

# The Cleco

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

JANUARY 1998

## CHAPTER MEETING

The next meeting is at 7:30 PM January 28, 1998. The speaker will be Ken Turner, Manager of the Rio Vista Airport who will tell us about the extensive improvements underway. A rep from Golden West Flyin will also make a pitch.

Meetings normally begin at 7:30 PM on the 4<sup>TH</sup> Wednesday of the month in the terminal building at the end of John Glenn Drive.

## PRESIDENT'S CORNER

Greetings! I'm Ron Robinson, EAA Chapter 393's new president to finish out this millennium. Most of you know me and some do not. I've been a member since 1985 when I started building my Glasair I RG. The 7 - 1/2 years spent building my dream was one of the greatest challenges I ever undertook solo, but one that came together with the greatest sense of pride because of the wonderful resources I had available to me by belonging to this chapter and this association. The depth of knowledge and experience that our members have and their willingness to impart this knowledge to a fledging new builder is its greatest asset

I encourage any of you with a project or anyone considering the challenge of building an airplane to take full advantage of this resource. Just ask! Most of us, regardless of our backgrounds or profession, are willing to talk airplanes or flying at the drop of a hat.

We have a great team for the next two years. Scott Achelis, Vice President has already put together an impressive list of speakers/subjects which will be interesting and informative as we move into 1998. Doug Page promises The Cleco will be as equally interesting and informative and will be delivered to you in a timely manner either by U.S. Mail or by E-Mail as you direct.

Louis Goodell, "Good ole Louie" will continue to serve the chapter as Secretary-Treasurer and by collecting our dues, accounting for every penny, and serving us coffee and cookies at each meeting. We are happy to have him continue.

In closing, I just wanted to say we had another great Christmas party. It seemed everyone was enjoying themselves during this festive time and the food and spirits were great too. Thanks to the previous team for their hard work and special thanks to all the ladies for their color and sparkle. They made the party a real success.

Fly safely, Ron

## CHAPTER MEETING MINUTES :

There were no minutes at the December Meeting .The December Meeting was a very good Christmas Party and Dinner. Friendship time started at 5:30 PM.. at 6:30 the Recognition and appreciation Awards were given to :

Lisle Knight and Duane Allen for their work with the Young Eagles Program. First Flight for Builder and Pilot Tim Glenn, of a Kitfox series 5. Will Price Presented awards to Lyle Powell and Pete Wiebens after a short speech.. Appreciation Awards to Pat Peters and Tracy Peters for their work in conducting the Raffles through the Year. Chapter Appreciation Awards to the Chapter officers, Bruce Sequine President, Bruce Hobbs Vice President, Bob Belshe Cleco Editor, and Louie Goodell Secretary-Treasurer.



## BOARD MEETING:

A Board meeting was held in Ron Robinson's Hanger on the 10th of January, a first for our New Officers. Attending were President Ron Robinson, Vice President Scott Achelis, Newsletter Editor Doug Page, Sec/Treasurer Louie Goodell, Bruce Sequine, Bruce Hobbs, and Bob Belshe. The Board discussed bringing in new members, programs for 1998, a possible tool library, EAA Technical Counselor program, and other topics:

The Board requests that everyone bring in pictures for the Chapter Rogue's gallery.

President Ron decided that all future Board Meetings will be held the first Saturday of each month at his hanger, D-17 on the East Ramp, at 10 am. The next Board meeting will be Saturday, February 7, 1998. All are welcome. Phone any officer for the gate code if you do not have it.

The Flyouts will be on the Saturday following each Chapter meeting, so the next Flyout will be Saturday January 31, 1998 at 11 am, meeting at Bruce Sequine's hanger on the west side. There are usually spare seats for those who have not yet finished their planes, and everyone is welcome. Again, phone any officer for the gate code.

The Board decided to publicize the e mail addresses of those Board Members who have one:

Bruce Hobbs bwhobbs@aol.com  
Bob Belshe lc20@earthlink.net  
Ron Robinson pmg96@pmg96.com  
Louis Goodell lcg2@aol.com  
Bruce Sequine swiftly@aol.com  
Doug Page reedpage@pacbell.net

The Board requests that members continue to bring their old flying periodicals and leave them on the counter at the rear of the meeting room

## THERE WILL BE FLY-OUTS THE SATURDAY FOLLOWING EACH MEMBERSHIP MEETING

### TREASURER'S REPORT AS OF JANUARY 10

Bank Balance	Checking	1255.80
	Savings	<u>2782.44</u>
		4038.24

**LOUIE REMINDS US THAT DUES OF \$20 ARE NOW DUE AND PAYABLE. Please pay now so that you will not be removed from the mailing list of this brilliant newsletter.**

### PROPOSED TOOL LIBRARY

We wish to propose a tool sharing plan for those who are willing to participate. We will hand out a form at the next meeting where each member can list the tools he is willing

to loan. We propose that the borrower leave a check with the lender in the amount of the value of the tool to insure its return in good condition and that the lender keep a log of who has his tool. If members authorize it, we will publish a list of the available tools and books and who has them in a future edition of The Cleco. For example, your editor has a 37 degree flaring tool, an instrument template for drilling your panel, and Bob Nuckol's book on Aircraft wiring. What do you think of this idea? Will you participate?

