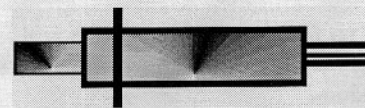


# The Cleco



Official Publication of the Experimental Aircraft Association

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

Volume No.1

August 2000

Issue No. 8



The Leader In Recreational Aviation

The website changes frequently.  
Have you checked it today?

## Inside this issue:

- Page 1. President's message
- Page 2. Chapter officers' information & Editor's column
- Page 3. Paul Millner's experience
- Page 4. Young Eagle Rally Pictures
- Page 5. Chapter Picnic Pictures
- Page 6. For sale/trade/wanted items
- Page 7. Kirk Murphy's experience
- Page 8. Mailing label & YE Photos

**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:

- 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.

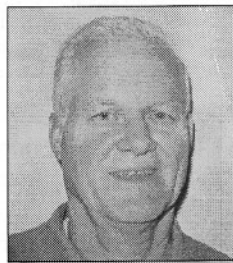
Year 2001 Meeting schedule:

- January 24
- February 28
- March 28
- April 25
- May 23

## The Cleco

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

Last month's annual chapter picnic on the lawn was a great success. The weather was excellent, not hot like last year, and a large group showed up. With plenty of good food and conversation, it was a great time. This of course, was only possible because of the efforts of the members who volunteered to bring supplies, help set up, and clean up. Many thanks to all who participated, especially Fred Egli who coordinated the event and Don Baldwin who made a special trip for a big ice chest.

I was particularly touched when Ellen Powell asked me if I would like to have Lyle's EAA jacket. It will always remind me of my first ride in Lyle's Glasair III, which was also my first ride in a homebuilt airplane. This experience helped me decide to start looking for my own homebuilt. Many thanks, Ellen, for thinking of me.

Congratulations to Tony and Linda Tiritilli, who were married on July 22. Sally and I were privileged to join them and many of their friends for the wedding at the chapel in Yosemite Valley, which was followed by a sumptuous reception at the Awahnee hotel.

## Young Eagles

Again, I want to thank everyone who made our last Young Eagle event so successful. With all the good publicity, we can expect a large group again next time. The tentative date is September 23.

## August Flyout

On Saturday August 26th, the Mount Diablo Pilots are having their "almost annual spot landing and flour bombing contest". They have invited the EAA and the 99's to participate.. This will be a good chance to show off our airplanes and meet other CCR pilots.

Bob Lively (MDPA President) is organizing

Sport Aviation

this and wants folks to contact him if they're participating. His number is 925-798-1028. The MDPA folks are gathering at the clubhouse at 9 a.m. on August 26th. Then we'll fly over to New Jerusalem where set up volunteers will have targets and so forth set up. Everyone will land and sit it out on the taxiway while folks take turns competing. We'll return to the clubhouse and do some sort of BBQ... not sure if that's going to be a small donation for burgers and franks or a pot luck organized by folks staying at CCR.

### FAA Safety Seminar

On Tuesday, August 22, at 7 PM, the Oakland FSDO will put on a safety seminar at the Water District Building on Concord Ave.

The title is: "VFR FLIGHT NOT RECOMMENDED". Subjects are VFR flight and special VFR, New airspace for SFO class B and VFR flyways, and changes in weather patterns.

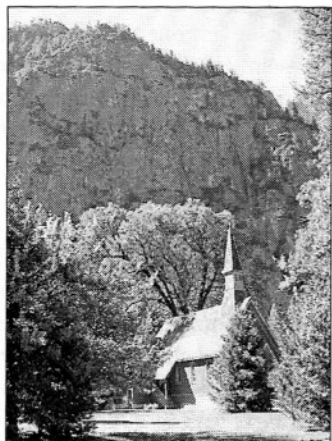
I found this information in the on-line NORCAL Aviation Review.

<http://www.aero.com/publications/norcal/norc0799.htm>

This site has information about safety seminars, links to other FAA sites, and lots of other things of interest to pilots. Check it out when you have a chance.



**Tony & Linda Tiritilli in Yosemite.** [Sorry I don't know the names of the other couple in the picture, ed]



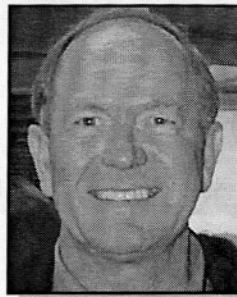
The chapel in Yosemite where Tony and Linda were married on July 22, 2000.

