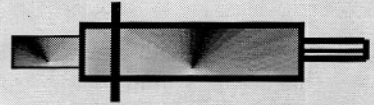


# The Cleco



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The Leader In Recreational Aviation

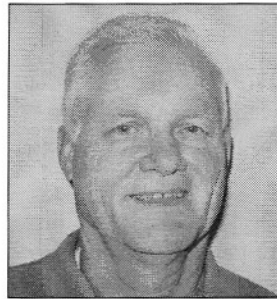
The website has changed. I am learning as promised. Take a look. Ideas and help are welcome.

## Inside this issue:

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This newsletter is produced on a Toshiba 2595XDVD laptop computer using MS Publisher and printed on an HP Laserjet 5000 printer. The only cost to the chapter is the cost of printing and postage. All other costs are borne by me, the editor, as is the website. There is **NO** cost to the chapter for the website. I paid for registering the URL as well as the monthly costs to maintain it.

The **EAA393 Website** is intended for the benefit of the Chapter 393 members. It has no commercial intent and any non EAA links is not an endorsement by EAA or Chapter 393 of that site. It is simply put there to make it easy for members new to computers and "the web" to navigate around said web. The content of this newsletter and the Chapter 393 website is solely the responsibility of me, the editor and webmaster and cannot be construed as endorsing any site other than EAA393.org. If it turns out to be a problem, I will quit paying the maintenance fee and take the website down. That is my choice since EAA393 or EAA National has no vested interest. [Duane Allen ~ Editor]



From the President  
Bob Belshe, Presiding

We had fairly nice weather on Saturday after the meeting. Once again, we decided to go to Auburn. Are we in a rut?

In terms of numbers, this month's fly-out was the biggest in my memory. Eight planes turned out

for the hazy flight. Last to leave and first to arrive was the Egli's Lancair IV. Here's a list of the people who made the trip.

Lancair IV Fred & Vi Egli, Tony Tiritelli & Linda  
Lancair Bob & Sally Belshe  
Glasair I Ron & Judy Robinson  
Glasair I Lou Ellis  
Glasair II Phil Jenkins & Kent Seguire

(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:

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

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Sport Aviation

(Continued from page 1)

Cardinal Duane Allen & Bruce Seguire  
Cherokee Bill Boydston & guest  
Mooney Harvard & Sara Holmes

Auburn was clear and sunny with a moderate crosswind. With Chapter 393 contributing eight arrivals, the normal AUN traffic, and a lost student in the area, pattern activity was kind of hectic for a few minutes.

Even though the restaurant is being remodeled, they managed to quickly set up two large tables and squeeze us all in. [Except Bruce and Kent who had a window seat. ~ Ed]

Afterward we wandered around the flight line looking at airplanes, while Duane snapped pictures of everything in sight. Bill Boydston's Cherokee sure looks nice with its new paint job. [See it below ~ Ed]

One of the things I would like to do during my term is write a history of Chapter 393, including who were the founders and officers of past years, what planes have been built, and what were some of the memorable events held.

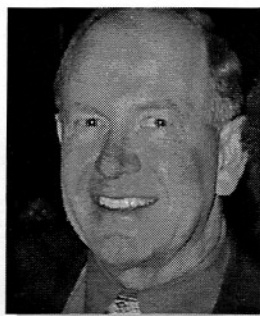
I have a couple of big boxes which Ron Robinson just passed on to me to go through, and I've heard that there may be some other old records lost in someone's hangar or garage. Any help with this project would be appreciated. So if you were an officer some time in the past, help me reconstruct the list. Write a note or send e-mail.

Finally, it is membership renewal time again. Even if your data is unchanged, please fill out the membership form so we can keep our data base up to date. Many people have acquired or changed e-mail addresses, so pay particular attention to that item. :-)

*[One of the cases wherein we might use them is to notify members when illnesses or deaths of members occur. For example in announcing funeral or memorial services for Bob Decker or Melanie Wiebens. A phone tree would also have worked].*



Here is Bill's freshly painted Cherokee 140. Nice job and nice interior too. Interesting wingtips, stabilator tips and vortex generators on the tops of the wings (inboard near the fuselage). In forty years of working on airplanes this is my first time to see vortex generators mounted at right angles to the relative wind. All the modifications he has done reportedly has increased cruise speed significantly. This and pictures of the other airplanes that went to Auburn can be seen on the chapter web page, <http://eaa393.org>. [Ed]



### **The Editor Says:**

I had no idea when I started issue one what I was getting into. One thing I learned the hard way is to use fewer pictures. The January centerfold brought the printer to its knees. At \$170 each for toner cartridges, you won't be seeing any more full pages of pictures. In addition to the cost of toner, the time involved in printing gets really exaggerated.

