

# The Cleco

Experimental Aircraft Association Chapter 393



## Marc Ausman January 23

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Marc Ausman brings a wide range of experience in the software and aviation industries and has been an integral member of the management team of three startups, and co-founded a telecommunications software company. In recent years, Marc has worked in the aviation industry and built his own RV-7. Vertical Power was started while building his airplane and discovering that while advanced EFIS systems were available, electrical systems were still based on decades-old designs.

Marc earned his pilot license in college and went on to serve with the U.S. Navy as a Naval Flight Officer on board the P3-C Orion. He holds a Commercial Pilot Certificate with Multi-Engine and Instrument ratings. He holds an MBA from the University of Texas at Austin and a BS from California Polytechnic University.

## Presidential perspective:

### The next 2 years:

We have some exciting challenges facing us in the next 2 years, and how we address them will determine what our chapter will be for many years to come.

First, we are facing the loss of our meeting place much like our friends at the MDPA have already experienced. This will most likely happen sometime in the next 2 years and I would like to have a plan in place to deal with it before it arrives. To this point I have spoken with Mike Bruno of Sterling Aviation, who has just agreed to a lease on the old terminal building formerly known as the Budget car rental location. He is interested in making it available to MDPA, 393 and a few others. As of now I don't know what financial arrangements he is looking at, but we may get a tour of the place within a week or so. He would like to have the decisions made sometime in February. We will discuss this in more detail at this month's meeting. I think that it would be a real plus for the chapter to have a small office where we could store the chapter equipment (assuming we can round it all up from its current hiding places). The locker in the terminal building is nice, but way too small for what I have in mind.

Second, I would like to move the chapter more towards a tighter social structure. The typical midwest EAA chapter provides their members a social hub, with many different activities involving the membership. The advantages of a tighter knit group are more than just helping the members with their aircraft projects. It provides the benefit of an aviation family that is formed around the aviation bond. Yeah, I realize that this is

California and we all have our separate lives, but I'm not sure that we can't have both. I think that it would be nice to have a structure around which people would feel comfortable coming and going, socializing when they feel the need, and having a core that they could return to when the need arises.

As a small beginning, I toss out the idea of a pot luck/BBQ to be held during the hour preceding the monthly meeting. I know several members who currently grab a quick fast food meal on the way to the meeting. I see a pot luck/BBQ as a substitute that allows for some concurrent hangar flying. We might even entice a few wives to take pity and help with the food prep. We could have the chapter pick up the tab initially or maybe have a donation jar to make it more break-even. I see an opportunity for involvement for some of our members inclined to help out in a very specific way that doesn't involve more managerial chapter duties. I'll ask for a show of hands for people who might be able to help out with the preparation of the first 3 or 4 times to see if anyone is interested, as well as who might participate. Personally, it would make things much easier for me if I knew that there was going to be food available if I showed up early.

Third, I really would like to find a way to get what the hypothetical midwest chapter takes for granted, a place that 393 could call home. Our own facility, hangar, meeting place all rolled into one. I see a bldg. where members can drop in anytime because there are always a few members hanging out there. Maybe a place for a member to rent some space for a project that can't be done at home, plus there will always be an extra set of hands or eyes to assist. This ideally would have a through the fence access, so our friends without passkeys or gate codes would always find an open door to aviation. We would be the friend that everyone has at the airport. I think that this would go a long way as a follow on to the Young Eagles experience.

Somehow 2 years seems like a really short amount of time for all this, but let's see how far we can get.

The Chapter once purchased scales and multipliers for weighing your airplane.

## **Where are they?**

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### **Fly Outs Revitalized** by Scott Achelis

Fly-outs are usually scheduled on the Saturday following our regular monthly meeting. If the weather's not conducive for flying, the event is often postponed to the following Saturday. Watch for information regarding the Fly-outs that is sent via email from [EAA.393.Flyouts@Gmail.com](mailto:EAA.393.Flyouts@Gmail.com); and be sure to contact that web address and give us your email if you haven't been receiving Fly-out information.

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### **Young Eagle Events** by Dick Sperling

Welcome to the year 2008!

