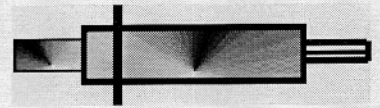


The Cleco



Official Publication of the Experimental Aircraft Association

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

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December 2000

Issue No. 12



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. Meeting minutes, Hangar Inspections
- Page 4. Editorial filler due to lack of other data
- Page 5. Chapter request for database info.
- Page 6. More filler from page 4
- Page 7. For Sale/Trade/Wanted Items
- Page 8. Mailing label & Christmas Party notice

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.

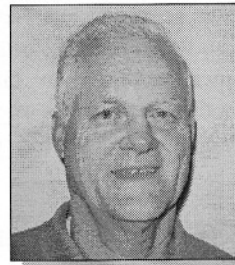
Our normal meeting time is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

Year 2000 Christmas Party

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
- June 27
- July 14 Chapter Picnic
- August



President's Column:
Bob Belshe presiding.

The foggy weather has arrived with a vengeance. Tony and Linda Tiritilli made it all the way from Los Angeles to Livermore, and landed there because of poor visibility. Better safe than sorry.

There were two midair collisions reported over the Thanksgiving holiday, one in Florida and one in Texas. This should remind us that we need to take extra care at CCR when flying around the airport. Our planes are not always easy to see, and the pattern can get very busy. Several times I have been assigned to enter right base when there was a plane on downwind that I couldn't see. This type of situation is common around the airport and requires that we stay very alert and avoid distractions.

I also read an interesting bit about collisions with birds. Birds may be encountered at altitudes from zero to over 2500 feet. The bird is usually at his "best glide" speed, so does not have excess speed with which to maneuver or climb. He can, however, dive very rapidly, and that is what he will most likely do if he senses the possibility of a collision with a very large, noisy, bird. In a collision with a Long-Eze, the pilot reported that the duck did a wingover and dove right into his canopy, breaking it. Obviously, the best thing for the pilot to do is pull up as much as possible. If this causes your wings to fold, however, the bird wins.

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I'm still waiting to hear news about my special issuance medical from the FAA (isn't this boring?). Now I call FAA, Oklahoma City, every week. At least they have an 800 number and pleasant ladies who answer the phone. Trouble is, they don't know anything except what it says on their computer screen. Latest word is that my application was sent to the wrong department where it apparently languished for nearly 3 months.

Wishing you all the best and happiest of holidays, I look forward to seeing all of you at the chapter party on December 16th.

Sport Aviation

More on the hangar takeover by Contra Costa County

by Duane Allen, editor

In case you don't have web access, here is the text I posted on the website after the hearing on Nov. 15 where a lot of us went after the meeting was cancelled by the board of directors so that we could attend the hearing.

My take on the inspection is that the inspectors were looking primarily for code violations. i.e. electrical and structural .

I took pictures of some of the things that they made notes about. They took notes in my hangar too, but I did not see what they wrote. I did learn from the hangar inspection experience that several things some of us have are not to code. For instance, electrical wiring not in solid conduit, flex conduit is not allowed. Uncontained pigtailed on light fixtures are not acceptable. Lofts or mezzanines supported by the hangar structure are not allowed. After the fact permits may be required in order to leave interior structures and wiring in place.

All in all, I think the inspection process went quite well. Since this was a pre-inspection to advise us of potential problems, and no report will be written until after the rest of the hangars have been inspected on Wed. 11/29, I will update this page as soon as more information is available.

KC indicated he will provide me with a copy of the preliminary report to put up on this website. Plus hard copies will be mailed to all tenants of hangars A thru E. Thanks KC.

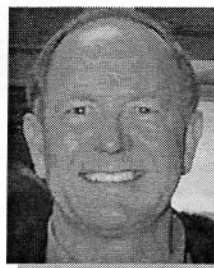
The next inspection period is scheduled for December 12, 18 and 20. However, depending on how long it takes the inspectors, airport staff, attorneys and others involved in producing the report to get it into the hands of the tenants, it could create a real hardship on some of us to make the changes for that date.

