

The Citeco

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

OCTOBER 1998

CHAPTER MEETING

The next meeting is on Wednesday October 28, 1998 at 7:30 P.M. The speakers will be Sheila Williamson and Jillian Purdy controllers at the CCR tower. They will discuss how experimental aircraft are handled differently, the new taxi rules, and avoidance of runway incursions. Both women are pilots. Ms. Purdy has been a controller for 4 years and Ms Williamson for 3 years. 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.

PRESIDENT'S CORNER

Congratulations to Golden West Aviation Association and to all those dedicated individuals who gave their time to insure the success of the first annual Golden I understand we had attendees from Chapter 393 each of the 3 days of the event and several of our members worked the event all three days. We anxiously await Ken McKenzie's detailed report at our October meeting.

Bob Belshe, Randy Alley, and I flew down to Edwards Air Force Base on Friday October 2nd, as guests of EAA Chapter 1000 to attend the "Air Supremacy" Open House & Air Show on Saturday. Prior permission to land at a military installation is required, so with the help of our host, I "FED EX'ed" the waiver forms with original signatures in blue ink a few days prior and

received the necessary code numbers by fax. A 1 1/2 hour smooth flight later, we entered right down wind to RW 22. I couldn't help but think, while landing on that 15,000+ ft. runway, of all the famous airplanes and space shuttles that have graced this same piece of real estate. Ground control directed us to a huge hangar where we displayed our airplanes along with other EAA members. Later we met our host and soon we were introduced to our Air Force host family who would put us up for the night. All EAA'ers were invited to a dinner and program at the officers club Friday evening. The speaker was Mike Melvill, test pilot for Scaled Composites, Burt Rutan's company based at Mojave airport. Mike is a very accomplished and informative speaker as well as test pilot, and led us through a narrated video and still shots of the "PROTEUS," the latest creation from Burt Rutan, designed to be a high altitude surveillance and related observation platform with long endurance, (14 hour missions). It would act like a low altitude satellite (60,000 ft.) carrying antennas, repeaters, and cameras, etc. Its future depends on the success of the Williams light weight jet engine under development. It is currently flown by a pilot, but there is consideration to making it into a "UAV", (Unmanned Aerial Vehicle). Later, I asked Mike to give us an overview of his round-the-world flight of two with Dick Rutan in their Long_EZ's last year. It was a fascinating talk and kept us all in wonder. Saturday, we watched a full day of

aerial & static displays of all the latest of what the Air Force has to offer. (See the printed Show Guide at the October meeting) We also spent a good part of the day showing our airplanes and talking to interested people from the 100,000 (?) or so public that attended the air show open house. We left in a windy departure about 5:30 with a few bumps over the Tehachapi mountains and otherwise, had a smooth flight back to CCR, landing just after dark.

Congratulations also go to Bill Madden for his "First Flight" in his new K1S TR-2. Many happy flights, Bill!

Fly safely,

Ron Robinson

CHAPTER MEETING MINUTES FOR SEPTEMBER 23, 1998:

Our speaker was Ron Reuther, energetic Director of the Western Aerospace Museum, now located in two locations: Oakland Airport and former Alameda NAS. These two locations are 6 miles apart as the crow flies, and Ron said the Museum had to have two locations because of the great number of planes and artifacts that they have to display. They hope to have a shuttle between the two. The Museum was started in 1980 and the underlying objective of each of the two locations is to preserve the rich aeronautical heritage that exists at Oakland. Oakland was the home base for Jimmy Doolittle, Amelia Earhart and her navigator Fred Noonan, the first trans-Pacific passenger flights by Pan Am in the China Clipper, and 3 famous non-scheduled airlines. The big white 4 engine amphibian flying boat at Oakland is a British Short widely used by trans-ocean airlines until it was replaced by the Boeing 707. The Museum is trying to acquire a Mars flying boat for its Alameda location. The Museum is open from 10 AM to 4 PM, Wednesday through Sunday. You can fly in and park at Kaiser Air. Memberships cost \$30 per year and entitle you to unlimited free admissions and periodic bulletins.

Louis Goodell reported that the treasury had \$1484.44 in checking and \$2648.78 in savings.

Lisle Knight reported on the flights of 8 Young Eagles, given flights by Bob Belshe, Ron Robinson, Lou Ellis, and Tim Glenn. He reported that Chapter 62 had a website on which we could schedule Young Eagle flights on a regular basis if we chose.

