

File

The Cleco

Official Publication of the Experimental Aircraft Association
EAA Chapter #393 POBox 272725 Concord, CA 94527-2725

SEPTEMBER 1996

CHAPTER MEETING:

Meetings begin at 7:30PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive. This month's meeting will be on **September 25TH**. Latecomers who expect to sit should bring their own chair.

Program:

This month's speaker will be John Allen, the topic: engine operation and overhauls.

CHAPTER MEETING MINUTES:

The August meeting was called to order by President Bruce Seguire at 1930 on August 28TH.

After guest introductions Bruce thanked everyone who helped make the picnic a success. He also thanked Lyle Knight who organized the pilots who flew young eagles.

The Golden West Fly-In will be at the Tracy airport on Oct. 4, 5, and 6. Ken McKenzie needs volunteers to give forum talks. Builders/experts are also needed to participate in mini forums on just about any topic. He also would like to have "type club" meetings at the fly-in. This will be the last fly-in of strictly homebuilders, next it year will be a bigger event, with air show etc.

Please try very hard to attend. We would like to have a good showing from chapter 393.

The membership approved contributing \$100 from the chapter to support the fly-in.

A discussion followed about the need for a chapter technical counselor. Builders can get lower insurance rates if their projects are "signed off" by a tech counselor. We have a number of very knowledgeable people who are quite willing to help others with their projects, but the liability issue dissuades them from accepting a formal appointment. The Livermore and Napa chapters do have tech counselors. The consensus was that buying insurance to cover the counselor's liability would not be cost effective.

Pat and Tracy Peters sold tickets and ran the raffle. Thanks to their hard work, the raffle continues to be a great success.

Treasurers Report:

Income:	Raffle	55.00
	Membership	30.00
	Photo Shoot	15.00
	Cleco Ad	115.00
		<u>215.00</u>
Expenses:	Cleco	126.59
	Golden West Fly-in	100.00
		<u>226.59</u>
Bank Bal.	Checking	822.70
	Savings	<u>2027.54</u>
		2850.24

The EAA requires all chapter members to be members of the national organization. Louis has the EAA national membership enrollment forms. Please use these, and fill in the chapter number, EAA rebates \$10 to the chapter for each new membership.

New Members:

We welcome new members, JR Gibb, who flew his Mooney to Oshkosh with the DeQuad Squadron, and Scott Newman, who has a Cessna 185 and an Aeronca 7AC Champ.

What members are doing:

Scott Achelis now has 62 hrs on his new plane.

Chris Kenyon will sell all or 1/2 interest in his RV6 which now has 270 hrs on it.. He appointed Bob Belshe an honorary metalhead for flying along with the RVs to Oshkosh.

Rick Young has 150 hrs on his RV6, it is for sale, his Harmon Rocket is about a month from completion.

Jack Reichel has a portable prop tachometer available for loan. He is flying to Alaska soon. Conventional wisdom was that he is two months too late.

Speedster Lyle Powell left for OSH at 6am, arrived at 2pm on the same day, with a stop in Laramie. Flying time in his Glasair III was 7.5 hrs at 15500'. He uses oxygen all the time over 10k feet because you feel much better. On the way home

Lyle and Ellen visited Dayton, where the Wright-Patterson museum puts the Smithsonian to shame with many beautifully exhibited aircraft. Admission is free. From Omaha west he had to make lots of 50 mile deviations to avoid weather. Lyle described how airliners were requesting deviations right and left to avoid weather. He says GPS provides much steadier readings than Loran.

Bob Belshe described the return flight from OSH through Monument Valley and Bryce Canyon.

Harry Heckman told about encountering a neighbor who has a metal punching business. He described how he made an aluminum template for his firewall. The actual punching of the stainless steel firewall was very rapid once the machine was set up. All 77 holes were punched in about 30 seconds.

Al and Nancy Arthur are going to the Skystar yearly flyin.

Dick O'Connor just started working on tail section of his RV6.

Ron Caldwell described his unsuccessful effort to get to Oshkosh by military "space available" transportation.

Terry Gong saw a Harmon Rocket at Oshkosh with a canopy he loves, so this is now his "project of the month". Keep those RV8 plans, Terry!

