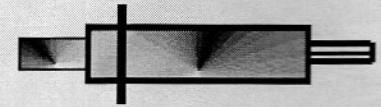


# The Cleco



Official Publication of the Experimental Aircraft Association

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

Volume No.1

January 2000

Issue No. 1

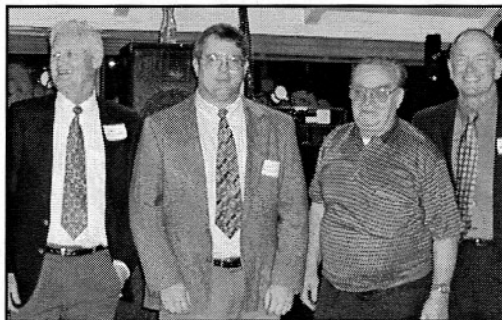


The website will change as I learn how to do it better and have time to update it. Ideas and help are welcome. [Ed]

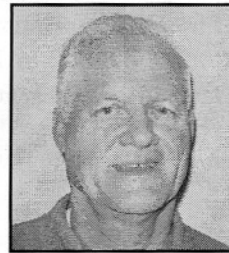
## Inside this issue:

- Page 1. President's message
- Page 2. Chapter officers' information
- Page 3. Pine Mountain Lake Fly-Out
- Page 4. Young Eagles Event
- Page 6. Pictures of board members
- Pages 7-10. Christmas Party pictures
- Page 11: For sale/wanted items
- Page 11: Guest speaker announcement
- Page 12: For sale/wanted items
- Page 13: Editorial filler (fly in a hurricane?)
- Page 14: BOD Minutes & Chapter email
- Page 15: email humor

This newsletter is produced on a Toshiba 2595XDVD laptop computer using MS Publisher and printed on an HP Laserjet 5000 printer. I would like to be able to print it in color, but neither I nor the chapter can justify the cost of color. Hope you enjoy it as is. :-)



Year 2000-2001 board members. Lt. to Rt. Bob Belshe - President, Tracy Peters - VP, Louie Goodell - Secretary-Treasurer Duane Allen - Newsletter Editor



From the President  
Bob Belshe, Presiding

Here we are off into the new millennium say some folks. Others say it doesn't start until January 1, 2001. By now you should know whether Y2K bit you where it hurts.

Isn't it interesting that the very thing that caused the "BUG" in the first place is being used to describe the Year 2000 and the *potential* software glitches. Y2K=Year 2000 shortened *as in the original problem* of using only 2 digits to describe a year.

On to other more interesting subjects:

### The Christmas Party

As you will see inside, the 85 of us who attended had a good time. There was plenty of good food, good company and no shortage of drinks.

Continued on page 2.

**Our meetings** are open to the public. Everyone can consider themselves invited.

EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, flyouts and just plain good old camaraderie.

**Our normal meeting time** is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

### Year 2000 Meeting schedule:

- January 26
- February 23
- March 22
- April 26
- May 24
- June 28
- July 15 Chapter Picnic
- August 23
- September 27
- October 25
- Nov. 15 Due to Thanksgiving
- Dec. 9 Christmas Party

### The Cleco

is published monthly by EAA Chapter 393, an official chapter of the Experimental Aircraft Association,  
P. O. Box 3086,  
Oshkosh, WI 54903-3086  
Publication office:  
15 Duffy Court  
Pleasant Hill, CA 94523  
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Sport Aviation

**From the president:** continued from page 1

Your EAA chapter will begin the year 2000 with new officers, a new newsletter editor, and a new look to the Cleco. We hope you like it.

Our December meeting was the Christmas dinner, and it was well attended despite Louis' annual fear that nobody will show up. We all had a great time and many people remarked that they liked the Greenery Restaurant better because it was more open, and people could see each other better.

I would like to thank our officers of the past two years, Ron, Scott, Doug, and Louis for all their work to keep Chapter 393 functioning and healthy.

To Doug, especially, a big "well done" for taking over the Cleco and single-handedly putting out a good issue every month. Having done this job myself, I know how much time and thought it requires.

I invite all of you to give me your input regarding any changes you think would make the chapter better fit your needs. Procedural changes, program ideas, and activity suggestions are all welcome.

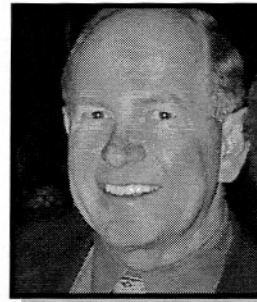
#### **Auburn Flyout**

Friday, December 31, the last day (some say) of the century, started out with severe haze but by 11 a.m. visibility at CCR was up to about 5 miles. Ron and Judy Robinson in their Glasair I RG, Bruce Seguine in his highly modified (experimental) Swift, Phil Jenkins and Bob Decker in their Glasair II RG, and me, Bob Belshe with WW2 fighter pilot and MDPA member Bill Seeman, in my Lancair 235/290, took off for lunch at the Auburn airport. Once above the haze it was clear and smooth both ways, and a great lunch was enjoyed by all.



**From left to right: Bill Seemans, Judy & Ron Robinson, Phil Jenkins, Bruce Seguine, Bob Decker and of course the photographer (me, Bob Belshe) is missing.**

You may have noticed that the volume and issue numbers have been added to this new version of *The Cleco*. Since I don't have the information available to determine when *The Cleco* was first printed I am unable to determine the correct numbers to use. AND since it does have an all new look AND it is year 2000 I thought I'd just start with the numbers 1 & 1. Maybe I should have started with 0 & 0 in this digital age. [Ed]



In the interest of introducing myself to the masses, here is a picture of your (new) newsletter editor. Look for this face in the crowd and pass your newsletter submissions to me. I will include them, space permitting. By the way, this issue is especially large because it is my first.

**NOTICE TO ALL READERS:** If you would like to see an article about you, or what you are building, including pictures of your project, a travel story, or anything else that might be of interest to EAAers please email them to C177AV8R@PACBELL.NET or send them on PC formatted diskettes, ZIP disks (a bit expensive), CD-ROM, or most any other means. I will return zip disks.

They can also be handwritten, typed, or in almost any format, ASCII Text, DOS Text, any of the Windows products including but not limited to Word, Publisher, Excel, PowerPoint, Works, Notepad, or even Word Perfect, etc. If I don't have a translator, I will find one.