Once again the Young Eagles Program is alive and well -- EAA's goal is to reach 1.5 million Young Eagle newbies having a flight experience -- we will make that a reality!

Our plans have started and we now have TENTATIVE dates set for four (4) Young Eagle Events that are in the early planning stage. I am also planning a new format for these events that will hopefully bring more order to each event.

Please use a light pencil to mark these dates on your calendar: April 19, June 21, Sept 13 and finally Oct 18. Please verify that these dates will work for the pilots and ground helpers. If you see a problem let me know early. Thanks.

Best Wishes in 2008.

ONWARD & UPWARD  
Dick Sperling, Y.E. Guy

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### **EAA 393 General Meeting Report**

November 28, 2007

President Ken McKenzie opened the meeting with a welcome for members and guests.

### **Announcements:**

1. Have some pie from the back of the room, courtesy of Scot Stambaugh.
2. The Holiday Party is 1½ weeks away and signups are behind schedule (~50 so far). See Louis Goodell to sign up.
3. Sign the attendance roll so we can keep track of attendance and conduct official business.
4. We need volunteers to help decorate MDPA and to clean up in the evening after our dinner.
5. We need help with arranging wine for our Holiday Party. We want to avoid any official EAA involvement with the wine.
6. Further checking on the EAA Chapter Leadership Conference reveals that they are oversubscribed; we are on the waiting list and it could be a long time (a year maybe).
7. Calendars are available; see Ray.

### **Presentation:**

We had extended introductions this meeting, as we had missed introductions for the last several meetings.

Ken McKenzie has a GlaStar, and he will be using an Eggenfellner engine. He hopes to get the engine back from modifications by the end of January (2008). Then he hopes to put the fuselage in storage and get his wing in the workshop. He has been helping with the riveting on Charles Hester's Cessna 150 under the eye of an A&P.

Pete Mitchell has a Cessna 205 and is moving it out of MDPA parking. He will be talking to the county tomorrow about parking.

Harvard Holmes is working on his Lancair IV-P and also will be taking his Mooney in for a Garmin 430 upgrade to WAAS.

Scott Achelis has an RV-6A that is about 11 years old with 600+ hours on it. He is now coping with a bent wing skin from a Young Eagle who stepped where he was not

supposed to. He also has a fuel selector switch that is leaking.

As the Fly Out Chairman, Scott invites everyone to come to Salinas Dec. 1 for lunch with Bill McCoy and friends from Bill's time in Salinas. We are still looking for seats for this excursion.

Ray Nilson has an RV-9A and he's gotten the engine and nose wheel on this month. He has an Eggenfellner engine, and he has been able to send the engine back for improvements to the gearbox before it has even flown. [Ken McKenzie noted that Eggenfellner is now on generation III of their gearboxes and has declared "end of life" on generations I and II. See Ken's talk in an earlier issue of the Cleco.]

Rob Hadley has a Cozy Mark IV under construction. He has purchased quite a bit of stuff from other builders, so now he is incorporating that stuff in his construction – starting back at the beginning and checking everything.

Dick Sperling is our Young Eagles Chairman. He noted that the Chapter flew two additional Young Eagles – his nephews – the day after Thanksgiving. Thanks to Richard Roberts who did the honors! He also noted a very nice thank you letter for our Young Eagles flights from Robert Dahl, a B-24 pilot who brought 6 grandchildren to the Young Eagle event.

Ernst Freitag has an RV-8 that has accumulated 340+ hours in the last 5 years. He is now working on an RV-10 and he has a Lycoming on his Christmas list! He is ready to order the finishing kit, but some expensive items will hold things up. Bill Reining asked if the airframe was only half of the work and Ernst confirmed that it was, and progress was hard to see at once the airframe is done.

Chris Henshaw has no project, but is looking at motor gliders at this point. He is impressed with the Pipistrel Virus at this point.

