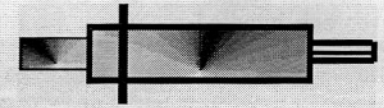


# The Cleco



Official Publication of the Experimental Aircraft Association

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

Volume No.2

January 2001

Issue No. 1



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. YAK 52 and HQ. announcements
- Page 4 & 5. Christmas Pictures
- Page 6. Young Eagles information
- 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 2001 Meeting schedule:

#### January 24

February 28

March 28

April 25

May 23

June 27

July 14 Chapter Picnic

August 22

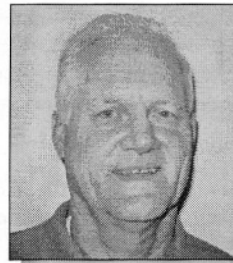
September 26

October 24

November 28 after Thanksgiving

December 15, Christmas Party

@ The Greenery, Walnut Creek



### President's Column:

Bob Belshe presiding.

The year since I started writing here has passed very quickly. It's hard to believe that seven years have passed since I joined this group. I treasure the good friends and camaraderie which have come

my way because of EAA.

The Christmas party was great fun, even though the turnout was slightly less than hoped for. It was good to see quite a few newer members in attendance, as well as the "old guard". I would like to give my personal thanks to everyone who came and helped make it an enjoyable event. Pat and Tracy did a great job presenting awards. Especially, I thank Louie Goodell, who in spite of his recent hip replacement, did all the leg work to set up the restaurant, organized the awards, framed the certificates, and prepared the name tags.

For the first time in my memory there were no first flights to be recognized. Next year should see Brad Poling's first flight, and perhaps some others. We did have a number of awards even so. Ron Robinson presented the Chapter 393 Perpetual Award to Pat Peters. Each year the name of the person who "Most represents the traditions of Chapter 393" is added to this plaque. Pat is a remarkable bundle of energy, running the best Young Eagle program we've had, always full of creative ideas, stepping up to take care of the raffle when needed,

and just generally being always ready to fill in any gaps that require attention. Congratulations Pat, you earned this award.

As we begin the new year, it is a time to think about the things we as members expect from this organization. Is it just sharing of technical items and hangar flying? Would you like more social events or more fly-outs? From other chapter's newsletters, I see that many have a larger number of members involved with the chapter organization, with committees for food, fly-outs, and the like. If there is some

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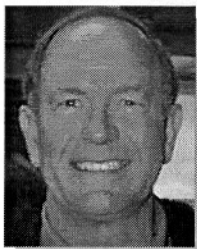
Telephone 408-223-7632

Sport Aviation

activity you would enjoy, let the board know and if possible, volunteer to help organize it.

Finding speakers has been a problem recently. As a group of over one hundred members, we must have many contacts with potential speakers. Please let Tracy know if there is a topic which particularly interests you, or if you know someone you think would be a potential speaker.

Finally, I would like to wish everyone a happy and healthy new year, with lots of blue skies.



#### Editors Column by Duane Allen

The start of a new millenium and no mention of Y2K problems. I had no fear of the Y2K scare anyway. But then I don't do anything that is so date dependent that it caused me headaches.

I have been a computer technician for 34 years and I have seen some incorrect forecasts before, but this one took the cake. However, a lot of people made money off the scare.

I just recently surplused my old 486DX2-66 which I had used for years to do AutoCAD drawings at work and it still works fine. The big difference in it and my new one, it took 2 to 3 seconds to redraw a big drawing when I zoomed back out after doing detail work, whereas the new one does it in less than one second. **Big deal.**

I hope you all remember that this board of directors are in our second year of a two year term. Start thinking about who you'd like to serve your interests in the years 2002-2003.

Attendance at the meetings have been running about 25 per meeting, and that does not make for lots of choices about whom to elect, if we want an active member to be on the board. We either have to do a better job of recruiting new members or getting the existing ones to attend the meetings.

As you may remember having read before, I tried to retire this year and couldn't, but - come April 2002, I am eligible. So, you won't see much of me after that. Unless I get a promotion, in that case, I will stay an extra year to improve my retirement check.

My wife Audrey and I plan to fly around the US taking in all 48 states and probably 49 when the lower 48 are finished, staying a day or two here and a few more there (elsewhere). We are not going to be in any hurry.

At the rate Bob is going, trying to get his medical back, I want to get my traveling done before something like that hits me. Just had another friend lose his medical due to heart problems and is therefore selling his Cardinal RG.