I promised to do the best I could, but at what expense? Also, another no-no is to put two full pages of pictures back to back. It wastes too much toner if one side is not acceptable. Still another problem I had was trying to get all the pictures to print at the same contrast level. I would get one page correct and another page would be too dark or too light. So, what I am trying to say is, there will still be pictures, but not so many.

I was at Office Depot today to buy more 11x17 paper for this issue and discovered they will print text only 8.5x11 sheets for 3.5 cents each or 6.5 cents double sided. The 11x17 is 9 cents single sided and 17.5 cents double sided. Of course, there would be no pictures so I guess I will continue to do my own printing. After all, I just paid \$1500 for a new HP5000 LaserJet printer to do this newsletter. However, I am still using the 4V driver as I haven't found a way to control contrast with the 5000 drivers. (Office Depot will do pictures but it depends on how many and what size to determine the price. No color photos as they use Xerox 5090 copy machines).

I didn't get much sleep the week of production due to working 9-10 hours a day at NASA and then spending another 5 hours at night on **The Cleco**, but it was fun anyway. Feedback is requested. Good or bad. How do I improve if I don't know what you think? It is your newsletter. I was elected only the editor.

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#### **Position open.**

**Looking for a volunteer to be the chapter YE Coordinator.**

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**See next page for an article about Bob Decker.**

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# EAA Chapter 393's Flight Advisor Bob Decker remembered

by Phil Jenkins

Bob Decker passed away on the first of February. He was a close, cherished, long-time friend. Actually he was everyone's friend. There wasn't much that he wouldn't do for you. Our relationship began over 35 years ago when we met through our two daughters that were friends in elementary school down in Los Angeles. Our friendship continued until the day he died.

Bob was born and raised near Bisbee Arizona, which is close to the Mexican border and also close to the famous town of Tombstone. He was the youngest of twelve children, however, most of them were grown and gone from home while he was very young. He grew up on a home-steaded farm, and early on decided that farming was not for him.

Bisbee was the center of copper mining in those days and most boys went into some form of work at the mines. Mining didn't interest Bob either, so the little airport at Bisbee was where he directed his attention. He started hanging around the airport after school doing odd jobs - anything to get a foothold in with the airport people.

Soon, through persistence, he got his pilots license and started doing any kind of flying that was needed. His flying in those days included charter flights for hunters down into Mexico, ferrying airplanes cross country, and even some crop dusting.

He had interesting tales to tell, including one about a flight to Los Angeles, having an engine failure and dead sticking the airplane into El Monte airport, which just happened to be under the nose.

After graduating from high school, he attended college at Flagstaff. While there, he met his future wife, Sandy, and they were married after graduation.

Also after graduation, while looking around for a flying job, he found one with Darr Aero Tech who made him a contract primary flight instructor for the Air Force. He instructed for several years and then applied for an airline job with United. After attending the United flight training school, he was assigned as a flight engineer on DC6 and DC7 airplanes.

His next step up was to co-pilot in Los Angeles on the Convair 340, DC6, DC7, and then the Boeing 727. After some years as co-pilot, he received a Captain bid on the 727, also in Los Angeles.

About that time, United had a little slow down and he was surplused up to San Francisco. He received his DC 10 Captain bid in the 80's and stayed on that equipment, spending his last years with United flying over to the Hawaiian islands. He had a 36 year career with United, where he earned the friendship and respect of all who knew him.

We were partners in a Cessna 182 Skylane while Bob was still down in Los Angeles. After I transferred up to San Francisco, Bob and I built our Glasair one while we were both still working, and built the Glasair two after retirement.

Bob was instrumental in my check-out in light airplanes because most of my time was in heavier airplanes, and he knew light airplanes. There are lots of pilots of light planes, but few who know more about them or could fly them as well as Bob. He was a natural in any kind of airplane.

He was diagnosed with lung cancer in August, 1999. The cancer quickly spread through his body claiming his life on the first of February in the year 2000. He is survived by his wife, Sandy, their two married daughters, Janis and Linda and their families.

I -- make that we -- have lost a good friend.

