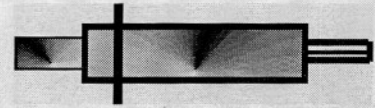


The Cleco



Official Publication of the Experimental Aircraft Association
EAA Chapter 393, P.O. Box 272725 Concord, CA 94527-2725

Volume No. 2

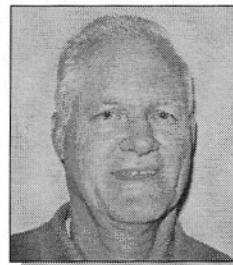
June 2001

Issue No. 6



The Leader In Recreational Aviation

The website changes frequently.
Have you checked it today?



President's Column:

Bob Belshe presiding.

Largely through the efforts of the EAA and AOPA, it looks like the new "Sport Pilot" license may soon become a reality. It is now going to the DOT for the 60-day final review phase. This new

rating would allow pilots to have either a third-class medical, or a valid state drivers license, and would be restricted to planes that do not have more than two seats, a maximum gross weight of 1,232 pounds, and a stall speed of 45 mph. Also the maximum cruise speed is 132 mph and flight is limited to day VFR. This is really good news, because there are many homebuilts which fall into this classification.

For more information, visit the EAA's sport pilot web site at:

<http://www.eaa.org/benefits/sportaviation/sportpilot/index.html>

May's speaker was Jerry Lamb, an FAA flight service specialist. He covered the why's and how's of getting a weather briefing and filing a flight plan, what happens when you don't arrive on schedule, and different ways to file. We had a Q & A period and discussed the merits of VFR flight plans versus flight following. Flight

Inside this issue:

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- Page 7. For Sale/Trade/Wanted
Editor's column, meeting minutes
- Page 8. Mailing Label / IYED Report



Tyler hits a homer, scores 3 runs

Year 2001 Meeting schedule:

June 27

- July 14 Chapter Picnic
- August 22
- September 26
- October 24
- November 28 after Thanksgiving
- December 15, Christmas Party @ The Greenery, Walnut Creek
- January 23, 2002
- February 27, 2002
- March 27, 2002
- April 24, 2002
- May 22, 2002

The Cleco

is published monthly by EAA Chapter 393, an official chapter of the Experimental Aircraft Association,
P. O. Box 3086, Oshkosh, WI 54903-3086
Publication office:
3338 Flintmont Drive
San Jose, CA 95148
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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. Visitors are welcome.

Come see what it is like being part of a dying breed.

Sport Aviation



(Continued from page 1)

VFR flight plans versus flight following. Flight following seems to offer just as much safety insurance, if you can get ATC to accept your request, and if you are able to contact them when your emergency occurs. Remember, ATC can tell you "squawk 1200, resume own navigation" any time if they get too busy.

Last week, as I was arriving at the airport I saw this strange looking airplane off in the distance. It looked like it was going to land, so I hurried through the gate and drove to the end of the hangar row, arriving at the same time as a shiny

B17 touched down. I usually have my camera in the car, so I got a nice picture of it turning off onto the taxiway by the northwest hangars. The plane was beautiful, polished to a luster that even Bruce Seguire would approve. When I think waaay back, the first airplanes I remember are the B17s that flew out of the Long Beach airport during WWII. They would come right over our house which was just a few blocks from the airport. I've been looking up as planes fly over ever since.

I hope everyone had a chance to see this airplane while it was here.

As I was starting to print the newsletter, Bob sent this little bit of airline humor along. So, I made room for it.

Tower: "Airline XXX, it looks like one of your baggage doors is open."

Captain (after quickly scanning the FE panel): "Ah, thanks tower, but you must be looking at our APU door."

Tower: "Okay, Airline XXX, cleared for takeoff."

Captain: "Cleared for takeoff, Airline XXX."

Tower, during the takeoff roll: "Airline XXX, ahh it appears that your APU is leaking luggage..."