The opinions here are mine and only mine. Since I am a user and a government employee, I cannot make an official declaration.

Therefore, you should also make your own decisions on how to interpret the inspection.
[Duane, EAA393 webmaster]

If you would like to contact me, use the information at the right or on the front page of the newsletter. I can also be reached by email during weekdays at dallen@mail.arc.nasa.gov or phone 650.604.5812.

The term "the whole 9 yards" came from WWII fighter pilots in the South Pacific. When arming their airplanes on the ground, the .50 caliber machine gun ammo belts measured exactly 27 feet, before being loaded into the fuselage. If the pilots fired all their ammo at a target, it got "the whole 9 yards."



Editors Column by Duane Allen

There has been a lot of activity the last couple of months concerning the takeover of the east ramp hangars A-E from Jed Garthwaite, dba Buchanan Airport Hangar Company, LLC.

Being a tenant of both the county now and BAHC before the takeover, I am afraid to say too much. However, I will say a few things about my perceptions of what I think the county is up to.

You can see the pictures I took during the first day of inspections on Tuesday Nov. 21 by visiting the 393 website <http://eaa393.org> and click on the picture of the group waiting for the inspectors to show up. I did not return for the remainder of the inspections on the 22nd. The photos were to give others an idea what the county inspectors were most interested in.

We are in a *wait and see* mode to find out just where things go from here. I can already see problems coming both in what they will enforce and the time frame allowed to correct the deficiencies.

I can also see their points in some subject areas, but others really confuse me. For instance, how does a wood workbench provide a more dangerous fire load source than an airplane with sixty to 160 gallons of fuel in it? If the airplane starts to leak fuel it will obviously endanger my hangar and others around it. But, where does the ignition source come from to start a fire on a wooden workbench?

Besides, in order to even rent the hangar, I have to have one million dollars of liability insurance. So, where is the big concern about wood workbenches? Do they expect me to discard a perfectly good workbench and replace it with steel? I could go on and on, but I have run out of space here.

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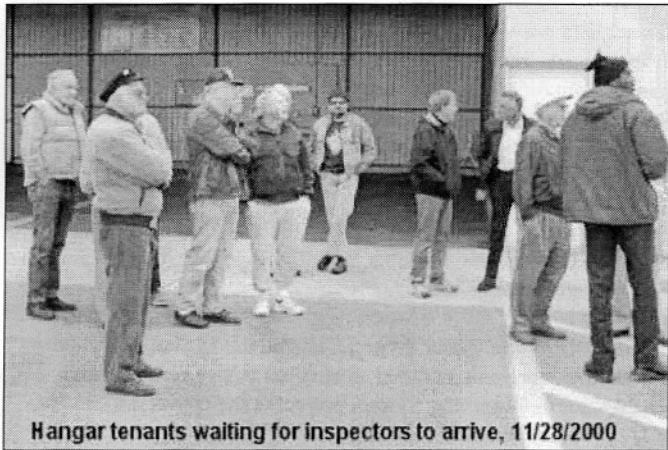
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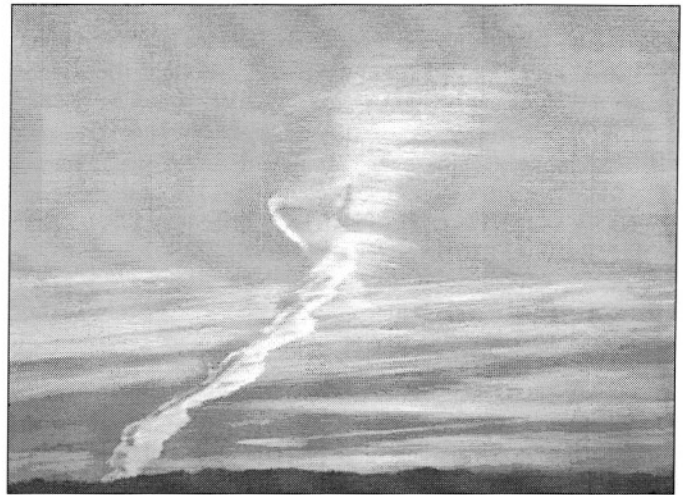
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Hangar tenants waiting for inspectors to arrive, 11/28/2000

If you have web access, you can see all the pictures on the 393 website by clicking on this picture on the homepage, or type in <http://eaa393.org/hangar-insp.htm>



Tornados in California?