*See page 10 for memorial service details.*



**Bob and Phil's Glasair One - N26PB**



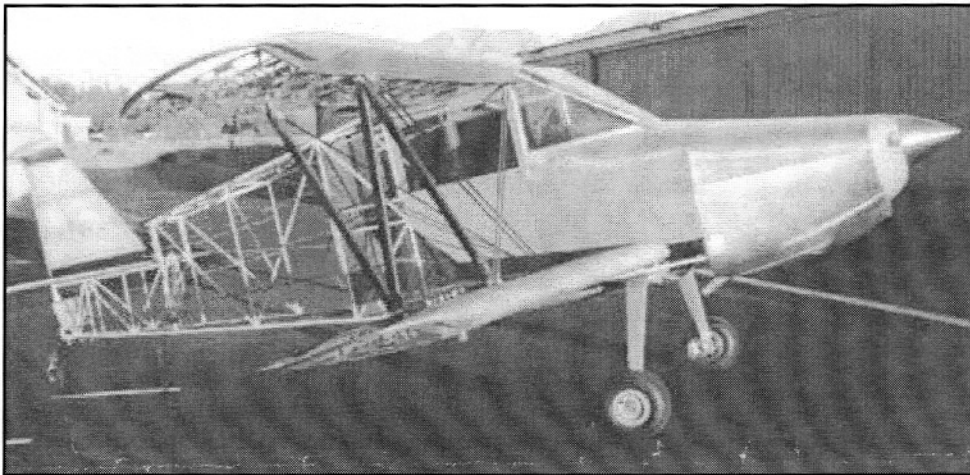
**Bob and Phil's Glasair Two - N73SB**

I have requested articles and pictures from members to put in this newsletter. Here is what I received from Brad Polling about the Westfall that he is building. I have taken the liberty to format it differently than what he gave me.

### History of the Westfall

Miles Westfall's *First Flight* in his "negative staggered" cabin Bi-plane was in 1972. It was his fifth and last design. Miles was killed in an auto accident in 1973. He was 74 when he died. No plans were published. The prototype is still flying in Uniontown, PA.

In 1993 I went to Uniontown to measure the Westfall prototype. I drew a set of plans and had a stress analyses done on the fuselage truss, wings, stabilizer, gear and fittings.



Here we see it with wings before the fabric went on.

### Construction begins:

Construction was started in February 1994. The aircraft structure is now complete and covered. Much work is left to do on interior detail, the engine, instrument and radio installation, etc. etc.

I had hoped to be able to complete the project in 5 years, but I grossly underestimated the time required to design and build the detail items. Without a "full detail" set of plans, many items had to be worked through as I progressed. No completion date has been set. I have tried to build as much of the plane as I can on my own. This has required skill development in a wide variety of disciplines that "paper salesmen" do not possess. Weeks slide by quickly.

### Construction details

The wing sections use a 23012 airfoil. Ribs are truss type built of 1/4" square spruce and 1/16" ply gussets. The leading edges are molded fiberglass panels glued to the front spar and nose ribs. The top wings carry the ailerons

which are almost full span and are freeze type. (Lots of work to build and I am not sure they are worth it).

The tail feathers are 4130 tubing. The horizontal stabilizer is balanced.

All controls are cable activated and all connections are swaged. Cessna rudder pedals were used with toe brakes on both sides. The control column is a Whitman "T" type. The brakes are standard Cleveland's with 650x6.00 tires. The landing gear was custom made by "Grove Aircraft", (A good outfit to work with) and are mounted to the fuselage with four AN5 bolts. The gear legs are "gun drilled" to carry the brake fluid to the Clevelands.

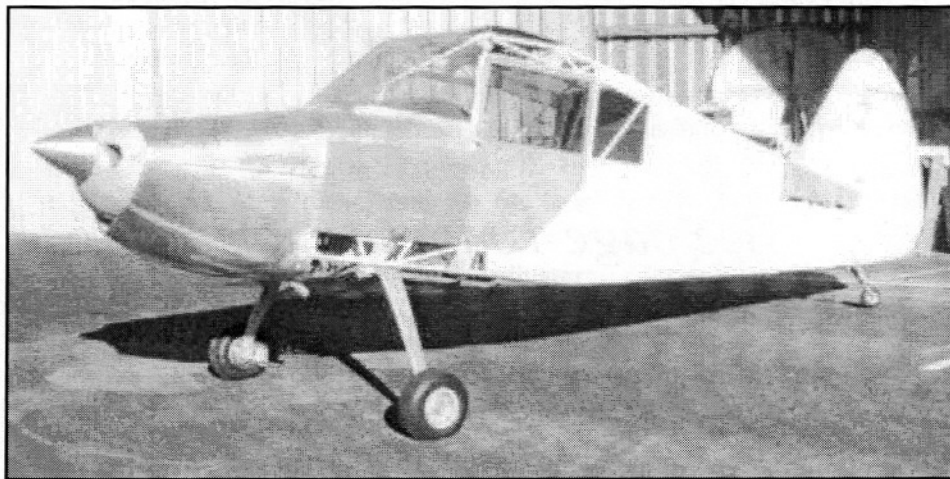
### Engine compartment

Up front the Lycoming O320 is fitted with a crossover exhaust. I am using standard carbureation with an RV4 air filter and ram air cooling. An Aircraft Spruce nose bowl was modified to reduce the inlet size and to build in the ram air ducts. It would have been much less work to have built the nose bowl from scratch.