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[As most of you know, I own a 1978 Cessna Cardinal. The 50th of 80 built that last year of production. I am a member of the CFO (Cardinal Flyers Online). Paul Millner (in Berkeley) is the Cardinal Digest Moderator. He collects the input from the members and issues a daily digest. This story came from digest #1353. I have asked the author, Erald de Hoog, from Belgium, for permission to print it here. There are some points he tries to make about flying in America. Points well taken. He will be hosting a Cardinal Fly-In in Belgium on August 11th. Audrey and I plan to attend. Duane, Editor]

Subject: Long trip experience in the USA

Hi all,

I just want to give a report on my very new experience traveling with a Cardinal RG on a long trip in the USA from East to West and back.

I asked a couple of weeks ago if anybody could give me some more information on a trip from Winterhaven (FL) (GIF) to Las Vegas (NV) (VGT). I had several nice responses with some good advice. I want to thank all who replied, it has been helpful.

May 10th my friend Martin and I arrived at Orlando and went to Winterhaven (GIF) to check out the bird we left there last month after the CFO meeting and Sun 'n Fun. The plane was somewhat dirty but in perfect condition. Pity for the owner it was not sold yet, lucky for us so we could use it for our long trip, the longest I ever made and certainly the longest for my low time friend Martin.

The next day we started the first leg, after having bought all the VFR and IFR charts and AFD for the trip. First the briefing and filing of the flight plan. The briefing took almost an hour and we were updated on every possible weather forecast on our way and Notams, etc. The weather in Mississippi and Alabama was somewhat troublesome, but it gave no problems. However, Texas gave more problems and this took some extra time. The 75 Cardinal RG with registration N2549V was willing to start easy and off we were to Stennis MS (Bay St. Louis - HSA). We activated the flight plan and on to Tampa for flight following.

It is impressive the service you get in the air when on flight following. Even in the north of Florida we had all the help needed to cross the MOA's from Tyndall Approach and the passage along the coast to pass Eglin and Pensacola (this was a good hint from Howard).

What great nature scenery you see passing by! They [ATC] nicely handed us over from one controller to the other, and in 3.5 hours of flight we reached HSA. It was hot, and we were hungry and thirsty, so we asked where to find some restaurants at the FBO and how to get there. The nice people there said "no problem, just a few miles along the road, and here are the keys to the car, have fun." We were astonished at the great help and the car without any costs.

After lunch, back to the briefer. Yes, we were afraid of the convective clouds we had seen, that were now thunderstorms. There was almost no way to get around them, so we were stuck, and we again had to get back to the friendly FBO people. Again, no problem. They called the only hotel in the neighborhood (15 miles away). There were rooms available and transportation was again no problem. They just gave us the keys to the car. Since we wanted to leave very early the next day to avoid the afternoon thunderstorms, we were informed how to get on the field and we were to leave the car on the ramp. We really loved these people there and I can advise everybody to go there.

Next day the trip was to Burnet TX (BMQ) which we reached in 3.6 hours. We made a fuel stop and talked to the Englishman who ran the small FBO there. How easy life can be on a low traffic field with a nice chair on the porch in the shade :-). We were told to stop at Las Cruces NM (LRU) for a good lunch, so this was our next destination.

On this leg we found out what convective clouds can do. We were at 8500 ft. and the clouds came up to our altitude so we decided to climb a bit higher to stay clear. During our climb the clouds out climbed us, unbelievable, never have I seen this before and after having a slow roller coaster tour we decided to get underneath. I'm instrument rated but did not feel very comfortable to fly through this kind of clouds.

Just before Fort Stockton (TX) we saw a dark cloud hanging in front and called Flight Watch for some advice. It was decided that we should have no problems just going around it via the south, so we avoided the thunderstorm that was there. We saw a lot of rain and lightening coming out of this nasty CB. The rest to LRU was less eventful, the clouds disappeared and the sky was clear. Landing on the high altitude field was not really a problem (4456') but we found out we had to lean to keep the engine running. It was hot there, with pressure altitude of 6900'. A nice girl pointed out where to park, and another good looking girl was taking care of the fuel. The restaurant is really great and has good food for not too high prices. After having fed the plane and ourselves we went off again.

