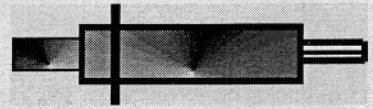


# The Cleco



Official Publication of the Experimental Aircraft Association

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

Volume No.1

May 2000

Issue No. 5



The Leader In Recreational Aviation

The website changes frequently.  
Have you checked it today?

Sport Aviation

## Inside this issue:

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**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.

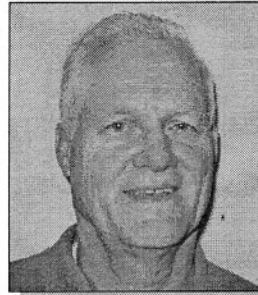
**Our normal meeting time** is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

There will be no July meeting due to the picnic.

### Year 2000 Meeting schedule:

- May 24
- June 28
- July 15 **Chapter Picnic**
- August 23
- September 27
- October 25
- Nov. 15 Due to Thanksgiving
- Dec. 16 Christmas Party @ The Greenery** in Walnut Creek. The same place as last year.

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**President's Column:**  
Bob Belshe presiding.

Thanks to Duane Allen for recruiting an exceptional speaker for the April meeting. NASA test pilot Dan Dugan spoke of his experiences with the development of the tilt-rotor aircraft, up to the first production model, the V22 Osprey. His insightful talk was filled with video and still pictures showing the history of this development.

**Guy Jones** is one of those people who just quietly gets the job done, in this case supplying and running the raffle. Thanks, Guy. Six raffle tickets were drawn at the meeting, and the winners were: Doug Knight, Pat Peters, Bruce Hobbs, Pete D'Innocenti, Phil Jenkins, and Dick Rihn

**April 29 flyout:** This month our Saturday fly-out took us to Half Moon Bay. The weather was perfect. This was the day before Half Moon Bay's annual "Pacific Coast Dream Machines" show, so there was lots of activity. For a change, the group decided to lunch in the airport restaurant, instead of walking over to Princeton. Even though the restaurant was nearly full, they found a table big enough for everyone. The food and service were very good. Participants were: Bruce Seguine & Bob Belshe in Bruce's experimental Swift-like shining bird, Harry and Warren Heckman in Harry's Lancair 290, Pete Wiebens and Bob Rudolph in Pete's Glasair III, Jeff \_\_\_ in his C-180, and Lou Ellis in his Glasair II. I'm sure the show organizers were sorry to see all these beautiful airplanes leave so soon.

**Picnic volunteers needed.** The chapter picnic is just two months away. We need a committee to buy food and drink, and to set up/take down tables and barbecues. Please come to the meeting prepared to sign up so this event will be a great success.

## Letter from Ellen Powell to Bob Belshe

April 21, 2000

Dear Chapter 393, EAA

Thank you so much for the lovely plant garden you sent to Lyle, he really enjoyed it!

As you must know, Lyle had such an affection for Chapter 393. He looked forward to each meeting and to seeing and talking with everyone of you.

At the end of his life, although he did not want a formal funeral service, the idea of a celebration of his life held at the airport appealed to Lyle greatly.

Pat and Tracy Peters have graciously offered their hangar as the site. We are, of course, hoping that the EAA members will be there and we will invite a few additional friends.

The date will be May 20th at 3 p.m.

With much love,

Ellen and family

## The 36th Annual Watsonville Fly-In Airshow Takes To The Air May 26-28, 2000

The theme this year is "**Salute To Our Heroes**" starting with a greatly expanded night time extravaganza featuring a dazzling air show and fireworks.

The traditional Friday Spaghetti Feed will happen as usual again this year. On Saturday night there will be the Awards Banquet. The Watsonville Fire Fighters cooking crew will prepare their popular Santa Maria-style Tri-Tip Steak Barbecue with all the fixings.

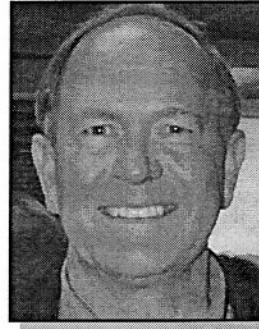
Check out their website for further details.

