

The Cleco

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

February 1997

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 chairs. The next meeting will be on February 26, 1997. Our speaker will be Jim Griswold, a World War II fighter pilot.

Chapter Meeting Minutes :

January 28, 1996, the meeting was called to order at 7:30 PM by President Bruce Seguire. It was moved and seconded to accept the December minutes as per the Cleco.

Our speaker, Arden Hexson, told about getting into aviation. up to and after WW2. It was quite interesting. After the break we continued with Arden's talk.

No old or new business, it was to late. The meeting broke up around 10:00 PM

BOARD MEETING:

Board meetings are normally held in Bruce Seguire's hangar at 6:30PM on the Wednesday after the chapter meeting. This month's board meeting was held January 29th.

Present were Bruce Seguire, Bruce Hobbs, and Louie Goodell. Subjects discussed were: future meetings, flyouts, and Speakers, it is getting harder to find speakers..

Congratulations to Ron Robinson for getting his medical back. This is heartening news for all of us.

Treasurer's Report:

Bank Balance	Checking	542.09
	Savings	<u>2734.88</u>
		3276.97

Bud Todd

We are saddened to report that Bud Todd passed away this week. He was a member of Chapter 393 for twenty-two years. His current project was a bush plane called a "Mountain Goat" which he planned to put on pontoons and take to Alaska.

Fly-out schedule:

The next fly-out will be the Saturday (Mar. 1) following the meeting (Feb. 26). Come to Bruce and Nancy's hangar on the west ramp around 10:30 a.m. Phone (510) 825-0766

There were fly-outs this month!

By Bruce and Nancy

The January 25th fly-out was postponed due to weather. Saturday, Feb. 8th was a good day for flying to Auburn for lunch. Bob Decker flying his Glasair, was sitting patiently at the restaurant waiting for the rest of us to arrive. Our Swift (Bruce Seguire) and Bob's yellow Lancair with Dwain Duis were next. Bill Boydsen and his passenger came in to round out a good time at the restaurant. Listening to Dwain's jokes made the whole thing really worthwhile. On the trip home, Dwain rode in the Glasair, while Bob and I flew formation for a couple of minutes with Keno, my passenger, manning the camera getting some really good shots. Maybe we'll have some evidence by meeting time.

Sunday, Feb. 16th we had three RV's and one Glasair go to Woodland Watts for lunch. Rick Young in his RV6, Mike Parker in his RV4, Larry in his RV4 and Ron Robinson in his Glasair One. Bruce and I rode along as our Swift was down and we also had a passenger from Germany who felt very lucky to catch a ride in both the RV and Glasair. At lunch he told a lot about life in Germany and how expensive it is to fly over there. Stories about the Chapter 393 Fly-Out I'm sure will be shared among his friends and family back home. Sunday before taking off for Woodland for lunch, we walked around the West Ramp looking at projects in progress. The first was Pete Wiebens working on his Glasair 3 -- lots of white dust was had by all!!! Next stop was to see Fred Egli's Lancair 4 and Belanca -- encountered more dust. Next stop was to see the metal heads corner. First we saw Roger Raley's RV6 -- would you know - more of that white dust around the tail feathers. Bill Black's RV4 was looking good (no dust, just a cluster of dead bugs on all leading edges). Next was Mike Dias with his RV4 under wraps keeping the dust off. We viewed Bill Black's Rocket also -- good job. We ended up at

our hangar looking at our Swift project. It's down with a broken starter -- and just a little dust.

COMBAT PAY FOR FLIGHT INSTRUCTORS? A student pilot receiving instruction over southwest Indiana Wednesday managed to land safely after his CFI was shot in the knee by someone on the ground. Local reports indicate state police had questioned and identified the gunman, but did not arrest him. No word was available on whether the student will continue his flight training.

A PILOT WITH FLARE: A Florida pilot escaped serious injury Monday after crashing his single-engine Cessna west of Fort Lauderdale but then inadvertently set the wreckage on fire. The crumpled Cessna reportedly caught fire when the downed pilot fired a flare gun to mark his position for rescuers.

GOOD GRIEF! GORE COMMISSION WANTS ECM FOR PASSENGER JETS The White House's Gore Commission next week should release recommendations for sweeping new aviation safety measures. They range from the sane-sounding -- more detailed inspections of aging aircraft, new fees for upgrading ATC, matching some domestic passengers and their luggage -- to the truly bizarre: equipping passenger airliners with anti-missile electronic countermeasures (ECM) gear. This has to be the wildest yet of the ill-conceived government reactions to the now-comatose theory that terrorists brought down TWA 800. On the other hand, after last week's Air National Guard encounters, maybe it's not so far-fetched after all...

From the "squawk sheets":

Problem: "Left inside main tire almost needs replacement."

Solution: "Almost replaced left inside main tire."

Problem #1: "#2 Propeller seeping prop fluid."

Solution #1: "#2 Propeller seepage normal."

Problem #2: "#1,#3, and #4 propellers lack normal seepage."

Problem: "Something loose in cockpit."

Solution: "Something tightened in cockpit."

Problem: "Evidence of hydraulic leak on right main landing gear."

Solution: "Evidence removed."

Problem: "Number three engine missing."

Solution: "Engine found on right wing after brief search."

Problem: "DME volume unbelievably loud."

Solution: "Volume set to more believable level."

Problem: Autopilot in altitude hold mode produces a 200 fpm descent.