As you may have noticed at the Christmas Party, I didn't take many pictures. Some of you may know, I had torn the rotator cup on my right shoulder moving my big screen TV from my hangar in preparation for the hangar inspections and was still in a lot of pain. By the time you read this, I should know whether Kaiser will do surgery to fix it. The non-Kaiser orthopedic surgeon I consulted said I should have it done right away.

I was hoping for pictures of the Christmas party from Bruce and a list of the awards presented, and to whom, for this issue from Tracy, but at press time neither had arrived. In the interest of getting the newsletter out on time, I went without them and found stuff to fill the white space on my own.

As you may have noticed you will see some announcements of events here and on the website prior to their happening. However, due to the late publication date, mid-month, many of the ones I receive are not printed because they have already happened by the time you get **The Cleco**. I suggested at the last board meeting that we move the meeting date up a week or two to help get the newsletter out at the beginning of the month. The board members present asked that I put the idea here and ask for feedback at the meeting or via email.

#### So, what do YOU think?

Would it make a difference to you? Do you want the newsletter a week before the meeting to remind you to show up or would you come anyway whether or not anyone reminded you?

I am wondering why we used to have about 50 of the 100+ members at each meeting (I have seen as many as 70) and the last three meetings we have had 25 ±2. If you can help get the members out, please do so. If it is me you are avoiding, I'd be happy to turn the newsletter editor job and my board position over to anyone who would like to have it. Lord knows I have more to do now than I can handle.

Let's plan on discussing it at the next meeting and decide how to improve **THE CLECO** and what to do about the publication date, if anything.

The February and March issues will be published on the 20th of the month unless the members present concur to make it earlier. The April issue will have to be printed by someone else as I will be in Japan and I don't think it would be a good idea to attempt to print and mail from there. It would have to be 8.5x11 and no pics.

You can see a sample of my air to air photography at this url: <http://allenengineering.net/CardinalPics.htm> Notice that the C and P are capital letters. [Duane, ed]

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### FAA Advisory Circular Available for Public Comment Period

On December 28, 2000, the FAA published a Federal Register Notice that the new FAA Advisory Circular (AC) 20-27E is available for public comment. AC 20-27E is an upgraded version of AC 20-27D that covers the **certification and operation of amateur-built aircraft**. This upgrade became needed when FAA order 8130.2 was updated to the "D" edition last year. The FAA has asked that the public comment to their draft AC 20-27E by February 22, 2001. So far, copies of AC 20-27E can only be obtained by calling the FAA Airworthiness Division in Washington DC at either 202-267-8361 or 202-267-9540. Let the person answering the phone know that you need a copy of AC 20-27E to review and comment on.

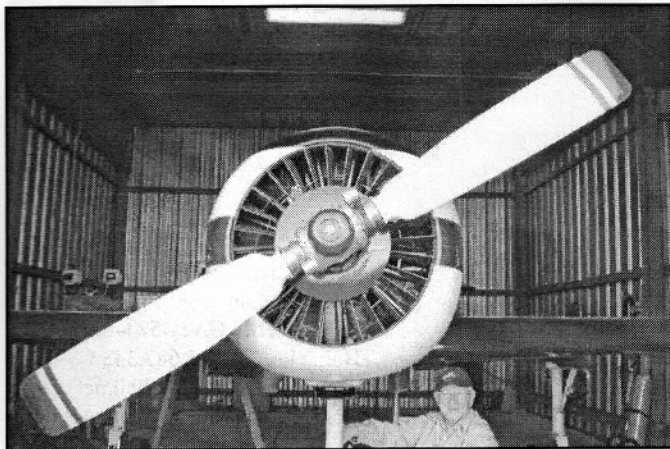
### Idea from the Field (quoted from the online newsletter)

[If you have online service and are not receiving this newsletter, contact Brenda Anderson at eaa.org, ed]

Many Chapters are looking for ways to involve new people in their Chapter.

EAA Chapter 279 in Plymouth, Massachusetts had a great idea to do just that.

At a previously held event, various people filled out questionnaires, expressing their interest in the Chapter and possibly building an airplane. To help involve these people, the Chapter decided to send each of these individuals a certificate for a complimentary meal for their upcoming Pancake Breakfast. This is a great idea! It is a simple way to follow up with people that have expressed interest in the Chapter and invite them to another wonderful event. So remember to get the names and addresses of those new faces at your activities and think about possibly trying this idea. Deciding how many certificates to issue for the breakfast is up to the Chapter but it is a friendly way to introduce people to your group. Make sure to include all the necessary information with the certificate (Day of breakfast, time, location, contact info., etc...). You might think about inviting your local airport management as well.