Carl-Erik Olsen is rebuilding his 1947 Danish KZ-7, which crashed 2 ½ years ago at Elko, Nevada. The wing is all wood with flaps, ailerons and leading edge slats. It has

a 145 HP continental (O-300?). It goes 115 to 120 MPH. The fuel tanks hold 38 gallons. He couldn't get the wood that he wanted, so he's using fir. He showed the ribs that support the leading edge slats. They are birch veneer on plywood. He is making all new wings with better glue than originally used. Responding to a question about humidity, Carl-Erik noted that he works in an insulated and heated garage. The wood should be between 9% and 10% moisture content and winter is better because it's dryer.

Don Baldwin is building a Sonex, a low wing tricycle gear airplane. He had a set back when he tried to adapt fuel injection for his engine. He had trouble fitting the nose bowl of the cowling over the fuel injection unit. He is hoping to see 150 MPH cruise at 9000'. With a 6 cylinder engine, the Sonex will go up to 190 MPH. He's working in his garage. He has built the instrument panel – a glass panel. Now he's looking at a new Vision [Microsystems? – ed.] with color and other new features such as a magnetic fluxgate for direction.

Rick Bourgeois is working on a Bearhawk, but it's on the back burner at present.

Scot Stambaugh is flying his F1 Rocket. He did some tweaking of the rigging in the right aileron, but more work is needed.

Justin Bustoon (spelling?) is a guest interested in becoming a member. He went up with Duane Allen when he was 12, then went to Embry Riddle. He knows Jamail Larkins. He's flying in a Piper Cherokee and a Cessna 172.

Rick Lambert is working on a Europa. He is adding windows in the back of the cockpit. Other changes include wing tips that trail back, and a fixed tricycle gear. He has a turbocharged Rotax 914 for it. It will also get an autopilot.

Bruce Seguire has an experimental Swift. He has built two or three new cowls for it to get better and better performance. He has also experimented with different propellers to go with the cowls. A three-blade prop seems to be the best prop, but it

needs a prop extension to go with the latest cowl. He is machining the extension and it is almost ready to go. If it tests out, then he will probably buy a prop hub with an extension already on it.

Randy Alley noted several planes that he has constructed/worked on over the years. Rick helped him finish the last plane, a Starduster. He also had a Cessna 140 in between. He worked with Lou Ellis to restore an L-2 Taylorcraft. The Taylorcraft was then sold to Brian Enbom.

Bob Rudolph has a 200 HP engine for his tailwind, now hung.

Guy Jones had a fly out suggestion: He heard about 25 old airplanes in a barn in lone, near the airport at Jackson. Bob Rudolph helps work on the planes on Saturdays. The barn is located on an unofficial dirt strip, about 1700' long. Many of the airplanes are airworthy.

Bill McCoy mentioned some of his membership pursuits: A recent trip to AZ allowed him some time to talk to EAA Chapter presidents along the way. Farther out, Bill has arranged for EAA 393 to host a Chamber of Commerce mixer in September. Concord CC would also attend.

Bill is also working on his Groen Brothers Sparrowhawk dealership and it looks like he's finally purchased one (in partnership with Charles Hester?).

Charles Hester has taken on the production of a video for the holiday party. Send your pictures to him! He's also involved with the Sparrowhawk and noted that the new version has a larger engine and more electronics. It carries 1600 lbs. The kit is priced at \$45,000.

His Cessna 150 has a bunch of things to fix to bring it up to his standards. He is working to fix some looseness in the rudder, some misrouted brake lines, and other stuff.

Bill Reining is working on an RV-10 with his son. He retired from Lockheed in Georgia. He's moved into the hills above Oakland and is working on making room for construction. Two weeks ago his son got his Private Pilot License in the son's Citabria. Bill was trained in multiengine

aircraft and now has a tail wheel endorsement, thanks to his son's Citabria. His son has gotten involved with the CAF (Commemorative Air Force) and describes their meetings – They meet in Alameda, with one room for a bar and everyone brings food for 5 people and they have dinner. Quite a few wives attend. They usually have a guest speaker. The last one was a P-47 and P-51 pilot out of England, with lots of pictures. The CAF is expensive - \$200 to join, and \$50 per year. Bill suggested that we might meet on a Saturday and go on a hangar tour.

