

The Cleco

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

JUNE 1998

CHAPTER MEETINGS

The June meeting is on Wednesday June 24, 1998 at 7:30 P.M. The speaker will be Nubar Deombeleg, California Pilots Association Newsletter editor. He will discuss the aggressive, protective stance that the Association takes to protect our interests as pilots and plane owners, on issues such as noise and encroachment. 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, BUT NOT IN JULY. There will be no further notice. Mark your calendars!

The July meeting will be a picnic on Saturday, July 18, 1998, beginning at 11:30 AM, at the airport between Navajo and Budget Rent-a-car. The Chapter will provide hamburgers, hot dogs, buns, soft drinks, paper plates plastic knives, forks and spoons. For the rest, baked beans, salads, and desserts, etc. it is pot luck. Bring enough of your favorite to serve 8 people.

Louie Goodell is recovering from 4-way bypass heart surgery at home and is receiving phone calls and visitors.

I ran into Duane Duis on June 2. He asked me to report that "he is doing just fine," and does not want calls or visitors.

The Cleco mailed to Bryan R. Case was returned and his phone is no longer in service. Anybody know where he is?

WINGS & THINGS AIR AND RECREATION SHOW —BUCHANAN FIELD JUNE 21

There will be a Chapter 393 exhibit. You are invited to exhibit your plane and get a free pass. BUT, you must phone Scott Achelis at 935-7920, or his beeper 810-2615 RIGHT NOW. Scott has to submit names and plane numbers to the Airport Manager on Tuesday June 16. Planes will be on display from 9AM until 5PM.

There is an interesting program.

Norm DeWitt will be displaying his talents in a Edge 540 with a 420 degree/second roll rate, super smoke system, and vertical performance.

Fred Abramson is scheduled to perform in a Russian Sukoi SU26. He flies one of the top ranked aerobatic planes in the world with an unsurpassed vertical performance and dizzying roll rate.

Another seasoned performer is John Collver who will bring his "Salute to the Veterans of the US Armed Forces" program to the show. He will be flying his world famous North American AT-6. The last of the performers will be Jim LeRoy who flies a challenging and difficult choreographed routine.

BE HEREBY WARNED:

If you make any significant modification of your homebuilt after FAA Certification, the FAA can ground your plane, you can lose your insurance coverage, and you can be personally liable for damages. This was the holding of a recent Court decision. Lawyers say that you may avoid these consequences by writing a letter to FAA on your own volition advising FAA of the changes, and by keeping a copy in your possession

CHAPTER MEETING MINUTES FOR MAY 27, 1998:

Ron Robinson announced that our Treasurer, Louie Goodell was in St Mary's Hospital in San Francisco recovering from a heart by-pass operation.

Eric Ahlstrom of Applied Force Engineering, Fremont, California gave a detailed explanation of their new AvStar kit. The first prototype is under construction and will fly in early 1999. The plane is a 400 mph pusher, will carry your family, will use 30 gallons per hour, and will use an inverted aircraft V-8 engine manufactured by Light Power Engines of Morgantown PA. The 9 foot shaft is 6 inches in diameter and is made of carbon fiber. The plane uses a 5 bladed prop. A pressurized cabin will be an option. The engine will cost \$35,000 and the basic kit costs \$79,500. You can order the kit by phoning 510-490-2592.

The minutes for the meeting of April 22 were approved.

Ron Robinson reported that the First Annual Wings On Air would be held in Truckee from

September 11 to 13. The show would specialize in Stagger Wings, Balloons and Lancairs.

Lisle Knight said the next Young Eagles flights would be on June 27 at 10 AM at Buchanan.

Duane Allen said there would be Young Eagles flights at Moffett Field on Sunday June 14, the last time that Moffett would be used for this purpose.

Ken McKenzie said that the first contract for Golden West had been signed, this one for the sound system. EAA has signed a letter of agreement that it was ok for Golden West to use the EAA name and logo.

Gerry Greth reminded us that the Concord Air Show would be from 9 to 5 on June 14, Fathers' Day. The Chapter 393 display will be near Pacific States Aviation. There will be no fly bys by members. There will be classic car racing and a jet fly by.

Lyle Powell reported on an alarming new court decision. See the box above.

Scott Achelis stated that all who wanted to fly Young Eagles on June 21 should call Scott ahead of time to get a free entry pass.

Harry Heckman is running off the initial 40 hours on his Lancair 320.

Bob Belshe will fly his Lancair 320 with its new engine next week.