With the exception of the fuel line, all wiring and "bowden cables" pass through a 1.5" x 5" slot at the top of the firewall.

### Windscreen, windows and doors

The windscreen was shaped over a mold which was carved in place on the fuselage. It was then removed, mounted on plywood and 3/16" plexiglass was heated and shaped over the mold at "West Coast Powder Coating". They also powder coated the fuselage truss. The side windows are 1/8" plexiglass.



Brad Polling's Westfall outside his hangar on the east ramp

The one piece door skins were cut from Alcad 2024T3 aluminium. They are mounted to the steel door frames with fifty eight 6/32 machine head screws on each side.

### Instruments and radios

The instrument panel is "VFR only" with an electric turn coordinator. All gauges are Mitchell. The compass is a Hamilton vertical card. A *Lyle Powell AOA* (angle of attack) gauge will be utilized.

The avionics consists of a Bendix/King KY97A comm. and a KT76A transponder.

### Other details

The aircraft is covered with Stitts Polyfiber. I used medium weight fabric and light weight tape. The wings and tail were rib stitched with flat rib cord.

If you watch the video, read the manual three or four times and do what they say, you can't go wrong.

Painting is another matter. I will let you know about that later.

**EAA Chapter 393** members and other builders in the Bay Area have been a great help to me. I would like to thank them all for their assistance and advice.

I retired in 1995 and have had the luxury of working almost full time on the plane. I have enjoyed every minute to date; however... I would advise anyone contemplating a project like this to: **Talk to a shrink** and or **Dick Van Guensven**.

### Westfall Specifications:

Material:	Steel tube and fabric, wood wing
Wingspan:	24 ft.
Length:	21 ft.
Height:	6 ft. 7 in.
Caabin width:	42 in.
Empty weight:	1050 lbs.
Gross weight:	1750 lbs.
Top speed:	145 mph.
Cruise speed:	130 mph.
Stall speed:	50 mph.
Take off roll:	450 ft.
Landing roll:	550 ft.
Rate of climb:	1100 ft./min.
Fuel capacity:	37 gal.
Power plant:	Lycoming O320E2C

Owner/builder: Brad Polling (925)827-3528.

Here is a **question** to test your knowledge of aviation rules and regulations:

If a non-instrument-rated private pilot is receiving dual instruction from an instrument-rated flight instructor, in actual instrument conditions while on an instrument flight plan, may he/she log as pilot-in-command time during that time in which he/she is the sole manipulator of the controls?

**Answer:** The answer is yes, confirmed by a letter of interpretation from Louis C. Cusimano, FAA manager of the General Aviation and Commercial Division, dated November 1988. As long as the CFII "acts" as the pilot in command of the aircraft and is appropriately rated, current, and holds a medical certificate, the student may "log" the time as sole manipulator of the controls.

### You might be an engineer if ....

- choosing to buy flowers for your girlfriend/wife or upgrading your RAM is a moral dilemma.
- you take a cruise so you can go on a personal tour of the engine room.
- in college you thought Spring Break was metal fatigue failure.
- the sales people at the local computer store can't answer any of your questions.
- at an air show you know how fast the skydivers are falling.
- you bought your wife a new CD-ROM drive for Christmas. \*\*
- you can quote scenes from any Monty Python movie.
- you can type 70 words per minute but can't read your own handwriting.
- you comment to your wife that her straight hair is nice and parallel.
- you sit backwards on the Disneyland rides to see how they do the special effects.
- you have saved every power cord from all your broken appliances.
- you have more friends on the Internet than in real life.
- you know what `http://` <`http://`> stands for.
- you look forward to Christmas so you can put the kids' toys together.
- you see a good design and still have to change it.
- you spent more \$ on your calculator than you did on her wedding ring.
- you still own a slide rule and know how to use it.
- you think that people yawning around you are sleep deprived.
- you window shop at Radio Shack
- your laptop computer costs more than your car.
- your wife hasn't the foggiest idea of what you do at work.
- you've already calculated how much you make per second.
- you've tried to repair a \$5 radio. :-)

\*\* (I guess that's me. I bought my wife a rewritable CD ROM and a DVD player, then had to buy her a new computer to put them as her old one was too slow for the DVD). :-)

**At press time we were notified Lyle Powell is back in the hospital, in ICU, with pneumonia. Cards are welcome. Personal visits at this time might not be a good idea.**

One website I failed to mention in the January issue of **The Cleco** appears here. I apologize to the California Pilots' Association for that. I have been a member of CPA for several years and look forward to the newsletter every month. It is devoted to helping **save California Airports** and protecting our right to fly in my favorite place of the world. The website has a wealth of useful information. <http://www.calpilots.org>. There is a hotlink from the 393 website (aviation related links page).