I would prefer the photos in .jpg if emailed. Bitmapped (.bmp) or .gif are OK but take a long time to download.

When I finally get a DSL line, then it won't matter. In the meantime I am struggling with dialup.

Editorial critiquing is also requested. Even helping collate and staple pages will be appreciated.

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## The Pine Mountain Lake Fly-Out Group

### Photos and text by Duane Allen

As you can see from this page, there were three Glasairs and one Cardinal that went to Pine Mountain Lake on Saturday. Having the slowest aircraft, (150 Mph.), I left first. Shortly after takeoff, Phil Jenkins went by us and was soon out of sight.

The weather was clear but the visibility was poor due to smoke and haze.

Before reaching Stockton, Ron and Judy whizzed by in their "magic carpet". Then before reaching the foothills, Lou and Grace went by in their Glasair 2. He seemed to be having a problem with his GPS or was just having fun doing S turns.

I know, **IF** I had a Glasair, I could have kept up with the rest, but when I watch you all pour yourselves into your pretty little toys, I have second thoughts about owning one. I fly in such comfort, and ease of ingress/egress that I simply rationalize the idea away. (But still considering an RV-9 after retirement).

We all had a good time and enjoyed the plentiful meals at the Corsair restaurant. Please note, it closes at 2 p.m. on Sundays, 3 p.m. the rest of the week. Pine Mountain Lake is a pleasant place to visit.



From Left to Right, Phil Jenkins, Ron Caldwell, Lou & Grace Ellis, Audrey Allen, Ron and Judy Robinson

The visit to the museum was fascinating. I enjoyed it so much I took friends there shortly thereafter. If you enjoy aircraft memorabilia, that is the place to go.

The owner has several aircraft, and he flies them all. Plus he has all kinds of airplane and airline related things. One can spend hours just looking. He does ask that you not touch the glass, chrome, etc. Finger prints are their worst enemies.

I asked if I could put something on our web page and he declined. Guess it would generate too much traffic.

By the way, if you go unannounced and he is having a party, please don't visit then. Go again later. [Ed]



Phil Jenkins & Ron Caldwell with Phil's Glasair



Grace & Lou Ellis with their beautiful Glasair



Ron & Judy Robinson and their "Magic Carpet"



cw-L-R. Ron C., Judy, Grace, Lou, Ron R., Phil, Audrey

## Young Eagle Pilots, Saturday November 22, 1999 at Concord, California



Here is the picture of the “Old Faithfuls” which usually show up for most all Chapter 393 Young Eagle Rallies.

From Left to Right, Bob Belshe, Scott Achelis, Tracy Peters, Ron Robinson, Pete Weibens, and Phil Jenkins.

It is not often that I can get the volunteers together for a group photo as is the case here with the pilots. Too bad the ground volunteers didn't hang around long enough to get included. Maybe next time. Right guys?



Here we have a picture of Scott Achelis' RV6A which he sweated blood and tears over for two years to build. He tries to fly it at least every Friday and sometimes on weekends as well.

Scott is a very enthusiastic Young Eagles supporter. If we had more motivated people like Scott to get involved, we would fly a lot more kids. How about it Pat Peters, are you up to the recruiting task? Sounds like you are well on your way. For one, I do appreciate your efforts. Keep up the good work guys and we will eventually get noticed by headquarters.



This Glasair I-RG belongs to another guy who is always “Johnny on the spot” to fly kids. Ron Robinson is the outgoing President of Chapter 393 and I personally hate to see him go, but there are others who deserve a chance to serve as well. I can hardly believe it has been two years since he was elected. We will see if the next two years pass as quickly in my position as editor of this newsletter.

Ron does like to kid me about how slow my Cardinal is, he can't even slow down enough for in-flight photos, we've tried. It sure is a nice airplane.

First of all, I'd like to make it clear that this is my first time to be a newsletter editor, so I hope you will bear with me in my learning curve. I am lucky to have the resources, primarily equipment, to do the job. Hopefully I can develop the skills. Harry Wilson, my mentor, was the editor of Chapter 62 in San Jose for many years and I'd like to thank him for filling that

position. As some of you may, or may not know, he tied for first place for about 3 years before winning first place last year and receiving an award at OSH. I don't ever expect to win any awards, but I will do my best as I go along. I am open to suggestions for improvements.

[Duane Allen, (the new) Cleco Editor]

I know it has been hard for Bob Belshe to keep his "pretty little baby" flying, what with the conversion from a 235 cu. in. to a fuel injected 320 cu. in. engine and all the cowling work that was required, then the unexpected nose gear retraction and prop damage in the hangar, but look how it has turned out. A real beauty isn't it?

Since the incident in the hangar he has developed an airspeed actuated gear retraction inhibit circuit to prevent it from ever happening again. Good luck Bob, and glad to see you back flying young eagles again.

[I am still hoping for a ride in it someday, **IF** I can get in it. Long legs and long torso. Sometimes it just doesn't pay to be big and tall. Bob's Lancair 235/320 is seen on the ramp at CCR.



Here you see Phil Jenkins' Glasair II just itching to take some young person for a ride. Phil and Bob Decker put many long hours into this airplane and the other Glasair he and Bob built. I understand they are no longer partners in both airplanes but each now own one airplane by themselves. Sorry we missed you on the 22nd. Bob, but as it turned out, the kids didn't show and the weather deteriorated until we couldn't even fly anywhere for lunch. See photos on page 13 about the lunch bunch. [Ed]

It is too bad I can't afford to print this newsletter in color.



Now here is a Glasair III that probably flies more air traffic controllers than young eagles. He especially likes taking the ladies. One of them told me she really enjoyed it and another said he is a damn good pilot. I couldn't speak to that myself, never having flown with him, but I do understand he is a flight instructor so must be doing something right if the FAA continues to renew his instructor certificate. (The rule used to be that 80% of a CFIs students had to pass on the first try or otherwise the CFI had to take another instructor applicant check ride to renew).

I haven't checked the regulations lately to see if that still applies. I am sure he will tell me after he sees this. Right Pete?

More on page 13



Since I didn't get a picture of Pat & Tracy Peters' Warrior, I decided to fill this space with a picture of my 1978 Cardinal Classic in front of the world's largest blimp hangar at NASA Ames Research Center where I have worked for 25 years. I arranged for Young Eagle Rallies at Moffett Field from 1993 through 1998. John McAvoy of Chapter 62 is now the Young Eagle Coordinator and arranger of Young Eagle Rallies at Moffett.