Not really. This is a contrail left by a high flying commercial jet on its way to Hawaii on November 18, 2000 after it flew over woodside VOR westbound at sunset. It is being blown apart by tropospheric winds.

Board meeting minutes, 12/2/2000

Submitted by Duane Allen, editor

Board members present, Bob Belshe, president; Tracy Peters, Vice President; Louis Goodell, Secretary/Treasurer; Duane Allen, nle, & Pat Peters, YE coordinator.

We had the meeting at 2 p.m. this time not knowing the terminal was in use by another group so we held the meeting in my hangar. Scott and Ron did not attend.

The topics of discussion were: The Christmas party at the Greenery. Only 40 or so people have signed up so far. We may have to cancel the party unless we get more signups.

It was suggested and agreed that we would divide up the membership roster and call all who have not responded. If we don't get at least 80 paid dinners, it will change the nature of the party considerably or else cancel it.

The selection for awards was discussed again. A few categories and people were identified.

I agreed to produce this newsletter by Wednesday so people would have a weeks notice before the planned party.

We also talked briefly about the east ramp hangar inspections. My opinions on page 2, pictures at left.

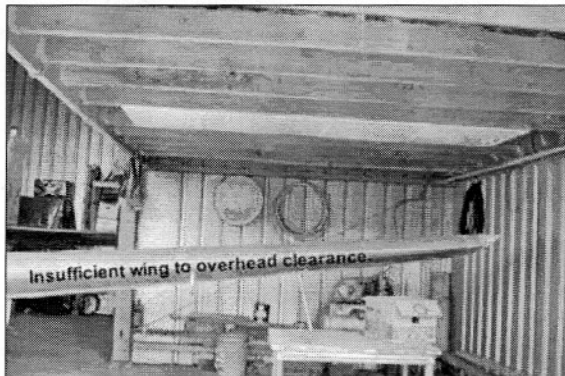
Bob suggested we redo the database and put it in MS Access. He will start it and teach Louie how to do it.

Louie & Tracy brought up that national has said a great percentage of meeting attendees do not belong to EAA National. In order for EAA insurance to cover us, everyone who belongs to a chapter should also belong to national. Louie needs everyone's EAA National membership number. Please fill out and return page 5.

The first hangar inspected had multiple discrepancies.



Here is another example of city/county building code violations.



This one was quite obvious that it is not to code, at least the missing cover.



See what happens when noone else submits anything for the newsletter. I come up with my own material. This is an Ames press release that came out before we went to Africa. I will be putting some of my personal pictures up on my own website later.
<http://allenengineering.net>

NASA SCIENTISTS ON "SAFARI" MISSION STUDY AFRICAN SMOG/ECOSYSTEMS

African smog and its role in global change are under study by NASA and international scientists who are now tracking the movement of air pollution in the southern part of the continent.

The southern African atmosphere is particularly vulnerable to air pollution due to a persistent high-pressure system there. African smog is a soup of smokes from industry, mining, agricultural burning and other sources.

"We plan to test and improve satellite measurement accuracy for airborne particles, including smoke and haze, as well as water vapor and ozone," said Philip Russell, who works at the Atmospheric Chemistry and Dynamics Branch, part of NASA's Ames Research Center, located in California's Silicon Valley. "We want to better understand the effects that smoke, haze and trace gases have on the African and global climate. We also want to help improve remote measurements of the Earth's surface, for example, measurements of vegetation and ocean color."

NASA researchers are among more than 100 scientists who are now conducting extensive and varied field studies as part of the Southern African Regional Science Initiative (SAFARI 2000) that has been underway for more than a year, and will continue into September. Flights and science activities are based in Pietersburg, Republic of South Africa.