Another interesting website is <http://whittsflying.com>. Of course, I could put up hundreds of hotlinks, but I am afraid someone might think I endorse their site and that is just not so.

Dick Rihn responded with this article about his

### One Design

"PATIENCE" is the first word on the notice posted on the wall of the hangar. It quotes from Calvin Coolidge, "-----". Perseverance and patience had served me well in completing medical school and attending a couple of thousand obstetrical experiences. However, building an airplane added a whole new dimension to my personality.

First of all I discovered that the gestation period for a home built aircraft is a whole lot longer than the gestation period for a human pregnancy. As most of the non-flying public knows, building a home built aircraft gives reason to doubt the mental stability of the builder. Why would a sane, well balanced individual spend as much money to build an airplane as he would pay to purchase one already built. Why not save that time investment? It may not be possible for me to rationalize my aberrant adult behavior here but it is worth a try.

On the surface it just doesn't make sense,---unless the goal was to build an airplane rather than just own one. That was my case. Since childhood I had wanted to build my own airplane. This became an obsession as I got older and realized that my time on earth could run out before I "punched this ticket" on my lifetime want list. I guess all of us develop mental lists of what we would like to do. With time some of these more exotic goals turn out to be fantasies and get dropped off the list. The goal of becoming a home builder stayed with me. I couldn't shake it even though it did seem like a somewhat insane thing to do. The need to have an airplane to fly was already well satiated with part ownership of a Cessna T-210 and full ownership of a Pitts S - 1T. The need to build an airplane was therefore not related to my need to be able to fly.

With age also came retirement and the freedom of time to do what I wanted rather than what other people had a right to expect from me. The selection of aircraft to build was the easiest part of the quest. Building a high speed cross-country kit airplane didn't make much sense. A Pitts S 1T is a superb aerobatic biplane. Perhaps an aerobatic monoplane was in my future. The One Design movement which led to the development of the IAC One Design and the acceptance of Appendix 6 of the Rules Book of the IAC appealed to me as a means for competition with like minded "over the hill" pilots who had no aspirations to "make the team" but enjoyed competition on a level playing field. Selecting the **One Design** also allowed me to honor my son and his creation of the most successful home built aerobatic monoplane flying today (there are 42 flying after 5 years of plans availability). Although my son has not built one of the One Design aircraft he knows virtually everyone who has done so and could serve as a clearing house for information and advice.

Four and one-half years ago I made the fateful decision and ordered the wood to begin building the wing of my One

Design. To date the airplane has exceeded my expectations. It is easier to fly and especially to land than the Pitts. Its performance is far greater and it requires less maintenance. Less maintenance means more flying and less knuckle-busting wrench work..

But, getting to this point in my life was often a frustrating, painful, character building, soul-enriching process. Aside from these there was a ten suture laceration and a box of bloody bandaids. My always present fear of the table saw left me with my original ten digits.

## THE WING

The easiest part of building any other part of the airplane was in placing the order for the "kit". The One Design is not a kit airplane. It is a plans built airplane. However, due to the popularity of the model many vendors have sprung up who produce most components. These are of outstanding quality. A One Design can be built very rapidly if one wishes to "throw money" at the project and purchase nearly completed components. My goal, however, was to experience the building process. My criteria for buying a ready made component was as follows: if I could not possibly make it (engine, instruments, radios, wheels, brakes etc.) or if I could make it but would be afraid to use it because of my lack of skill or knowledge in the type of fabrication required. Therefore, I decided to have all of the welding done elsewhere and part of the fiberglass work as well as lamination of the main spar. Everything else that I could make I wanted to do. The project embraces the disciplines of composites, sheet metal, fabric, steel truss welding and woodwork. However, these were the easy parts. The more difficult part was deciding where and how to place the various systems and controls. As an example I wanted a complete engine analyzer system and knew absolutely nothing about electrical wiring. When faced with insurmountable difficulties I turned to my local EAA Technical Counselor (Rick Lambert) for guidance. I found that his technical knowledge was supplemented with practical experience (more than six airplanes personally manufactured). In these circumstances it was a no brainer to get him to wield not only the knowledge but the tools.

