

The Cleco



Experimental Aircraft Association • Chapter 393 • Concord, CA

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

JUNE 1994

YOUR 1994 OFFICERS

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

MEMBERSHIP MEETING

June 22, 1994 (the 4th Wednesday of every month) @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Please wear your badges to help those of us who don't know you yet. Also bring chairs since we don't seem to ever have enough.

BOARD MEETING

Board meetings are scheduled for 7:30 p.m. on the Wednesday following the Membership meeting at Fred Egli's house. If you are interested in attending or have a matter you wish to discuss, please call.

JUNE PROGRAM

Thanks to John Ewens, a member of the team on an unmanned solar-electric flying wing project, the Pathfinder, we will have Dave Dent from Lawrence Livermore Labs to deliver this month's presentation. He will describe the project, show slides of the wing construction details, and show a video on the demonstrator & Pathfinder flights.

WELCOME NEW & RETURNING MEMBERS

Jim Karr and Larry Welter joined Chapter 393 at the May meeting. We were also happy to have Ron Caldwell and Tracy Peters renew their memberships.

MINUTES OF THE CHAPTER MEETING

held May 25, 1994

The meeting was called to order at 1930 hours by Fred Egli. There were 58 members and visitors in attendance. The minutes of the April, 1994, meeting were approved as submitted in the May, 1994, Cleco.

The Northern California Fly-in will need a new chairman for next year. Plans are in the works to hold the fly-in later in the spring in order to minimize the risk of inclement weather. There is also talk of extending the fly-in to include Sunday. Gerry Greth suggested that we consider holding a small event at Byron when the new facility opens.

Gerry also announced the Father's Day Open House. Please bring your projects for static displays, set up starts at 0800 hours. Help is needed to man a Young Eagles booth. Chapter #393 will be offering Young Eagles flights at the July picnic.

JULY PICNIC

Once again it is time to begin the process that results in that event we all know as the Picnic or July meeting. Pete Wiebens has graciously volunteered to organize the event. He is looking for people to bring chili, salads, and deserts. Can anyone lend us a gas-fired barbecue for the picnic? We will send around another sign-up sheet at the June meeting. Or you can contact Pete personally at 933-7517.

Heard over the Internet,
originated on Artificial Horizons BBS

A pilot called in to the tower, "What time is it?"
The tower radioed back, "What airline do you represent?"
"What difference does it make? I wish to have the exact time."
"Well, if you are American Airlines, I would say it is one o'clock. If you are Pan Am, I would say it is 1300 hours. But if you're Allegheny, I would say the small hand is on one and the big hand is on twelve."

DEAN "DIZZY" LAIRD

A round of thanks go to Scott Achelis for bring his father-in-law, Dean "Dizzy" Laird to the May meeting. Dizzy grew up in Loomis, CA. He learned to fly in 1940 - in a Luscombe. Like most chaps of his generation he enlisted for service in WWII, joining the Navy just after the attack on Pearl Harbor. In August of '42 Dizzy received his commission. The European Theatre offered little action, although Dizzy did earn two Aces by shooting down the only two German planes he saw during 1943. Dizzy also got to serve in the Pacific Theatre, flying Hellcats, and earning five Aces with two probables. Dizzy expressed great disappointment in being rotated back to the States, when he was just beginning to enjoy "the action."

Dizzy told many wonderful anecdotes. I wish I could have kept better notes. Throughout his career, Dizzy has Flown in 99 different types of aircraft. "I never met an airplane I didn't like," was Dizzy's response to Lyle's question about which plane he best like flying. Out of his 600+ carrier landings, Dizzy had several close calls. One time he landed without flaps and rudder; that aircraft got pushed into the ocean. Dizzy flew many of the fighter sequences in Tora, Tora, Tora. Apparently the T-6's "wouldn't spin worth a damn" with all of the "fighter" paraphernalia hung on them.

One of Dizzy's "fun" jobs was ferrying planes (A-6 Intruders) back and forth to Viet Nam. He told of one particular aircraft that had an intermittent problem with the landing gear. I think he said that the starboard gear would not open. That plane saw a couple of belly-landings before it was finally determined that one of the switches (?) had been installed upside down.

I'm sure that many of us would like the opportunity do some more hangar flying with Dizzy. Thanks again, for a very enjoyable evening.