Russell's team is measuring and analyzing sunlight with an airborne sunphotometer carried on the University of Washington CV-580 aircraft. The sunphotometer measures the amount of sunlight that penetrates smoke and other aerosols in the atmosphere at different wavelengths, including ultraviolet, visible and infrared light.

Russell's researchers will match airplane flights with satellite overpasses, and will sample smokes from burning vegetation as well as industrial emissions. Other investigators on the CV-580 aircraft and on the ground will simultaneously measure a variety of aerosol properties during data consistency tests.

In addition to Russell, Ames scientists on his team include Beat Schmid and Jens Redemann. [Technicians Duane Allen and Ric Kolyer keep the instruments running].

A second Ames team, led by Peter Pilewskie, is doing other African field studies. His "radiation group" is flying a solar spectral flux radiometer instrument on a NASA ER-2 airplane and on the University of Washington's CV-580 aircraft. Scientists will use data from the instruments to find out how much solar energy is absorbed by particles of smoke and dust and other aerosols, and how much energy clouds reflect. In addition, the researchers are testing the ability of satellites to make the same measurements from space.

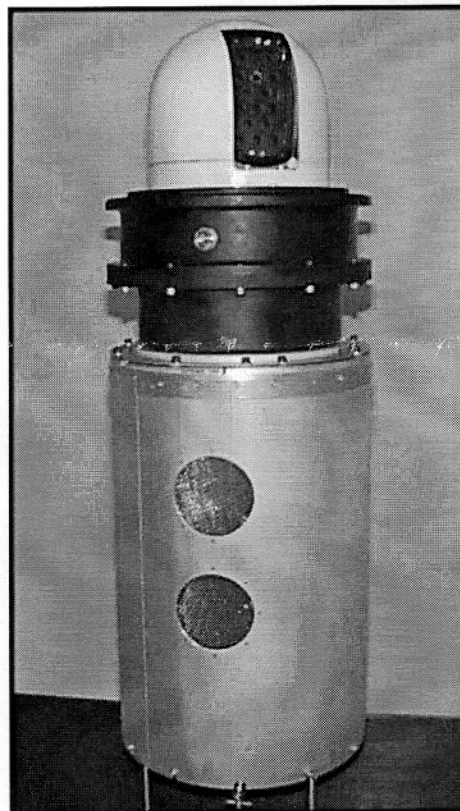
The NASA Ames studies are a part of the larger SAFARI effort. It includes analysis of terrestrial ecology and land processes; land cover and land use change; atmospheric aerosols and trace gases; clouds and radiation; hydrology; and computer modeling.

Researchers are studying these elements by using ground and airborne measurements complemented by remote sensing observations from older satellites as well as a new generation of Earth observation satellites. They include sensors on NASA's Terra, Landsat 7 and SEAWIFS satellites as well as the European ENVISAT and POLDER II spacecraft.

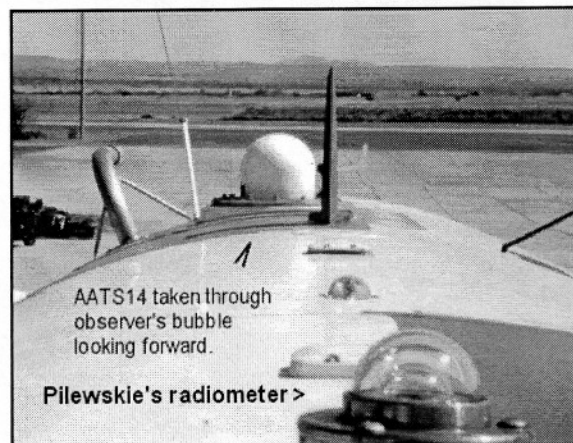
The study region for SAFARI 2000 includes Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Swaziland, Zambia and Zimbabwe.

Scientists from the United States, Canada, the United Kingdom and Germany are collaborating to conduct the science initiative. NASA's Earth Observing System project is the primary sponsor of U.S. participation in SAFARI 2000.