Back to the wing. The spar is one of those areas of construction so important to make perfectly that I elected to have Bill Scheuneman do it. After a visit to his shop I realized what a wise decision I had made. Bill has a huge steel "I" beam set up on steel legs bolted to a massive concrete floor structure. The top of this "I" beam has been ground in place to a completely flat surface, removing all waviness or warping. Bill "lays-up" the Douglas Fir laminates on this beam, clamping the pieces together while the epoxy glue cures. Then this massive beam is lifted onto the table of a computer controlled wood router. The timber is thus shaped to the exact dimensions called for in the plans. The only remaining piece of business I would have

to attend to was drilling the holes in the beam. The thought of drilling these holes after the wing was either almost completed or actually completed led to many "toss and turn" sleepless nights. A mistake could waste a lot of money and a lot of work. (Since my experience Bill has programmed the computer to drill the holes for the purchaser). The day the wing kit shipment arrived was a major milestone. I was about to commit myself to a major life event. It gave me the same creepy feeling as when I walked into my first classes at medical school. I was about to embark on something from which there was likely to be no turning back. My life would be changed forever!

At first it was easy. I had to make the wing ribs. This was fun as several could be made during the time my wife was watching Jeopardy and Wheel of Fortune. After getting all my "pony" clamps installed on the glued pieces of the ribs it was always exciting and rewarding the next morning to remove the clamps and see how good a job I had done the

night before. All too soon the ribs were completed and now it was time to move the loft in my "T" hangar which provided me with a 20 by 20 foot space to move to the hangar. In anticipation of this event I had built a mezzanine work space. With the help of friends I was able to transport the spar from my home to the loft. Then some serious carpenter work was needed to create a jig and a working space that would enable me to accurately align the ribs to the spar. The first task of leveling and truing the spar was a revelation. I thought a simple water level would be adequate. It did not seem to be reliably adequate. A long high quality carpenter's level coupled with a machinist's very sensitive level allowed me to set the spar up with a high degree of accuracy. Then I discovered that the moisture content of wood is a variable. The loft floor, the jig and the wing materials were all of wood and each picked up different degrees of moisture during each day. The first part of each working session required a careful re-evaluation of the level and true nature of everything before any glue could be mixed.

To be continued later.....



Here is what we have all been waiting for. Pictures of Dick Rihn's One Design.



Congratulations are in order after a successful first flight. Well done, father and son.

Heard on the frequency:

CCR tower: "Aircraft on final, go around, aircraft on runway"

Solo student pilot: "Roger" (continues to descend).

CCR tower: "Cherokee 115, GO AROUND!!"

Student: "Roger" (still descending).

CCR tower (screaming): "**115 GO AROUND; AIRCRAFT ON RUNWAY!!**"

Student (still descending): "Roger".

So, the student pilot plunks his Warrior down on the numbers, proceeds to **go around** the Duchess sitting on the runway and taxis to the ramp.

CCR Tower: Uh, .....unintelligible.....

Tower: Citation 1Alpha Charlie climb to 4,000 for noise abatement.

CJ-1AC: How can I possibly be creating excessive noise at 2,000 ft.?

Tower: At 4,000 ft. you will miss the King Air coming at you at 2,000 ft. and that is bound to avoid one helluva racket.

### **Minutes from the Jan. 26th, general membership meeting**

Board members present were Bob Belshe, president; Ron Robinson, past president; Tracy Peters, vice president; Louie Goodell, Secretary/Treasurer; & Duane Allen, newsletter editor & webmaster.

Bob called the meeting to order at 7:40 p.m. He announced the passing of Melanie Wiebins and answered questions of the cause and memorial details.

Duane was given a round of applause for the new newsletter format. Duane acknowledged the recognition and spoke about the website. Those who had visited it were pleased.

Two visitors were introduced, Kent Seguire of Oregon City, Oregon and Dan ??????. Sorry I didn't get the last name.

There were no minutes from the December meeting. The general opinion of the Christmas Party was that it was a success and suggestions were made to use the same place again next year. We had to pay for 90 dinners to reserve the place plus \$350. Only 84 people paid for meals so the chapter paid the difference plus a few other items.

Louie still has Y2K calendars at \$7 each. Please buy 1 or 2.

Flyout on Saturday will be to Auburn. Meet at Bob Belshe's hangar at 11 a.m.

The members were reminded that we may have to find another meeting place due to the potential use of the terminal by an upstart airline or two. The county will be doing some remodeling prior to the startup date.

Tracy announced that Golden West is moving to Sacramento Executive. The fly-in will be on Sept. 8th-10th. Information is available on the website. There is a hotlink on the eaa393 webpage.

Tracy gave a very interesting and thorough talk on aircraft wire types, wiring techniques, use of proper tools and methods for securing to airframe, etc. He made good use of slides and passed around the tools and wire for inspection by the members.

After a break the raffle was conducted and introductions of members and their projects.