Looks like a beautiful place and wedding.

Sounds like the reception was great too.

Good Luck to you both!

Photos by Barbara Jenkins



### **Editors Column by Duane Allen**

This months issue contains a lot of Young Eagle & Chapter Picnic pictures as you may have already noticed. Thanks to Bob Belshe, Barbara Jenkins and Lou Goodell for submitting the pictures for this issue.

As you read before, I was in Puerto Rico flying around at low altitudes measuring Saharan Dust as it was transported across the Atlantic and Caribbean, as far west as Texas.

If you'd like to see some pictures of my trip check out this url:<http://eaa393.org/PridePics.htm>.

If you don't think dust can travel thousands of miles just look at the picture in the "other" category. (Click on the thumbnail of the C5). One swipe of my finger across the leading edge of the prop and you can see the difference in the contrast. Plus the picture of my finger with the dust attached to it instead of the prop. It was like that on all leading edges of the airplane. Since the Navajo was yellow, it was not too noticeable on the horizontal stab or leading edges of the wings, but if one wiped it as I did, it was obvious on the finger.

We went there with a plan to fly 4 hours every other day for a month. Instead we flew about three plus hours every day except four and had our 7 a.m. morning preflight meeting anyway on most of those four.

So if you think my trips are fun, think again. I wish they were. This one was not as bad as some I have been on or will be on again, but I don't regret going.

The September issue of **The Cleco** will again be edited by Bob & Louie as I will be in South Africa, different airplane and instrument, again measuring optical depth.

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## One OSH traveler's story

Taken from the Cardinal Digest #1097 (8/4/2000)

As some of you are aware, Paul is the moderator of the Cardinal Digest and one of the partners/owners of CFO (Cardinal Flyers Online). He lives in Berkely with a view of the SF Bay that some of us would give up our first born for and he works for Chevron. He is quite an expert on Cardinals and sold his 177B (turboed fixed gear) after owning this RG for about a year. I went with him to Minot, ND a couple years ago shortly after he bought the RG. (No problems at that time).

Flying at 19Kft. made me want a turbo too. However, no one is currently selling turbos for FG Cardinals and the guy who owns the STC won't sell it.

Paul has had several incidents since he bought the RG, this being the latest. (I can remember a bird strike which grounded him for quite awhile, a nose gear collapse after landing, which grounded him up until the day before he left for OSH, and others which I don't recall the details of now. But, since I have never made a dead stick landing, and there have been discussions recently in the digest about the subject, I found his latest story interesting enough to print here, with his permission. [Duane Allen, editor].

**From: Paul Millner**

**Subject: Yet another adventure**

I departed Oshkosh Monday morning to fly back toward California, but I didn't get very far. About 60 nm SW of OSH, the low vacuum light came on. Hmmm, only 15 hours on my engine and new vacuum pump, infant mortality?

Shortly thereafter I smelled, and then could see, smoke in the cabin. Then I lost all turbo boost. I was at 16,500, so I pulled the throttle and mixture all the way back, figuring something was seriously amiss firewall forward. I then noticed that the oil pressure was zero, so I pulled up nearly into a stall to stop the prop. The aircraft gets very pleasantly quiet when you're gliding prop stopped, I really kind of enjoyed it! I advised Chicago Center I had smoke in the cabin, and needed the nearest airport. They offered two, one at 8 o'clock, and another at 4 o'clock, but my GPS moving map thought the one at 4 o'clock was closest, so I hit the goto button and turned toward it, descending through 16,000.

Now at 16,000 feet, I had almost 3,000 square miles of flat Wisconsin farmland (and airports) to select from, so I wasn't too concerned about a landing place. In a very short time, I was over Reedsburg Wisconsin, circling down from 14,000 ft.

I declared an emergency on Unicom, and pushed the acknowledge button on the CO alarm that was beeping at me and indicating about 25 ppm CO in the cockpit (the Aeromedix box that I bought at OSH). Something else was beeping too, but I couldn't figure out for the life of me what it was.

Descending through 6,000 feet on a wide downwind, I finally figured out that the infernal beeping was the gear horn, it went away when I lowered the gear. This reinforces my opinion that our gear horns are not very ergonomic.