**The next one will be on June 10th., 2000.**

I flew over 200 kids in this airplane in the first 34 months I owned it (didn't get young eagle credits for all of them though). It now has 2260 hrs. on the airframe and 330 on a new engine. My wife won't even let me think of getting anything else. (See the comment earlier about ingress/egress plus **very** roomy and not very expensive to operate).

**Pat Peters says:**

**Thanks!**

Each year I have been soliciting various businesses in our area for gifts for our raffle table.

This year "Gift Baskets To Go" donated a beautiful basket. Should you or anyone you know who desires to send a friend a gift basket please contact Ms. Becky Baem at 925.372.7227.

Also, this is the third year in a row that Mr. Bob Riblett of Pacific Valley Electronics has given a nice gift for us to raffle. Again, I only ask that if you are looking for electronics please see Bob at 1476 Farnquette Ave. in Concord, CA. He can be reached by phone at 925.682.4750.

This is the last time that Tracy and I will do the raffle as we are turning the job over to another very qualified member. Tracy and I want to thank all the members who have supported our efforts during the past 2 and 1/2 years. It was fun and we both enjoyed doing the job for the betterment of Chapter 393. Thanks again for all your support.

[They have done a great job and we should all take the time to say thanks-Ed]

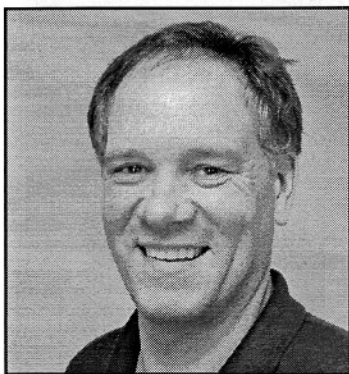
*Did you know? Rene Descartes came up with the theory of coordinate geometry by looking at a fly walk across a tiled ceiling. :-)*

**FAA's LETTER CLARIFIES YE FUEL ISSUE**

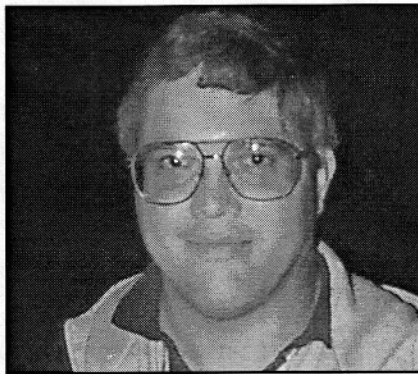
In reviewing this clarification, it is important to note that the FAA considers a pilot who receives free fuel to be receiving compensation. I know you might want to argue the "sharing expenses" rule, because we all know that owning or operating an airplane involves more than just fuel costs.

However, the FAA considers free fuel to be compensation. This is an important point. To protect your license, please do not accept free fuel for flying Young Eagles. Equally important to note is that the FAA has allowed us to utilize discounts, such as the Phillips 66 fuel rebate program. The Phillips rebate, like discounts given at many FBOs for Young Eagle flights, is acceptable in the FAA's view. Remember that in addition to discounts, many out-of-pocket expenses are tax deductible.

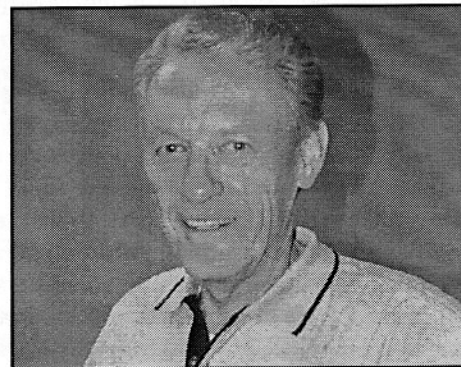
Dennis Byron has set up an email discussion group for 393 on the net at <http://www.egroups.com/group/ea393/info.html>. Please check it out, feel free to use it. Hopefully, mostly for aviation subjects but I will let him set the rules. If you would like to see a very active and informative group, go to <http://cardinal.mlink.net/index.html>. From there, click on any of the highlighted links and get some good information. For example, to look at past mail in the discussion group which is issued daily as a digest, click on the link that says **Digest archive** and type in any word you would like to search for. You may also get added to the list by clicking **Join the Digest**. Please read the rules of engagement before posting. [Editor]



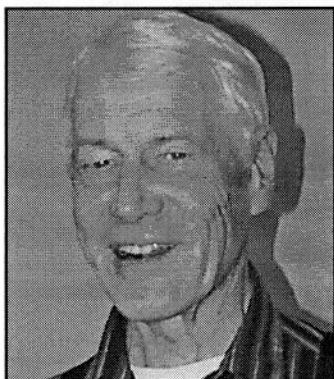
**Outgoing Vice President  
Scott Achelis  
N95RV@earthlink.net**



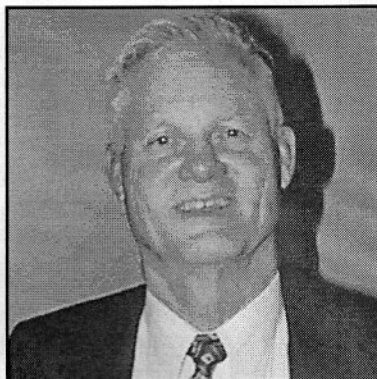
**Incoming Vice President, Tracy Peters  
TLPeters@earthlink.net**



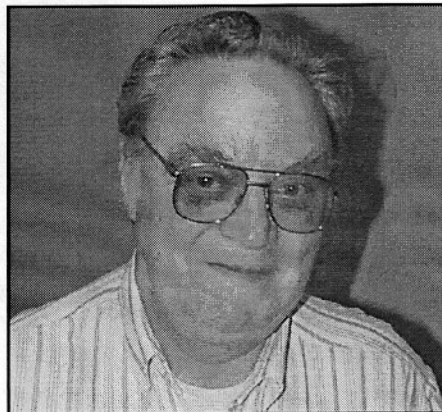
**Outgoing President Ron Robinson  
email:judyron@jps.net**