### **Minutes from the February 5th, 2000 board meeting**

Board members present were Bob Belshe, president; Ron Robinson, past president; Scott Achelis, past Vice President, Secretary/Treasurer, Louie Goodell; newsletter editor, Duane Allen.

Bob said that Vice President Tracy Peters, who is also president of the Golden West Fly-in Association would not be

present. He was helping move the GWA things from Castle to Sacramento Executive Airport. GWA fly-in will be held in Sacramento this year, and future years if it continues.

Bob called the meeting to order at 10:45 a.m. He announced the passing of member Bob Decker. A discussion followed. Bob will contact Phil Jenkins to find out the details of the memorial service. If available in time, they will be printed in the newsletter. Ron suggested we ask Phil to write an article about Bob to be published in a future newsletter.

Bob and Phil are retired UAL pilots and built two Glasairs together. Pictures of the airplanes can be seen on the website on the members' page. Pictures of Bob and Phil are on the flyout pages.

Scott suggested the chapter make a donation in honor of Melanie Wiebins who passed away last month and Bob Decker on Tuesday Feb. 1st. A discussion followed about the amount and to whom the donation would be made. The subject will be brought up to the general membership at the meeting on February 23rd.

Ron also announced that long time member and Glasair expert extraordinaire, Dr. Lyle Powell is in the hospital with lymphoma cancer. He also had a mild heart attack while undergoing tests in the hospital. Ron will contact Ellen Powell to find out Lyle's condition and find out if it is OK for members to visit him, either in person, by phone or simply to send him get well cards.

Louie passed around bank signature cards for the board members to sign. He reported \$2519.64 in the savings account and \$379.92 in the checking. He also mentioned that if the savings account drops below \$2500 the bank charges the chapter \$10/mo. in fees.

Bob asked Louie to prepare a balance sheet for 1999 and a budget for 2000 listing four or five categories of income and expenses, i.e. member dues, fund raisers, donations, Christmas Party subsidies, etc.

Duane voiced his opinion about chapter dues being used to subsidize the picnic and Christmas Party. He would like to see the total cost of entertainment be covered by ticket prices.

He also noted it cost over a dollar each to produce the January issue of **The Cleco** and that future issues will be limited to 12 pages to keep the cost under the dues per member collected.

Ron asked that it be noted that Duane was doing a super job on the newsletter and website. He also suggested that a disclaimer be placed on the opening page that the website is intended for the benefit of Chapter 393 members, that it has no commercial intent and that any non EAA links are not an endorsement of those sites, but simply an easy way for the chapter members to access other sites, especially for those



like himself who are new to computers and the web. Duane will update the website by the time the next newsletter is printed.

Ron said that Jack Brown, line service manager for Navajo would like to provide a discount to chapter members but would need a commitment from several members in order to be able to afford to do it. His suggested discount is from \$2.18/gal to \$2.09/gal. Scott who has worked with Navajo in the past with the fuel issues surrounding Buchanan Airport Day and the Young Eagles program will approach him and see if we can strike a deal. Duane noted that service at Navajo has been less than professional in the past. For example, he has observed the fuel truck servicing unattended aircraft some twenty minutes after he called for fuel and was told it would be about 10 minutes. Scott will look into the situation.

Bob remembered that he had not yet contacted James Paulas about being the chapter YE coordinator. Pat Peters has 10 or 12 kids signed up to fly but does not want to be the primary YE coordinator. Bob will follow up with James.

There was a lengthy discussion about the membership roster, paid up and delinquent member status in regards to keeping all names or dropping those who are not paid by a certain date. Newsletters will be sent only to those who keep their membership current.

Duane also mentioned that he had received newsletters from Chapters 20, 62, 124, 170 & Mt. Diablo Pilots' Association to date. One was noted to have mostly parts of **The Cleo** January issue in it.

Louie mentioned that Kent Seguire from Oregon had joined the chapter to receive the newsletter. You can see a picture of him with his dad Bruce on the Auburn flyout page of the website, <http://eaa393.org/auburn>.

**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](mailto: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, (not available where I live) 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.

## FOR SALE - TRADE - WANTED LOANER ITEMS

**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

**Engine Wanted** to complete STC engine change. Need 180 HP Lycoming O-360 -A1A, -A3A, -A1D or -A4A. I can overhaul after purchase.