First time for us to take off from a high altitude field, so we first studied what to do and took off from the 6096 ft. runway. It took a long time before we rotated but had enough runway left. I had calculated we would need at least 2500' of runway (save calculation) and we really needed it (I had actually the feeling we needed closer to 3000'). Amazing what density altitude does to your performance, but it was not really a problem and I was an experience richer. :-)

For the next leg we wanted to fly via the route north of Tucson to Scottsdale (near Phoenix) but before reaching San Simon VOR we saw lots of dark clouds ahead and expected the thunderstorms they warned us about during the briefing were developing a bit quicker than expected. So on to Flight Watch, and they advised us to go northwest via Safford and on to San Carlos then fly into the Phoenix area from the east rather than going via the southern route. We got past San Carlos but saw no hole to get to the Phoenix area, so we decided to fly back to Safford and wait for a while, to see what would develop.

In the meantime we informed Flight Watch of our findings. When we were there a C182 landed which came from Phoenix. He said he had little problems coming down. (I did not believe him, since he did not look that fresh, but who knows). It was raining in Phoenix cats and dogs and a lot of lightening etc... The guy wanted to leave again with passengers he picked up at Safford, but after calling FSS he stayed on the ground.

(Continued on Page 6)



Bob Belshe, Tracy Peters, Scott Achelis, Duane Allen, Steve Snider, Fred Egli, Phil Jenkins, & Phil's brother.



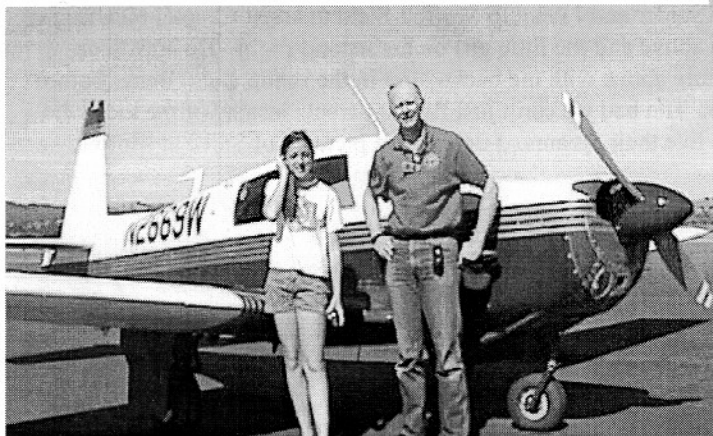


Since Tracy Peters' DSL is down more than up and his work email is bouncing, I have not been able to get the YE records to put names with these pictures.

Sorry folks, I am doing the best I can working 12 hrs. a day at NASA and then 4-5 hrs. at night on this newsletter. Hope you don't mind the small pictures, but Bill Baldwin took so many good ones, I had to do this to get them all in. Thanks Bill. You did good. [ed]



As you can see, I have spent a lot of time trying to get these all to fit and keep them pretty much the same size. Working after midnight on deadline day doesn't help the situation any. This extra page was added after printing the others hence the unusual page numbering. At least you got to see the pictures.





As I mentioned elsewhere in this issue, Dave Cunningham, Steve Snider and I went to Moffett Field to assist Chapter 62 with the 8th annual IYED at Moffett. Dave flew one of the twins pictured above and the little girl on his second flight. He may have made others which I did not photograph. The little girl in the picture above with me backed out in the runup area. Better before takeoff than after, however, I have had that happen at Moffett too. Too bad we can't just fly the parents instead of the kids who don't want to go. Many times it is the parent wanting their kid to live their dreams. I don't have pictures of Steve at Moffett.



These pictures were provided by Bob Belshe from the IYED at CCR on 6-9-01. Nice picture Bob. I think I see smiles on both these kids. I wish I had their names and addresses. I'd send them a copy of *The Cleco*.