I made a wide base after having announced on Unicom again an engine out landing, **\*not a practice drill\***. Of course, that didn't keep a student pilot in a Cherokee from taxiing out in front of me! I favored her with some VERY direct language as to just exactly what she should do with her airplane, so she reversed course on the runway to taxi back, and announced she was clear (although she wasn't). But, it didn't matter to me, I had plenty of altitude and airspeed, I could glide over her and land, or go for the crosswind runway.

Turning about a 2 mile final, I was about 2,000 feet AGL, so I entered a hard slip, redistributing the contents of the cabin a bit. I rolled level just past the numbers, and touched down halfway down the 5,000' runway. As I was rolling out, the airport manager, who had driven his jeep out to the runway, commented "Nice job!" It's not everyday he gets to see an airplane on downwind with the prop stopped. I still had just enough kinetic energy at the end of the runway to roll off onto the taxiway.

The firetruck soon arrived, but not before the reporter from the Reedsburg Gazette. She seemed disappointed not to see flames.

A fairly quick look under the cowling showed that the scavenge pump, mounted between the vacuum pump and the engine, had sheared its shaft, stopping the vacuum pump as well. Since the engine dutifully continued to pump oil to the turbo, the turbo bearing housing overflowed, and the overflowing oil exited the exhaust, causing all the smoke. When the engine ran out of oil (and oil pressure) the wastegate opened via spring pressure, causing the loss of boost.

The engine's now up for a teardown inspection, due to metal contamination. Hopefully my 15 hours since factory reman engine comes out of this largely intact. The scavenge pump shaft turned out to have had an old crack in it. There was nothing wrong with the pump itself.

During the overhaul last month, I had asked the place that rebuilt my turbo and wastegate if they could rebuild the scavenge pump as well. They told me that the RayJay scavenge pump was a factory-only rebuild item, and that the factory was running 3 to 4 weeks turnaround. I've now spoken with the factory, and they advise they normally turnaround in 2 to 3 days, but could give overnight service if someone is in a hurry. AND, they advised there are other places that overhaul their scavenge pumps as well. In fact, Aero Accessories of Oklahoma is overhauling ours. Bummer.

I'm definitely bummed at being, once again, sans airplane, but hopefully this R&R won't take more than a month, and I can return to Wisconsin to claim my prize! [Paul]

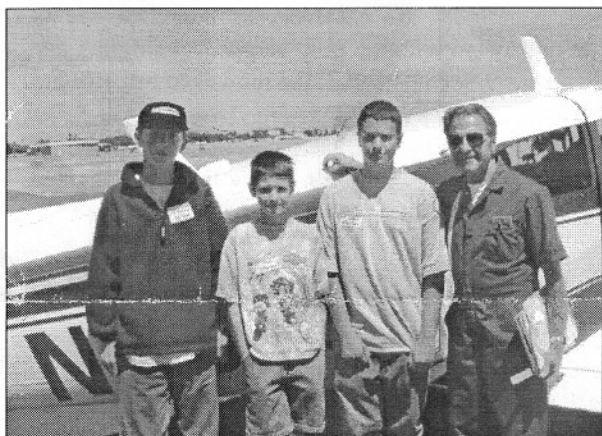
**YOUNG EAGLES EVENT AT CONCORD JULY 8, 2000 A HUGE SUCCESS**



**Bruce Seguine, his highly modified Swift and another 'proud to be' young eagle.**



**Looks like two lucky kids and a dad got to fly in Fred Egli's Lancair IV.**



**Keith Martz, his Comanche 250, and three of his young eagles for the day.**



**Steve Snider and three of the young eagles that flew in his Piper Arrow.**

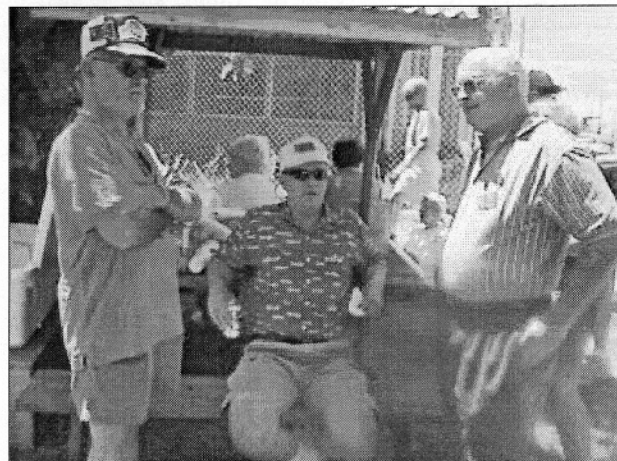
**Some of the pictures from the Chapter 393 Picnic on July 17, 2000 @ Concord Airport**