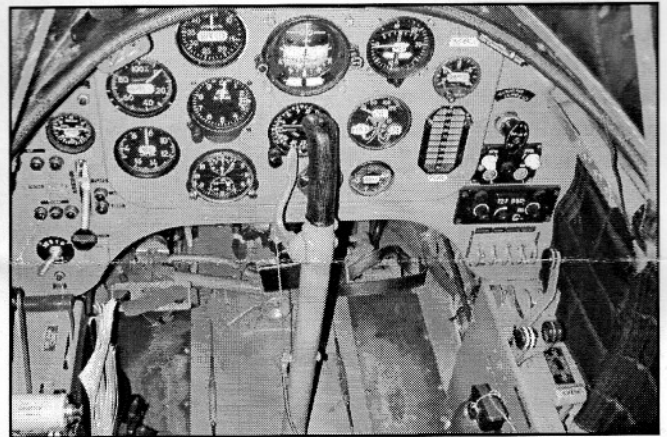


While visiting Lou Ellis I saw this prop through a partially open hangar door. When I asked to take pictures, Paul, who was replacing some zerk fittings on the nose gear referred me to the owner in the cockpit.

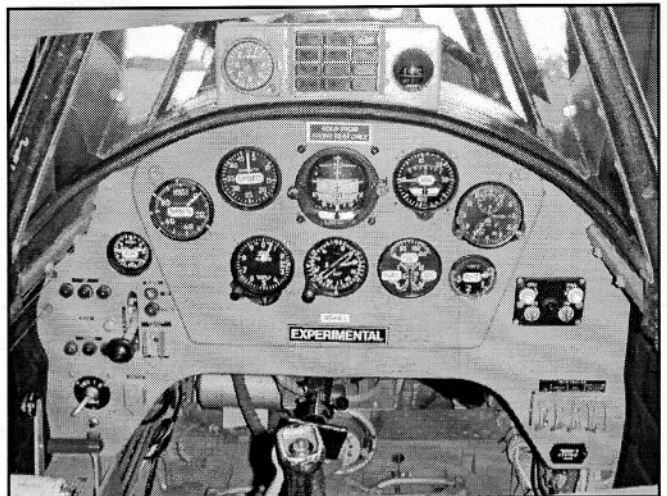
Melinda raised her head and said sure. So I started shooting. These photos are what I have to share. Melinda is a member of national and has expressed an interest in joining Chapter 393. I expect to see them at the January meeting.



I took as much of a full oblique view as I could get with the airplane in the hangar. She has promised me a ride later and possibly some air to air photos.



You know me and my camera. I like to get pictures of airplanes. So I took this one of the front cockpit (solo position) and



this one of the back, or instructor position. I am looking forward to the ride Melinda. These can be see in color on my personal website <http://allenengineering.net>. [ed]

I had planned to use this space for Bruce's Christmas pictures, but they never came so I will have to fill it with something else.

I will start with a story about Lou Ellis.

As you all know, he has been working diligently with Randy Alley on their Bird Dog restoration.

Over the New Years weekend my brother was visiting. I took him to the airport and while we were there I heard the tower trying to communicate with a Glasair. I told Gary, I'll bet that is Lou. He's been having radio problems and had asked me to help him troubleshoot it.

The funny part of this story is that we went over to Lou's hangar and sat in the truck and talked. I guess we made Lou's son-in-law a little uneasy. He thought we were from the FAA, Lou told me later. haha.

Anyway, when Lou arrived I told him I thought he had an antenna problem as his signal was very weak but I could hear the modulation.

To continue this story, I went back on Sunday, I believe it was, with VSWR Bridge to check his antennae. As it turns out, he has three of them buried inside his airplane and the spare had the best VSWR ratio.

As we proceeded to test each of the radios at three frequencies to tell whether they were too long or too short, he got a bit confused because we were working rapidly since we were both in a hurry to get going home.

However, we also discovered he had one BAD radio, one GOOD radio, one BAD headset, and one MARGINAL headset. Now when you mix them all up, it can create a bit of a problem.

