

The C ecco

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393 P.O. Box 272725 Concord, CA 94527-2725

JANUARY, 1994

CHAPTER MEETING

January 26, 1994 (the 4th Wednesday of every month) @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Please bring chairs & wear your badges.

This month Jerry Stimple will speak to us about the various types of aircraft coatings, their application and safety of use. Since not too many of us intend to leave our planes naked, this should be of interest to all.

YOUR 1994 OFFICERS

PRESIDENT	Fred Egli 935-7551
VICE PRESIDENT	Lisle Knight 799-1302
SEC/TREASURER	Louis Goodell 682-4198
NEWSLETTER EDITORS	Ken & Linda McKenzie 283-3119

RAFFLE

by Will Price

We had some raffle winners in November who still owe prizes--my records are rotten so you will need to remember who you are. Also, from the Christmas diner, we have Jeff Culver, Norm Spitzer (wow, you guys are supposed to bring a "comparable prize) and a couple others. I seem to remember that Jeff also owes from November to--if not, pardon me, Jeff. In any event, let's keep up this spirit (purely voluntary, remember). In fact, the new Board has even extended the privilege to anyone. That is, you need not be a prior winner in order to be eligible to bring a prize for a raffle.

PRESIDENT'S CORNER

Upon reviewing the tasks at hand for the elected staff members, my first thought was - Oh man! How did I get into this? I want to thank the outgoing President, Vice-President, Secretary/Treasurer, and especially the newsletter editor for their efforts this past term. (It was a most "interesting" flight to OSH with Will, but that's another topic).

In perusing the boxes of stuff I inherited from Glenn, I found a copy of the Chapter 393 By-Laws. The purpose of our chapter as stated in Article III, include "a. To encourage the designing and building of aircraft and participation in sport aviation." and "c. To encourage and assist in the education of youth in Aviation."

I hope we can achieve these purposes while maintaining progress on our own projects. Hopefully we will gain new members and, especially, I hope we can further the Young Eagles program.

We have an unusually diverse group of members, from all walks of life, and I look forward to serving you in this interesting and fun year ahead.

Happy New Year,

Fred Egli

CHRISTMAS PARTY--1993

by Will Price

I've got to tell you guys that didn't make it: you missed a terrific Christmas party. We had numerous awards: first flights, busted-solenoid award (Ron Robinson), field-shortened-prop award (Chris Kenyon), down-in-flames award (Glenn Werner), and some others. The speaker, Warren Hall of NASA Ames was fascinating. The dinner served up at Zio Fraedo's was first-class--none of that traditional convention stuff you normally see. As many attendees noted, the one down side was the small size of the room. It was really a disgrace--you can be certain that will not occur again.

Glenn Werner came through with his "collective" raffle. (Jim Lewis and I were convinced it would not fly and we would have another down in flames.) After a few rounds of previous tickets, Jeff Culver came up with a winner. Norm Spitzer was the first regular raffle winner. Both of them will receive a "Flip the Bird" T-shirt (and whatever else goes with it) from Wayne Handley. Congratulations to both of you. I seem to remember that there were a couple of other raffle prizes.

In all, it was a great evening--don't miss it next year.

WEST COAST FLY-IN

We are about to have our own fly-in. It's called the Northern California EAA Fly-in. It will be held on April 22-23 (Friday night and Saturday) at the Tracy Airport. This will be the first of what we hope will become an increasingly larger annual event. There will be a dinner served Friday night, with a pancake breakfast Saturday morning and lunch Saturday afternoon. Besides eating, the main reason for the get-together is experimental airplanes and flying. There will be a Young Eagles registration booth with volunteers giving rides to the participants. (Just remember the "Hackensack" guys). We have scheduled some "non-scheduled" fly-bys, precision landings and we even have a fly-market, where aircraft related treasures can be swapped ... for money, of course. So bring some of your junk.

As you can well imagine there are thousands of things to do to transform the moonscape of Tracy airport into an acceptable fly-in site. Fortunately, we are sharing the workload with eight other chapters, but there is still lots to do. Chapter 393 will be in charge of lining out the parking lot and co-ordinating the parking. We will also officiate at the spot landing contest, plus about a million other things. I'll be in touch with you all for specific jobs, but as usual I'd appreciate any volunteers.

Just trying to help!

Glenn A. Werner

YOUNG EAGLES PROGRAM REPORT

by Lisle Knight

'94 will be a verry interesting year. One in which there will be transitions into new ways of looking at lifestyles, and/or accepting new and different challenges in the events that are now shaping our lives. One of those events will be the International Young Eagles Day, on Saturday, June 11, 1994. The purpose of the day is to fly as many Young Eagles as possible, on or about that date. Gen. Chuck Yeager succeeds Cliff Robertson who served a honorary chairman during the first two years of the Young Eagles program. Gen. Yeager

said "Our goal is to have 100% participation from every chapter. We ask every EAA member who's a pilot to take at least one kid up for a ride."