**Outgoing Newsletter Editor  
DougPage@earthlink.net**



**Bob Belshe, incoming President  
rab22@bigfoot.com**



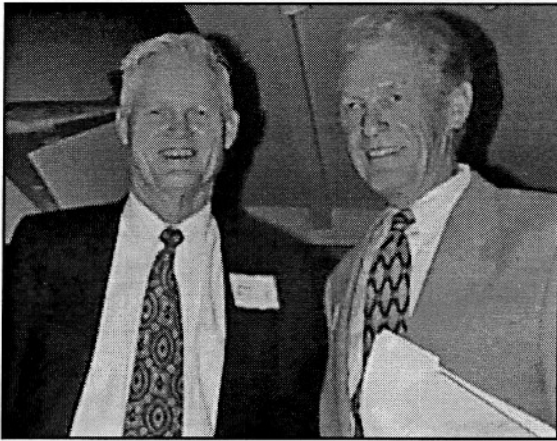
**Louis Goodell, Secretary-Treasurer**

**Louie is neither outgoing nor incoming. :-)  
He is just a permanent fixture at Chapter 393  
He has already filled this position for six years.  
Lcg2@aol.com**

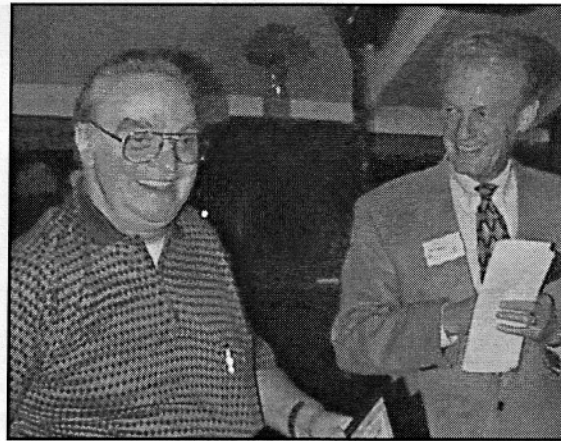


Some people I can name, some I can't, so to save myself embarrassment, I will just not name anyone.





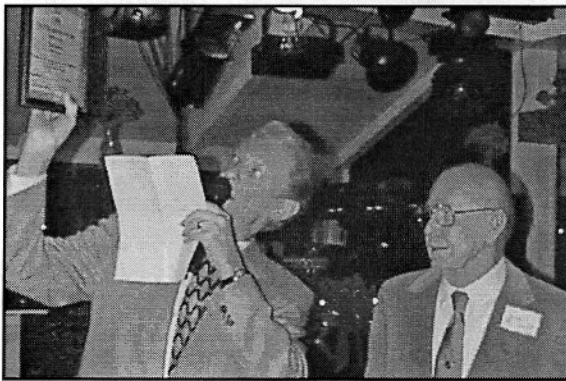
**Ron Robinson, outgoing president introduces Bob Belshe, incoming president**



**Louie Goodell receives two awards for meritorious service to the chapter**



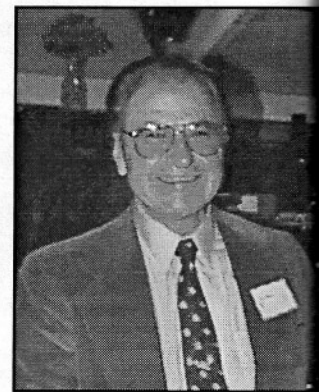
**President Ron Robinson presents an award to newsletter editor Don**



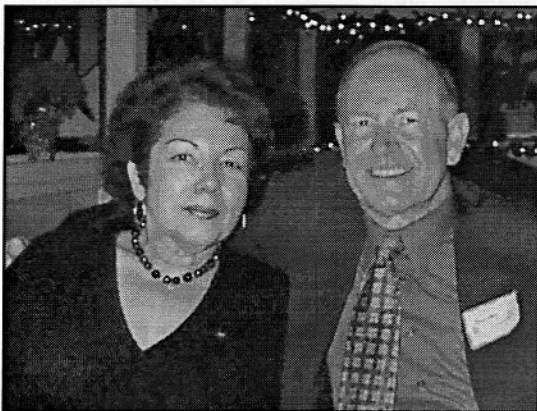
**Ron reads the award to the audience before presenting it to Bob Decker, Flight Advisor. Bob received two awards this evening**



**Lisle Knight receives his annual Young Eagles Coordinator award. Hey Lisle, are we having fun yet?**



**Keith Martz receives his award. I will let him tell you what to get him in trouble**



I guess it wouldn't be fair to my wife not to include a picture of her here considering all she puts up with in my support of chapter activities. And besides that, she loves to fly. I met her at a single pilot's party in 1992, even though she was not yet a pilot. And never will be, now that she has me to do her flying for her. I almost killed her soon after meeting her by doing low level aerobatics in a Commadore (Aussie Chevy) in Townsville, Australia on Valentine's Day 1993. We just celebrated our 6th anniversary by going to Paris for a week. Africa in August is our next out-of-country trip together.



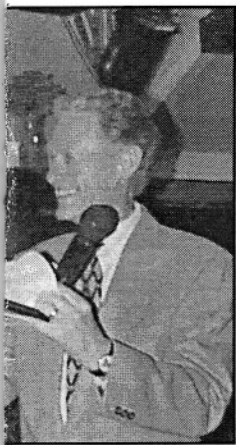
These two beautiful people were our guests for the evening. Plamen is a student at Berkeley working on his PhD in Linear Algebra. He also teaches there. Nina works at Parametrics in San Jose as a quality control engineer and has a masters in mechanical engineering. They are from Bulgaria and have been together nine years. Nina used to work with me at NASA and they are both very interested in aviation. We went to the Marriott in Walnut Creek after the party to have a drink and dance and had a good time. We hope to see more of them soon.



**Rich Lambert, Technical Editor receives an award for his contributions and those who are "buddies"**

Some of these photos are by me, Duane Allen, *The Cleco*. If you have any they wish to submit, please let me know. Since I didn't have enough photos for this issue, I will consider your photos for the next issue.