Bob Decker related the story of his total brake failure on one side. He found the master cylinder piston rod came unscrewed from its mounting above the master cylinder. The jam nut had loosened, which allowed the shaft to turn. The other seven master cylinders on both Glasairs were inspected and were all found to be loose also. A safety wire was added which will prevent recurrence of this potentially catastrophic problem. Anyone who has this type of brake cylinders should take the time to do an inspection ASAP.

Bill Wilson is just getting starting on his Glstar kit. He would like any tips on using Alodyne.

Bud Todd nearly finished with his "mountain goat" and is ready to do a weight and balance. The plane has a kevlar wing with graphite spars. His is the first kit sold. It stalls at 24 miles/hr. and he expects it will takeoff in about 100 feet with an IO-360 engine.

Brad Poling is working on a Westfall staggerwing biplane project which is pretty well along, on the gear, wings, tail, and control surfaces installed. He's now ready to start on the firewall forward work. He expects total weight will be about 1050 lbs. with a 1760 LB gross using an O-320 engine.

Doug Page has his RV6A out of the jig. Fifty three years ago he joined the Air Force wanting to be a pilot. This July he received his private license, two days after his 71st birthday. **Congratulations, Doug!** He also reported his engine problems, the first one was stolen from the shipper, the second engine had prop strike, but the crankshaft did not appear to be bent. On disassembly, Lycon found both a crack in the shaft and a bent crankcase.

Don Baldwin showed pictures of his travel trailer which flipped on its side during the return trip from Oshkosh.

Keith Martz warned about problems people have had with anti-American actions in Mexico. He also told us about his recent trip to Yellowstone Park.

Safety tip from Keith: When calling the tower inbound, say your altitude. The tower may not care what your altitude is, but it will alert other pilots in your vicinity, and this could save your life.

Tracy Peters is now working on his RV6 fuselage.

Mark Stafford from the control tower is about 30 percent done on his Vari-eze.

FAA Safety Seminar next month

Put this on your calendar: 7 PM, Tuesday, October 15th at the CC Water District building, 1331 Concord Ave. Howard Manning from the local FSDO will present a talk on landings. For more information, call Kurt Moeller at 510-798-7011.

FAA Proposal to Alter SFO Class B Airspace

By Bruce Hobbs

The FAA has been conducting public meetings to gather user comment on their proposal to expand the Class B airspace around San Francisco International Airport. In short, the agency is proposing to include nearly all the airspace below 10,000 MSL and within 25 NM of the airport. In addition, they propose to include the airspace from 6,000 MSL to 10,000 MSL to a radius of 30 NM from the SFO 342 radial clockwise to the SFO 210 radial. This new area would overly Buchanan Field, Mt. Diablo, and Livermore (LVK).

An alternate has been proposed by the Northern California Airspace User's Working Group, of which the EAA is a member. This proposal generally follows the FAA proposal, but does not increase the airspace upper limit from the present 8,000 MSL, nor does it expand the perimeter beyond the present 25 NM. Like the FAA proposal, the NCAUWG alternative fills in some critical gaps in the existing airspace, and adds an extended approach corridor to San Jose International.

The meeting at Concord on September 10 was the second of four scheduled meetings. The remaining meetings will be held on September 17 in Alameda and on September 24 in Petaluma. Airspace user comment is invited at these meetings and will be considered by the FAA as they continue the process of changing the airspace. The local FAA will eventually submit its recommendations to Washington, and a formal Notice of Proposed Rule Making will be published. A public comment period will follow. That will be our last opportunity to give input into the process.

After the NPRM review process, the final rule will be issued. We were told to expect that action in about 2.5 years.

At the meeting I attended in Concord, virtually all the pilot comment was in favor of the NCAUWG proposal. Two particular areas of concern came from glider pilots who use the airspace above Mt. Diablo and from other pilots who were concerned that VFR traffic would have to overfly SFO above 10,000 MSL.

Additional materials will be available at our next chapter meeting. If you have an immediate need for more information, call Bruce Hobbs.