Linda McKenzie will sign papers for a Glastar kit at Oshkosh.

Tracy Peters is flying a lot in the Piper Warrior and helping to cut expenses by leasing back to Navajo.

Jack McKenzie has put in a deposit for the RV-6A tail kit, after Scott gave him a ride.

Gerry Greth has terminated his aircraft repair business at Buchanan and has accepted a salaried position as Service Manager for Dirito Bros. Walnut Creek. His shop is for sale.

Tim Glenn is enjoying his Kitfox.

Phil Jenkin's Glasair is flying well.

Don Baldwin still needs passenger-drivers for his journey to Oshkosh.

Pete Wiebens has 420 hours on his Glasair III which is flying well.

Bob Rudolph is 700 hours into his Tailwind, which he is building at home.
 Charles Miglia is installing instruments on his Avid Magnum.
 Bruce Milan is building his Questair Venture.
 Doug Page is finishing his RV-6A in hanger A-11.
 A motion by Pat Peters that the Chapter send flowers to Louie Goodell was seconded and passed.

A WAY TO GO TO OSHKOSH AND SEE THE COUNTRY!!!!

Don Baldwin is again driving to Oshkosh and towing his 24 foot travel trailer with his Suburban. He has room for two more. The cost will be about \$500 which can cover everything if one is on a tight budget. The trip takes two full weeks, Sunday to Sunday. The route is democratically controlled, and they may detour on the way home to visit the Cessna plant in Wichita, Kansas. Don asks that each person take a two-hour driving turn. Sign up soon! Call Don at 685-1639

BOARD MEETING:

A Board meeting was held in Ron Robinson's Hanger on June 10. Attending were President Ron Robinson, Vice President Scott Achelis, and Newsletter Editor Doug Page. Sec/Treasurer Louie Goodell came for a brief time to give us the Treasury Status as of June 10: The checking account balance was \$1869.29 and the Savings Account was \$3032.15. The Board decided there would not be the usual Fly-Out on Saturday June 27 and to encourage pilots to help with the Young Eagle Event that day. The Board discussed the July picnic and the Fathers Day event at Buchanan.

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 NOT BE THE USUAL FLY-OUT THE SATURDAY FOLLOWING THE JUNE MEMBERSHIP MEETING BECAUSE.....

PILOTS AND PLANES NEEDED FOR YOUNG EAGLES ON SATURDAY, JUNE 27. Scott Achelis has been making speeches to classes lately and expects at least a dozen Young Eagles to appear at 9AM at the base of the Tower wanting to fly. Scott asks that pilots and planes be there by 9AM so as not to disappoint the future pilots.

REPORT ON THE LAST FLYOUT ON MAY 30, 1998

We met as usual at D-17, Ron Robinson's hanger and departed for lunch at Castle Field. Ron Robinson took Bruce Hobbs, Phil Jenkins took Bob Rudolph, and Bob Decker took his wife Sandy, each in their fast fancy Glasairs. Scott Achelis took his wife's sister, Diane Miller in his RV-6A, which plane is painted as a Warbird, and is so homesick, that it had to be parked with many other visiting warbirds at Castle whose owners were there for formation training. Duane Allen flew there in his big Cessna, transporting his wife, Audrey and his friend Steve Marsh. This time there were no spare seats, and Doug Page persuaded his friend, Bill Crouse to fly him and Ron Caldwell in Bill's Piper Warrior. Some visited the old Air Force planes in the museum. We had lunch together on the deck at the museum.

TREASURER'S REPORT AS OF JUNE 10, 1998

Bank Balance	Checking	\$1896.29
	Savings	<u>\$3032.15</u>
		\$4928.44

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 VI

I have received only a few biographical data sheets. I want to cover every member, so please help by doing your part. Brag. Dream. Please mail your sheets to me.

CALENDAR

June 21 Concord Air Show and EAA static exhibit

June 20 9AM Golden West Work Party, Castle Field

June 24 7:30 PM Regular Chapter Meeting

June 27 9:00 AM Young Eagles Rides!

July 18 Chapter picnic meeting (no speaker)

July 29-August 4 Oshkosh

September 25-27 Golden West Flyin, Castle Field

Dec 13 Chapter 393 Annual Christmas party at Petar's.