It is after 3 a.m. so I think it is time to quit and print. I will see if I can find someone else to fly the Navajo tomorrow if we need to fly. I will be too tired to do a good job. [ed]

(Continued from Page 3)

Another pilot with a two-engine plane also was stranded, and we all waited for better news, since it should clear up in the Phoenix area at the end of the day. In the meantime some very nasty CB's were forming in the southeast of Safford and coming closer and closer. It was just 15 minutes before dark as the two others decided to leave for Phoenix, as it seemed to be better now. FSS did not recommend it, but confirmed it was clearing up.

However, being in the mountains, with a CB drifting into the Safford area, and just a few minutes left of daylight made us decide to stay and get into a hotel. I just did not want to get trapped in the mountains with no airfield around and no getting back to Safford, which was a sure thing. Also, there were thunderstorms now south as well as north of our route, and the weather in Phoenix was not completely clear. Rather a day longer than taking risks, it was unknown territory for us and unknown weather situations and dark... hmm a real killing situation.

A hotel in Safford picked us up, and rain was falling in the mean time like hell, with wind gusts which were more than 20 knots for sure.

We had a good meal and wondered in the meantime if we would read of some crazy guys, which were blown out of the sky, the next morning. Have not heard anything so I assume they reached Phoenix, but it might not have been an easy ride, for them I'm sure.

The next morning we went back and an older guy helped us to fuel the plane. Actually it was fun being there. It is a small outfit, and out in that wilderness with a parrot in the office which knows all the words used on the Unicom and reacted sometimes on the radio calls coming in, and a nice dog. The old man with his big cowboy hat completed the picture of a place in the Wild West a long time ago. The runway is in very good condition with pilot controlled lighting. The whole field is fenced in, so no animals could get to the runway. And as usual they were friendly and very helpful.

To Scottsdale (SDL) took us 1.3 hours and we needed some extra time finding the field since a lot of new buildings were built on the slopes northeast of the Phoenix area, which confused us a bit. We were back in the busy world and the Unicom gave us some cryptic directions where to park and we ended up in the main terminal, having no idea how to get back onto the ramp (just forgot to read the shield on the fence when we went out and there is the code how to get back). Since it was Sunday of course there was nobody to help. So we walked to the west and found a flying school which was open and they helped us getting back on the ramp. We had to walk all the way back to the main terminal and further to get to our bird again. We were eager again to leave quickly for Las Vegas since new thunderstorms were predicted. So we took off quickly to leave this, for us, very unfriendly field.

ATC was friendly as usual and helpful to get us out of the Phoenix area onto our route to Las Vegas. Flight Watch had nothing, which was troublesome, so we prepared in the meantime to get into the busy Las Vegas area. We were on V105, which would bring us directly to Boulder City. I wanted to do the Showboat arrival via lake Mead and the Hoover dam but Vegas Approach did not let me do it due to the runway configuration of McCarran, and so we were left to get around Las Vegas to reach

North Las Vegas airport (VGT). In the west we saw the building of some nasty CB's so I just asked ATC to give me altitudes and headings to get me onto the shortest route to VGT.

They did, giving me all kinds of headings and even strange altitudes like 6100 ft and handing me from one controller to the other. (I think I had 5 before we were handed to VGT tower). The last one, a very rapid talking woman, (do all women ATCs talk so rapidly, as if they have no time? I wonder :-)) She told me to go somewhere on some heading. I asked "please say again and more slowly" she replied at the same speed: "more slowly go heading 060 (or something like that, forgot the exact heading) and do you know the Bank of America?" Luckily I got it this time so could reply "going 060 and no I do not know the Bank of America." She replied, "just keep going and call when you have the field in sight." After looking carefully, we found the field right in front of us.

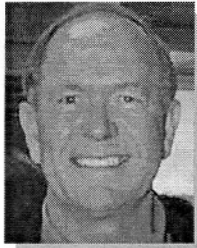
Great those people from ATC and after thanking her in my best rapid English we switched to the tower and landed safely on VGT, where we were guided and parked with a follow me car. We were picked up to be transported with all our luggage to the main [general aviation] terminal (was just a few 100 meters away).