The Third Annual Golden West EAA Regional Fly-In

By Bruce Hobbs

The date of our local fly-in is rapidly approaching. The organizers fervently hope that you will set aside some time on October 4 through October 6 to attend and share in the activities.

This event will differ from our previous fly-ins in that we will have more things going on than ever before. Because of that, the need for volunteers is greater than in years past. A volunteer booth will be set up to coordinate the volunteer effort.

Chapter 393 will be responsible, as in previous years, for the sale of liquid refreshments. If that's your bag, then feel free to assist in that area. If you would rather assist in some other way, there will be many opportunities to help in wing walking, parking cars, forum setups, assisting in the Young Eagles event, cooking, and in other areas. We plan to limit volunteer shifts to two hours, so it won't seriously interfere with your enjoyment of the fly-in. We hope your volunteer efforts will enhance the experience for you.

The Young Eagle event will be held on the last day of the fly-in, on Sunday from 9:30 - 3:00. We hope you will consider being a Flight Leader for this event. About 100 Young Eagles are expected and the more pilots available, the less the burden will be for those who conduct the flights. Ground crew volunteers are also needed.

WHAT A RIDE

By Larry Laughlin

It's hard to describe the emotional roller coaster ride one takes when their life, their home, their work, even their weather is so radically changed from what they have been accustomed to for so long. For me, it's been 44 years in the Bay Area; an awful long time to root down deep and stable. For Vickie, it's many years less, but then here's a woman that, along with her girl friend, left Minnesota at the tender age of 21 to start a new life in Hawaii! Now that was a radical change in weather, among other things. Still, Vickie's 11 year Bay Area roots were fairly well established too. Even 3 1/2 year old Heather is very aware of a shake up in our lives. But change is good, so they say. So we'll make the best of it. Still, we're leaving a bunch of dear friends and we miss you folks already.

Here's a little low down on what you can expect if you should ever attempt such disruption in your own life: Remove all that is valuable to you personally through out your home and prepare for the shock of what your home is worth out there in "real life" - plan on a lot less than you would ever think possible. Once you've decided that you are definitely going to move, start boxing and don't stop - you're never ready when the final days to pack the truck(s) arrive. And if you even think you might move someday in the next couple of years, start getting rid of crap right now! Believe me, you won't want to have to deal with it during the packing phase - you'll end up taking stuff with you that you might have otherwise sold or discarded. If you are also a modeler, as I, you'll appreciate this problem: I didn't want to dump any of my airplanes, so packing them took extra care and time. The

Payless Store ended up being a great provider of weird, large boxes. I still had to tape a few together, but that wasn't tough. Crumpling all of that newspaper was the tough part! Boxes and boxes and boxes of little more than newspaper and bird-bones inside. What a stack! The last phase of tearing my shop apart was the hardest on me personally. After months of preparation, I still found my heart bleeding profusely come those last days in my work shop. After all, this is where I spent my most valued therapeutic hours, creating and producing works of art many people only dream of. My shop was also my playroom, my study room, my mental escape from the daily stresses. Believe me, you miss it when it's gone! I've had to continually remind myself that I'll have another one soon, bigger and better than ever. Still, it was painful cleaning it out for good, you know. Actually, most of us go through this twice, since our hangars are our second shop, and they are no easier to break down.

Finally, everything was packed! Vickie and I chose to move ourselves, something I may reconsider next time, if there ever is a next time. After packing one Budget 24 ft. truck with everything from the Hangar, we had the house left to fit into the second Budget 24 ft. truck and that was a close call! We managed to get it all in there, but not without a lot of swearing and careful cramming. In the end, there was no room to spare anywhere. In addition, Vickie's Mercedes and my F250 truck were packed to the roof.