Louis Goodell has EAA Calenders for sale for \$7, and he reported on the change of time and place for the Christmas Party which is now Sunday December 6 at the Sheraton at the airport.

Dave Mansker reported that he was upgrading his Beech Musketeer.

Lisle Knight continues work on Osprey II when he is not working on the Young Eagles flights.

Jeff Harts sold his project (his 1940 Aeronca TL?) Keith Martz' Comanche is near the end of its 8 week repair cycle.

Lisle Powell flies his Glasair III every week although he has not had any recent long trips.

Ed Lester has sold his plane his Glasair Ft-1, co-owned by Mark Madden who is selling his Pitts also.

Charles Miglia is working on his Magnum fuselage, Don Baldwin made a recent taxi run with his Teeny Two.

Jack McKenzie recently flew his Comanche 250 over the Cascades and to Chino where he saw a flying wing prototype. He is building a 2/3 Jenny. Andy Marshall

Dick Marlow bought a Globe Swift.

Bruce Seguire is 80% done with the new cowl for his Globe Swift.

Bruce Hobbs' project is rebuilding a mountain cabin at Dorrington.

Fred Egli now has 51 tach hours on his Lancair IV. He sold his Bellanca and recently flew it to Washington for the buyer.

Ron Caldwell recently attended the Reno Air Races and was enthusiastic about the T-28, a new sports class of homebuilts.

Harry Heckman is getting familiar with his Lancair 290 and now has 80 hours.

Bob Belshe has 40 hours on his new IO320 engine for his Lancair. He flew some Young Eagles, and also recently attended the Truckee Fly-In. While there, he also attended a fly-in party at the ranch of Baron Hilton.

Harvard Holmes bought a Mooney in partnership with his brother in law.

Scott Achelis flies lots of Young Eagles, and some foreign visitors. He now has 250 hours on his RV-6A.

A motion carried that the Chapter donate \$100 to the Western Aerospace Museum.

BOARD MEETING:

A Board meeting was held at the Hanger on October 7. Attending were President Ron Robinson, Vice President Scott Achelis, Newsletter Editor Doug Page, and Sec/Treasurer Louie Goodell. Topics discussed included ways to enhance interest and participation in #393, recruiting new members, possible support of the Hoover Bill introduced into Congress, and the possibility of recruiting one of our members to be an EAA Flight Adviser.

The Board would welcome members at these Board Meetings and would welcome any input anyone has to make the Chapter meet the needs and wants of the Members.

THERE WILL BE FLY-OUTS THE SATURDAY FOLLOWING EACH MEMBERSHIP MEETING, WEATHER PERMITTING

The next Flyout will be 11 AM Saturday, October 31, meeting at Ron Robinson's hanger D-17 on the east ramp.

There are usually extra seats available.

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

Make checks payable to EAA Chapter 393 and mail to EAA Chapter 393, PO Box 27275, Concord, CA 94527

SOAP BOX EDITORIAL VII

I am delighted that Rick Lambert is serving as our EAA Technical Counselor. I have gotten help on two occasions. Rick could probably use a back up Technical Counselor, but he is not complaining. Our current additional need is for an **EAA Flight Advisor**. When 393 members like me are getting their planes ready for the first flight, it is inconvenient to ask an advisor to come to Concord from Livermore. It is also an imposition on the talent of other chapters, especially when there is so much talent in 393. Why is it that every other Chapter in the region has a Flight Advisor, but 393 does not? I am enclosing below the EAA information sheet about Flight Advisors. I hope that one or more members will consent to serve.

CALENDAR

October 28 Regular 393 Meeting

October 31 Fly-Out

November 7 Board meeting

Dec 6 Chapter 393 Annual Christmas party at the Sheraton Hotel 5:30 PM

NEWS FROM LARRY LAUGHLIN

Former Cleco Editor Larry Laughlin, is now former newsletter editor of EAA Chapter 72 Official Newsletter in Colorado Springs, CO. Larry recently resigned because he could not get any contributions of material, articles, or pictures from members. The current editor of the Cleco relishes his editorial power too much to consider resigning and can be removed only if recalled! However, it would make the Cleco more interesting if members would contribute articles and pictures.

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.