It has taken us 3 days and 17 hours to cover the more than 1800 miles where we learned a lot of new things like what convection can do, and high altitude take offs. Also how to use the really great services you all get for free in the air and on the ground. I was familiar with the helpful ATC controllers but not so familiar with the Flight Watch services and other services ATC gives you when on flight following nor with the very patient, helpful and friendly briefers you get on the free telephone number. I think we used them to the utmost since we liked to know everything from frequencies to Notams and weather etc...

I do not think we were the easiest going guys for them sometimes. As they asked, we also took the time and trouble to inform them of what we encountered. How could we refuse? They were helpful and patient, and it is little trouble doing it. [PIREPS] Besides, they are grateful for it, and it is also for the safety of other pilots, since they have more information to go on.

I think we should send all the ATC guys and briefers from Europe to the USA to see how the system works, because it is great. Just try to fly through Europe on a VFR flight plan and get all this help for free. Flight following is a great way of doing things, they give you the frequencies for the next controller, and even advise you to go to flight watch to get the latest information if they know of some trouble ahead. Try this in Europe... To get a briefing is difficult and everywhere it is different plus sometimes free of charge but most times not. ATC in most countries will not give you any frequency for the next controller or you have to specifically ask for it. (Exception for Germany where most do it). A warning of neighboring traffic is sometimes given, but most times not. And then the services we had on the fields... just great! Nowhere did we have to fuel ourselves, and we had parking help almost everywhere, and this without paying anything, no landing fee, no paid telephone numbers, and all friendly and helpful. I have said it before the USA is the most friendly country to fly, where they know the needs of pilots.

[Due to the length of this story, the return trip part will appear next month. Ed]



Editor's Column by Duane Allen

Since Bob sent me the nice picture of the B17 on page 2, I decided to move my column over here to make room for a larger image. I too took pictures of it, one as it made a low pass over 32R and then some on the ramp. I did not take

time to tour it as I was putting the upholstery back into my airplane after the annual getting ready for Young Eagles Day on the 9th. Which by the way turned out very well.

I mentioned last month that I'd be going to Florida for the hurricane season again this year, since I did not retire as expected. (I now have to wait until I am 60 because I didn't take the buy-out when it was available). As a result I am very busy building a new instrument for the DC8 and flying the Forest Service Navajo at Ames. A group there is developing an infrared scanner which you read about in last month's *The Cleco*.

I won't be ferrying the Navajo to Hawaii though. **Too much over water time for me.** The scanner will wind up on a UAV (Uninhabited Aerial Vehicle). See a picture of a UAV in the May issue of *The Cleco* or visit the following <http://geo.arc.nasa.gov/sge/UAVFiRE/uavnpayload.html>

Using the same url you can watch us mapping forest fires in near real time (<http://geo.arc.nasa.gov/sge/FiRE> - click on real time imagery). It can't be truly real time because we have to record a pass or a few, then turn to a heading of 148 or 353 to download the picture. This allows the window mounted satellite antenna in the Navajo to see one of two satellites. It then relays the pictures to Ames for the personnel there to view it and put it on the web. The forest service uses the data to direct firefighting efforts. They already use OV10s (Broncos) and Beech Barons and probably others for spotters to act as command posts to direct the boron bombers. They use the pictures to further enhance the firefighting efforts.

I didn't have a single comment about changing the newsletter as a result of my column last month. Does that mean no one read my column, or don't really care what I do with the newsletter. I am in the dark. Maybe it's best I stay that way. :-)

June general membership meeting minutes

by Duane Allen, *The Cleco* Editor

Board members present, Bob Belshe, Tracy Peters, Louie Goodell, Pat Peters and me. I counted 24 persons present.

Bob called the meeting to order at 7:35 and introduced Wayne McMillan, a new member, who is building a Zodiac.

Louie gave the treasurer's report:

Savings account has \$2535.xx and checking \$1719.91

Pat talked about IYED on 6-9-01 at CCR. He is looking for pilots. He has called and confirmed 41 leftovers from the May event and has about 45 more to call. He is expecting 85-90 kids.

FOR SALE - TRADE - WANTED LOANER ITEMS

Hangar space for rent. Part of my hangar, West ramp near MDPA clubhouse. Will take a Pitts size biplane or a low wing like a RV. Availble now until I finish my RV 9A. which should be about Jan. 2003.

