2005

President Peter Degl'Innocenti announced:

- Ray Nilson is selling EAA calendars;
- Sign up for the Holiday Party; and
- Buy tickets for the jacket raffle.

Our speaker was our own Tony Tiritilli, who has been looking at low cost moving map systems to run on an in-cockpit laptop computer. Tony's review included:

- the PC version of Control Vision (<http://www.controlvision.com>), that runs on PCAs and PCs.
- The Fugawi (<http://www.fugawi.com/>) software, that will run on PCs and PDAs, is good, but is not aviation specific.
- RMS Tec. (<http://www.rmstek.com/>) also works well.
- Jeppesen software can also be flown.
- Teletype (<http://www.teletype.com>) also has good software.
- DeLorme also has a good system (<http://www.delorme.com/>); see the DeLorme Topo product, it has a 3-D perspective view.

Tony uses a Magellan 315 GPS to run the computer. He uses a hand held trackball "rocket mouse" to operate the computer. Tony had demonstrations of several of these products and they are quite interesting, especially the 3-D views. See Tony if you are interested in this kind of stuff.

EAA 393 Fly Out to Half Moon Bay

November 19, 2005

Bill Call had arranged for several of us to meet at his hangar to help him put the top on the fuselage of his Lancair ES. He had everything so well organized that it all went smoothly and we were done by 10:45 AM. Then the Spirit of Athenian was making its first test flight at 10 AM, so the fly out grew some from these spectators. Eventually, 14 of us showed up at Barbara's Fishtrap. Tom Howard took these pictures.



Bob Belshe and Tom Howard on right base.



MikeSalzman helped Bill Call, then took his ES.



A couple of warbirds stopped for lunch.



The group assembles for the short walk.



Enjoying lunch.



Fred Egli shows us the way back.



Rounding the Golden Gate.



The City by the Bay.



Tony and Linda at the end of the trip.

EAA 393 Board Meeting

December 1, 2005

Attending: Peter Degl'Innocenti, Guy Jones, Louis Goodell, Harvard Holmes

Our finances are in good shape.

We reviewed the Holiday Party. So far, 53 people are signed up. Peter and Jan are doing decorations with the rest of the committee. Harvard and Tracy (projector) have the entertainment in hand. Harvard's wife Sara will call the caterer on Tuesday with a final count, after getting it from Louis Goodell Monday night.

Harvard was reimbursed \$161.10 for the renewal costs (2 years) of our web site.

John LaNoue (Continued):

John's unusual talents have also made him one of the movie industry's best-known set construction and special effects experts. He has had a primary role in creating scenic arts for 35 large-scale feature films.

EAA 393 Holiday Party

December 10, 2005 at
MDPA Clubhouse

As with all good parties,
this one had a decorating
committee hard at work on
the Friday before the
event.



"Before".



Peter Degl'Innocenti, Pat Peters,
Louis Goodell, Ray Nilson, Phil
Jenkins



Engineers Phil Jenkins, Fred
Egli, Peter Degl'Innocenti



Guy Jones and Scott
Achelis build a fire.



Ready to party!

The Party

61 people attended.



Pres. Peter & Jan Degl'Innocenti
prepare raffle tickets.



Ernst Freitag, Alpine Pastry
made this beautiful cake.



Socializing...



More socializing



Pat Peters recognizes
Young Eagle helpers.



and Young Eagle pilots.



more Young Eagle pilots



Maureen Bell, one of our big YE supporters at PSA was our guest.



YE volunteer Don Baldwin



YE volunteer Ken Bartlett



Tony Tiritilli gets the chicken.



Rhu Bigay, noted artist, auctions a picture, proceeds to the Chapter



Lou Ellis was HIGH bidder. Thanks Lou!



Rick Lambert accepts the Chapter 393 Perpetual Award.

Get your Cleco in COLOR at <http://www.eaa393.org/Cleco/Cleco06/Cleco0601.pdf>

EAA 393 Board Meeting

January 5, 2006

Present: Ken McKenzie, Scot Stambaugh, Louis Goodell, Guy Jones, Harvard Holmes

Meetings will continue on the first Thursday of each month at 7 PM.

The Cleco will be temporarily produced by Harvard Holmes until Bob Rudolph can resume as the newsletter editor. Opinions were to make the print larger requiring less white space.

In the past, Cleco access prior to the meeting was via email. This month the Cleco will be available on the web to members and the general public as soon as it is composed.

Discussion focused on how to make the Chapter more appealing to members. We need to improve the meetings, the newsletters, and the fly outs. Scot has several ideas for very interesting speakers. The possibility of paid speakers with an

external, paying audience was discussed. Scot noted that the Pine Mountain Lake Aviation Association (<http://www.pmlaa.org/>) is successful at getting lots of good speakers. The key to attendance is good speakers and advertising here and at other airports. An idea for the newsletter is to have a monthly column highlighting someone's project. The Fly Out chairman solicits ideas on where to go? Should we solicit ads for the Cleco?

Treasurer Louis Goodell reported that the Holiday Party had income of about \$1810 and expenses of about \$1830, so we did good! We made \$400+ on the raffles.

Many members have not paid their dues. A telephone campaign was discussed. **Eventually we will stop sending newsletters to members who have not paid their dues.**

Ken adjourned the meeting around 8:30 PM.

EAA Chapter 393 Membership Application/Renewal (\$20/year)

Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Phone _____ Phone 2 _____

E-Mail Address _____

Project / Plane _____

Hangar # _____ East _____ West _____

EAA National # _____ Exp Date _____

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

Meeting Schedule (2006)

General (Wed.)	Fly Out (Sat.)	Board (Thur.)
Jan 25	<i>Jan 28</i>	<i>Feb 2</i>
Feb 22	<i>Feb 25</i>	<i>Mar 2</i>
Mar 22	<i>Mar 25</i>	<i>Apr 6</i>
Apr 26	<i>Apr 29</i>	<i>May 4</i>
May 24	<i>May 27</i>	<i>Jun 1</i>
Jun 9-11, Golden West		
Jun 28	<i>Jul 1</i>	<i>Jul 6</i>
Jul 5-9, Arlington		
Jul 15, Picnic	<i>Jul 29</i>	<i>Aug 3</i>
Jul 24-30, AirVenture		
Aug 23	<i>Aug 26</i>	<i>Sep 7</i>

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, fly outs and just plain good old camaraderie.

Our normal meeting time is 7:30 PM on the 4th Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower. Visitors are welcome.

Chapter 393 Fly-Outs are open to chapter members and their guests. Meet at the Buchanan Field terminal building at 10 am, and we'll try to match people and airplane seats to take as many as possible. If the weather is bad, the fly out will be postponed to the next Saturday, possibly with a change in destination.

**The Experimental Aircraft Association
Chapter 393 of Concord, CA**

P.O. Box 272725
Concord, CA 94527-2725

Web page: <http://www.eaa393.org/>
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