Hanger for Rent/Share

Buchanan Field, East Side. EAA member preferred. Work bench, refrigerator, extra lights, extra electrical outlets plus 220. Good builder's hangar. Brad Poling 925-827-3528

For Sale Lycoming IO360A1B6D (200hp)
1500TTSN 150SMOH. \$15,000 or best offer.
Hartzell Aerobatic prop HCC2YR-4C/FC7666A-2
zero since overhaul. \$3000 obo.
Russ Ward 408-864-7824 (w) 650-344-2318 (h)

Wanted to buy Jacobs 755 engines or parts, Ham
Standard 2B20 prop. Russ Ward (408) 864-7824

For Sale: 2 new 3-way fuel selector valves
("Imperial"). Valves have 1/4" female pipe thread
on both sides. 1/2 price. Approximately \$35 each.
Bruce Milan 925-254-4780

For Sale or Rent or Use:
Precision jig table 13 feet long, 2 feet wide.
Totally flat surface of 1" thick aluminum
supported by 8" channel steel beams. Has screw
bolts for exact water leveling. Also has rollers and
jacking system to raise to an additional height of 2
feet. Bruce Milam 925-254-4780

NEWSLETTER SUBMISSIONS

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 ArboI Via Walnut Creek CA 94598
Telephone: 925- 943-1581
E-Mail: dougpage@earthlink.net
Fax # 925- 943-2338 (but call 943-1581 and let me
know first)

E MAIL REQUEST FROM DUANE ALLEN

Doug, If you have room in the next newsletter,
would you please print this account of Steve
Conners' funeral. This is the friend I told the
group about.

(The Cardinal pilot from Napa)

From: Keith Peterson

Subject: Steve Conners' Funeral

My wife Debbie, son Michael and I are just back
from our trip out to Washington DC for Steve's
funeral.

The Arlington Cemetery is situated on a rolling,
wooded piece of land, with the familiar rows of
white headstones. We gathered in a small building
near the entrance, meeting Steve's father, sister and
brothers as well as various friends and relatives. I
was surprised at the number of military
participants in the funeral: there were 6
pallbearers, perhaps 20 riflemen (and women), a
10 piece band, a color guard and so on.

The casket arrived by hearse, and was transferred
to a caisson (a rolling cart of sorts pulled by 6
horses) with great ceremony. Each movement was
commanded, each step taken with great care. We
walked behind the caisson as it proceeded to the
gravesite.

The service itself was simple but touching. Two
clergy, one military and one evidently civilian,
took turns with readings and ceremony. One of the
family members gave an excellent reading of 'high
flight'. The riflemen fired their salute, and the band
played several times.

At the end of the ceremony the wife of a top level
military commander stepped forward to offer their
condolences and thanks for Steve's service to our
country. The flag was folded and presented to
Ceecy, and the soldiers marched off over the hill.
It was hard to see Steve laid to rest so early, but
comforting to observe the respect and dignity with
which it was done. May God rest his soul.

Keith Peterson



PLEASE READ BEFORE PROCEEDING

EAA Flight Advisor Application Explanation and Instructions

The EAA Flight Advisor Program is one of the most important sport aviation safety programs ever instituted by any organization. When you fill out this application, you are making a commitment which says you agree with the program's importance and feel you can contribute to it.

Please note that once you have been approved and designated as an EAA Flight Advisor, your name and phone number will be placed on a national registry of Flight Advisors. If you are affiliated with an EAA Chapter, your guidance will be used within the Chapter. Hopefully, you will seek out other opportunities to assist through this program. In addition, EAA Headquarters will refer inquiries which fall into your area of specialty to you.

What is the goal of the Flight Advisor Program?

The Flight Advisor Program is designed to increase sport aviation safety by developing a corps of volunteers who have demonstrated expertise in specific areas of flying and making them available to EAA members who may be preparing to fly an unfamiliar aircraft.

What does the Flight Advisor do?

A Flight Advisor helps the pilot conduct a self evaluation as well as evaluate the flying characteristics of the aircraft. The pilot then uses that evaluation to decide whether he or she is capable of flying that airplane. If not capable, the Flight Advisor explains where and how he or she can get the proper instruction, or alternatively find someone to make the initial flights.

The Flight Advisor does no flying and makes no decisions.