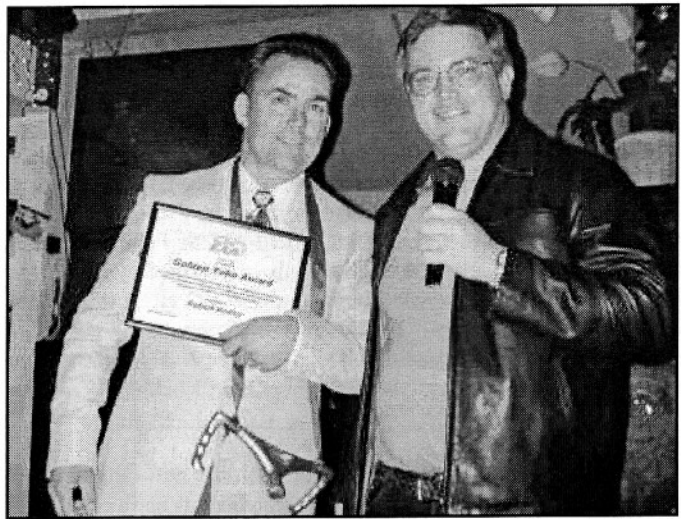
I left him with the knowledge that if he used the one good headset and the #2 Comm, he could still fly.

I hope he had the chance to go during the following week.



While Bruce and Nancy Seguire were posing with Pete Wiebens and Ellen and Rich Powell, I snapped this one.

I thought I got a picture of the guy who got the bus stuck in the grass at the Golden West Fly-In and even received an award for it. But I can't find it with the rest of these so I guess I didn't. He was hiding his face anyway. Guess he was embarrassed that his son Tracy would rat on him in front of his friends.



I must not forget Bob Hadley and his Golden Yoke Award. You probably remember the story about how his yoke came off as he was landing at San Bernadino with family members onboard. He saved the landing by reaching across and using the passenger's side yoke.

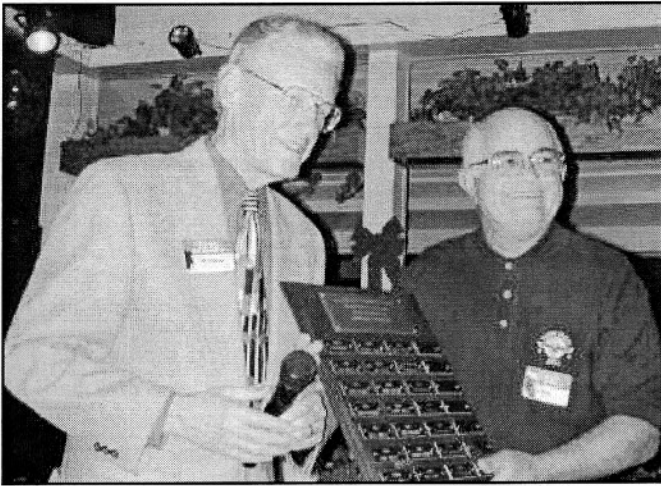


I did manage to get a picture of Keith Martz, Lou and Gracie Ellis before my wife called me to get in the food line with her.



Louie Goodell and Ron Robinson discuss the Perpetual Award before presenting it to some old bald headed guy. OH, that was Pat Peters.





I found the picture of the guy who received the Perpetual Award. It is the one and only Pat Peters. [I don't understand this award so I will keep quiet).



For those of you who missed the party, this was part of the food line. And we didn't run out.



As I was about to leave, I took this one of Ray Nilson and his wife Mary Ann. She reluctantly, but did agree, to allow me to print this. I think I heard Ray say recently he had sold his Christian Eagle. I am sure he will correct me if I am wrong, at least I hope so.

## Pilot Credit Letters

If you flew 10 or more Young Eagles during the calendar year 2000 (and returned the registrations by 1/15/2001) you will receive a credit certificate in early February. The certificate is like cash so please don't misplace it. Duplicates will not be issued.

It can be used toward the cost of tuition for a young person to attend one of the Air Academy sessions this summer in Oshkosh. [I am not aware of Chapter 393 sending anyone]. If you have a young person in mind you can send it back to the young eagle office with that individual's name and it will reduce the tuition by one dollar for each young eagle you flew. Or the credits can be given to another chapter who is sending someone. [Bay Area Chapters, 20, 29 and 62 all send someone each year, sometimes two].

[The principal of one of the schools I worked with a few years ago used the YE program as an incentive to get his students to make good grades. It worked.]