After loading the trucks for 3 days, we were finally off and on our way to Colorado Springs, CO, Sunday morning by 11am or so. Vickie and Heather drove one of the big trucks and I drove the other, towing a car trailer with my Chevy powered Datsun 240Z on it. My son drove my F250 Truck and his 17 year old friend Robert drove Vickie's Mercedes. The adventure of hauling all of our junk across country ourselves is not as bad as you might think, but it did prove challenging at times. These rental trucks, fully loaded, often only go 25-30 mph up the grades, then they don't always want to stop going down the other side! You can safely add 40% more time to your planned enroute estimate due to this alone. One thing that added a little more stress to my effort was the fact that these trucks were required by law to stop at every weigh station, especially those "port of entry" stations as you entered each state. I knew that my big Snap-On rollaway box put me over weight by 4K or 5K so we chose to blow by the weigh stations and not stop. Fortunately, we were never pulled over, which would have surely ended up with a fine and the addition of another one-way trailer for Stewart to tow.

Three days and two nights to go 1350 miles, and we drove nearly 12 hours each day to do it! Heather was great, no major mishaps with the vehicles, and we all arrived safe and sound at our tiny little two bedroom apartment ten minutes later than I had projected only one week earlier, when I was out here signing the lease and picking up the keys to the place. I ferried the Long-Eze out one week earlier and was able to get all of my ducks lined up then. It only took 5.5 hours to fly it across, averaging 224 mph straight-line though. And once I put the Eze in the hangar, I realized that I wasn't going to have enough floor space for everything and I was able to line up an

additional hangar for short term, while our house is being built. Thank God too, because we packed both hangars full, once we got here.

So, here we are. The apartment is OK. Vickie and I already wish we were in the new home. The builder still says only 3 1/2 months, but we figure more like 5. I've managed to get the computer set up, but little else. I've dug out some of my shop stuff, but I'm no where close to being able to sink my teeth into anything. The EAA club here meets every 2nd Tuesday of every month and I look forward to attending & joining. It rains every afternoon here, but clears up by 5 pm or so. The ground just soaks up the water like a sponge. It's been hot. In the high 90s, but that's unusual. Normal temps are in the mid 80s this time of year.

I'll write again and give you a little more on the EAA happenings out here next time. My new address, for the time being, is: 1670 Chapel Hills Drive, Apt. R101, Colorado Springs, CO 80920-5451. Phone 719 598-3533. Come visit!

MISCELLANEOUS:

The following item was contributed by Ken McKenzie.

From the Bloomington, IN Herald Tribune:

"Teen arrested in '91 hijacking pleads guilty to lesser charge"

A Monroe County teen charged with hijacking a private plane and its pilot at Monroe County Airport last year has agreed to plead guilty to reduced criminal charges in Monroe County Circuit Court. Robert A. Sparks, 18, 670 S. Kirby Road, will be found guilty of confinement, a lesser felony reduced by plea agreement from felony kidnapping. He will be sentenced June 15, following his graduation from high school. Sparks was charged with kidnapping after an incident on the night of Sept. 22, 1991. According to police, Sparks took pilot Gregory Travis hostage with a shotgun and hijacked his private plane, forcing Travis to take off shortly after midnight on what Sparks wanted to be a flight to Montana. Once airborne, Travis transmitted a secret radio code indicating to Federal Aviation Administration control towers that he had been hijacked. When it started to rain, FAA air controllers tracking him ordered him to divert to Kankakee, ILL., where he persuaded Sparks he had to land because of the weather. Once on the ground, Travis told police, Sparks seemed to have second thoughts and decided that perhaps he should turn himself in. He unloaded his shotgun and left it in the plane and the two walked into the airport terminal where waiting police arrested Sparks. Though Sparks was 17 at the time, he was charged with kidnapping as an adult and was eventually released on \$50,000 bond. The plea agreement accepted Monday by Judge Elizabeth Mann would require Sparks to serve 90 days on work release out of the Monroe County Jail and receive psychological counseling for a year. He could earn reduction of the conviction to a misdemeanor if he successfully completes probation. Monroe County Prosecutor Bob Miller said he agreed to the plea agreement significantly reducing the charges against Sparks because of Sparks' psychological problems, his youth, his lack of any previous criminal record and the approval of hijack victim Travis. "It

was a very bizarre act by a very emotionally disturbed young man," said Miller.

....continued next month.