More SAFARI 2000 information, including listings of additional experiments and organizations, is on the Internet at:
<http://safari.gecp.virginia.edu> and <http://eos.nasa.gov>

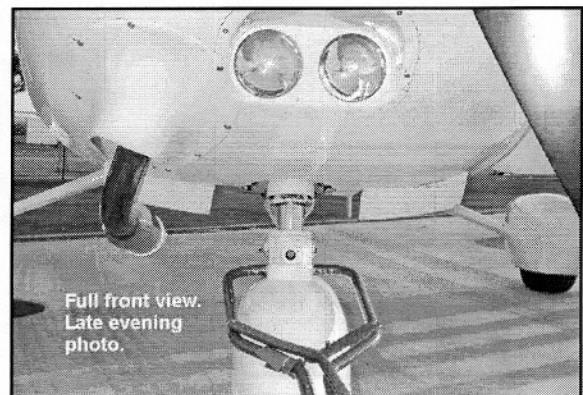
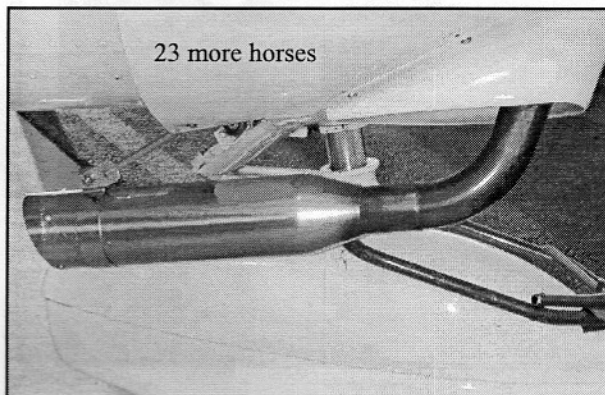


This is the instrument I spent many hours rebuilding after making several engineering changes to make it more reliable and servicable. Of course I didn't do it all by myself, but I can assure the parts I did do are the things that will count in the long run. Its next deployment is to Japan in March.



This picture was taken in Pietersburg

Cut along line here



To see the picture story of my new Power Flow Systems installation visit my personal website:
<http://allenengineering.net/>

More from the "can you be more specific" file:

Center: "Delta 777, say your Mach speed for in-trail spacing."

Delta 777: "Center, oh, we're really hauling ass."

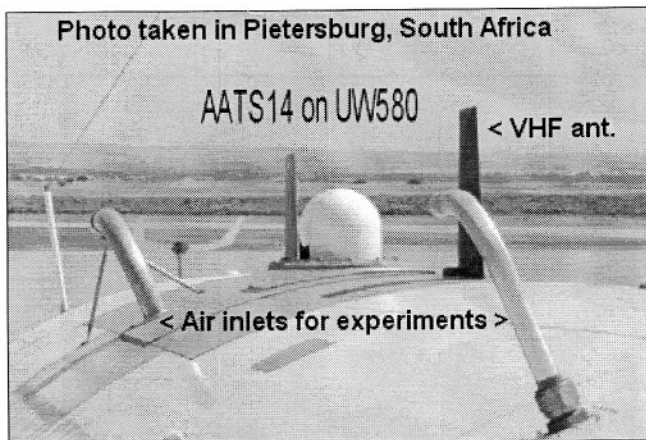
Center: "I don't care what kind of cargo you're carrying, I just want to know how fast you're going."

"The Looming Avgas Crisis"

The vast majority of the U.S. general aviation fleet burns gasoline. Yet the supply of avgas is by no means assured.

Its widespread availability hinges on the supply of additives and the outcome of challenges by environmentalists, among other factors. To read Paul Merritt's take on what's going on in the industry and his evaluation of the issues and the alternatives, read it at:

<http://www.avweb.com/toc/maint.html>



Above: another view of the 14 channel sunphotometer along with some of the fresh air inlets for the insitu people to measure other things besides optical depth.