### HELLO FROM RICK YOUNG

I talked to Rick Young who gave me some very helpful hints about making fiberglass wing fairings and told me of an excellent video entitled Fiberglass 101 by Sam James. Sam has had 36 years of experience making fiberglass boats and he has just done a beautiful job of making the fiberglass parts for his RV-6. I will try to find the source of this video. Rick conveys his greetings to everybody, says his Harmon Rocket will fly in about a month, and that he will visit us in March.

### A LONG EZ REGISTERED TO LARRY K. LAUGHLIN CRASHED

Ken McKenzie sent me an internet item that a Long EZ piloted by James Gleick crashed on a hillside in northern New Jersey on or about December 21. The plane struck a rocky embankment short of the runway at Greenwood Lake Airport, an uncontrolled field. His passenger son was killed and Gleick was in serious condition in a hospital.

James Gleick is the author of the best seller, "Chaos" and is a columnist for the New York Times. Just recently he had a column on the ridiculous nature of aviation lawsuits. The Long EZ involved was N18CC and was registered to Larry K. Laughlin. I have written to Larry Laughlin to get further details, but I have not yet heard from him.

### SOAP BOX EDITORIAL

I think it is a scandal to the jaybirds that our Chapter has no EAA Technical Counselor. Such a Counselor is sanctioned by the EAA after the Counselor has met the EAA requirements. The Counselor publicly acknowledges his availability to help builders and his willingness to help. The nearest Counselor I could find was Gordon Jones of Livermore who very graciously traveled to Walnut Creek to advise me about my RV-6A. I am grateful for all of the help I have gotten from Chris Kenyon, Bob Belshe, Fred Egli, Rick Young and others in Chapter 393, but there is a financial benefit as well if an EAA Technical Counselor visits your project 3 times during the building process. My insurance for my 6A was quoted at about \$2000. If I have 3 visits by an EAA Technical Counselor, the insurance cost is reduced 10% or \$200 for each year that I fly insured.

The EAA Technical Counselor does not sign my log. He does send a card to Oshkosh to make a record of his visit.

He is covered by EAA insurance, although there is no record that any EAA Technical Counselor has ever been sued. I got the necessary application forms and requirements from EAA in Oshkosh. The requirements are:

1. Have built an amateur-built aircraft, OR
2. Have restored an antique/classic aircraft OR
3. Be and A&P.....or Aerospace Engineer... etc.

Once I have completed my plane, I can become an EAA Technical Counselor. I hope the prospect of that motivates some more qualified and experienced member to apply. See me for the forms.

### GOLDEN WEST FLYIN UPDATE

We propose a permanent column on news about the Golden West Flyin at Castle Field at least until September 25, 1998 when the event will be held.

Ken McKenzie, Linda McKenzie and Charles Adkins go to a Board meeting at Castle each month and spend long hours on conference calls and organizational work.

We expect to be able to announce in the next issue some very good news about financing the event.

The immediate pressing need is for someone to take the job of Coordinator of Volunteers. This person would recruit subchairpersons for each area of volunteer work, plan the areas of work to be done by volunteers, and see that every thing gets done.

### CHAPTER 393 VIDEO LIBRARY

We have recently acquired the ESPN production covering EAA '95. This video will be in the library for the June meeting. 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 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.

### EVENT CALENDAR

- January 28 EAA Chapter 393 meeting  
January 31 Chapter 393 Flyout  
February 7 393 Board meeting  
April 19-25 Sun & Fun  
July 29-August 4 Oshkosh  
September 25-27 Golden West Flyin, Castle Field  
Dec 13 Chapter 393 Annual Christmas party at Petar's. (Louie is well organized!)

### 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 address is

400 Arbol Via

Walnut Creek CA 94598

Telephone: 943-1581

E-Mail: reedpage@pacbell.net

### 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 14<sup>th</sup> 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.