Under the EAA Flight Advisor Program, the Advisor does not fly nor does he actually decide whether or not the pilot is capable of flying the airplane in question. Using his own expertise in the area, the Advisor provides the pilot with the pros and cons as they relate to this specific combination of pilot and airplane. The pilot himself makes the final decision on how to proceed with the flight testing program.

What are the Qualifications?

The primary qualifications to be a Flight Advisor are experience and the willingness to pass that experience along. It is not mandatory that an Advisor be current as a pilot.

Conform to any one of the following experience measures:

- First flights or test flown three or more aircraft (homebuilt, restoration or ultralight).
- Built/restored and test flew own aircraft and
 - is a Technical Counselor with significant flight experience
 - or has significant experience in requested specialty, i.e., homebuilts, antique, classic and more than 1,000 hours PIC time.
- Built and test flew own ultralight and
 - is a Technical Counselor with significant flight experience
 - or has more than 300 hours in ultralights
- ATP/CFI with significant "show plane" experience, i.e., antique, classic, homebuilt, and more than 1,000 hours PIC.
- Military flight test experience with "show plane" experience, i.e., antique, classic, homebuilt, ultralight.

All Types of Aircraft are Involved.

The Flight Advisor Program is aimed at all sport aviation aircraft including, but not limited to, homebuilts, restorations, ultralights and rotorcraft.

The Advisor Can Specialize in a Given Area.

Flight Advisors are expected to specialize in those areas with which they are most familiar.

How Much Time is Involved?

The Flight Advisor's workload will be dependent on the amount of sport aviation activity in the area as well as his or her desire to be involved. The paperwork is limited to filling out a simple form at the end of each flight advisory session.



EAA Flight Advisor Application

(Please read Instruction Sheet before completing)

Name _____ Date _____

Address _____

City _____ State/Province _____ Zip _____ Country _____

Home Phone # (____) _____ Work Phone # (____) _____

EAA # _____ (must be an EAA member)

EAA Chapter # _____ A/C Chapter # _____ UL Chapter # _____

Warbird Chapter # _____ IAC Chapter # _____

Requested Area(s) of Specialty (you are not limited to any one category)

- | | | | | |
|---|---------------------------------------|-------------------------------------|--------------------------------------|--------------------------|
| Homebuilts | Ultralight | Rotocraft | Antique/Classic | Parawing |
| <input type="checkbox"/> High Performance | <input type="checkbox"/> Weight Shift | <input type="checkbox"/> Helicopter | <input type="checkbox"/> Under 200hp | <input type="checkbox"/> |
| <input type="checkbox"/> Taildragger | <input type="checkbox"/> 2 Axis | <input type="checkbox"/> Gyroplane | <input type="checkbox"/> 200 hp+ | |
| <input type="checkbox"/> Under 200 hp | <input type="checkbox"/> 3 Axis | | <input type="checkbox"/> Tailwheel | |
| | | | <input type="checkbox"/> Amphibian | |

Personal Background

In addition to the other information provided in this application, we would be interested in any of your background (occupation, interests, hobbies, civic duty) that may be valuable in evaluating your contribution to the EAA Flight Advisor Program. Please provide information here: (use separate sheet if needed)

Flight Test Experience

Civilian _____

Sport Aviation _____

Military _____

Flight Time Summary, PIC only (please estimate) **TOTAL TIME:** _____

Homebuilt		Standard Category	
Under 100 HP	_____ hrs.	Under 200 HP	_____ hrs
100-199 HP	_____ hrs	200+ HP	_____ hrs
200-299 HP	_____ hrs	Multi-engine	_____ hrs
300+ HP	_____ hrs	Amphibious/floatplane	_____ hrs
Hi performance	_____ hrs	Tailwheel	_____ hrs
Tailwheel	_____ hrs	Glider	_____ hrs
		Other	_____ hrs

Ultralight/Light Plane

Weight shift _____ hrs
2-axis control _____ hrs
3-axis control _____ hrs
2-seat _____ hrs

Rotorcraft

Helicopter _____ hrs
Gyrocopter _____ hrs
Gyroglider _____ hrs

Military/Transport

Jet _____ hrs
Turbo prop _____ hrs
Recip-multi _____ hrs
Recip-single _____ hrs

Aircraft Types Experience

Check the boxes below indicating those aircraft in which you have 5 hours or more PIC and prefer to specialize in.