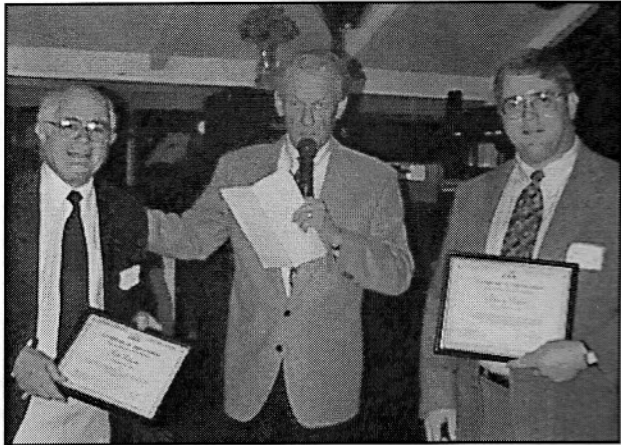




presents outgoing  
Page an award



Doug Page in turn presents outgoing  
president Ron Robinson a service award



Of course Pat Peters and son Tracy also receive service  
awards for their hard work as raffle managers



award for the year.  
t for, I don't want  
with the IRS.



Bruce Milan receives his award for "first flight"  
of his *Questair Venture*. You may remember  
reading about it in a previous issue of *The Cleco*.



Ron presents Phil Jenkins his award for  
Young Eagle flights, or something.  
Obviously I can't remember what.



Counselor receives  
ions to the chapter  
ding their own".



Ron Robinson receives a "perpetual award"  
from past president Bruce Seguire, after Ron  
had presented it to Scott Achelis in error.  
Actually it was a way to surprise Ron that he  
was the one receiving the award. Thanks Louie  
for clearing that one up. We all enjoyed the  
presentation. Humor is good for the soul.



Dick Rhin another  
recipient of two awards,  
told us about his boring  
*first flight* in his "*One  
Design*", designed by his  
son Dan. He also told us  
about the second flight.  
If that story has not been  
printed yet, why not  
write it up Dick? We will  
print it here.

ruce Seguire, others by  
editor. Anyone else  
om to print all I took in  
ting more in the Febru-

Of course I have to include the picture of Pat  
Peters wearing his reindeer antlers. Pat is  
usually the chapter comedian and does make  
some of us laugh. Thanks Pat.





Some people I can name, some I can't, so to save myself embarrassment, I will just not name anyone.



## FOR SALE - TRADE - WANTED LOANER ITEMS

**For Sale:** VariEz cowl, never used, for 0200 engine. \$200.00  
Metal Prop, never used, for O360 engine. 68"x72.....\$850.00.  
Reply to: James Crowdus, 916-781-8190 Roseville CA  
[jcrowdus@psyber.com](mailto:jcrowdus@psyber.com)

**Hangar, East Ramp:** To share with a builder or a small low wing aircraft. Phone 510.548.1011.

**For Sale:** Lamb wheels, tires, brakes and axles. New, will sell for \$100. Original cost was \$350. Call Rick Lambert for details, 925.934-5007 or at work 925.676.9377

**For Sale: Cessna 152.** 5115 TT, 215 SMOH, 215 since prop. overhaul. Cessna avionics + Audio panel w/3 light Marker Beacon Rcvr. \$26,900. **Wanted:** Handheld transceiver (ICOM, Bendix, etc). John Ciero 925.370.1237

**For Sale: 1968 Cardinal:** TTSN 2230, 106 SMOH, all speed mods. 148 MPH +/- 3 at standard temp and pressure / all Cessna mods done including fuel caps, seat belts, stab brackets, etc. Full IFR radio package digital Narco. Interior and exterior the closest to 10 out 10 I have seen. Always hangared. Call Roy Sobchuk for more details 204.726.4221 or email me your phone number and I will call you back. <mailto:allenlei@mb.sympatico.ca>

**For Sale or Free,** Two older automatic garage door openers, one or both, one has working remote, one has only direct activation. Both worked well when I took them down. \$10 each if I have to deliver or Free if you pick up. Call or contact Tim Glenn 925.299.8745

**For Sale:** 1972 177RG with 2700 TTAE; 300 SMOH; 3 blade prop; GEM; MX300's; IFR; 4 pl. IC, with stereo input; Loran; Cream paint with two tone blue trim; Blue fabric interior; Davtron 5 function display Recent extensive maintenance including: rebuilt nose gear strut, nose gear squat switch, landing gear motor overhaul, new tires, new exhaust heads, new bendix, new alternator belt. No squawks! N1819Q. \$62,500 OBO. Moving into Bonanza with six

And some last minute arrivals from the email list.

### Why Airplanes are Better Than Women:

- 1) airplanes kill you quick; women take their time
- 2) airplanes don't mind if you look at other airplanes, or buy airplane magazines
- 3) airplanes can be turned on at the flick of a switch
- 4) airplanes do NOT get mad if you touch and go
- 5) airplanes do Not object to pre-flight inspections
- 6) airplanes come with manuals
- 7) airplanes have weight and balance limitations
- 8) airplanes fly any time of the month
- 9) airplanes don't have in-laws
- 10) airplanes only whine if something is REALLY wrong
- 11) airplanes don't care about other airplanes you've flown
- 12) airplanes "arrive" at the same time as you do

Talk about getting there at the same time, how about this couple? For more details, visit this page on the Cardinal web site: <http://cardinal.mlink.net/images/gallery/> Click on the picture and see a larger version and a hot link to the story behind this picture.



seats, must sell Cardinal. Jonathan Caldwell email: [caldwell@ucsfresno.edu](mailto:caldwell@ucsfresno.edu) 559.291.1871 Fresno, CA  
More on page 12.

## Guest Speaker for April

**Dan Dugan, NASA Project Pilot for the XV-15 Tilt Rotor and V22 Osprey will be the guest speaker on April 26, 2000 @7:30 p.m. on John Glenn Drive, (the old airline terminal building) near the tower. (He may bring his T-28).**

**Dan will have slides, video and some interesting tales to tell of the history of VTOL aircraft research, going all the way back to the XV-1, XV-3, & XV-5.**

**Don't miss it. See some never before published pictures and video.**

**FOR SALE/TRADE/WANTED:** continued from page 11

From: Mark Storey to Ron Robinson

My move out of the U.S. to Mexico has prompted me to decide that it would be best to put my **1940 Porterfield LP-65** up for sale. I would be most appreciative if you would make the following information available to your chapter members.

NC27250, serial number 739 is currently hangared at Chino California. The restoration process is 85% done, with the remaining materials to complete the project already paid for and located with the project, including all Stits liquids. Here is a description of the TLC that has gone into this restoration.