Chapter 393 Video Library

The Video Library has recently been expanded with some "found" items from the club's resources. "New" titles include:

1995 Chapter Newsletter
Oshkosh '96 Arrival Procedures
Aluminum Shapes - John Glover

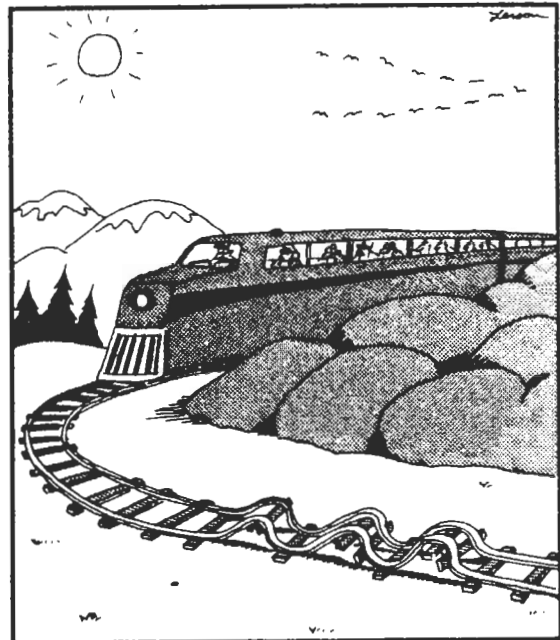
The complete list of titles is listed on the box which is brought to each of our meetings. Check out the offerings, and, if something interests you, CHECK IT OUT.

The rules of use for the library are very simple. It is run on the honor system. You sign out for the tapes you borrow; and you return them at the next meeting so they are available for others.

NEWSLETTER SUBMISSIONS

All contributions for the newsletter are welcome! If you have something to say or share with the rest of the club members, do it here! Please submit any articles and/or photographs you think others will enjoy and learn from. The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th).

Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be hand written, typed, or on any IBM diskette (in ASCII or MS Word).



"Hello, ladies and gentlemen, Engineer Matthews here. ... Better take your seats and put them drinks down 'cause around this corner we always hit some pretty bad traculence."

CALENDAR

- Sept 21-22 Gathering of Warbirds Airshow, Fresno, CA
- October 4-6 Golden West Fly-in at Tracy airport, volunteers needed.
- October 26 First Annual EAA Chapter 204 Fly-In, Marina Municipal Airport. 408-646-9310
- Nov 1-3 Antelope Valley EAA Fly-in. Fox field, Lancaster, CA

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!**

*Please submit your **FOR SALE** items to me in writing no later than the 14th of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.*

WANTED:

A few good pilots. The Concord Flying Club, a club which started in 1939, has owner/memberships available. The club currently owns a S-35 Bonanza, a Mooney 201, and a Cessna 172. All wet, tach time plus monthly dues. Call Pete Wiebens for details. (510) 933-7517

FOR SALE:

1969 Cessna 150. West coast airplane. Full IFR, two navcoms, G/S, ADF, MB, redone panel, upholstery, recent annual and 100 hr. 4000TT, 500SMOH. Nice paint. \$16,950. Great personal plane or trainer. Bruce Milan (510) 254-4780



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Golden West EAA Fly-In

Oct. 4-6, 1996

Tracy Municipal Airport

All Welcome: Arrivals, Departures, Static (No Airshow)
Encouraging All Types of Homebuilts and Type Clubs
Aviation Forums, Mini-Workshops by Chapter "Experts"
Aircraft Judging, Pilot skills contest
Aircraft Weight & Balance (Non-certified)
Fly-Market (Bring your surplus equipment, flying or partially constructed aircraft for sale)
Young Eagles on Sunday, Model Aircraft Demonstrations
Pancake Breakfasts both days, Saturday Awards Banquet
Camping, Transportation to Motels

Tower on 126.4, Ground on 121.05
Watch for flagmen for aircraft parking.

People unclear on the concept dept.:

Just turned off the 10 O'clock channel 9 news here in LA. A single engine plane (identified as a Aero Commander) went down short of Burbank airport, both people on board survived. The pilot was lucid as he was being cut out of the wreckage and said he ran out of fuel over Eagle Rock & was trying to make Burbank airport.

Remarking about the lack of fire, the Fire Marshall in charge of the rescue said, "They are just lucky there was no fuel on board."

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, SEPTEMBER 1996

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