REQUEST FOR WEB SITE'S OF INTEREST TO BUILDERS AND FLYERS

The Board would still like to compile a list of interesting websites. All of you surfers: please submit your favorite websites. For example Scott Achelis has found a website where items, including an aircraft related category at www.ebay.com Bob Belshe has provided an inspection checklist from a FAA inspector:

<http://www.provide.net/~pratt/ambuilt/checklist.htm>

Harvard Holmes provided an exhaustive list of websites, which are set forth here as he sent them without editing. I would appreciate it if some sleepless surfer would check them out, provide descriptive headings, and forward them back to me. I am working feverishly to get my 6A flying.

WEB BOOKMARKS

Lafferty Aircraft Sales, Inc. (Aircraft Shopper Online, Aircraft Sales, Aircraft for Sale)
welcome to the Lancair WWW site

STODDARD-HAMILTON AIRCRAFT, INC.® | Home of the Glasair® and GlaStar® Kit Planes
Alexander Sportair Workshops

<H3 FOLDED >Avionics</H3>

Global Positioning System Overview
Rocky Mountain Instrument

Trimble Avionics Sport Aviation
RST Engineering Home Page

Porcine - GPS -> Autopilot

<H3 FOLDED >Classifieds</H3>

007 Aircraft for Sale

Aircraft for Sale, Aircraft Dealers, Aircraft Financing at the AirShow Aircraft Sales Aircraft Selling

Aircraft Are Us - Stancil Aviation Enterprises, Ltd.

C&R Aviation Worldwide Aircraft Sales - Home

Welcome to Trade-A-Plane Online

The World-Wide Web Virtual Library: Aviation/Classifieds

AVweb: Classified Ads

ass*5020701!_h-
www.landings.com/_landings/pages/aircraft-sales.html" >Landings:
Aircraft Sales
<A
HREF="http://www.prairieaircraft.com/"
>Prairie Aircraft Sales Ltd (
Aircraft Shopper Online, Aircraft Sales,
Aircraft for Sale)
<A
HREF="http://www.aircraftareus.com/shop-mail.html"
>http://www.aircraftareus.com/shop-mail.html
<A HREF="http://www.aircoinc.com/"
>Airco, Inc. - Best Aircraft Prices on the Net !
Trade-A-Plane - guest - GUEST
Wings Online
The Controller
Aeroprice Software
AAAA Airplane Exchange
AeroTrader
007 Aircraft for Sale
<A HREF="http://aso.solid.com/"
>Aircraft Shopper Online Home Page (Aviation, Aircraft Sales, Aircraft for Sale)
<H3 FOLDED >EAA/Clubs</H3>
<A HREF="http://199.201.68.240/"
>EXPERIMENTAL AIRCRAFT ASSOCIATION Home Page
<A HREF="http://niit1.harvard.edu/EAA/"
>Experimental Aircraft Association Club Home Page
EAA - The Sport Aviation Association

UC Flying Club Home Page (11-Oct-1995)
<H3 FOLDED >FAA/Duats</H3>
GTE AVIATION ACCESS
GTE AVIATION ACCESS
DWusers.guide
FAA-ATT Library
Airport Ground Vehicle Operations - Controlled Airports
<H3 FOLDED ADD_DATE="884414881">Factory planes</H3>
<A HREF="http://www.cessna.textron.com/"
>Cessna Aircraft Home Page
<A HREF="http://www.newpiper.com/"
>Piper - The New Piper Aircraft, Inc.
<H3 FOLDED >General interest</H3>
<A HREF="http://www2.ganflyer.com/ga/"
>General Aviation News & Flyer
<A HREF="http://www.inflightusa.com/"
>In Flight USA
The World-Wide Web Virtual Library: Aviation
Aviation@Landings: Aviation's Busiest Hub in Cyberspace; top databases, search engines, topic and category classifications, links to every worth-while aviation related site on the Internet, from FAA Regulations, Canadian Regulations, AIM, the Pilot

Controller Glossary, Service Difficulty Reports, Airworthiness Alerts, NTSB Briefs, N Numbers and the FAA Airmen Database, Airmen knowledge test information and more.

AVweb Table of Contents

<H3 FOLDED >Kit planes</H3>

ROTAX OWNERS ASSOCIATION NEWS homepage

Algie Composite Aircraft Home Page

Skystar Kitfox, Pulsar II

The Arnold Company's Homepage

The Composites Registry

Homebuilt Homepage

California Power Systems, Inc.