**Fuselage:** Stripped, walnut shell blasted and inspected (only light surface rust found) and primed with Stits Epoxy primer. ALL new hardware, pulleys and stainless steel cables. ALL new wood formers, stringers and beautifully varnished birch floor boards.

Fuselage covered with Stits, finished in Stits Miami Blue with Rockford white speed ball/stripes. Sitting on landing gear with tail surfaces & engine installed and connected. Brakes overhauled, new 800 x 6 tires and tubes. Scott tailwheel overhauled including new bearings & bushings, tire and control arm. New windshield on hand, new side window frames installed. New reproduction placards. All sheet metal cowlings and boot cowl replaced. Original nose bowl repaired, air cleaner added and fairing cover fabricated. New instrument panel fabricated from factory drawings. Panel face laminated with 1/32 in. white birch, matte varnished (very nice!)

Fuel tank pressure tested and sloshed, includes rare original gas cap and float gauge guide.

**Instruments:** Airspeed indicator, sensitive altimeter, high resolution centrifugal Kollsman tachometer with new cable, oil temperature & oil pressure gauges. Three inch compass, 5" slip/skid ball, 7-day wind up Waltham clock, Square D rotary mag. switch. ALL are new or overhauled. (Dials of new instruments repainted to vintage style. Thin sheet aluminum ground plane hidden in aft fuselage mounts com antenna and ELT antenna. Com. antenna has BNC connector in cabin for connection to hand held radio. New ACK ELT mounted under rear seat.

**Wings:** ALL new wood wings (all first class aircraft material), original fittings cleaned inspected and re-primed with Stits Epoxy. New leading and trailing edge metal. New pulleys, hardware and stainless cables. Eight gallon auxiliary fuel tank added to left wing.

Stits covering material with project, sufficient liquids to finish in Rockford White.

**Tail surfaces:** Tubing walnut shell blasted, inspected, re-primed with Stits epoxy, covered in Stits Polyfiber. Horizontal finished in Stits Rockford White, rudder in Miami Blue.

**Engine:** This aircraft still has the original serial number

**Lycoming 0-145-B2** that it came with from the factory! Only 1.5 hrs. SMOH. Overhaul included updated/overhauled heads, new cam, new pistons/rings, replaced crank shaft, all new bearings and seals, by LyCon. **Bendix SF-4** magnetos overhauled/updated by Savage Magneto in San Jose. Shielded ignition harness fabricated by Savage. (\$10,000 invested in engine and accessories). Have extra set of overhauled heads and magneto plus many other spare parts.

**Propeller:** Sensenich 70LY36, re-varnished and stored in protective crate.

I have most of the logs for the airframe and engine, including a log showing 1940 delivery flight from factory in Kansas to Van Nuys California CPT school! In 1943 the aircraft was moved to Phoenix, AZ area. It remained active there until 1958 when it was put in covered storage. This explains why there was virtually no rust on the tubing.

I have spent close to 11 years working on this aircraft and was intending to display it at air meets. It is well on its way to being an award winner and certainly will be if it is completed with the same level of attention given to it thus far. Circumstances don't allow me to bring it to Mexico and I'd like to sell it to an appreciative restorer.

**What's remains to complete the project:** Assemble ailerons from existing parts, cover and paint ailerons and wings, install windows, attach wings to fuselage, rig controls, weigh and balance. Complete and sign off paperwork.

The craft is currently in the hangar of a friend and fellow Porterfield restorer at Chino, CA. For anyone who is interested in viewing the plane I can easily make that arrangement.

I can be reached by phone / fax in Guadalajara Mexico at **011 523 641-3948**, e-mail [storm@Guadalajara.net](mailto:storm@Guadalajara.net)

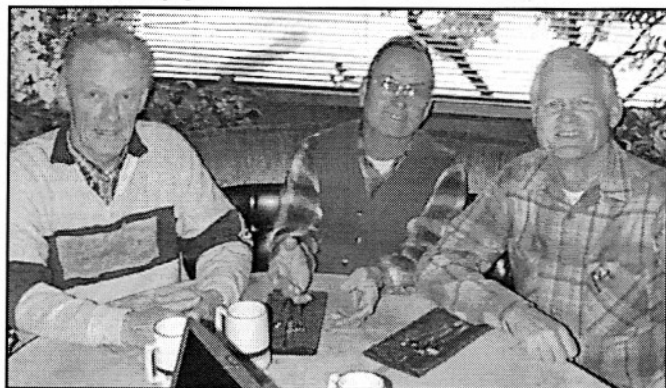
Mailing address:

1605-B Pacific Rim Court  
PMB 027-121 / 439015  
San Diego, CA. 92143-9015

**For Sale:** Four used Lycoming cylinders complete with piston pins, valves, cam shaft, & lifters. They are from an 0-360 wide deck engine. Cermicrome, 842 hrs. since major. Canadian \$600 each or offer. They were too good to return with the engine when it was majored. Call Roy Sobchuk for more details 204.726.4221 or email me your phone number and I will call you back. <mailto:allenlei@mb.sympatico.ca>

**To Loan:** Aviation movies. VHS *Challenge of Flight* series. Sixteen cassettes. Sign out for them so I know who has them. Paid \$200 for the package. Good background entertainment for pilot parties, and pre-meetings or any other time you want to see someone else having fun.

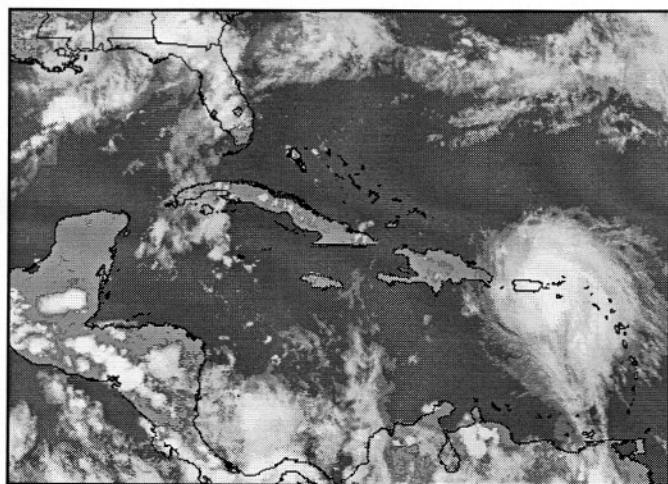
Call Duane Allen 925.687.3433 or [c177av8r@pacbell.net](mailto:c177av8r@pacbell.net).