#### Wheeler Express Kit

4 place, fixed gear, approximately 200 MPH cruise, uses engine up to IO540, Cost \$20k originally, asking \$10k. This kit was donated to Solano Community College. Contact Paul E. O'Hara. 707-864-7154

North American Signal Strobe Power supply. Made for trucks and buses, but used by prominent local builders in their planes. Will operate two strobes. (I decided I wanted to run 3 strobes) Cost \$160. Unused. Asking 1/2 price or \$80. Contact Doug Page 510-943-1581

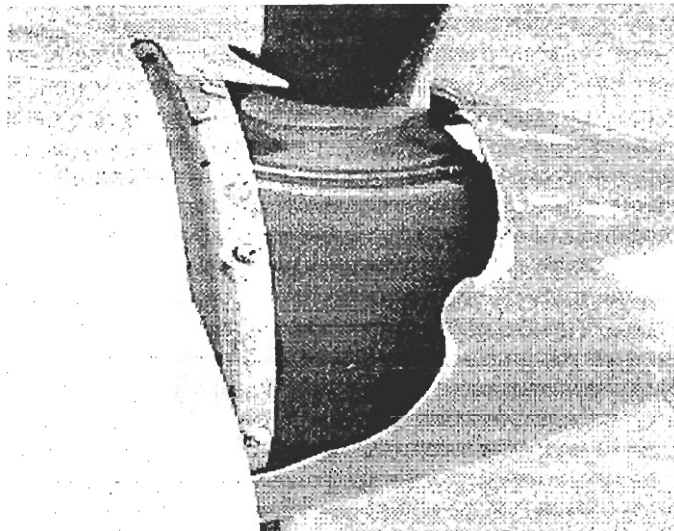
### NEAR STALL ON TAKEOFF

Your new newsletter editor stalled and nearly crashed on his first takeoff with the Cleco, but thanks to the generous help of Bob Belshe, Louis Goodell, and Duane Allen, the January 1998 edition of The Cleco will go to press, after being retyped 3 times! Thank you Bob, Louis, and Duane.

## Spinner Support Motivation

Chuck Miller (cmm@america.net) offers this motivational story and series of photos. If you ever wondered why you should be concerned about spinner cracks or the fit of the inner bulkhead, read on:

I had an interesting experience today. One hour out of SRQ (Bradenton FL), solid IFR at 6000 ft., there was a muffled "bang". I felt a slight vibration on the pedals, but nothing else changed. I watched the engine gauges for any indication of a problem. None. I thought that something had either struck us or separated from the plane. The latter proved to be the case.



When we arrived at our destination LZU (Atlanta GA), I looked the plane over. The first look was to see if the spinner was still there. It was. After covering the rest of the plane, I took a closer look at the nose. Gulp, while MOST of the spinner was there, a portion of it had ripped off.

At the last annual the A&P had put a small patch on the rear edge of the spinner. The corner of the spinner at the prop blade had cracked at the screw hole. I have been watching the "fix" closely. It looked good. It still looks good.

To my surprise it was the other side of the spinner that had failed. I had seen no indication of a failure. I must admit that I looked much closer at the patched side than the other. It is amazing that the remaining portion of the spinner remained in place. Chuck Miller

(Reprinted with permission of webmaster Keith Peterson)

Editors note: I had difficulty importing the pictures to fit on the page here so please check the website: <http://cardinal.mlink.net/html/tech/spinner.htm> for the other photos.

## EAA CHAPTER 29

### Guest Speaker February 5, 1998

**Quoted in part from The Flying Wire** at the request of Ian Marsh, speaker coordinator.

The February meeting will be held at the Executive Inn in Hayward on the **First Thursday**, February 5th. This date was selected to accommodate the travel schedule of the guest speaker, Tom Barrett, Museum Director of the EAA Air Adventure Museum at Oshkosh, WI. Chapter 29 is hosting this event open to other EAA chapters in the bay area.

The meeting will start at 6:30 p.m. with refreshments, hangar talk and general socializing and airplane talk. Tom will begin at 7:00 p.m. A brief overview of what Tom will be sharing:

During three of the twenty-two years Tom Barrett served in the US Air Force, he was a high altitude reconnaissance pilot. Flying at altitudes above 80,000 feet in a full pressure suit for eleven hours, he participated in some of the USAF's most secretive photographic and nuclear sampling reconnaissance flights. Few aviation enthusiasts even recognize the aircraft he flew - the RB57F. Built in 1964 to replace the U-2A and B models, this aircraft was designed to carry a pilot, systems operator and a two ton HICK (High Angle Offset) camera.

Only twenty-one of the aircraft were built. Tom will talk about the RB-57D, RB57F, U-2 and SR-71 operations.

We anticipate that this will be a "don't miss" evening. Plan to be there early. We will be looking for you.

This space is blank for lack of contributions from other members. Please help us fill up the pages next month as we are paying for copying them whether there are words or blank spaces.

THE EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER #393 NEWSLETTER, JANUARY, 1998

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