THE NEW RAFFLE

by Larry K. Laughlin

As many EAA Chapter #393 members know, I belong to several flying clubs, both full size and radio control modelling. In fact, I am one of the founders of the "Bay Area Radio Control Society", now 200 members strong with two beautiful paved runways located near Point Pinole Park. Perhaps you've seen them. Anyway, both BARCS & the Mt. Diablo Pilots Association, to name a couple, have terrific raffles. The spirit and excitement associated with the raffle is one of the highlights of each meeting! For some, the raffle is one of the main reasons they attend the meeting.

Concord's EAA Chapter #393 raffle is in serious trouble folks, as if you haven't noticed. I don't know where it went wrong, but I do know it is among the very worst I've ever seen and it has been that way for too many years! The lame concept of "raffle winners are responsible for

providing the next month's raffle prize" is clearly doomed to failure. Who wants to buy tickets, much less win under those conditions. And I knew that as soon as I raised my hand and bitched about it, I would be the one elected to do something about it, (what a surprise). In fact, I was quite prepared for that eventuality. So here is what I proposed and here are the ground rules for the NEW and IMPROVED EAA Chapter #393 raffle:

We're going to try something completely new. If it works out, we'll keep it in the deal. Otherwise, we'll run the raffle more conventionally. The new twist is: "Every member attending the meeting GETS ONE FREE RAFFLE TICKET and anyone that brings a tip or something for the club's "show-n-tell" session GETS ONE FREE RAFFLE TICKET. (the club's "show-n-tell" idea hasn't fully developed yet, however if and when it starts, we'll provide every speaker with a free ticket). So, I encourage every member to purchase raffle tickets. Prices are: 3 for \$1.00, 7 for \$2.00 and for the big spenders, 20 for \$5.00. And here is the bonus - Every 6 months EAA Chapter #393 will hold it's GRAND PRIZE RAFFLE for all of those non-winning tickets (starting this year, we'll hold the Grand Prize Raffle at the Christmas Party). EAA members need not be present at the 6 month raffle if they simply jot their first initial and last name on the tickets prior to dropping them in the raffle can at each meeting! Pretty simple huuh? And look, you will not need to keep your copy of the ticket if your name is on the other copy in the can. (way simple). General Membership Meeting Raffle prizes will be awarded to five places, including such great prizes as tool boxes, super hand cleaners, assorted work bench aids, custom paint supplies, many other assorted tools, and much more. The EAA Chapter #393's Raffle will be sponsored by local businesses such as Home Depot, OSH, Neds Paints, Concord FBO's, and the like. Those same sponsors will get honorable mention from time to time in the Cleco and we'll need to talk them up accordingly. All in all, the raffle should be self sustaining for the most part and every winner is guaranteed no regrets for buying a ticket!

That's the low down folks. Nothing is cast in concrete and I'm sure we'll be changing things around a little, but I think the basic lay out is sound and should prove fun for all. Naturally, any ideas for raffle are welcome, including names of those that might provide sponsorship and prizes. For more information or suggestions, please contact the Raffle Chairman: Larry K. Laughlin @ (510) 758-3533.

OVERHEARD ON THE AIRWAYS

Submitted by an anonymous donor

Luscombe 45886: Concord tower, Luscombe 45886 at the Port-A-Port with Charlie; taxi to 32L.

Concord tower: Luscombe 45886, taxi to 32L.

Luscombe 45886: Concord tower, 886. Is it okay to taxi past the Lancair near the Bedford hangar?

Concord tower: Don't worry, 886. His rockets aren't armed.

Luscombe 45886: Modesto tower, Luscombe 45886, is your VOR out of service today?

Modesto tower: Luscombe 45886, we don't have a VOR.

Luscombe 45886: Thank goodness, I thought my navigation radio was busted.

Luscombe 45886: Concord tower, 886 is turning base for 32 right. Do I have clearance?

Concord tower: 886, cleared for 32 right.

Lancair 322Z: Concord tower, Lancair 322 Zulu over Port Chicago with Delta.

Concord tower: Lancair 322 Zulu, advise when turning downwind for 32 right.

Lancair 322Z: 322 Zulu.

...After a short period of time....

Lancair 322Z: Concord tower, 22 Zulu is turning downwind for 32 right.