I am endeavoring to setup, coordinate and organize a rally out of Buchanan on this day that will be 393's effort for this memorable day. I will keep all of you abreast of the necessary "ingredients" we must have to make it a really enjoyable day we all won't forget for a long time. The goal of one million kids by the year 2003 will be achieved... I have no doubt we will reach that mark. And the degree of effort I see necessary to achieve this goal will be infinitely less than the amount of enjoyment reaped by everyone: Pilots, Young Eagles, Parents, and Ground Personnel.

As of this month, 48,000 Young Eagles have had their flights. The essence of this accomplishment is the focus we are creating in the next generation that will not only understand, but will support our cherished freedom of flight. We must view these rallies as events that help increase the awareness of the program within a short space of time. However, the real part of the program is to take a kid along on your next "flight around the pea patch". It doesn't have to be elaborately planned, it can simply be a flight you might ordinarily make during a spare moment. So share it with some of the young people you know, and show them we pilots do fly for no other reason than for the pure fun of it. And the memory of that flight will be reflected in their smiles and elation you will see on their faces.

THE BIRTH OF A YAK

This adventure is a direct result of Concord EAA 393 and my participation on the board of directors which has resulted in a dramatic change in the course of my life, or maybe it has just led me to a place I'm suppose to be.

9-23-93 Received a YAK 55m in a Russian cargo container, how do we unload it? Jerry Alves to the rescue. Jerry builds a dirt loading dock and drags it off the truck with his roadgrader.

Wow look at all the stuff in the really big box. Airplane parts, tools, spare parts, support equipment, Unbelievable! Hey how do we put this beast together, the words don't look like anything we can read.

Concord EAA to the rescue; WE just grab some of these parts and start bolting them on. Most of them look like they only fit on one way ... besides, where are all the smart guys. BUT now we must learn to think RUSSIAN! [that was the most difficult task...just make it simple] Now we must get 7090L certified. No problem, there's only a moratorium on licensing. FAA says translate everything into English -- everything! Manuals, lettering, instruments, controls, etc. Good job, here's your certificate, you can't fly at Concord and you can't go anywhere except Byron. Thank you.

Finally the day is here, 11-2-93

Good friends gather as I take to the sky. People who have grown to know me don't want to miss this. They all know we're in for a thrill. With a thunder and a roar I put to pedal to the floor. He's up. He's wobbly. Is He scared? No. He's just playing Test Pilot again. Oh no. He's going vertical; can you do that on the first flight? Of course, how else are you going to test fly an unlimited acrobatic airplane.

It sure did feel good to roll over inverted and check the instruments. I've definitely found a plane and a place that feels like home.

Thank you everyone. I can't list all of your names, but you know who you are. I could not have done it without your help.

Sincerely,

Jim D. Lewis

PERSONAL PROFILE--LYLE POWELL

by Will Price

Lyle Powell has got to be one of the most disgustingly organized and efficient people that I know. When I got together with him for an interview I figured he would tell me about being organized and goal-oriented as far back as he can remember. You know--one of those that has his future mapped out at age 13. (That would be in total contrast to my own chaotic youth.) But finally, I have a reprieve! When I asked him what his interests were as a kid, he answered "Goofing off and fooling around." My immediate reaction was that he misunderstood the question, so I asked him if, as a kid, he had any idea what he wanted to be. He responded with something like "Never gave it much thought because I was too busy goofing off and fooling around." Well, so much for that line of questioning.

Then he started telling me about his father, all the time with a warm smile on his face. Seems that his Dad flew the British SE5 in World War I (so flying seems to be in Lyle's genes). After the war, Dad worked as a Hoover relief administrator in the Ukraine. The program (somewhat a mini-WW2-Marshall plan) helped devastated countries get back on their feet and saved millions from starvation. Upon his return home he finished college and, in 1920, went on University of Nebraska for med. school. (Wouldn't you know it, Lyle came into the picture when dad was in med. school.) After graduation, he settled down to an ENT practice in Lawrence, Kansas.

Apparently he couldn't get flying out of his blood so he started again in 1929. In 1931 he bought a Rerwin Junior (like a Piper 2-place) with a 3-cylinder engine--fun for Lyle. Unfortunately, that came to an unhappy end. With Lyle in the

rear seat (age 9), he was attempting to take off from a familiar grassy strip. The grass was wet and the engine wasn't developing full power so the takeoff run was much longer than normal. In fact, it was all the way to a roadway excavation culvert--crash, Rerwin busted in the middle. Nothing hurt except pride and affection for the Rerwin.