<http://www.WatsonvilleFlyin.org>

Some of the performers scheduled to attend are:

Delmar Benjamin, Steve Stavrakakis, Jim Leroy, Tom Wade, Eddie Andreini, Dan Buchanan, Amelia Reid, John Collver, Allen Silver, Showcopters and of course there will be Fireworks.

Anyone attending from 393 is asked to take pictures and write something up for the next Cleco. [Thanks, Ed]



## Editors Column by Duane Allen

Here it is time to publish again and nothing much from the membership to publish.

So, it is up to me to try again to fill the blank space with text and pictures.

I have said it before and I will say it again, if you don't want to read about what I am doing, then send me something about you or your project.

Are you building something, restoring something or been on an interesting cross country trip wherein you had good or bad experiences at FBOs along the way. Gas prices above or below the average, send it to me. I will publish it, if it is in good taste.

As you all know, I have been very busy at NASA getting ready to do some dust studies on contract aircraft. i.e. The Navy SPARWAR Navajo in Puerto Rico and the University of Washington's CV580 in South Africa.

During our flight plan discussions today, I think we are convinced almost no one wants to fly at 100 ft. above the water for 45 minutes at gross weight. And I was one of those objecting. Especially in a 30 year old airplane with aged engines and pilots that I don't know.

Starting in July someone else will have to publish **The Cleco** until I am through traveling at the end of September. I am sorry to have to beg off, I do enjoy the job as editor, but, I think it better for the membership to be represented by someone locally.

Until next month, fly safe and keep the shiny side up.

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### Minutes of the general membership meeting 4-26-2000

The meeting was called to order by President Bob Belshe at 7:35 p.m. Visitors were welcomed.

Visitors present were John Havens who works at American Airlines in San Francisco. He is a private pilot but not current. He is a friend of Dick Rihn who invited him.

Also present were Bob O'Grady, a friend of Pete Wiebens, and a member of the Airport Advisory committee.

J Hashi, who is building a Lancair 360. Sorry I didn't get the rest of what he said.

Chris Hobbs, son of member Bruce, a wanna be pilot. (Guess it runs in the family).

And last but not least is Jacob (didn't get his last name), who is attending Sierra Academy.

[I would like to have pictures of visitors for the newsletter. Members please help me accomplish this. Ed]

Treasurer Louie Goodell reported \$1933 in the chapter checking account of which \$750 is for the Bob Decker/Lyle Powell memorial fund, set aside for Young Eagle activities. The savings account has \$2532.10 in it.

He also reported 114 members (10 not paid). The editor doesn't understand this as I sent out 30 newsletters which showed delinquent dues. Those 30 were slightly different than the other 120 due to some late arriving information for the newsletter.

Doug Knight is looking for a portable engine test stand. He says he can build it if he can get some help with the design and costs involved.

**The memorial service for Lyle Powell will be at his hangar, E15 on the east ramp, on May 20<sup>th</sup> at 3 p.m. Chapter members and friends are invited.**

Someone received an email from the EAA Chapter 1027 at Willits. They will be hosting airport appreciation day on Sunday August 27<sup>th</sup>. We are all invited.

The guest speaker, Dan Dugan, NASA Tilt Rotor Test Pilot gave a very interesting presentation about tilt rotor concepts, reasons for tilt rotors instead of helicopters and or fixed wing aircraft. He showed slides and videos of several different powered lift experimental aircraft, including the tilt wing, the harrier, XV3, XV5, XV15, V22, & Bell 609. There were lots of questions during the talk and more after he finished his presentation.

Questions were in all category of subjects such as costs, operational issues, performance, and emergencies.

He presented lots of statistics on the development process and history of tilt rotors. He donated 3 books about the history of tilt rotors to the chapter.

The meeting was adjourned and the social time continued.

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### Minutes of the Board of Directors Meeting May 6, 2000

The meeting was started late due to waiting for the building to be unlocked.

Members of the board present, Bob Belshe, president, Tracy Peters, VP. Louie Goodell, Sec. Treas., Pat Peters, YE Coordinator and Duane Allen, Newsletter editor.

Louie provided mailing labels for the May issue of The Cleco.