Tom Howard had a trip to Dallas to help a friend fly a 1948 J-3 Cub from there to Sonoma Skypark. It took 6 days and is recorded at <http://www.adventurecub.com/> They had some pretty worrisome times when they hit very strong headwinds near Apple Valley in the desert. Another friend drove along in a car and usually got there first on each leg!

Bob Rudolph inquired about the Chapter purchased scales and multiplier (for use with bathroom scales). Where are they? Bob has templates for the baffling for conventional engines in his hangar; see him if you need them. He also recalls that there was swaging equipment in the Chapter at one time. **Would any Chapter members who know of this or similar equipment let us know?**

Ken McKenzie led a discussion about how the Chapter needs a “place” to efficiently manage equipment to be used in common. If we had a “place” it is more likely that people would donate stuff that could be quite useful. Rob Hadley would like to see an update to the project list, together with resources that Chapter members might be able to provide.

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## Fly Out to Salinas

December 1, 2007

We had a few minutes before lunch to see a bunch of LSA aircraft from LSA West <http://lightsportairplaneswest.com/> Then we had lunch with Jim Cheatham, president of

Verticare

<http://www.verticare.com/home.htm> He told fascinating stories of his helicopter photography and aerobatic flying.



Phil Jenkins Glasair; Fred Egli's Lancair



Scott Achelis' RV-6A



The group ponders lunch.




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### EAA 393 Board Meeting Report

December 4, 2007

Attending: Ken McKenzie, Louis Goodell, Harvard Holmes, Guy Jones, Pete Mitchell, Dick Sperling, Bill McCoy.

1. Treasurer's report: \$3580 checking; \$2647 savings. We will owe about \$2000 for our dinner.

2. Dick Sperling has the certificates for the Young Eagle helpers and is working on getting frames.

3. Bill reviewed the details of our Sep 2008 hosting of the Pleasant Hill (and Concord this time) Chamber of Commerce mixer. Ken noted if we need to provide a location, the Terminal Building might be available, but we need to check with the airport administration about alcoholic beverages.

4. Bill would like to have a recruiting BBQ for new members in mid February.

5. Bill reminded us that we need to be more welcoming to visitors and guests – we need to assign someone to find out their interests and introduce them around. We need to recognize members who bring in guests.

6. Dick Sperling suggested that at the next B-17 (and similar) event, we should have a table set up to recruit new members. It would be useful to get members to provide 3-5 pages about their projects so prospective members could see what we are up to. Bill McCoy is getting new pamphlets from EAA HQ for events like the B-17 visit.

7. The last details for the Holiday Party were reviewed.

8. The B-17 is coming from April 28 to May 1, 2008. Ken notes that we have a PR guy (Bill McCoy) now, and the airport also has a media person. We will also make much more use of the airport resources than last time, based on our experience last time.

9. The Oshkosh Forum, mentioned last time, is way oversubscribed, so no one will likely go this year.

10. We are looking for ideas to make the Chapter more social. Food at the meeting? Pancake breakfasts? We could probably put tables between the rows of chairs in the terminal building. The Chapter might kick in \$20 or \$30 per meeting.

11. Ken will review any common clubhouse opportunities with Richard Roberts, now that MDPA is having to move.

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### The Party Report

December 8, 2007

President Ken McKenzie was the MC for the evening. Highlights of the evening included recognition of the Chapter officers, of the Young Eagle pilots and ground crew, the award of the Chapter Perpetual Trophy to Dick Sperling, an enjoyable dinner, and the auctioning off of an Aviation Print by the artist himself, Rhu Bigay, winning bid went to Carl-Erik Olsen.

Thanks go to everyone who helped pull this event off, the decorating committee, the cleanup committee, Ernst and Gabi Freitag for donating the desserts and decorating the tables, Bill Black and others for wine donations, Bill McCoy and Charles Hester for the video/slide show, and the airport administration for terminating MDPA's lease AFTER our party.