**Ron, Phil, and Bob.** Digital photography by yours truly.

I mentioned earlier that the weather got too bad to fly anywhere for lunch. However, Ron Robinson, Phil Jenkins, Bob Belshe and myself went to the Peppermill for lunch while it rained.

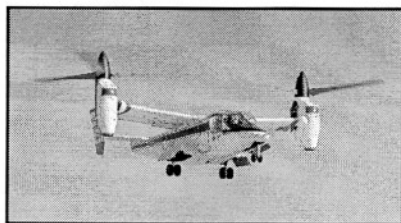
In our hangar flying session there was some discussion about what I do for a living. I thought that maybe some of you might be curious as well so I will include some pictures here that I have accumulated over the years.



**Satellite photo of hurricane Georges the day we flew through it while it was over the Dominican Republic**

As I mentioned before, I have worked for NASA for 25 years, first as a contractor for five years with NSI (Northrop Services, Inc.) and the last twenty as a civil servant (more commonly known as silly servant.)

During these 25 years I have had some very interesting jobs. The first five was to take care of all the research instrumentation on the XV-15 Tilt Rotor.



I have many hours of VHS video of test flights if someone would care to see some of it. You can check the Chapter 393

website <<http://eaa393.org>> and find a hot link to the Dryden website which has some video clips, or go directly to <http://www.dfrc.nasa.gov/gallery/movie/xv-15/index.html>

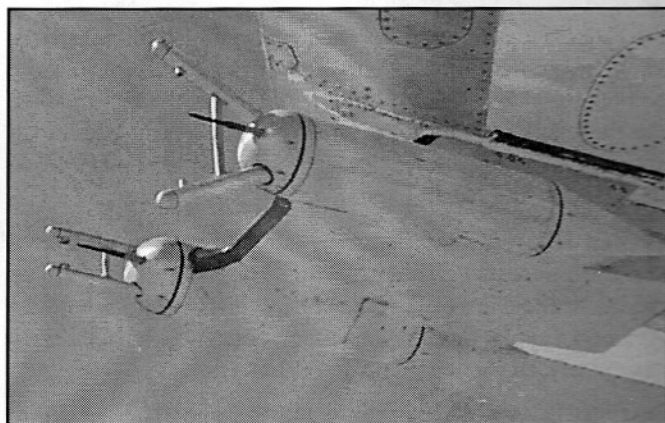
The last 15 years I have been involved in atmospheric sciences. In this job, data acquisition system development and support engineer, I have visited some interesting places such as several places in Australia, New Zealand, Samoa, Guam, Tahiti, Hong Kong, Japan, Ireland, Norway, and others I can't remember at the moment.

Part of that work involves flying into hurricanes (in the southern hemisphere they are called cyclones, because they turn clockwise or cyclonic). As you must have noticed on the satellite image loops on the evening news, they turn counter clockwise in the northern hemisphere.



**NASA DC8 in flight**

Some people ask why would anyone intentionally fly into hurricanes? Well, someone has to do it. And NASA has one of the finest research vehicles for doing just that. It is a modified DC8-72 filled with research equipment.



Here you can see some hurricane sampling instruments. The outboard instrument [*Particle Measuring Systems-2dc*] meaning 2 dimensional (cloud probe) measures ice (and water) particles from 50 microns in diameter up to 1600 microns and the inboard (*PMS2dp-precipitation probe*) measures water (and ice) from 200 microns up to 6 millimeters. You can also see snowflakes with them. I have pictures of the particles I can print in a later article but for now I have run out of room here so will stop.

They work by projecting a laser beam out to near the end of one of the tubes you see, it then gets reflected over to the other and back into the instrument then into a detector. The shadow of the particle as it passes laterally through the beam is imaged and recorded by a computer in the cabin. Check this website:<http://ghrc.msfc.nasa.gov/camex3/>

## WAIT FOR FAA RETRAINING

An email to Doug Page is reprinted here.

Subject: Oakland FSDO

Date: Wed, 8 Dec 1999 15:58:18 -0600

From: Randy Hansen <rhansen@eaa.org>

To: dougpage@earthlink.net

Doug,

Both Bob Mackey and myself received the fax concerning the 8130.2D.

This is just to let you know that our friends at FAA Headquarters called us just after they received the call from the FSDO manager. The major change operating limitation has been discussed in depth and it's just a matter of "educating" the FAA workers in the field. We are working on clarifying it when the FAA issues a change to FAA Order 8130.2D - which should be within 2 or 3 months.

Thanks for the heads-up.

Randy Hansen, EAA Government Programs  
920-426-6522

And this humorous (sic) NPRM from Dennis Byron

### NOTICE OF PROPOSED RULEMAKING (NPRM)

Part 0, Section 000 (a) 1(c)

**Section I** - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

**Section II** - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

**Section III** - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

**Section IV** - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

:~)

With all the news about the moon lately, check out this link for a whole bunch of close up photos. It is really neat.

<http://www.seds.org/nineplanets/nineplanets/pxmoon.html>

Check the file size before you select one to download, as some are quite large. All worth viewing though, in my opinion. Of course, if you have no interest in astronomy, skip it. [Ed]

## Minutes from the Board of Directors meeting

January 8, 2000

Persons present: Bob Belshe, New President, Ron Robinson, outgoing President and still a board member. Scott Achelis, outgoing Vice President, still a board member. Incoming VP, Tracy Peters not present, was picking up an RV-6A at the Nut Tree Airport. Louie Goodell, Secretary-Treasurer and refreshment chairman since about 1977. Duane Allen, new newsletter editor.

Items discussed and follow-up as noted.

1. Reviewed Duane's first issue of The Cleco. Discussed details of content and cost of publishing, number to print, date to mail, etc. Suggestions made and noted.
  2. Discussed the speaker for January. Speaker cancelled, Tracy will talk about aircraft electrical systems. See the announcement elsewhere.
  3. Louie was advised we may have to find a new place to meet. County will be doing some renovation of the terminal building in anticipation of Air Carriers coming in. Bob Belshe will check with MDPA about meeting in their building. Will probably have to pay a small fee for its use.
  4. Discussed possible selections for new YE Coordinator. Lisle wants out.
  5. Who ate the last donut??? It vanished.
  6. Louie reported that we currently have \$316.92 in the checking account. (The Christmas party hit us pretty hard). He also reported that the savings account has \$2519.34 in it. He also has 19 calendars left for sale. They are \$7 ea. Please buy them so the chapter doesn't wind up paying for them. Funds are low. We need to do something to raise some funds.
- Noted the July meeting date is wrong in the newsletter. Duane will correct before printing 150 copies. The July meeting is the picnic date which will occur on July 15th. More on the subject in future newsletters.