Subjects discussed.

Pat is having Tshirts made. He will pay for them and take reimbursement as he sells them. After his costs are recovered, he will submit the balance into the YE fund.

Acknowledge donors to the Bob Decker & Lyle Powell fund.

John Paulas is doing a presentation in the Mt. Diablo school district to recruit young eagles.

Pat will check with Mendedz about putting up a box at the reviewing stand by the tower to advertise Young Eagle rides.

John Paulas will make a video of a YE event and use it on the local TV public access channel.

Guest speaker for April is Matt Draile. See page 6.

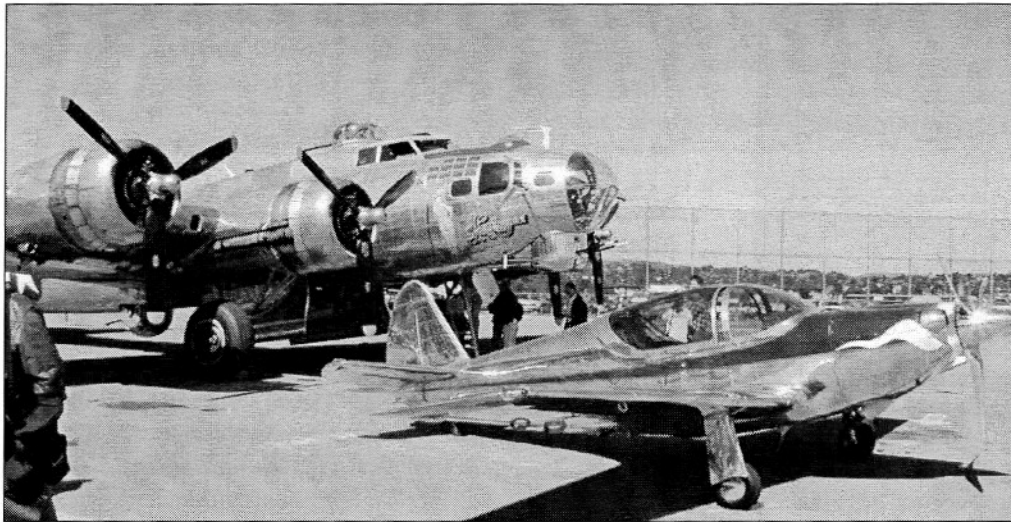
Discussion about Picnic and planning for July 15.

Thanks to Dan Dugan for the three books on Tilt Rotor and Andy Marshall for the Composite Construction books to the Chapter library.

Chapter 393 has not received the national list of chapters with the officer listings.

Louie reports \$1990 in the checking account, of which \$700 is YE fund donations in honor of Bob Decker and Lyle Powells life. There is \$2532.10 in savings.

**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, or most any other means you have available. Hand written is acceptable too. [See address on page 2. Ed]



Looks like Bruce has been politicking again. Notice the little polished aluminum bird next to the big aluminum bird?

Maybe he will tell us what this is all about.  
Both attractive airplanes, if I do say so myself.

## NASA Ames, Moffett Field to host Sixth Annual Young Eagles Event.

The *San Francisco Bay Area* EAA chapters come together on June 10, 2000 at NASA's Ames Research Center, Moffett Field, CA to fly the most kids in one day in the bay area. We are talking on the order of 200 or more in one day by local pilots.

NASA Flight Operations will host the sixth annual young eagles event at Moffett Field.

Your editor, being a NASA employee at Moffett for many years and a young eagle pilot since 1992, suggested using Moffett Field for a large event after the first successful Chapter 62 large event on International Young Eagles Day 1994, held at



Q99, South County Airport. (174 kids with 15 airplanes at an uncontrolled airport). [We don't need no stinkin tower. :-~ ]

On July 22, 1995 we were well on our way to setting a new record. A total of 183 kids and some parents were flown by 25 pilots. Then again in 1996, we did another bang up job. As the years progressed and NASA took control of the field after the Navy moved out, it looked like it wasn't going to happen anymore. But, at the last minute Geary Tiffany, the airfield manager, stepped up and volunteered the operations branch to be the sponsor. He has said that as long as he is airfield manager, IYED will be approved under his watch. THANKS Geary.