Back to Lyle--the subject of this column. Seems that his Dad taught him to drive at age 11--driver's license age in Kansas was 14. Of course Lyle only drove with his Dad in the car--or whenever he could sneak around and drive someone else's car. (Now I never did anything like that!!)

According to Lyle, the real turning point in his life came when he was sent to Culver Military Academy (Culver, Indiana) for his last two years of high school. Being a free-spirit type, he was miserable at first, but then he decided to conform rather than fight the system. Seems the school had all kinds of recreational facilities and an honor-roll system. Those on the honor roll got tons of privileges--ah-hah, get organized then have fun.

I wasn't surprised when he told me his Dad wanted him to go to Harvard and into medicine. So the dutiful son packed his bags and went for an interview. The end result: forget Harvard--bunch of snobs that were quite rude to him. Anyway, Lyle didn't like his Dad ordering him around. So, he enrolled in engineering at the University of the South. (Talk about a rebellious kid!) Oh Dad didn't like that--Lyle's response: "These people are nice and friendly." But Dad didn't give up; he mounted a little campaign. It seems that every spare moment of Lyle's time, he was on the road visiting Dad's friends to explore different career paths. He visited a steel company executive, an oil company executive, engineers, doctors in various fields, you name it--all over the country. Apparently Dad's campaign was successful because Lyle decided on medicine for a career while at the University of the South. Eventually, he transferred to Northwestern and took classes there and at the University of Chicago.

Upon graduation in 1944 he went on to the University of Pennsylvania med. school, then one to an internship at Indianapolis. Along the way, he came across the field of ophthalmology and that was it. So it was 1947-51 as a graduate student to become ophthalmologist. (That amounts to a lot of years of study.)

While in med. school, one of his fellow students introduced Lyle to his lovely sister, a bacteriologist working in a research lab--her name was Ellen. Cupid struck; they were married while he was still in med. school. Of course, what comes after marriage?--their first daughter--which made for some real tough times. His internship started the "great Powell depression." (Interns were not paid at that time.) Ellen worked part time; Lyle worked on the side in a shop building cameras for eye photography. That's where he learned to take a short nap after dinner--a habit that seems to give his battery a real charge for a "second" work day. For a short period of

time, he had his family living with Ellen's parents so that he could take advantage of free board and room under the intern program. I was definitely blown away with how hard he worked to achieve his goals--very impressive.

After completing his medical program, the military beckoned. So it was off to Camp Roberts where he ran an eye clinic until 1953. While there, he was ordered to Korea three times but was taken off the list each time because they couldn't find a replacement. A few months prior to discharge he wangled a transfer to Camp Stoneman (he had already decided upon setting up a practice in this area).

Once here, he went to a Walnut Creek bank for a loan to buy equipment and set up an office. I wondered how in the world one sets up a brand new practice. He said that he collected some patients working in another office just prior to his discharge. Then, among other things, he pounded the streets introducing himself to other doctors. He opened his own office March 1 1954. [HEY!!! I hope he realizes it will be 40 years in little over a month.]

Many of us in 393 are amazed at how much Lyle is able to accomplish. Not many of us know how much he has contributed to the community in another respect. For 20 years he was heavily involved in medical politics. In fact, took part in the founding of John Muir Hospital, he was their chief of medical staff 1969-70, and was on the board of directors 1969-80.

When I wondered about him retiring, he smiled and says he has no such plans--he enjoys the office practice too much to hang it up. Hopefully, the spiralling cost of insurance and other overhead won't force him to depart earlier than he otherwise desires.

His chief avocational interest going way back was sport car racing. About 1955 he started building a racing car. After a year it was completed and he started racing. Overall, he built five cars and raced Class H sports cars (1 liter engines), then Formula Juniors (1100 cc). He's raced all over the place: Laguna Seca, Sacramento, Stockton Airport, Cotati, Vacaville Raceway, Riverside, Eureka, Minden, Stead AFB, and so on. His biggest thrill was a third place at Laguna Seca (Formula

Junior)--quite an achievement for a homebuilder considering that the other cars were professionally built.

A few minor accidents and some reflections on his lack of immortality caused him to hang it up after 10 years of racing. However, during his last couple of racing years he started looking at airplanes. On New Years day, 1965 he and Rich went to airport and he started taking lessons. Three months later, it was licensed pilot Powell. [On down stream, Rich joined in and learned to fly a glider at age 14 and got his private at 17.] The following year he joined EAA and made his first pilgrimage to the big EAA event at Rockford, Illinois (that was prior to EAA moving to Oshkosh) in 1968. He had bought plans for a Midget Mustang but ended up disillusioned by homebuilts so sold the plans and bought a Comanche 400.