Concord tower: 22 Zulu, cleared for 32 right. You are number two behind a Luscombe on base.

...A few moments later....

Lancair 322Z: Concord tower, 22Z. Could I take a short final in front of the Luscombe?

Concord tower: 22 Zulu, short final in front of Luscombe approved. 886 you are now second behind the Lancair.

Luscombe 45886: Second behind the Lancair, 886.

...A few moments later....

Concord tower: 22 Zulu, cross 32 left and contact ground. 886 when you are ready to turn final, why don't you just proceed to pad 2 and get out of everyone's way?

YOUNG EAGLES PROGRAM REPORT

by Lisle Knight

The International Young Eagles Day was celebrated here in the Bay Area at the Young Eagles Flight Center on Hayward Airport, on Saturday, June 11th. It was CAVU with a few wisps of cloud to offer us a nice flying day. After getting things in order, we started registering the Young Eagles at 0930 and continued for a total count of 97 kids who participated. There were approximately two dozen aircraft at the flight center. 172's, 152, Bonanza's, a Citabria, Christen Eagle, Long-eze, three J-3's and a Super Cub, Bellanca Cruisemaster, Grumman Tiger & Yankee. With 3-4 flights each carrying as many as 3 Young Eagles sometimes, the scheduling, excellent ground support, high enthusiasm and wonderful camaraderie helped to ensure a smooth, easy, and most important, fun event.

The Young Eagles came from local Bay Area scout troops and schools, with their teachers, parents, & troop leaders. After registration for both flight leaders and Young Eagles there was a pilot's briefing and safety meeting for the entire ensemble.

The director of operations for Hayward Airport was present & extremely supportive, as well as the highly cooperative efforts by the tower controllers. All in all, it went very well. For the Kids -- the smiles, excitement and look in their eyes told the whole story. Everyone enjoyed themselves.

MINUTES OF THE BOARD MEETING

The June 1, 1994, board meeting was called to order at Fred Egli's house at approximately 2015 hours. In attendance were Fred Egli, Lisle Knight, Louie Goodell, and Ken and Linda McKenzie.

Fred will be out of town on June 22, 1994, therefore Lisle will be presiding. Larry Laughlin has made the commitment to resurrect the chapter meeting raffle. Name tag replacements will be available for a \$5.00 fee. Don O'Neil is finalizing arrangements for the Christmas dinner to be held at Petar's on one of the Sunday's in December -- the date and dinner pricing will be announced at a later date.

The board responded to a survey from the National. The area that was felt to be in the greatest need of revision was the support from National for the Young Eagles program. We suggested that we needed additional guidance in how to recruit young people to participate, as well as training and guidelines for our pilots to follow.

ATTENTION! WE NEED YOUR HELP!

Chapter #393 needs to submit a complete listing of chapter members, their EEA#'s and the expiration date. Included with this month's Cleco is a current roster. We want you to call with any changes that need to be made to the roster as well as the membership information requested by National. Both Ken (510-283-3119) and Lisle (510-658-6629) will have their answering machines available during the daytime for you to leave your updated information. **PLEASE CALL US NOW!**

THIS AND THAT

Congratulations to Glenn Werner. He now has a **RED** Lancair--and we mean **RED**. The paint job didn't look so hot when finished because of dust and lint from the hangar. But after some repainting, sanding, and buffing it looks absolutely great.

The word is around that Lou Ellis is working on a new project. How about it Lou--fact or baseless rumor? Be sure to be at the next meeting to bring us up to date.

'(SLOW) RIDE TO OSHKOSH

Don Baldwin (Teeny 2) is looking for one more person to share in an adventure this summer. He is taking his shiny new truck and large trailer to Oshkosh. Anyone interested in seeing some nice country at low altitude and is willing to share expenses (you will have a nice place to stay REALLY close to the airshow) should see Don at the meeting or call 685-1639. Don expects the trip to last approximately two weeks.

ATTENTION ALL PILOTS OSHKOSH 94 FLYING CARAVAN

If you're looking for a unique and exciting aviation adventure, join us on a flying Caravan from California to Oshkosh. If you've dreamed of flying to Oshkosh, but weren't comfortable doing it alone, or would prefer the excitement of a group venture, then join other skilled pilots in the "Oshkosh Flying Caravan." The Caravan launches from Reid-Hillview (RHV), for an exciting 3 day flight to Oshkosh. For those adventure seeking pilots that are not based at RHV, you are invited to join us enroute.