Submitted by Louis Goodell, edited by Duane Allen

From an 8 year old (Ava) on

THE PERSONAL QUALITIES NECESSARY TO BE A GOOD LOVER  
"One of you should know how to write a check. Because, even if you have tons of love, there is still going to be a lot of bills."



Remember Sheila from the tower? She was here for the holidays and had dinner with Audrey and me. She is now a radar controller at Des Moines. Still gets frustrated with the F16s though. Says they do what they want and declare a lot of emergencies.

If the person who picked up my wife's 35mm camera at the Nov. meeting would return it to me I would greatly appreciate it. I managed to get out of there with the digital camera, and my new laptop computer but somehow walked out without the Samsung 35mm. Thanks, Duane

In keeping with Doug's tradition of including email humor, here is one I received about

**Thoughts:**

- Depression is merely anger without enthusiasm.
- Everyone has a photographic memory. Some just don't have film.
- Save the whales. Collect the whole set.
- A day without sunshine is like, night.
- On the other hand, you have different fingers.
- I just got lost in thought. It was unfamiliar territory.
- When the chips are down, the buffalo is empty.
- Those who live by the sword get shot by those who don't.
- I feel like I'm diagonally parked in a parallel universe.
- You have the right to remain silent. Anything you say will be misquoted, then used against you.
- I wonder how much deeper would the ocean be without sponges.
- Honk if you love peace and quiet.
- Pardon my driving; I'm reloading.
- Despite the cost of living, have you noticed how it remains so popular?
- Nothing is fool-proof to a sufficiently talented fool.
- Atheism is a non-prophet organization.
- He who laughs last, thinks slowest.
- It is well to remember that the entire universe, with one trifling exception, is composed of others.
- Eagles may soar, but weasels don't get sucked into jet engines.
- The early bird gets the worm, but the second mouse gets the cheese.
- I almost had a psychic girlfriend, but she left me before we met.
- I drive way too fast to worry about cholesterol.
- I love defenseless animals, especially in a good gravy.
- If Barbie is so popular, why do you have to buy her friends?
- Support bacteria - they're the only culture some people have.
- The only substitute for good manners is fast reflexes.

I hesitate to use some of the material submitted for fear of offending someone. If anything printed here offends you, please email me at C177AV8R@Pacbell.Net or call me at 925.687.3433 and voice your opinion. I will bring it up with the board of directors and we will make a decision for future editions. [Editor]

The crew was beginning to worry as they waited in the hotel lobby. The crew bus would arrive soon and there was no sign of the new young Flight Attendant, on her first layover. When the Senior Flight Attendant called her room to see if she was OK, the somewhat upset reply was **"I can't get out of my room!"** When asked if the door was stuck, she replied, "No, there's no door to get out." She went on to explain, "There are three doors. One leads to the closet, another to the bathroom, and the third door here has a sign hanging on the knob that says 'DO NOT DISTURB!'"

And this one arrived via Scott.

You've heard of the Air Force's ultra-high-security, super-secret base in Nevada, known simply as "Area 51"?

Late one afternoon, the Air Force folks out at Area 51 were very surprised to see a Cessna landing at their "secret" base.

They immediately impounded the aircraft and hauled the pilot into an interrogation room.

The pilot's story was that he took off from Las Vegas, got lost, and spotted the base just as he was about to run out of fuel.

The Air Force started a full FBI background check on the pilot and held him overnight during the investigation.

By the next day, they were finally convinced that the pilot really was lost and wasn't a spy.

They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Las Vegas was that-a-way on such-and-such a heading, and sent him on his way.

The next day, to the total disbelief of the Air Force, the same Cessna showed up again.

Once again, the MP's surrounded the plane ... only this time there were two people in the plane. The same pilot jumped out and said, "Do anything You want to me, but my wife is in the plane and you have to tell her where I was last night!"



As we taxied for takeoff the pilot started his pre-takeoff announcement by saying "Ladies and gentlemen, welcome aboard Mandarin Airlines this morning. We are number 3 for takeoff. Our flying time to San Francisco will be 10 hrs. & 33 min. We will be cruising at an altitude of thirty five thousand feet for the first couple of hours then on up to 39 thousand for a final. For those of you on our right.....uh.... Please ignore our other airplane. And for those on the left, you will see a JAL 747 that blew a tire on a hard landing and now has a lot of activity around it. :~)

Sometimes, just being in close proximity to the opposite sex can have the most embarrassing effects on how well we manage to express ourselves.

A very handsome male passenger caused an experienced flight attendant to get her words totally twisted around as she was taking drink orders prior to takeoff: **"After we drink, what would you like to take off?"**

Probably the best offer he had all day! :~)

**NOTICE TO NEWSLETTER EDITORS  
AND MAILING COMMITTEES IN OTHER CHAPTERS:**

**Please send a copy of your newsletter to the new Chapter 393 editor and cancel your former mailing labels for Chapter 393. The new editor of the Cleco where your newsletter should be sent is:**

**Duane Allen  
15 Duffy Court  
Pleasant Hill, CA 94523-1707**

If you wish to continue to receive **The Cleco** please reciprocate with a copy of your newsletter [Editor]

**January 2000 Guest Speaker Announcement**

**Vice President Tracy Peters will fill in for our scheduled guest speaker on January 26th, 2000 at 7:30 p.m. in the terminal building on John Glenn Drive.**

**He will show us how to correctly build or repair electrical systems.**

**He will bring tools to show what is needed and how to use it.**

**If you are not already an expert, come watch Tracy show us how.**

**For those not in the know, the terminal building is the trailer by the tower.**

**It has a wheelchair ramp for those who have trouble with steps.**

**EAA Chapter 393  
P. O. Box 272725  
Concord, CA 94527-2725**



2/28/00  
Fred W. Egli  
1900 Meadow Road  
Walnut Creek CA 94595