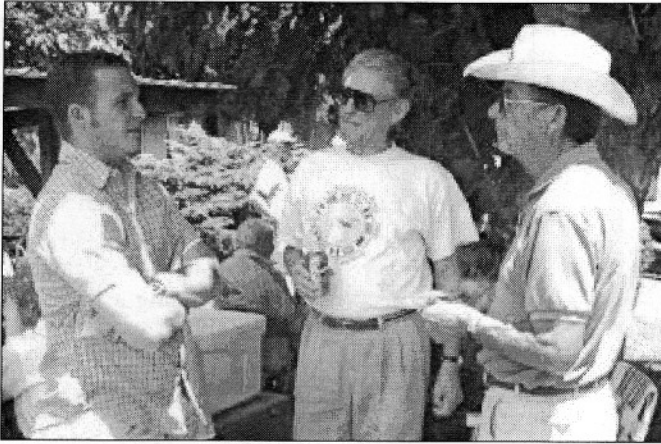
**Ron Robinson and Sara Holmes at the chapter picnic.**



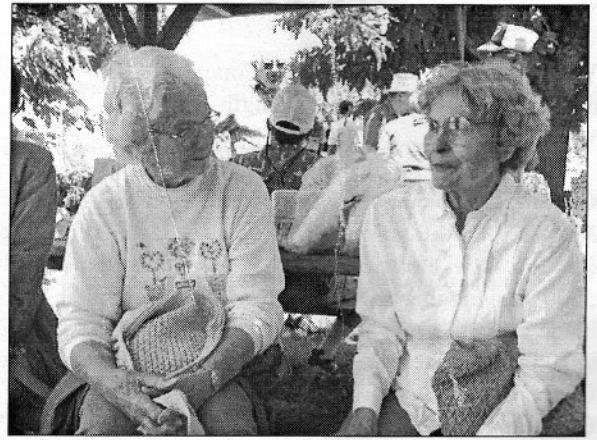
**Sally Belshe with FOOD !**



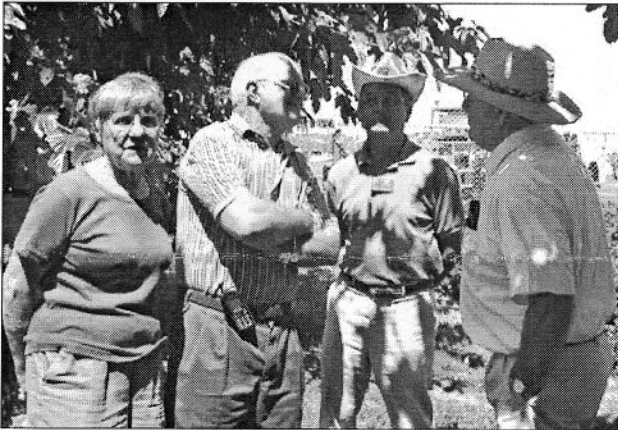
**J.R. Gibbs, Scott Achelis and Pat Peters.**



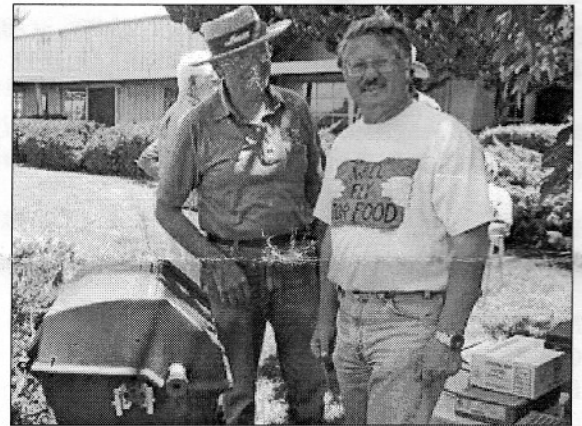
**Kirk Murphy (the late Bob Decker & Sandy's grandson), Ron Robinson and Phil Jenkins. For the story about Kirk's emergency landing on the freeway, see page 7.**



**Ellen Powell and Sandy Decker (Both their husbands passed away this year from cancer). We're sorry they had to attend alone this year.**