For more information, you need to send mail via the Internet. Ken will be happy to assist with this. Call either 642-3267 (work) or 283-3119 (home).

RIO VISTA AIRPORT

The new Rio Vista airport opened 5/11/94. When we stopped in the following weekend, there wasn't any fuel service and the old FBO was not in evidence. We heard from another pilot that the City had bought the FBO out.

Rio Vista CA [o88]: May NOTAM #5 issued by Rancho Murieta CA [RIU]

New airport 2N 7 - 25 4200x75 asphalt / lighted + 14 - 32 2900x75.

WATSONVILLE AIRSHOW '94

by Lisle Knight

After breakfast at a cozy little cafe on the Hollister airport, the clouds and fog over the Watsonville area had burned off enough to allow Chris Kenyon's RV-6 with yours truly aboard to literally sneak around the scattered stuff. We "cued up" behind a T-6 with a dozen or so homebuilts, classics, and spam cans in the pattern for an "alternately-spaced" landing that had its interesting moments..

It seemed that everything and everybody were there this year. The D-Day celebrations took center stage with a B-24 Liberator, a B-17 Flying Fortress that has been touring the country, and the usual contingent of P-51's, T-6's, a lone P-47 Thunderbolt, an A-26 Marauder, and a B-25 Mitchell rounded out the military hardware for some impressive fly-by's. Bill Turner brought the DH-88 Comet, Grosvenor House, around the pattern in some silky smooth passes. Lancair had their long-awaited and highly impressive pressurized version, the Lancair IV-P on display. The

latest from Avid and Kitfox were on hand as well as Murphy's Rebel with the Subaru engine conversion on display.

There was a Cessna 120 (I think) that seemed purposely to have the most disreputable kaleidoscope of splotched on colors on an airframe that looked as if it gave up flying years ago...at least I hope so ..thank heaven it was parked. Do you know I saw that "unknown-event-waiting-to-happen" actually ascending into the wild blue after the show? We were going the opposite way thank you.

The flight homeward was in the usual RVish manner- easy and fast and sensitive...with a tower acknowledgement of the 3 touch n' goes Chris decided to perform on One Niner. All in all it was a delightful day.

TREASURER'S REPORT (as of 5/9/94)

Savings Balance:	<u>\$2,573.65</u>
Checking Balance	<u>\$1,389.94</u>

Calendar of Events

Jun 25 Georgetown CA - 3rd Annual AVSIG Fly-in
Jun 25-26 Redding Air Show
Thunderbirds. Tel: 916-222-4567
Jul 6-10 Arlington, EAA Fly-In & Sport Aviation Conv.
Tel: 206-435-5857
Jul 16 Chapter 393 Picnic
Jul 23 Solano Air Fair (Vacaville Air Fair)
Nut Tree Airport. Free parking. Free admission.
Jul 28-Aug 3 EAA Oshkosh '94.
Tel: 414-426-4800
Sep 2-3 EAA Chapter 376 End of Summer Fly-in.
Madera, CA - Call Jim Pratt 209-435-4742

FATHER'S DAY FLY-IN, June 18 - 19, Columbia, CA (022) announced on the Internet

Located just west of the Sierra Nevada mountains and east of the San Francisco area.

Camping on field, running water, hot showers, ice, big trees, horse shoe pits, historic mining town walking distance.

This fly-in rates at the TOP for a relaxing time in the sticks. I live in Arizona and it's worth the flight up there. I like to get there Friday morning and set up camp along with most. A short walk over the hill into the restored mining town offers plenty to do. You can have a beer and play billiards at one of the saloons, pan for gold, ride the stagecoach, tour the mine, go through the museums, etc.

Saturday is when all the events take place, last year they dropped a playing piano to its doom as example. Sunday morning, breakfast is served and everyone hits skies. If you have the working blues, or the nose is stuck in a rut, this will cure it.

Mark Peters,
Tempe, AZ

THE RESURRECTION OF A PLANE (AND A PERSON)

by Will Price

There is absolutely no reason to feature one member in two different Cleco issues except that Dwaine Duis pleaded with me and I simply could not handle seeing a grown man cry. Then, of course, the bribe he finally came up with made the difference.