Homebuilts

- | | |
|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> Glasair | <input type="checkbox"/> Pitts |
| <input type="checkbox"/> Venture | <input type="checkbox"/> Skybolt |
| <input type="checkbox"/> RV series | <input type="checkbox"/> Kitfox/Avid |
| <input type="checkbox"/> Lancair | <input type="checkbox"/> Fly Baby |
| <input type="checkbox"/> Rutan EZ's | <input type="checkbox"/> Starduster |
| <input type="checkbox"/> Cozy | <input type="checkbox"/> Baby Lakes |
| <input type="checkbox"/> Velocity | <input type="checkbox"/> Ace Series |
| <input type="checkbox"/> Cassutt | <input type="checkbox"/> Pulsar |
| <input type="checkbox"/> Pietenpol | <input type="checkbox"/> Others _____ |
| <input type="checkbox"/> T-18 | _____ |
| <input type="checkbox"/> Tailwind | _____ |

Standard Category

- Cubs/T-craft
- Stearman
- Great Lakes
- WACO's
- Staggerwing
- Fairchilds
- Cessna single (below 200 HP)
- Cessna single (200+ HP)
- Ercoupe
- Bellanca
- Piper PA series
- Navion
- Others _____

Ultralight/Light Planes

- Quicksilver
- Kolb
- TEAM
- Rans
- Other _____

Rotorcraft

- Rotorway Exec
- Benson
- Bell Robinson
- Others _____

Powered Parachutes

-

Credentials (civilian or military equivalent)

License

- Student
- Ultralight
- Recreational
- Private
- Comm
- ATP

Ratings

- CFI
- Multi
- IFR
- Sea
- Rotor
- Ultralight Instructor

Miscellaneous

- EAA Technical Counselor # _____
- Repairman's Certificate
- Credentialed Flight Test Pilot
- Designated Pilot Examiner
- Credentialed Engineer
- FAA Accident Prevention Mgr/Counselor
- Comment _____

Building/Restoration Experience _____

Recommendation

If you represent a Chapter, you must provide the signature of the local Chapter President. If you will serve "At Large" (not connected with a Chapter), you must provide a CFI or Aviation School/FBO signature.

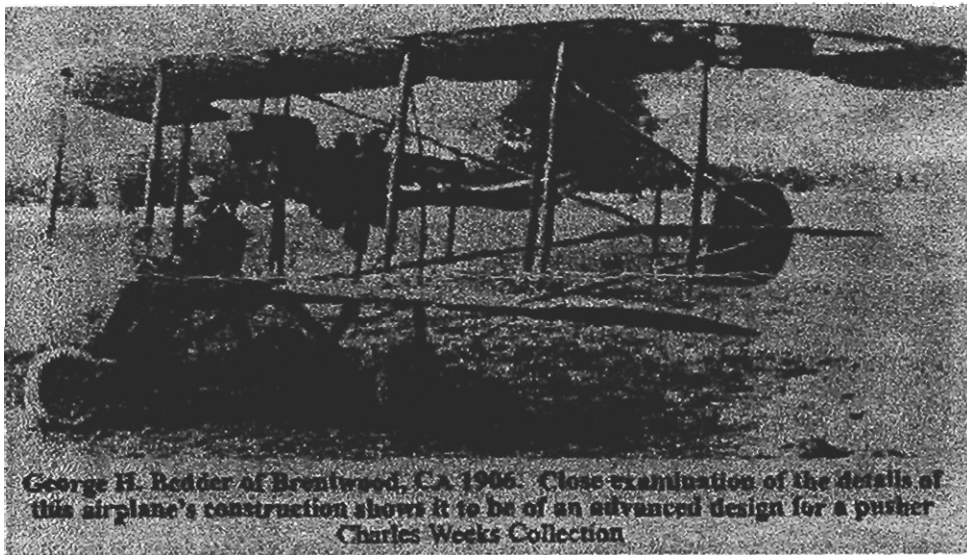
Chapter # _____ Chapter President Signature _____

CFI # _____ CFI Signature _____

Aviation School/FBO _____ Signature _____

Send to: EAA FLIGHT ADVISOR PROGRAM
EAA AVIATION CENTER
P.O. BOX 3086
OSHKOSH, WI 54903-3086
or via fax 414-426-6767





George H. Redder of Brentwood, CA 1906. Close examination of the details of this airplane's construction shows it to be of an advanced design for a pusher
Charles Weeks Collection

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

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