

File

The Cleco

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

DECEMBER 1996

CHAPTER MEETING:

Meetings normally begin at 7:30 PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive. Latecomers who expect to sit should bring their own chair.

☞ There will be no regular December meeting. The next meeting will be on **January 22**.

BOARD MEETING:

Board meetings are normally held in Bruce Seguine's hangar at 6:30PM on the Wednesday after the chapter meeting. There will be no board meeting this month.

Treasurer's Report:

Bank Balance	Checking	643.08
	Savings	<u>2520.78</u>
		3163.86

The EAA wants 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.

Louis will have a few 1997 EAA calendars at the meeting for \$7.00 each. Help your chapter by buying a calendar.

Minutes of November meeting:

President Bruce Seguine called the meeting to order at 7:30. Lyle Knight gave an account of fly-in and the Young Eagles WWII pilot Warren Button spoke of his experiences flying many of the renowned aircraft of the World War II era. He also brought several models of the planes he has flown.

Saturday Fly-Out

The second Saturday fly-out was on November 23. Four planes met at Bruce's hangar. Flyers were Bruce Seguine, Bruce Hobbs, Bob & Sally Belshe, Rick Young, and Ray Nilson with his beautiful Christen Eagle. A low cloud deck kept us out of our original destination of Lakeport, so we stopped at Santa Rosa where we found that the restaurant

didn't open till 5 PM. On we went to Petaluma, except for wrong-way Seguine and his co-pilot Bruce Hobbs, who for some reason thought we were going to Napa. Arriving at Petaluma, we found Lyle and Ellen Powell just taxiing in. We all enjoyed a good lunch in the Two-niner Diner. (The Bruces finally figured it out and showed up at Petaluma).

Chapter 393 Christmas party:

Our annual dinner and awards banquet was held at Petar's in Lafayette on December 8. 87 people attended, a new record!

Louis and June Goodell had everything very well organized, with name tags and table decorations all ready before anyone arrived. They also prepared and framed all the award certificates.

A good time was had by all. Our thanks goes to **Ken McKenzie** for bringing and setting up his audio-visual equipment. **Linda McKenzie** greeted and gave out the name tags and dinner tickets. **Tony Tiritilli** arranged the dinner with Petar's.

Fred Egli gave out the Yearly Awards to the President **Bruce Seguine**, and Vice-president **Bruce Hobbs**.

Bruce Seguine gave out Yearly Awards to **Bob Belshe** for Newsletter Editor, to **Louis Goodell** for Secretary /Treasurer, and to **Lisle Knight** for the Young Eagle Coordinator.

First Flight Awards went to **Scott Achelis** for his RV-6A and to **Rick Young** for his Harmon Rocket- II. This was Rick's third first flight!

Appreciation Awards went to **Ken and Linda McKenzie** for their help and work at the Tracy Fly-in, and for Ken's work in setting up his audio-visual system through the year at the Chapter meetings. **Don Baldwin** received an award for his work through the years at the picnics and at the Tracy Fly-ins. **Pat Peters** and **Tracy Peters** were presented awards for their work on the raffles; "they saved the Chapter Treasury", says Louis.

A First Solo flight Award was presented to **Vi Egli**.

The EAA Chapter 393 Perpetual Award was presented to **Louis Goodell** by last years winner **Ken McKenzie**.

Our very special thanks to **Dwain Duis** for his recitation of Robert W. Service's "The Cremation of Sam McGee" in its entirety, without notes. Who says old guys are forgetful?

*There are strange things done in the midnight sun
By the men who toil for gold,
And the arctic trails have their secret tales
That would make your blood run cold...*

WESTERN REGIONAL FLY-IN UPDATE

by Ray Bell, Chapter 427

The November meeting of the EAA Western Regional Fly-In Organization Committee, was hosted by Chapter 512 at the Placerville Airport and chaired by Kay Underwood. Items discussed were:

1. The importance of follow-through on resource information and fact-finding and of group participation at meetings.
2. Additional reports were given on the Copperstate Fly-In at Mesa, AZ and the Golden West Fly-In at Tracy, CA.
3. Fact-finding reports about several other potential fly-in airports were given:
 - a) Terry Hodges gave a very positive, extensive, well-prepared and well received report about **Oroville Airport**.
 - b) Bill George of Chapter 512 reported that negative factors of **Reno-Stead Airport** included nearby restricted airspace and the poor September weather conditions there.
 - c) Hank Huddleston reported that those now in charge of **Castle Airport** are very receptive to any event likely to use its large ramp, hangars, furnished dormitories and its famous Air Museum.
 - d) **Hamilton Air Base** was deemed unfavorable, because of its run-down condition and that it is too close to SFO and has severe ground traffic problems:
 - e) **Marysville Airport** was withdrawn due to its closeness to Beale AFB and SMF and also because it is close to Oroville where superior facilities exist.
 - f) **Redding end Red Bluff** airports were reconsidered as unfavorable due to their restrictive ground accessibility and their lack of sufficient lodging nearby.
 - g) Kay Underwood's investigation determined that the **Stockton Airport** also was unfavorable for numerous reasons.
4. Many ideas were discussed regarding the future structure of this organization as a business and it was agreed to hold meetings once a month
- 5 The next meeting will be held at **Castle Airport** on December 7th so that committee members can see this facility.

ACCIDENT REPORT

On December 5, Richard Harris and Douglas Bradford lost their lives in the crash of a Lancair IV-P just north of CCR. This plane was one of two that were built by Chris Opperman in CCR and moved to Chino for completion. The plane had about 30 hours on it, of which 29 had been flown by Rich. They had taken off for a familiarization flight after Rich ferried the plane up from Chino. Several members started a search the next afternoon, and the crash site was soon found by Scott Achelis.

Rich was a former Navy fighter pilot, and currently a pilot for USAir. He was a very good friend of many Chapter 393 members and will be sadly missed by all. A number of members attended the funeral in Fairfield.

The following is the official FAA preliminary accident report.

NTSB Identification: LAX97LA065

Accident occurred DEC-05-96 at SUISUN CITY, CA
Aircraft: Opperman LANCAIR IV-P, registration: N444LP
Injuries: 2 Fatal.

On December 6, 1996, about 1512 hours Pacific standard time, an Opperman Lancair IV-P, N444LP, operated by Bradford Properties Inc. of Walnut Creek, California, was destroyed after colliding with terrain near Suisun City, California. Both pilots received fatal injuries. Visual meteorological conditions prevailed for the local area familiarization flight from Concord, California, and no flight plan was filed. The construction of the homebuilt experimental aircraft had been started at Concord. The completion of the project was transferred to Chino, California, where it was completed by a contractor, along with the required restricted area flight time. The aircraft was being delivered to the owner by a delivery pilot. According to friends of the owner, the aircraft had 30 hours of total flight time at the time of delivery to Concord. The friends stated that the delivery pilot was to familiarize the owner of the aircraft with the operating characteristics of the aircraft. The delivery pilot borrowed some approach charts and stated that they would do some approaches to another airport before returning to Concord. When the aircraft failed to return, a friend contacted authorities to report the aircraft as missing. The wreckage was located the next day about 10 miles northeast of Concord.

MISCELLANEOUS:

Contributed by Ken McKenzie

This is the next-to-last installment of the pilot's story of a Cessna 172 that was hijacked in the early morning hours from Bloomington, Indiana. Last month we left them in the air with the hijacker in the back seat with a shotgun

"57E, roger, loud and clear, cleared to Moline via radar vectors, climb and maintain 6,000' verify <doing that thing I was doing that got them so friendly in the first place>"

[thinking to myself, in a Homer Simpson voice, "Duh-oh! Radar Vectors! I filed to Kankakee so I could avoid the rain he's about to drive me through! Duh-oh! Why do they keep asking me if I'm really the bonehead they think I must be?"]

I am too tired to fight with the controller though and accept his turn direct Moline. It is about 1 AM now and I am becoming alarmingly fatigued and want this to be OVER. It is raining pretty hard now, but the weather does not bother me at all. I actually remember thinking how nice it was to fly at night without worrying about the engine because I am so scared of getting my head blown off. My passenger is getting very nervous due to the rain.

"57E, Chicago Center, Moline airport is CLOSED due to a runway light power failure. Say intentions."

[What the hell is he talking about? Is he serious? Is this some kind of ploy? Or is it really closed? This is a BIG airport after all - I can't believe it closed because of a "runway light power failure" What does he REALLY MEAN? I am tired. I don't want to play games.]

I know I am close to the Kankakee airport because I am close to its VORTAC and I know that Kankakee has a 24-hour FSS but is uncontrolled. "Perfect" I think, "Knowledgeable aviation professionals will see to it that the plane is completely surrounded by able-bodied SWAT members and Secret Service agents as soon as I leave the active. Yet, the size of the airport will not alarm my passenger on approach."