Solution: Cannot reproduce problem on ground.

Problem: Friction locks cause throttle levers to stick.

Solution: That's what they're there for.

During the heat of the space race in the 1960s, the U.S. National Aeronautics and Space Administration decided it

needed a ball point pen to write in the zero gravity confines of its space capsules. After considerable research and development, the Astronaut Pen was perfected at a cost of about \$1 million. The pen worked and also enjoyed some modest success as a novelty item back here on earth. The Soviet Union, faced with the same problem, used a pencil.

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A certain glider instructor at some airport was known to have an unusual sense of humor. On the last flight before sending the student solo, he would open his side of the cockpit (tandem seating) and throw out the control stick, signifying rather clearly to the student that the landing had better be good.

Apparently this story got around and one rather intelligent student carried along an extra broomstick similar in most respects to the "real thing". Sure enuf, on his pre-solo flight, the instructor threw out his control stick. The student then pushed out his "extra" stick.

Reputedly the instructor stopped doing this.

New/Old Restaurant in Half Moon Bay

From:"Anita Borg <borg@pa.dec.com>"

Remember that ramshackle old inn that you walk past right after the little bridge from the south end of the Half Moon Bay runway? Well the Paradise Inn is now open again. It was quite a surprise to see it all spiffed up when we headed over for one of those pricey lunch breaks today. The food wasn't cheap, but then neither was the gas to get there. Evidently, they have jazz and dancing on Friday and Saturday nights. They've only been open for about a week. No rooms for overnights yet, though it sounded as though that might be in the future plans. The food was really good. Seems to have an eastern European theme. I had goulash and my friend had fish and chips (it is on the coast after all). Both were really good. I can't wait to try more of the menu. The dessert menu looked great, but we were too full to try it this time. The espresso had lots of cream and was tasty!

Calendar of Events

- Feb 23 **PANCAKE BREAKFAST** 8:30 a.m. to Noon
Everyone is Welcome!! Fly-In or Drive
Over! Sponsored by the Mt. Diablo Pilot's
Association MDPA Club House, Buchanan
Field Airport (CCR), West Side, 200 Sally
Ride Drive (510) 685-7073
Pancakes, Sausage, Juice, and Coffee \$3.50
(members and non-members) Bring your family
and friends!! Fly-in and park right in front of
the Club House in our spacious, paved tie-down
area. Just ask the tower to taxi to MDPA for
breakfast!
- Feb28-Mar 1 National Council for Women in Aviation &
UAL Seminar '97, UAL Maintenance
Operations Center, ..SFO Airport 800-727-
NCWA
- Feb 28-Mar 2 Cactus Fly-In, Arizona Antique Aircraft Assoc.
Casa Grande, Arizona 602-830-9670
- Mar 14-16 The Incredible Universe Aviation & motor
Sport Spectacular, Williams Gateway Airport
Mesa, AZ 602-941-0061
- April 6-12 Sun'n Fun EAA Fly-In, Lakeland, FL.
- April 26 EAA Chapter 512 Anniversary Breakfast,
Placerville Airport, CA
- April 26-27 Warbirds in Action Airshow, Minter Field,
Shafter, CA
- April 27 Pacific Coast Dream Machines, Half Moon Bay
Airport, CA
- May 3-4 Great Valley Fly-in, 9am to 5pm, Watts-
Woodland Airport, CA
- May 16-17 Northern California EAA Fly-In, Corning, CA
- May 17 Corning Antique Airshow and Fly-In, Corning,
CA
- May 17-18 West Coast Pilots Expo, Fairplex and Brackett
Field, Pomona, CA
- May 23-25 West Coast Antique Fly-In & Airshow,
Watsonville, CA
- May 30-Jun 1 48th Annual Moonlight Fly-In, Porterville, CA
- Jun 16 Concord Airshow, Concord, CA
- Jul 9-13 Northwest EAA Fly-In, Arlington, WA
- Jul 12 20th Annual Grass Valley Air Fest, Nevada
County Airport, CA
- July 19th Chapter 393 Picnic, Prior to Oshkosh.
- July 31-Aug 6 45th Annual EAA Fly-In Convention, Oshkosh,
WI.

Chapter 393 Video Library

The Video Library has again been expanded with some items
donated by Mike Parker. New titles include:

- Flying Aces of WW II
- All About Aviation Oil, from Shell
- Flying Saucers are Real, Volumes I and II

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. 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

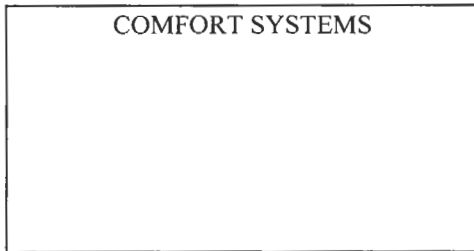
Items for sale by club members may be placed in this
newsletter for **FREE!** *Please submit your **FOR SALE** items
to me in writing no later than the 14th of the month. Normally,
your ad will run for two issues, unless you request more or tell
me that the item is no longer for sale.*

FOR SALE: Comanche-1959 PA24-180:

4 Place Intercom, full IFR, Alternator system, 4043TT, 1124
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Engine, Painted 1990, New one-piece Windshield, Dual Nav
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Call: Richard O'Connor (510) 798-0743

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, FEBRUARY 1997

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NEXT MEETING FEBRUARY 26, 1997