Jeppesen Sanderson Home Page (Non-JAVA)

The World-Wide Web Virtual Library: Aviation/Classifieds

Eric's Aircraft Engine Information Page

Air Affair Aviation Hotlist

Aeroventure

AirNav

AOPA Online 01324673 Holmes

ASRS CALLBACK Index

<H3 FOLDED >Weather</H3>

CNN - Weather: California

The Gate - Weather - www.sfgate.com/weather

Aviation Weather Center list of products

NCEP/AWC - National Weather Service Terminal Aerodrome Forecasts (TAF)

NWS Weather Depiction / Significant Weather Fax Charts

METAR Data Access

METAR TAF

WHO ARE THE MEMBERS OF CHAPTER 393?

So far, most members have been shy about responding, and this section may therefore, not be continued for long.) Here is what came in this month:

HARVARD H. HOLMES

I am a Staff Scientist at Lawrence Berkeley National Laboratory. My background is in Electrical Engineering with a BS and MS, and a Ph.D. in Computer Science from UC Berkeley. After building and flying radio controlled gliders, I took up flying about 18 months ago. I now have a PPSEL (with tail wheel endorsement), with about

150 hours in Citabrias and Piper Cherokees. One of my daughters is a former pilot and an air traffic controller in Oakland Center. I enjoy working on cars, motorcycles and other mechanical things. I dream of buying a used Glasair, Lancair, RV6A or such, and eventually flying up to Alaska with my wife, Sara. After retirement, I'd like to build a plane.

SCOTT NEWMAN

Scott is currently a commercial real estate consultant. He has a Commercial license and an Instrument rating. He has flown about 2000 hours. "My father and I are flying the 185 to Oshkosh this year to pursue his interest in building an RV-8. My other interests are my two young children, and my wife. I enjoy fly camping and other weekly flying activities. I am a bit over committed at this time. I love the organization and want to be involved in Young Eagles, in particular, at this point."

DONALD EUGENE YEAROUT

Don is Production Supervisor at Sea Tel Inc. (Marine Satellite Communications) He holds the following single engine land ratings: Private, Commercial and CFI. (No current physical) He has 450 hours. He is currently flying radio controlled models only. He dreams of designing a 5/8 scale P-40 and hopes to build it in a few years after retirement. His other interests are designing, building and flying radio controlled models which he has done for more than 40 years. "In the early 80's, I designed and build a 48' ocean sailing catamaran. I lived aboard it for 5 years and sailed to San Diego where it was sold in 1985. I like designing things. In the past I have designed and built 3 houses, 5 boats (including one kayak) and dozens of model airplanes. Most of these projects

were very successful. I have owned and flown 3 Luscombes, one of which I rebuilt from a near basket case. The last plane I owned and flew was a Cessna 150. I love planes! And yes, I was in the U.S. Airforce during the Korean war, but not as a pilot. I was an aircraft mechanic in a P-51 squadron. Neat airplane. I once got a ride in a P-38. Awesome!"

PHILLIP JENKINS

Phil is retired. His former occupations were four years flying in the Navy preceding and during the Korean War, and then flying with United Airlines for 36 years. He holds an ATP with about 23,500 hours. He is flying his Glasair 11s RG. He dreams of improving his golf game, however..."It would be fun to be involved in another airplane building project, but then again two airplane projects were really enough." (He and Bob Decker built their two Glasairs together as one project and later divided the ownership)

TIM GLENN

Tim is the head of financial analysis at GATX Capital Corporation in San Francisco. GATX is the largest independent equipment leasing company in the nation and has a portfolio of about \$10 billion either owned or managed, including about 200 commercial aircraft. Tim has about 400 hours since he received his SEL ticket about 5 years ago and completed his first aircraft project one year ago, a Kitfox V, taildragger with a Rotax 912 engine (N4291R). Tim's dad was a pilot and air traffic controller, and he was always interested in aviation, but never had the time to pursue it before. Tim has 110 hours on the Kitfox now including a cross-country trip to Caldwell, Idaho to attend the Kitfox factory fly-in, which was done the day after his forty hours were flown off. Tim was attracted to the Kitfox because it

appeared to be something a pencil pusher could handle, and seemed to be something he could complete in a reasonable amount of time. He also liked the classic look of the bumped cowling. Tim's other interests are activities with his four boys' ages, 14, 11, 9, and 6, including biking, camping, fishing, boating and scouting. Tim is also a self-taught musician on the piano. Tim and his family live in Lafayette, and their next big project is remodeling their home, which looks like it will be just as hard as building a Kitfox, and a lot more expensive

BETTE DAVIS

Subject: EAA 393 address change
Date: Wed, 27 May 1998 20:07:49 -0700
From: "Matt Graham & Bette Davis"
<nikki@tminet.com>
To: <dougpage@earthlink.net>

Please note that my address has changed from:

Bette Davis
20310 Park Rd.
Tehachapi, Calif. 93561

to

20510 Tiffany Circle
Tehachapi, Calif. 93561
Phone 805 822-1967
work 805 258-3438
Place of Employment: NASA Dryden Flight
Research Center
Edwards Air Force Base

I enjoy getting the newsletter and reading about
everyones progress.
Greetings to all.