#### Decorating...



Even the walls get decorated (Sally Belshe)



Looking better and better



Almost done

### The PARTY!



Gabi arranges the desserts (donated by Ernst and Gabi Freitag of Alpine Pastry)



Ken gets ready for dinner call



Jeanne Robonson, Ron Robonson, Pat Peters, Tony Tiritilli



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### **EAA 393 Board Meeting Report**

January 8, 2008

Attending: Ken McKenzie, Dick Sperling, Harvard Holmes, Louis Goodell, Pete Mitchell, Bill McCoy, Guy Jones, Bill Reining

1. Bill McCoy will do the publicity for the B-17 event at the end of April. There is also a media person in the Airport Administration. It was noted that B-17 veterans get a free ride in the B-17 (but not other veteran pilots).

2. The Treasurer reported \$1709.58 in checking and \$2647.66 in savings.

3. Dick Sperling is reviewing dates for Young Eagles events for 2008. Sterling aviation was a good venue for our last YE event last year. Dick is considering continuing the arrangement, but will look into the fuel donation possibilities before any decision.

4. The board discussed the impact of EAA's withdrawal from regional fly-ins due to the Arlington lawsuit. Golden West desires an EAA bias on its board of directors (i.e. in its bylaws), while EAA feels this is a threat to its insurance situation.

5. Bill McCoy will review the work required to get 501(c)3 status for the Chapter.

6. Bill McCoy noted Chamber of Commerce activities coming our way: 1) a ribbon cutting ceremony is in the works; 2) a recruitment BBQ after the ribbon cutting, dates TBD for good weather; 3) Chapter 393 will host the CC Mixer on September 13, 2008.

7. Bill Reining reported that Marc Ausman will speak at our Jan 23 meeting. A projector is needed. We have invited Marc to dinner. He is coming this way on business and will cover his other expenses. Future speaker ideas were discussed.

8. The board discussed general meeting agendas in light of the desire to be predictable for our invited speakers. A direction: 15 min announcements; 5 min welcome for guests; 1 hour or so for our speaker; break; and progress reports which could be skipped, depending on the hour. We'd like a short time for members to report problems and solicit help.

9. Ken is working on the Chapter Membership Renewal Package with EAA. The minimum chapter insurance (\$1M) was selected. This gives some protection to our officers and members from lawsuits. Ken noted that the State of California provides some protection for unpaid officers of non-profits. Clubhouse insurance is not too expensive, if we should need it.

10. Ken McKenzie is keeping in touch with MDPA on possible clubhouse opportunities.

11. We need new arrangements for next year's Holiday Party. Ideas are Marie Callender's, Pine Meadows golf course, use MDPA again if they have a suitable place. The next three months are the time to set this up.

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**Meeting Schedule (2008)**

General (Wed.)	Fly Out (Sat.)	Board (Tue.)
<b>Jan 23</b>	Jan 26	Feb 5
<b>Feb 27</b>	Mar 1	Mar 4
<b>Mar 26</b>	Mar 29	Apr 1
<b>Apr 23</b>	Apr 26	May 6
<b>Apr 28 – May 1, B-17 (flights/tours Tues &amp; Wed)</b>		
<b>May 28</b>	May 31	Jun 2
<b>Jun 6-8, Golden West EAA Fly In &amp; Airshow</b>		
<b>Jun 25</b>	Jun 28	Jul 1
<b>Jul 9-13, Arlington Fly In</b>		
<b>Jul 19, Picnic</b>	Jul 26	Aug 5
<b>Jul 28 – Aug 3, AirVenture Oshkosh Fly In</b>		
<b>Aug 27</b>	Aug 30	Sep 2
<b>Sep 24</b>	Sep 27	Oct 7

Our meetings are open to the public. Everyone should 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 7:30PM on the 4<sup>th</sup> Wednesday of the month (except July, November and December) at the old terminal building on John Glenn Drive just south of the tower.

Chapter 393 Fly-Outs are open to chapter members and their guests. Email [EAA.393.flyouts@gmail.com](mailto:EAA.393.flyouts@gmail.com) (preferred) or meet at the Buchanan Field terminal building at 10am, 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.

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We are on the Web!  
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