Geary and I both have had some interesting jobs over the years at

**The Ames ramp on a prior young eagles event. Notice the number and organization of the "guest airplanes".**

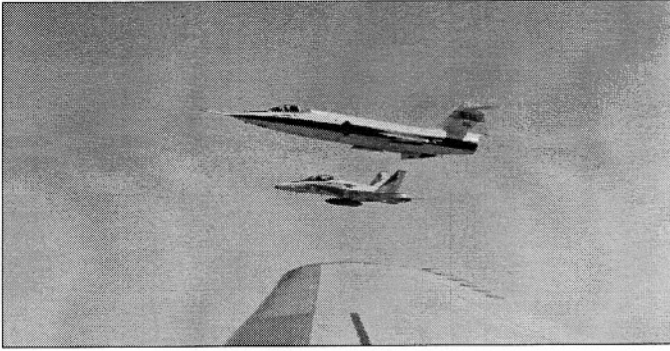
**This is only part of them.**

**See the C130 top left. Young Eagle Operations will be operating from just north of there this year. The plane pull (see next page) will be about where the C130 is parked. The on\_ramp parking will be elsewhere.**

NASA. One of them was him flying the DC8 and me taking pictures out the window on a day like this, see next page.

You saw the picture of the DC8 and F104 together in the April issue. Thanks to the photographer in the F18 for that one.

Unapproved aircraft landing at Moffett are subject to disciplinary action under Federal Regulations.



NASA's F104 and F18 fly alongside the DC8 during a research flight over the Mojave Desert. The F104 had a fuel control problem and had to return to Dryden Flight Research Center.



We will be operating at the northeast corner of the hangar, just behind the cowling of my Cardinal.

Visit the museum on June 10th while you are at Moffett and read about the history of Moffett and its dirigibles. If you haven't flown in to Moffett before, you should.

Any EAA member can fly in on IYED, June 10, 2000 just by participating in the Young Eagle event. You may bring your classic, warbird, homebuilt or whatever you have.

If you are not flying young eagles, then you should put your aircraft on static display between the young eagle event and the plane pull or else, at least help with registering the kids for their flight, working the ramp, making sure the pilots drink plenty of water, etc., etc.

If you haven't signed up to get your aircraft onto Moffett yet, please contact Judy Stout, email [JudySt@ix.netcom.com](mailto:JudySt@ix.netcom.com) or call her at 408.683.2486 and give her your aircraft type, tail number, EAA number and of course your name. She will add you to the list of approved aircraft to land. Please let her know as well whether you will be a ground volunteer, a young eagle pilot or if you just wish to display your aircraft.



Here you can see the world's largest US Flag.

If you will look closely, you can see the United 727 used in the Special Olympics Plane Pull at the far end. Now imagine just how big that flag is. Since I can't remember the size I won't even try to guess. Over three football fields though.

All those little specks around the edges are people holding the flag off the ground. It took several hundred people to support it. I hear it was like being in the world's largest tent if you were one of those under it. Hangar One is 283 feet tall, so you can see we will have plenty of room for the young eagles event, lower right corner of this photo.

The "Friends of the California Air and Space Center" (see <http://casc.arc.nasa.gov>) has invited one of America's premier test pilots, **Bob Gilliland**, to be the guest speaker in Hangar One at 1 p.m. in conjunction with the days activities on June 10th. Bob's presentation titled "Test Flying the World's Fastest Airplanes" will undoubtedly draw a crowd. The 1 p.m. time was selected to allow visitors to witness the Law Enforcement, Emergency Services, and other teams compete to move the 727 a given distance in the shortest time with nothing but human power. The team registration fees go to support the Special Olympics Fund.

Food, refreshments and NASA gift shop items will be available for sale by the *NASA Ames Employee's Exchange* in the parking lot adjacent to the famous landmark "Hangar One."

The Plane Pull starts about 9 a.m., the Young Eagle flights at 10 a.m. to 1 p.m. and Bob's presentation at 1 p.m. Don't miss this once a year event.