Ray Nilson 925 672-5139 email nilson@pacbell.net

EAA Books and Videos available at half price.

The EAA is having a half-price sale on all items in the EAA Book/Video catalog. These items must be ordered by the chapter in a single order before June 30. If you were planning to order anything, now is your chance. Contact Bob Belshe. See page 2 for contact address or phone number.

Hangar space for rent. West ramp. Good for project or low wing homebuilt. \$175/mo. **Pete Wiebens 925.933.7517.**

Guest Speaker for June

The guest speaker for June will be Gary Zinger, Aircraft Investigation and Recovery (AIR)

Want to recover your stolen Lear from Mexico? Call Gary! Want to know what it is like to fly a Lear that has been sitting on the ramp in Mexico, stripped of all of its instruments, for over two years VFR to the good old USA? Garys' speciality is recovering aircraft that are deliquent in payments or stolen from anywhere in the world. He cuts through the fences in foreign countries and recovers the aircraft. Gary lives in Visalia and will be speaking on the recovery of aircraft from many places and under many strange circumstances.....

Thanks to Bruce Milan (a Lear pilot.....how did he get that aircraft ?) for the lead to this interesting speaker.

The presentation will start after a short business meeing and possibly a break.

The meeting starts at 7:30 p.m. and takes place in the old terminal building on John Glenn Drive just south of the control tower.

He is planning a special event for Special Ed. Kids and Boy Scouts.

I announced IYED at Moffett on 6/16.

Guest speaker, Jerry Lamb, is from the FAA (flight service specialist). He has been licensed since 1977 as a pilot and other background which I missed.

Jerry gave a very interesting and informative presentation and answered lots of questions. I took lots of notes but Bob has already reported so I will save the white space for other things.

After his presentation, a break was taken and the raffle held. I left at the break to finish my presentation for the Retired Officers Association in Santa Rosa the next day. [ed].

YOUNG EAGLE REPORT by Pat Peters

Scott Achilles [RV6A], **Duane Allen** [Cessna 177B Cardinal], **Fred Egli** [Lancair IV], **Harvard Holmes** [Mooney 201], **Phil Jenkins** [Glasair 2RS], **Bruce Seguine** [highly modified Swift], **Steve Snider** [Piper Arrow], and **Pete Wiebens** [Glasair 3] are the pilots who took part in flying Young Eagles on June 9th at Buchanan Airport for EAA Chapter 393. They flew 39 Young Eagles in a matter of three hours.

My special **T H A N K S** go to these dedicated men who volunteer their time and airplane to give the rides to these wide eyed potential young pilots. Also, helping on the ground crew where Guy (Bill) Jones, Tracy and his Mom (Evangeline), Don Baldwin [who provided many digital photos], Bob Belshe [who also provided digital photos for this issue] and Bill Call.

Without the ground crew the program would not run as smoothly as it did. It appears that we have worked out most of the kinks in the program. Showing up for moral support was one of our dedicated pilots recuperating from heart surgery, Ron Robinson. It was good to see Ron there in support of the rally. Another person showing up was Bruce Milan. For the members of 393 who don't come to the Young Eagles Rallies really don't know what they are missing. This is an event to see. The smiles and the faces of these youngsters is really heart warming. The parents are really elated when the kids return from the flight and relay what a great flight it was and they actually flew the plane.

At the next rally I hope that more members of Chapter 393 come out and show some support and share in the KUDOS that we get from the parents. Again I want to thank all the folks who helped this Rally to be such a success.

[Dave Cunningham, Steve Snider and I also went to Moffett Field on the 16th to assist Chapter 62 fly kids in the 8th annual YE Event at this most unusual airfield. Chapter 20 from San Carlos and 338 from San Jose had pilots there as well. Having started this event *there* myself 8 years ago, I am glad to see it still continuing in spite of difficulties being created by the bureaucracy of new management at NASA. The turnout was rather dismal this year, but hopefully better next year as the Airfield Management (the good guys) are already making plans for it. Duane Allen, editor]

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