**Engine for sale:** O-320 w/prop. First run, new carb. and mag. Good compression, runs great.

**Radios for sale:** KX175B w/KI208 VOR/LOC \$1200 fresh O/H; AT150 XPNDR \$750; AT50 XPNDR \$675. Both test OK. **John Ashley 225.658.4625.**

**For Sale:** Narco HT800 720 Ch. Transciever. New Ni-Cad battery, \$225. Jack 925.685-5545.

**For Rent:** Large hangar at Byron, \$235/mo. 925.516.8495 1.800.527.2068 x5725.

**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 or a bad day.

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

Dennis Byron has set up an email discussion group for EAA393 on the net at <http://www.egroups.com/group/ea393/info.html>. Check it out.

For those who don't remember, or didn't know, the **Concord AWOS** telephone number is **925.689.2077** and is on the ATIS frequency (124.7) when the tower is closed. The ATIS phone number is **925.685.4567**. Use it before you leave home to check the weather at CCR to prevent a surprise when you arrive. Sometimes it is quite different at the airport compared to only a few miles away. [The voice of experience, from one who is familiar with the Bay Area's micro climates].

Louie reports that the income/expenses for the chapter in January were as follows:

	Income:	Expenses:
Dues:	\$140.00	Cleco: \$180.00
Raffle:	\$ 43.00	
Calendars:	\$ 63.00	
	<u>\$243.00</u>	<u>\$180.00</u>

Checking account: \$ 379.92  
Savings (money market) \$2519.64

## Guest Speaker for April

**Dan Dugan, NASA Project Test 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.**

**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.**

**See more about Dan below.**

Tracy has arranged for Brian Lloyd of Chapter 512 (Placerville) to be the guest speaker at the February 23rd. meeting. He is going to do a presentation on his purchase and updating of Chinese CJ-6 trainers. He will bring the aircraft for viewing during the break and entertain questions and provide answers. It is a beautiful aircraft, and he has completely updated the instruments and radios to modern (and Western) standards.

As usual, the meeting starts at 7:30 p.m. in the old terminal building (until further notice). After a short business meeting, the speaker will take the floor and entertain us with his experiences. After his presentation, we will take a break and upon resuming, have the raffle and introductions. Please come early. Coffee and cookies will be provided by our own Louie Goodell.

### **Memorial Service for Bob Decker, Chapter 393 Flight Advisor**

**A gathering to celebrate the life of Bob Decker will be held at 3 p.m. on March 11, 2000 at the Northwest Hangars, #26 at Buchanan Field Airport, Concord, CA.**

**Memorial gifts can be given to EAA Chapter 393, via Louis Goodell, Treasurer, to benefit the Young Eagles Program (in which Bob was active) or to the charity of your choice.**

**Louie's address is 1869 Larkspur Court, Concord, CA. 94519.**

**Bob is survived by his wife Sandra of 46 years, daughters Janis Murphy of Carlsbad, CA. and Linda Merriam of Pleasant Hill, sons-in-law Chris Murphy and Steve Merriam. Loving Papa to grandchildren Kirk and Caitlin Murphy, and Sean Merriam.**

**Bob will be missed by all of EAA Chapter 393 as well as his immediately family.**

I have known Colonel Dan Dugan since he retired from the Army and came to work for NASA in 1976. I was the Instrumentation Technician on the UH1-B V/STOL helicopter. (We were testing an auto-land system built by Sperry Univac).

Dan's aviation career has lasted 49 years. He has a Masters Degree in Aerospace Engineering, is a West Point Graduate and served in both Korea and Vietnam.

When he arrived at Ames he flew the XV-5 (a strange looking bird as you will see in his presentation) and became the Project Test Pilot on the UH1.

When we got the XV-15 from Bell Helicopter in 1980 he became the Project Test Pilot for it. That is when I began to see a lot of Dan, as the UH1 didn't take much of my time since it only required me to pre-flight the data acquisition system to make sure it was taking data correctly, as did the DHC-6 Twin Otter and C8A Buffalo.

But ..... the Tilt Rotor was a different story. It had two computers which took 128 channels each of data from the aircraft and recorded it on a 14 channel one inch magnetic tape. The patch board which routed the signals from the source to the computers was a nightmare. Failures on every flight. I finally figured a way to make it more reliable. But that is another story.

During 1990 through 1995 Dan was assigned as the "NASA member" of the V-22 Osprey test team.

He is currently on the staff of the Army/NASA Rotorcraft Division at Ames. When you ask him why he hasn't retired he will usually say, "Why retire when I can get paid to have this much fun."

Dan has authored over 20 technical reports and papers, most of which are about the Tilt Rotor.

Having just bought a T-28 and joined the ranks of EAA he is now "one-of-us".

He holds an ATP in both airplanes and helicopters.

I have some interesting stories I could tell about our 23 years together but it is Dan's night so I will let him do all the talking. Welcome to Chapter 393 Dan Dugan, and thanks for sharing your career with us. We will be looking forward to viewing the T28 sometime.