Sorry there will be no giant flag this year, and no airshow, but one is in the planning for next year. [ED]

The ASOS frequency is 124.175, the tower is 119.55 and ground is 121.85. Plan to land long (midfield between the hangars) and turn off at the second exit, Taxiway Bravo, unless instructed otherwise by the tower. The first exit "A" is 1500 ft. from the beginning of 32L and the second is yet another 3100 ft.

## Guest Speaker for May

The guest speaker for May will be Matt Dralle, owner of Matronics. Matronics produces the Fuel Scan fuel management systems and is the sponsor of the RVlist and many other aircraft specific email lists.

The program starts after a short business meeting at 7:30 p.m. in the old terminal building on John Glenn Drive, just south of the tower, east ramp.

### This space available for your input.

I have run out of time, must go to press. [Ed]

This newsletter is produced on a Toshiba 2595XDVD laptop computer using MS Publisher and printed on an HP Laserjet 5000 printer.

Newsletter submissions are due by the 10th of the month in which you want them printed.

Printing is done Monday & Tuesday nights of the week before the meeting. Anything arriving after midnight on Sunday will have to wait until the next month to be printed.

The **EAA393 Website** is intended for the benefit of the Chapter 393 members and potential members looking for a chapter to join. It has no commercial intent and any non EAA links are 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 in same. [Duane Allen ~ Editor]

## Young Eagles Event May 27th @ Concord

EAA393 pilots, don't forget the Young Eagles Event on Saturday.

Pat and Tracy tell me they have at least a dozen, maybe more kids to fly. Especially if John Paulas was successful in getting into Mt. Diablo School to do his presentation.

In addition to the pilots who don't currently have medicals doing the ground duties, other volunteers are requested. There will also be a need for the regular and new pilots.

If you haven't participated before, let this be your first. It is great fun, especially if you get one that is really gung ho about flying.

Sorry I can't be there. Have a graduation to go to at San Jose State that day. [Ed]

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].

This past week a message posted at Stoddard-Hamilton's homepage includes: "A letter will be sent next week outlining the plan of liquidation" and "all creditors will be treated equally." This is not good news for homebuilders, and especially not for the several Glasair projects under construction by chapter members. We hope the reorganization will include support for existing builders.



**You too can get this close to landing F18s,  
if you know the right people.  
Remember the old saying,  
"It is not what you know but who you know that counts."  
It applies here.**

Justin Bethune

The Cleco, May 2000

## FOR SALE - TRADE - WANTED LOANER ITEMS

**Wanted** Hangar to rent at Concord. Low wing aircraft (Trinidad, width 32'5", length 25'9") Bruno Motta 925.228.2852

**Hangar** for rent, builder. Available May 1. Contact Ron Robinson, days 925/980-6548, evenings 925/228-3720.

**Glasair III For Sale:** Lyle Powell's Glasair III Serial #3002. MANY modifications, 1058 TTA, 1198 TTE. Electronic Ignition, Dual electric buss system. Good avionics with Argus 3000 moving map, Nav-Aide autopilot coupled to GPS, 3-blade Hartzell prop, 3 axis elec. trim. Cruise 255 mph@14 gph @10,000ft. Everthing works! \$110,000 OBO. Location: Concord, CA

Contact: Rich Powell during the day at: 925-935-8822 or at night at: 925-934-9396. **email: powels@pacbell.net**

Two 4 x 8 foot sheets of new (white) 1/8 in. thick plastic for work bench top. Good for cutting fiberglass cloth also. \$40 each.

New 3-way fuel valve w/nylon barrel weather head. New price \$19.95, sale price \$10.00

New (Slick) magnetos for Lycoming O360 w/harnesses. New price Left-\$583, Right-\$518, will sell both for \$700.00

Prop extension, 8x7 (inches?) SAE2 34B. Cost \$694 new. Sale price \$400.

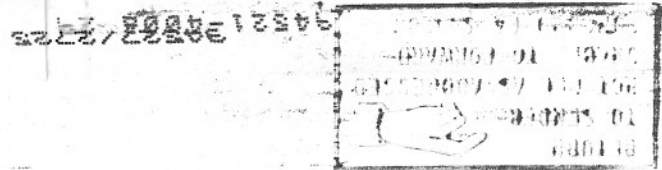
New 90 deg. elbow for Lycoming carburetor or fuel servo. Can be mounted facing forward or sideways. New stainless flanges welded inside and out plus gusset. Painted white (epoxy paint). New cost \$295, asking \$175.