Thanks

Bette Davis

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 (or rent)

The Hayward Flying Club (not-for-profit) has a Cessna 182 hangered at Hayward airport. The aircraft is in excellent condition and is not flown much. (133.1 hours tach in 1997) Call EAA 393 member, Dick Crowe at 581-6412 for further information.

From: "David Glenn" <daveglenn@earthlink.net>
To: <dougpage@earthlink.net>

I have about 50 lengths of shelving material, 8ft x 18inches x 1inch, available to anyone willing to haul it away. It is 1inch subfloor particle board, already cut into strips. Call Tim Glenn at 925-299-8745 for further information.

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

Newsletter editors gather items from other newsletters and the item following comes from SLO FLYING, the Chapter 170 (San Louis Obispo) newsletter, but I think the author, Barry Weber, is in Livermore.

Tach Drive Roll Pin Failure

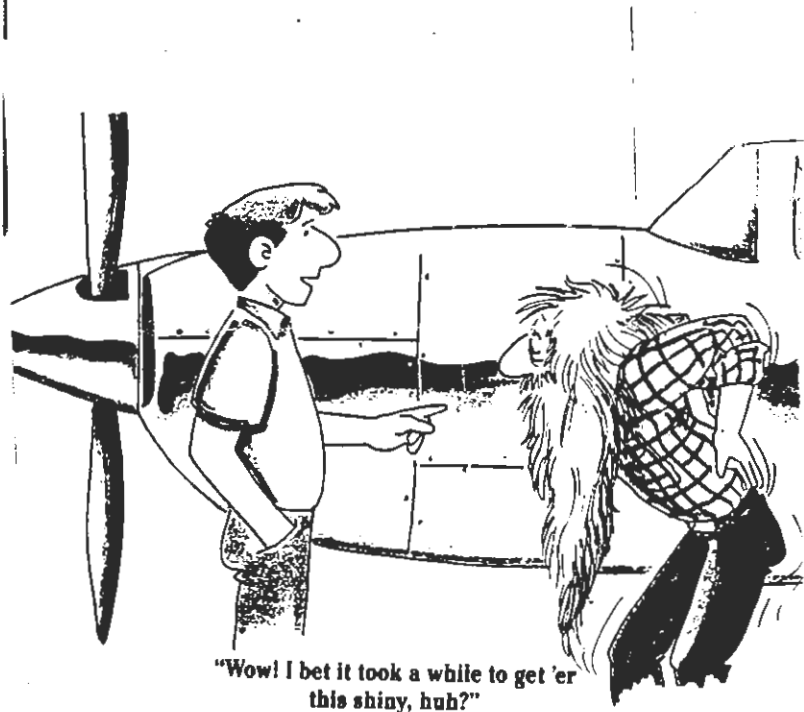
Barry Weber - (CA) While doing my annual condition inspection I stuck a small magnet into the oil sump and fished around. I pulled out two #13 roll pins 1 inch long!

I was able to quickly identify them each as one half of the 2" long tach drive roll pin. The tach drive shaft is approximately 6" long with a 2 inch long #13 roll pin at one end (forming a tee). The roll pin fits in a slot in the back end of the cam shaft to drive the tach cable.

Why would this roll pin break? I do not have a tach cable hooked to the drive, which did not load the drive "Tee" and allowed it to hammer around in the slot until failure. I now know of this happening to other engines not running a mechanical tach. With the roll pin broken off, the tach drive shaft is now able to work it's way into the hollow cam shaft, leaving you with an oil leak when it clears the tach drive oil seal and a loose part resident inside of your camshaft.

How could this failure be prevented? Possibly by attaching a dummy tach cable to the drive, say 18" or so or by not installing the drive shaft to begin with. *ED: I have a Carr tach drive generator attached to mine.*

During my recent delightful flight in Bruce Seguine's Swift, I became aware of the many comments Bruce gets about the beautiful polish job on his aluminum. The following cartoon, also from SLO FLYING is dedicated to Bruce.



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

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Secretary-Treasurer Louis Goodell 682-4198
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