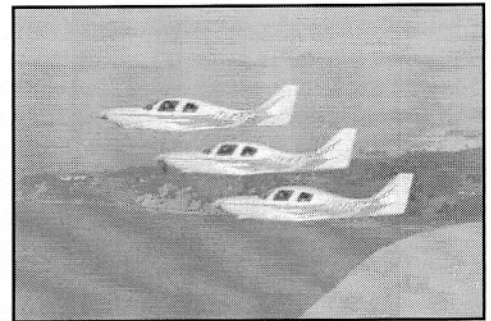
## More on Young Eagles

Sporty's Pilot Shops are providing full-color Cessna 172 posters for presentation to young eagles upon completion of their rides.

If you are giving rides outside the chapter events, contact Steve, Michelle or Jennifer at the YE office to order yours. You may call them at 920-426-4831 or send them an email to Yeagles@eaa.org.

Pat Peters is arranging for the posters to be given out at the 393 rallies.

To read more about the Young Eagles Program visit: <http://eaa.org/young eagles/index.htm> or go by way of our own chapter website. <http://eaa393.org>



Bob sent me this picture of Fred Egli and company over San Francisco on their way to or from Half Moon Bay. Fun, fun, fun.

A reminder from the editor of **The Cleco** about Information concerning tax deductions in relation to the Young Eagles Program.

**Quoting from the YE Newsletter:**

You can deduct Young Eagles expenses under the tax exempt status of the EAA Aviation Foundation participating in the Young Eagles Program. The IRS ruled that volunteer pilots helping in the Young Eagles Program can deduct direct, out-of-pocket expenses actually incurred by the volunteers that are **in direct connection with and solely attributed to** the Program.

If the above conditions are met, volunteers will be able to deduct direct out-of-pocket expenses such as:

- ◆ fuel and oil directly consumed by the aircraft in the demonstration flight, not to exceed 200 miles
- ◆ fuel and oil to another airport within 50 miles to meet a young person
- ◆ transportation, not to exceed 30 miles one way, to get to and from the airport
- ◆ the rental charges for a bus or van to bring a group of young people to the airport
- ◆ the rental expense of an airplane used only for the Program
- ◆ postage for mailing the registration records to the EAA Aviation Foundation
- ◆ Extra liability insurance purchased solely for flights for the program
- ◆ landing tiedown fees at a non-home-based airport
- ◆ aeronautical education materials
- ◆ meals for the young person (but not the volunteer)
- ◆ film and development of pictures for the young person

Indirect expenses, such as hangar fees and annuals, are not considered out-of-pocket expenses. For the purposes of computing the expense of transporting the volunteer and/or young person to and from the airport in a passenger automobile, a standard mileage rate can be used in lieu of operating expenses.

END QUOTE

*I would like very much to take pictures of all the members' airplanes for the eaa393 website. I replaced my Nikon 950 with a 990. It takes even better pictures. Help me out. Let's schedule a picture taking event. [Duane, nle]*

**Young Eagle Numbers for Chapter 393, Concord**

For the members who have asked for this information, here it is. These are the people in Chapter 393 that National has listed as Young Eagle Pilots, along with the number of young eagles credited to them as well as their YE pilot number and the date of their last logged flight. If you believe that you were not credited with some of the kids you flew, contact the YE office and provide the name and date you flew the young eagle.

I lost several of mine the first 2-3 years because I didn't know you could get credit for flying a kid the second time. Therefore, I flew many without credit because they had already flown that day or another day. After taking over as YE coordinator for chapter 62, I just about quit flying as I was too busy arranging events and doing paperwork. In case you ever wondered, it was me that started the Moffett IYED events. [Duane Allen, editor].

Name	Missions	Pilot ID	Last Flight
Scott Achelis	52	7330	10/29/00
Duane Allen	217	1707	6/10/00
Randy Alley	1	7942	5/14/94
Robert Belshe	16	17771	7/2/99
Bob Decker, [Deceased 2000]	18	13859	7/10/99
Louis M. Ellis	19	4232	9/23/00
Ollie Fraser	5	11207	11/19/94
Timothy C. Glenn	21	17740	9/23/00
Harvard Holmes	3	27873	3/4/00
Phillip Jenkins	23	16873	9/23/00
James Lewis	1	4228	7/17/93
Keith L. Martz	41	17773	9/23/00
Scott Newman	41	5800	9/23/00
Mike Parker	1	4112	6/27/93
Tracy Peters	26	16788	5/11/99
Russell Porterfield	75	6130	10/1/00
Lyle Powell, [Deceased 2000]	7	4227	7/20/96
Dick J. Rihn	33	23253	9/23/00
Bruce Seguine	17	16830	7/8/00
Guy L. Shields	5	29828	9/23/00
Steve Snider	26	27874	9/23/00
Anthony Tiritilli	33	16829	7/8/00
Glenn Werner, [Deceased 1997]	2	13858	7/15/95
Pete Wiebens	20	4231	5/27/00