Prop Governor, McCauley model C290D3-G/T18 w/cable bracket. \$150.

Motorcraft aircraft alternator w/condenser, adjusting bracket & pulley. \$75.

New ACS105441 gascolator. New price \$46.20, sale price \$25. Contact Rick Lambert mailto:rlam242714@aol.com or phone 925.676.9377.

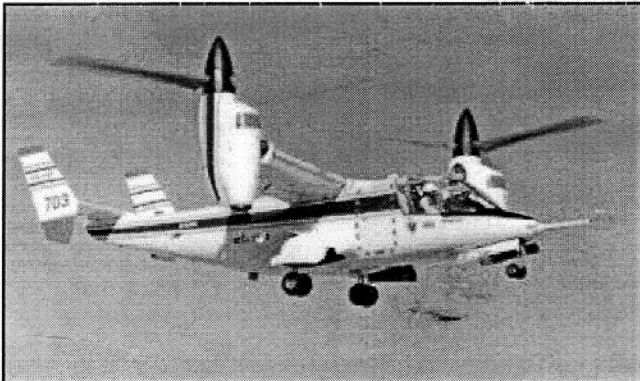
**To Loan:** From the 393 library. Three copies of the history of tilt rotor research, donated by Dan Dugan, last month's guest speaker.



Ed Townley  
 5512 Nebraska Drive  
 Concord CA 94521



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



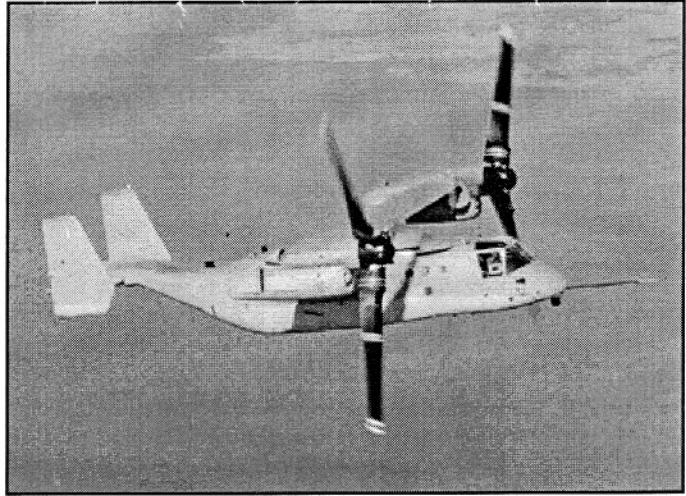
**One of two XV-15 Tilt Rotors at NASA Ames  
 The forerunner of the V22 and Boeing 609**

Notice the differences but also the similarity between the two aircraft. Notice also that I don't call them helicopters.

Dan did a very fine job of informing us of the history of tilt rotor development. He made an excellent, relaxed presentation. He had lots of slides, video clips, performance charts and other interesting information.

There were so many questions as he went along, I was afraid I would not get finished in time. But, just when I really started to be concerned, he finished. I would have liked to have seen more, but after all, we did have to clear the terminal by 10 p.m.

The XV15 was designed as a proof of concept platform. The V22 is designed to carry 24 fully armed Marines into battle.



**The V22 Osprey, (tilt rotor). Thanks to Dan Dugan for an interesting presentation on the history of tilt rotors.**

Also, the wing rotates and the blades tuck and fold for placing aboard ships. That bit of video drew oohs and aahs when he showed that.

Dan donated three copies of **The History of Tilt Rotor Development** to the chapter library which were promptly checked out by Ed Ingalls, Rich Powell, and Charlie Adkins. When they return them, you will get your chance at reading them. Some very interesting stuff for helicopter and would be helicopter pilots. Even fixed wing pilots may find it interesting.

Thanks Dan for an interesting and informative evening. [Ed-Duane]