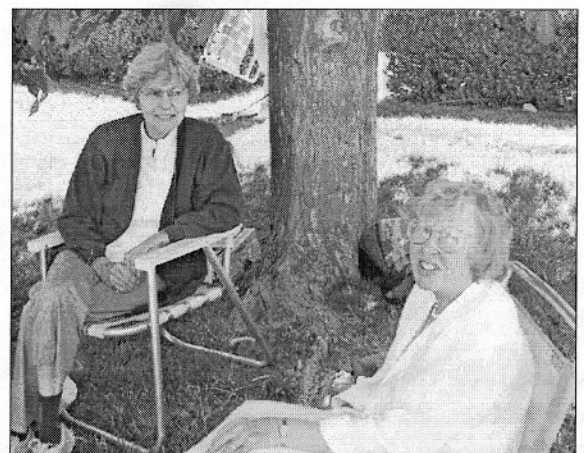
**Evangeline and Pat Peters, Phil Jenkins and someone I don't recognize.**



**Fred Egli and Pete Wiebens, THE COOKS.**



**Harry Heckman and Lisle Knight.**  
I can't imagine what they would be talking about.



**Sandy Decker and Vi Egli trying to stay cool.**

Sorry I could not use all the pictures that were submitted this time. Some had backlighting problems, too many backs and not enough faces or as in Louie's case, a smudge on his lense. At least I filled this page. [ed]

## 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.

**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, April's guest speaker.

**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**

**NEW, make offer:** (small pieces free to chapter members)

\*1-1/2 Dia X .090 Wall X 8' long, 4130 Tubing

\*1-3/8 Dia X .090 Wall X 2' long, 4130 Tubing

\*1-1/4 Dia 2' Steel Rod [possibly 4130]

\*1-3/4 X 1 X .073 Wall X 2' 4130 Sq. Tubing

Call **Lisle Knight 510.527.6846** or [lvknight@pacbell.net](mailto:lvknight@pacbell.net)

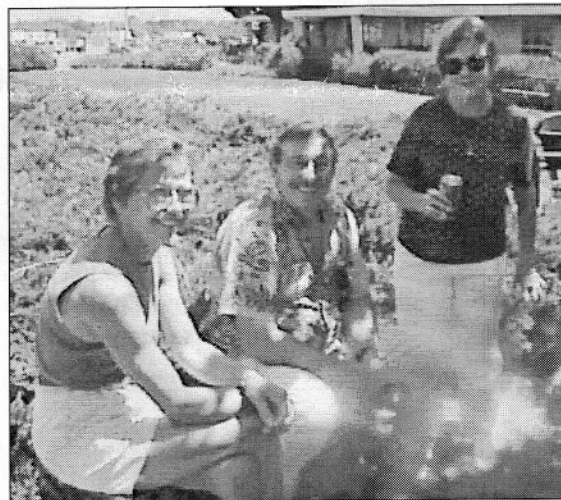
**For Rent:** 1/2 of hangar on West ramp : # F-18. Ideal for a building project or for storing a high wing airplane. Hangar now houses a completed Questair Venture. We also have many power tools and other equipment which facilitates metal working, including a solid steel table 13 feet long, with a 1 inch thick solid aluminum surface for jiggling wings, etc. Hangar has a completed loft and running water with a sink.

Northwest facing doors provide cool working conditions in the summer. Rent is \$160. per month. Contact: **Bruce Milan 925 254-4780.**

**For Sale:** 1. Lyc IO 360 A1B - Zero SMOH, w/new Christen inverted oil system. \$17,000.

2. New 72" Hartzell constant speed prop. \$6,000

3. 1947 Cessna 140 - recent restoration, 0-SMOH \$23,000. **Ron Boone (925-939-3173).**



**Rick Lambert and..... he will have to tell you who the two women are with him. I don't know them. I would assume one is his wife, but you know what that word breaks down to.**

[The fuzzy spot is on Louie's lens]

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

## I know some people will do anything for notoriety, but I don't think that is the case here.

**Kirk Murphy** (Bob and Sandy Decker's grandson) landed the late Bob Decker's Glasair 1RG on I-5 in Encinitas on Monday August 7th after an engine failure. [See the picture of Kirk at the Chapter 393 picnic on page 5].



Kirk was flying near Palomar Airport at 2500 ft. and was about to call for landing when the engine suddenly got very quiet.

Kirk quickly assessed the situation and decided he had to put it down immediately. [He said the sink rate was a lot greater than with the engine at idle so he didn't have much time to decide what to do or where to land].