## 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**

**For Rent:** ½ 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:** 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:** 1994 **Glasair 2S-RG**. 870hrs. TT. 225HP Demars engine, inverted fuel and oil system. King avionics,

Garmin 430 GPS/comm, S-Tec 50 A/P, built-in O2 system. Includes long and short wingtips. Has heavy duty brakes, built to show quality. \$138,500. call 925-443-5500 or 209-609-1597. email: [aerofinancial@gotnet.net](mailto:aerofinancial@gotnet.net)

**For Sale:** Stainless steel tuned cross-over exhaust system for Lycoming IO360 engine. Aircraft Spruce P/n 33276, cost \$1165. Two mufflers, both with heat shrouds for cabin heat and carb heat. Used 5 hours, make offer. Call John @ 510.548.1011.

### Minutes of the Board of Directors Meeting, 1-5-2001

by Duane Allen, editor

I suggested changing the meeting date to facilitate an earlier publicaiton date. Bob asked that I bring it up in the newsletter and ask for feedback.

National has reminded chapters again to insure that people who join the chapter are national members as well. EAA insurance is not effective for chapter members unless they are also a member of national. This is especially important for chapter fuctions, i.e. meetings, YE events, Picnics. etc.

Louie was sick and not able to come to the meeting. Bob says he and Louie have mailed in the chapter information for renewal. This is also important for insurance purposes. No one having other business to discuss, we adjourned and went flying.

### Guest Speaker for February

The guest speaker for February will be Ned from Ned's Paint in Martinez,

The program starts after a short business meeting at 7:30 p.m., or before if the speaker is in a hurry to leave, in the old terminal building on John Glenn Drive. The meeting place is in the old terminal building just south of the tower, on the east ramp.

### Young Eagle Report by Pat Peters

Chapter 393 closed the year 2000 by flying 169 Young Eagles. Pat Peters, Young Eagles Coordinator presented Achievement awards to the pilots who flew 10 or more Young Eagles. The awards were presented at the annual Chapter Christmas Party. The pilots who flew more than 10 were: Fred Egli 25, Richard Rihn 24, Bruce Sequine 18 [one at a time], Keith Martz and Steve Snider each flew 16, Tony Tiritilli 14, and Scott Achilis 12 [one at at time].

Next year we are looking to surpass this year's accomplishments. We hope to fly about 200 Young Eagles, which is quite an ambitious goal. With the help of the very dedicated pilots of Chapter 393 I think that this can be done.

From Brenda Anderson @ EAA Oshkosh

## Young Eagles International Winter Flight Fest Scheduled for Feb. 3, 2001

The International Young Eagles day held each year in June has been very successful. Building on this success, the EAA Young Eagles program has scheduled another major flying day during the winter months so that young people have another opportunity to enjoy the excitement of flight. The inaugural "Winter Flight Fest" is scheduled for Saturday, February 3, 2001, the mid-point of the official winter season. As with the activities on International Young Eagles Day, EAA-Member pilots are encouraged to fly young people ages 8-17 and introduce them to aviation on this day.

The Winter Flight Fest will give young people the opportunity to see the world from an entirely different perspective. It will also allow those pilots living in the southern U.S. and other countries, that are hampered by extremely hot or humid weather in June, to participate. Northern pilots can also use the *Winter Flight Fest* as an opportunity to fly their skiplanes.

So start planning now for the February 3rd, 2001 Winter Flight Fest. For more information go to the following web site:

[http://www.eaa.org/communications/eaanews/001117\\_ye.html](http://www.eaa.org/communications/eaanews/001117_ye.html)

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



Fred Egli  
1900 meadow Road  
Walnut Creek CA 94595

**NOTICE TO ALL MEMBERS OF CHAPTER 393:** If you have an airplane, I would like to take a new picture of it for the chapter website. My new camera does a much better job than the old one did. Let's improve the looks of the website.