Finally, something fascinating presented itself at Oshkosh '75: Rutan's VariEze. So, as you might expect of Lyle, he was present at Mojave July 4, 1976 when Rutan first sold plans. By May 1978 the Eze was completed and saw its first flight. It was a fun airplane--so long as it was flown light. But put a passenger and full fuel--sorry--bad news. So in keeping with the Lyle Powell that we all know, he bought several basic aeronautical books and became a student. His complete rebuilding effort produced a great airplane to fly. It essentially ending up as what we now know as a Long-Eze.

He met Tom Hamilton at Oshkosh '80 and decided the Glasair was it. Delivery of kit number 12 (or 13) was in December 1980 and the first flight in 1982. After a few near ground loops, he converted it to tricycle (to hell with that ground looping business). At Oshkosh '83 he made quite a splash having the only tricycle among a half-dozen Glasairs. Gained him a feature article in Sport Aviation. (Hey, they only gave my Lancair a one-page picture.) He started talking with Tom Hamilton in 1984 about designing the Glasair III and figures they pretty much designed it via telephone over a 2-3 year period.

His final comment after a very long evening of interviewing was "The Glasair III has been great adventure." As he departed, my final thought was "What will be his next great adventure?" People like him never stop.

This cartoon depicts technical advise and emotional support through to Composite Builders Group that Lyle provided many of us.



THANKS FROM WILL PRICE

I would like to thank my colleagues for their selecting me as the recipient of the 1993 EAA Chapter 393 Perpetual Award. It is always meaningful to be recognized by ones colleagues. I also, wish to thank those of our membership who have provided me the honor of interviewing them for the Personal Profile column.

INTRODUCTION TO YOUR NEW EDITORS

Once again we are witness to democracy in action, as another peaceful transition of power occurs. The mantle of editor has been passed on. However we find the shoes to be filled have grown so large that now two are required to do the work of one Will Price. So it is that your new editors, Ken and Linda McKenzie, now find so much blank paper facing them.

So how did two people who can barely fly and who have never seen a plane under construction or even ridden in an experimental plane come to put out a newsletter for homebuilders? Good question, we are still trying to figure it out.

Perhaps now a little background is called for. Both of us come from aviation families. Linda's roots go back to WWI when her grandfather flew for the U.S. Army, followed by her twin aunts who, at the end of WWII, took lessons at our very own Pacific States Aviation. The twins competed as a team in at least one Powder Puff Derby, in which they came in second. They also, along with eleven other women participated in the NASA testing of women aviators as potential astronauts. Ken follows in the footsteps of his father who earned his ticket in 1964. The family progressed from owning a Piper Colt, to a Tri-pacer, then a Cessna 172 and finally a Cessna 182 with Robertson STOL.

Ken joined EAA after attending Oshkosh '87 and has only missed one year (1990) since then. Linda joined EAA last year. Ken has had the itch to build his own plane since first seeing the Quickie Q-2 in Popular Science. After accompanying Ken to Oshkosh '92, Linda also caught the itch. Now all that remained was to choose the design to build. Somewhat later it occurred to us that perhaps, first, we should take flying lessons, to see if we even liked to fly. On July 3, 1992, we both had our first lesson, and by July 5, 1993, we

had each earned our tickets. We are still trying to decide on a kit design.

As for the newsletter business, we have somewhat mixed credentials. Several years ago, Linda was the editor of a newsletter for an accounting organization; and being somewhat computer savvy, figured she had the experience and equipment to produce the Cleco. All that was missing was someone to write articles. Ken has been brought out of "retirement" to do the writing -- and since he retired his pen shortly after high school, the rust is very thick! There you have it. The format will remain unchanged for the present.

HELP! Any and all suggestions would be most welcome. So whether you would like the print bigger or smaller, or you would like to have something of your very own published (Larry! - Will!), or just something that you read somewhere else, we need all the suggestions and contributions we can find. Either Ken or Linda can always be found at the monthly meetings, or we can be reached at 3316 Mildred Ln, Lafayette, CA 94549 or (510) 283-3119.

UNCLASSIFIEDS

FOR RENT

Hangar space ideal for a builder, back 3rd of large T-hangar located on the East Ramp. Contact Ray Nilson for details. 672-5139 (evenings), or 465-5456 (days)

FOR SALE

Barracuda - All structures signed off for cover. Main gear mounted. Contact Bill Brady, Arlington, TX (817) 496-3426.

FOR SALE

Vinyl covered 4 x 10 sheets of aluminum, comes in Fruitwood (Cherry), Walnut, and Mottled Beige patterns. \$1.50 / sq. ft. cut or \$50 / sheet. Call Don Peterson at 531-0586.

FOR RENT

Large Port-a-port. Full hangar - \$510 / mo, or a hangar - \$170 / mo. Contact Pete Weibens at 933-7517.

ANNOUNCEMENTS

Will Price wants to let everyone know that Cecelia Aragon will be featured in the PBS Nova program airing Feb 1, 1994 at 8pm on Channel 9.