I brief my passenger that we are running low on fuel and should land at Kankakee where we can get fuel. "Have we been flying that long?" he asks "Yes, says I - we've been flying nearly two hours" He heard them say Moline was closed. I tell him that we should be able to get fuel at Kankakee and be on our way.

"Chicago Center, 57E, we're running low on fuel [we actually had over an hour left] - we would like to land at Kankakee."

"57E, Chicago, Roger, turn right 350 plan the ILS 5 [I believe] into Kankakee."

"57E, we'll plan on the ILS 5." [I get set up]

"57E, Chicago, India Kilo Kilo [Kankakee] has no 100 Lima Lima, suggest you try Peoria. Turn left now, 280 vectors Peoria."

[What the ?? "100 Lima Lima" is that some kind of code? Why didn't he just say "fuel" or 100 "Low lead" What does "Lima Lima" mean in this context? How does he know? Are they playing games again? What DO they want?]

Peoria is NOT going to work though. I know it is a LARGE airport and that it will alarm my passenger to go there. I am also under the [mistaken] impression that it is quite a way further and I have a genuine concern that I do not have sufficient fuel to make it there. Turns out that it is actually very close. Anyway, I am MUCH too tired to drag out the flightplans, etc. for Peoria and figure out how to get there.

"57E, negative. We're going to land at Kankakee and see what we can find."

"57E, roger, turn right heading 350 vectors for the ILS"

The ILS is very close by and very routine. It is raining very hard, but out of a high overcast. I pick up the runway just past the outer marker inbound.

I do not realize it, but we are moving with the wind. Final is very bumpy. Touchdown is not the best landing I've ever made, although the plane and passengers survive.

Now I'm wondering what's going to happen. I realize that my dream of agents in blackface behind every bush and building may not have been the most realistic thing. The airport seems deserted. We taxi to the ramp. I am beginning to wonder if its really going to come to an end here or if, nightmares, we'll take off again with a full load of fuel for Montana.

At this point a cruiser appears without its lights on. My passenger sees it. It is a ways away from us I say "Looks like the airport patrol. Pretty standard. They're just looking for drunk teenagers necking on the runway." Like even drunk teenagers would neck in the pouring rain.

We get out, I explain that there is a weather office across the road where we could get a weather briefing and that he can come and I won't pull any funny stuff. He says he's going to leave the shotgun in the plane. I wonder what that means? Is he giving up? He starts to talk about those whole thing being pretty dumb. I tell him it's all up to him but I do not like standing in the open so let's go to the FSS.

We pass several large bushes. No agents jump out. What's going on? I see behind us that the cop has started cruising up and down the runway WITH HIS LIGHTS ON. I do not point this out. We go to the FSS and enter:

THE ROOM OF THE STONEFACED BRIEFERS.

"Hello, I need a briefing for an instrument flight to Montana [where are the cops?]"

They mechanically peck at they keyboard. FINALLY two of Kankakee's finest enter the room, no BURST into the room. The briefer nods at us. We are both grabbed, handcuffed and taken outside where we are thrown against a wall and frisked.

I do not look at my passenger. I feel ashamed that I have betrayed him.

It takes the cops 15 minutes to sort out who is who. I produce a checkbook and my wallet bearing my name and demonstrate to the police how that name matches the registration in the airplane. Passing this hurdle earns me a ride in the FRONT seat of the squad car. Hijackers ride in back!

The police confiscate the gun and some shells from my aircraft.

I am still in a semi-dream state. The whole thing has been totally unreal. It is now between 2AM and 3AM. Earlier I had a fantasy that they would take my passenger away immediately at the Kankakee airport, take my phone number, and allow me to fly right back to Bloomington where I could eat cold Pizza, drink warm beer, and GO TO SLEEP.

As I ride in the squad car, I still think that the police interrogation will only involve a few cursory questions and that I'll then be able to leave. I have the presence of mind, however, to realize that I am in no condition to fly back. We pass a Holiday Inn as we turn into the station. I have no money, but figure my credit cards will be good for a room there in just a FEW MINUTES.

We arrive. The staff on duty is VERY excited to see us. My passenger and I are almost immediately separated. I still feel unbelievable amounts of shame. I am the betrayer. I told him one thing and thought another. I cannot bear to look at him.

The police allow me to calm down a bit. Give me some soda. Ask me if I need to call anyone. YIKES! You bet I do! I forgot to close my IFR flightplan! I remember the controller at Chicago Center saying, on short final: "Report cancellation in the air or on the ground with Kankakee flight service."

I did not need FAA hassles on top of what I already had. I dial 1-800-WX-BRIEF which is just about the only number I can think of. Luckily, as I expected, it connects me to Kankakee AFSS.