But hold on one second, there is a serious side to all of this. Those of you attending the last EAA meeting learned that Dwaine won a Toys R Us award for his Luscombe. Oops, sorry about that--difficult to be serious about Dwaine.

Let me start again. It seems that the third week in May of each year Columbia has a gigantic gathering of Luscombes. (Last year one flew in and a second was trucked in.) This time around Dwaine has his pride and joy were there and his was selected as the **Members' Choice** (by the other guy who flew in). No, not really accurate--his was voted best by his colleagues who flew in 68 other Luscombes.

Congratulations Dwaine, that's terrific.

But really the best part is the story behind his acquisition and restoration of the silver and blue beauty. In telling this story, Dwaine asked me to please attempt to word it so that he would not sound too dumb. I said I would do my best, but...

In 1987 Dwaine found a rag-wing Luscombe in Mena, Arkansas with slight wind damage. The \$2,600 price tag was not bad for a good aircraft with only minor damage. Since the owner had someone else interested, Dwaine sent a check for \$300 to hold it then made plans to light out in a truck with a trailer.

While preparing for the departure someone offered to pay for his gas if he would haul a few miscellaneous belongings to Texas (on his way). So good ole friendly Dwaine left the trailer at the persons house to be loaded. Viola, on departure day he drove over to pick up the trailer and found it loaded to the gills with appliances, boxes of nails, a motorcycle, and some sheet steel. Dwaine feels certain it was "liberated" from the guys former employer. Seems there was so much weight on the hitch that it almost raised the front wheels off the ground. Somehow he made it, though.

Now the fun starts--into Arkansas to see his to-be pride and joy. OH NO!!! It's a disaster: both wing tips were wiped out; tail feathers damaged; fuselage in bad shape forward of the wheels. Dwaine sez: "You told me the damage was minor." The owner sez: "Do you want me to keep your \$300 or are you going to pay me another \$2,300 and take the airplane." Dwaine told me he should have waved goodbye to the \$300 and split. But the wrong emotions took over and he simply could not envision driving home empty handed.

For the next three years he rebuilt the fuselage on his patio. But then in 1989 he got some bad news: cancer (lymphoma). The word from the doctors was to get his affairs in order because he wouldn't be around too much longer. So he made the decision to give the Luscombe to the Napa EAA chapter (in which he had been quite active). He made out the transfer papers and "sold" it to them for \$1. The Chapter could complete the airplane or sell it as it stood--whatever they desired. He gave them the papers and a key to the hangar. But lo and behold, Dwaine fooled the experts--after six months the doctors gave him a clean bill of health. Needless to say, his Napa friends were thrilled to be able to return the transfer papers and the hangar key.

So it was back to work and start thinking about an engine. When he got swindled on the cylinders of his A65 (another long, sad story), he decided to upgrade to a C90. So in 1989 he bought a run-out and proceeded to rebuild it with the help of John Allen.

The year 1991 saw him start on the wings. Good news this time: after stripping the old fabric and he found main spars that were in excellent shape. After replacing the wing tips he recovered the wings with the expert help of his good friend Dwight Giles. (Hey, I thought I was the only friend he had.) By the end of '92 it was the panel and wiring, and then painting and upholstery--again, Giles came through.

The first flight was September, 1993--what a thrill. Since then it has been the normal (minor) squawks associated with getting an airplane back into the air. But those have been negligible in the overall joy of flying that silver and blue beauty (his words, not mine).

Well, that's a neat story. From an unexpected pile of junk, to a "last will and testament", to a prize winner. I am certain that all of my fellow members join me in offering our sincerest congratulations.

OSHKOSH BOUND

The following members are travelling to Oshkosh this year:

Dwain Duis & Phil Jenkins will be staying at Grenhagen Hall, Oshkosh

Geoff & Jennifer Richard - on waiting list for Grenhagen Hall, Oshkosh

Tom Smith has home in Oshkosh

Bret Laurie, Mike Parker & Gerry Greth are going

Mark Madden is staying at home near Stevens Point

Toni Tiritilli has friend in Oshkosh

Gordon Bowen is staying in the campgrounds

Don Baldwin is taking a trailer home to Oshkosh

Arden Hixson is taking a motor home

Terry Gong is flying commercial

Chris Kenyon, Scott Achelis & Ray Nilson may be going



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