Everything had been looking good just prior to the engine stoppage. So naturally it took him by surprise. (He thinks the fuel controller failed, but that information will be determined later).

According to Kirk, he only had two choices, a field to the east and I5 to the west. I5 looked smoother and closer besides it would be easier to recover the airplane there so he went for it.

**To All Chapter Members:** I would like to get new photos of your airplanes for the website. Notice the improved quality of this photo of Bill Madden's Kis Cruiser.



Yours too can look this good. I have been waiting a long time to photograph his new paint job. Looks good, now if he could just get his radios to work as good. Thanks Audrey, for insisting I buy the best camera I could get. [editor]

The only damage to the airplane was a scuffed right main landing gear door where it hit the berm at the side of the road as he coasted over to get out of traffic's way.

A highway patrol spokesman said "there was no damage, no injuries and no traffic obstruction" [except for rubberneckers trying to look at the Glasair sitting on the freeway with it's nose pointed at the shoulder]. "He did a great job." Kirk used the towbar to turn it 90 degrees to prevent it from obstructing traffic.

A flatbed truck came and hauled the Glasair to Palomar Airport for evaluation.

[Some of you may have seen the photo in Saturday's Contra Costa Times of a Lancair 235 which landed on the back of a flatbed in Oregon on Friday. It was not intentional, the truck just got in the way].

As some of you know, Kirk is studying to be a commercial airline pilot at Embry-Riddle Aeronautical University at Prescott, Arizona and makes the trip from Prescott to Concord often. He has his commercial ticket and is working on his ATP.

He is spending the summer with his parents in Carlsbad.

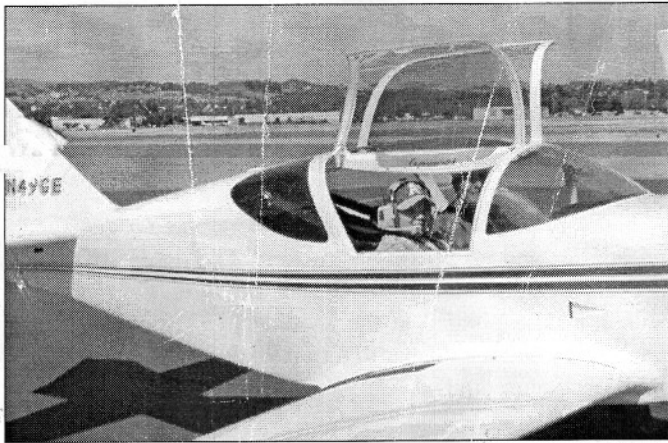
Fred Egli and Bob Belshe flew Fred's Lancair IV down to see Kirk and the airplane on Wednesday. Ask one of them to tell you the story of their trip.

To read the newspaper article, use the search word **glasair** at the union tribune website:  
<http://www.uniontrib.com/news/utarchives/index.html>

In case you did not see it on AvWeb, here is the picture of the Lancair 235 that landed on the flatbed truck in Oregon.



I understand they placed Kirk's Glasair 1RG sideways on the truck so they didn't have to take the wing off when they transported it to Palomar from the landing scene.



Lou Ellis, his Glasair and one of his Young Eagles



Tim Glenn, his Kitfox and a happy Young Eagle

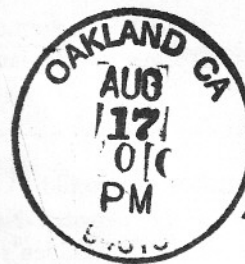


Scott Achelis, his RV6A and another Young Eagle

The Young Eagles Rally on July 8, 2000 was a great success. The word is, the members flew 99 young eagles that day. Since I was in Puerto Rico, I missed the fun and an opportunity to fly kids or take pictures for the newsletter and website. If I could get pictures and names of the kids a week or so before publication, I could do a more professional job. Trying to integrate at the last minute makes my job more difficult and time consuming.

I will also be gone to South Africa for the Sept. <sup>23</sup>26th. event so I am begging the members to help me out. Someone please take pictures, get names of the kids and send them to me. Email is fine. I check it daily. That may be difficult in South Africa but it worked out pretty good in Puerto Rico.

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



Fred Egli  
1900 meadow Road  
Walnut Creek CA 94595

My next newsletter will be produced on October 16th. The September issue will be produced by Bob Belshe and Louis Goodell. Please give them your support.