"Hello, this is Kankakee AFSS, go ahead."

"Ahh, this is N5457E, I just flew in there about 1/2 hour ago IFR and I forgot to cancel my IFR. Could you take care of that?"

"Ahh, yes sir, we already took care of that. Chicago center called and wanted to make sure you made it in all right and we told them what happened. Is there anything else we can do for you?"

"No, thanks, I just didn't want to leave that open."

"No problem sir, we were watching you the whole time."

Then I got down to the nitty-gritty of calling people back in Bloomington to let them know what had happened. It's pretty hard to describe the reaction of someone who's been woken from sleep, who's already mad that you've disappeared, when you tell them you've been hijacked.

Then the police are all in a titter. They don't know what to do, they don't even have a FORM for this! So I sit down with an officer and we proceed to turn a "stolen auto" form into an "aircraft hijack" form. 57E becomes a two-door sedan, license plate # N5457E (which turns out to be too many letters, so we leave off the "N"), 160HP, White/Orange Make "Cessna" Model "172". I am not making this up. We use the serial number for the VIN.

All this time they are making phone calls to the FBI and the FAA (which they call the "FFA" - I kid you not). They escort me to the breathalyzer room (which is the only room they have open) and tell me to sit tight and please not to leave. It is about 3:30 AM now.

At one point, an officer comes in and says "Boy, you're lucky we got to you before 'Shoney' [not his real name] did. he's an ex-marine and was pretty fired up about this thing." Apparently the Kankakee police had thought that a plane was being hijacked FROM the Kankakee airport not TO it.. "'Shoney' [not his real name, which is] was all fired up to shoot the tires out of any aircraft. That was him racing up and down the runway with his lights on." I swear this is true.

All I could think was "Gee, it would have heightened the cockpit tension level somewhat if we had our tires shot out on landing."

At one point I ask if I can lie down in a cell somewhere. "No" they say we need you here. More time passes, I try and sleep on the table in the breathalyzer room. I am awakened and told not to do that. I am extremely tired. They come in about every 40 minutes and ask me the same questions.

I fill out a written report.

Around 5AM they get a call back from the FBI, they're not going to take the case because the guy was 17 at the time and within the jurisdiction of the Monroe County Sheriff's department. Can I go now? "No" the FAA is on its way.

At 7:30 AM, Sunday, two gentlemen from the FAA O'Hare district office show up. They are FAA "Special Agents": I didn't know they FAA had such personnel. They have been driving all morning down from Chicago.

They ask me the same types of questions, read my report, etc.

The fun stuff starts when they tell me what the reaction on the other end of the line was.

Conclusion next month

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. Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be e-mailed, hand written, typed, or on any IBM diskette (in ASCII or MS Word). The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th). The editor's e-mail address is: rab@netcom.com.

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

INSTRUMENTS: The Westach items are all new, the others are new or rebuilt. All are priced at approximately one-half the current price in the Aircraft Spruce catalog.

Westach 2-2A7	Fuel Gauges	15.00 ea
Westach 2A2-384	EGT Gauge	30.00
Westach 2A1	CHT Gauge w/gasket senders	30.00
Westach 254-20E	4 position switch	10.00
Westach 2A9-2	Oil Temp Gauge	15.00
Westach 2A6-1	Amp Meter	40.00
Westach 2A8	Oil Pressure Gauge	120.00
Westach 2A5	Volt Meter	15.00
UMA 3-102-2	2.25" Suction Gauge	35.00
Gerdes A510	Ignition/Start Switch	65.00
Bendix 1718-25-A2	Turn and Bank	125.00
Whelen A-600-PR-14	Red/Green position/strobe	145

see Roger Raley at Bruce Seguire's hanger on West side of field or call 825-0766 or 707-557-2383



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If computer Operating Systems were airplanes

Contributed by Ken McKenzie

Windows 95 - Would crash on takeoff!

Unix - Climb rapidly to extreme altitudes and then crash spectacularly!

DOS - Take off quickly, climb to altitude, and run out of fuel ..

MAC - Long take off run, slow climb, no payload!

NT - Come out to the airport with photographers, reporters and TV. Make a big splash. Fail to fly.

OS/2 - Stealth fighter. Millions sold. Very few have actually seen one inflight. Program may be cancelled any time due to lack of funding.

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, DECEMBER 1996

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Vice President	Bruce Hobbs	757-0618
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BEST WISHES FOR HAPPY HOLIDAYS...

BLUE SKIES AND TAILWINDS