Upper right: A view of the cabin and how the SP14 blocks the aisle. It was a real pain, but the only place they could mount it close to the centerline so that it could see over the airplane to the right.

At right: another view of the cabin from midship looking forward. Notice the insulation and paneling was left off the cabin walls. That was due to time constraints but it increased the useful load by about 1500 lbs. as I recall. The airplane had two cabin mounted fuel tanks for the ferry flights, about 350 gals. each I believe.

Sorry if I bored you with all this but I needed some filler.



This is what you get for a rush job newsletter. If you would like to see some of your travels, projects, etc. send them to me by early month. I can do better planning.

FOR SALE - TRADE - WANTED LOANER ITEMS

For Sale: 1992 Lancair 320 Fast-build kit

Jay Hayashi's Lancair kit is for sale. Only about 100 hours of work have been done. No engine, mount, avionics, or instruments.

It is not crated, buyer would have to pick it up. Now located in a hangar at Concord, CA (CCR). Will be sold for best offer. Contact Kevin Hayashi 408-356-2329

For Sale: BD5-B, \$2,000. Still in original boxes (long wings, no engine) moving out of area, need to sell. Will deliver San Diego to Santa Barbara to Phoenix. Dave Overgard, home 818-882-5423, wk 818-734-5510. Buy your spare parts today.



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**

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**

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 jiggging 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: 1969 Pitts SR-1C, 440TT, 40 STO, \$12,000. Call Bud Waldo at 707-833-2422.

For Sale: 1953 Tri-Pacer. Fueslage ready for cover. All materials to finish. 0 time 135 hp O290 Lycoming. \$7000 w/o engine, \$14,000 with engine. Call Ed Vandenbos at 707-479-8885.

For Sale: Van's RV-6 wing and fuselage jigs for sale. \$150. **Wanted:** Set of wheel pants for 1966 C150F. Contact Pete Sand at 707-584-4510 or email to: **PeteandShannon@cs.com**

For Sale: Terra Nav/Comm (TN-200 Nav/Tx-720 Comm), new Alcor fuel-flow meter, Telex D-950 headset. Call Myrton at 707-541-7324.

Partner wanted: One half interest available in a 1964 Piper PA28-180 Cherokee. New paint, IFR, many extras. Call Betty at 707-578-3929

Partner wanted: I am looking for a partner to buy a completed RV6A or Lancair 360. The cost of the plane would be \$60-80K. If interested call Ralph Curran at 707-525-0337.

Guest Speaker for January

The guest speaker for January will be

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.

A new preacher in town

A new pastor moved into town and went out one Saturday to visit his parishioners. All went well until he came to one house. It was obvious that someone was home, but no one came to the door even after he had knocked several times.

Finally, he took out his card, wrote on the back, "Revelation 3:20" and stuck it in the door.

The next day, as he was counting the offering, he found his card in the collection plate. Below his message was the notation "Genesis 3:10".

Revelation 3:20 reads: "Behold, I stand at the door and knock. If any man hear my voice, and opens the door, I will come in to him, and will dine with him, and he with me."

Genesis 3:10 reads: "And he said, 'I heard thy voice in the garden, and I was afraid, because I was naked.'"

Members, we have a problem !

There have not been enough members sign up for the Christmas Party to make it practical to have one. Chapter funds will have to be used to make up for the non-attendees or cancel the party.

Let Louie Goodell know your intentions ASAP. If we don't get at least 80 paid dinners, the party will be cancelled. As it is, the chapter will be subsidizing the the cost of the dinners since the board voted to keep the cost to \$25 per person to attend. We need 90 persons to break even.

What is going on? Have we ticked some people off, is the party not what you expect? What gives here?

I hear that we are not the only chapter having this problem but it is a bit disconcerting for the board (if we take it that it is our fault) and the members who look forward to the party each year. This is the only time we see some of the spouses.

Call Louie now, 682-4198, and let him know if you can attend. Send him your check for \$25 per person today. Bring visitors, I did last year and they are still talking about it.
[Duane, Chapter 393 newsletter editor].

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