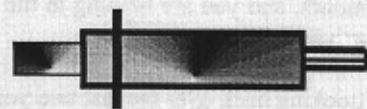


The Cleco



Official Publication of the Experimental Aircraft Association

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

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Issue No. 11



The Leader In Recreational Aviation

We have a new webmaster!
Bruce Hobbs is taking over
so watch for many changes
(improvements).



President's Column
by Bob Belshe

Congratulations to the newly elected officers. I know that Harvard Holmes, Guy Jones, Bob Rudolph, and Louis Goodell will be a great team for the next two years. Thanks to all of you, for

being willing to take on the jobs that keep this chapter going.

Thanks to Louis Goodell's hard work, our annual Christmas bash is all set up for December 15. All you have to do is reply to the flyer which he sent to you or mail in the one from this issue. If you haven't yet done so, please fill out the slip and send it today. Remember, the party is also the December meeting.

With the events of September 11 and the heightened awareness of our vulnerability to terrorism, there has been a large increase in anti-general aviation sentiment. Many politicians seem to think that restricting the flight of small aircraft will somehow enhance security. The EAA has been instrumental in getting most of the hastily enacted flight restrictions removed and is fighting hard to prevent new restrictions from being implemented. In order to remain an official EAA chapter and have the benefit of EAA insurance for our events, all members of the chapter are required to belong to the national EAA. If you have let your membership lapse, please renew it

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Notice! This could be the last issue of *THE CLECO* before the Christmas Party.

If you have not mailed in your intentions to Louie, please use the form on page 7 and get it to him. He would like an accurate head count in advance. If we don't meet the minimum, the balance above what is collected at \$27 per person will come from Chapter funds. Let's not let that happen again. I always bring guests. So can you. Invite a friend. [ed]

Meeting schedule:

**December 15, Christmas Party
@ The Greenery, Walnut Creek**
January 23, 2002
February 27, 2002
March 27, 2002
April 24, 2002
May 22, 2002
June 26, 2002
July 13, Chapter Picnic
August 21, 2002
September 25, 2002
October 23, 2002
November 27, 2002

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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 welcome.

Sport Aviation

(Continued from page 1)

now. It's only \$40, you get a high quality magazine every month, and you are helping in the fight to retain our flying privileges.

Looking back over the last two years, I cannot find a single aircraft completed by a member of the chapter. This is the first time we have gone for so long without any completions. Over the last thirty years, we have recorded 77 completions or restorations, an average of 2.5 airplanes per year. With 33 projects currently under way, I hope we will see several first flights next year. A list of member projects is printed in this issue. The information is mostly from our current roster. If it needs any corrections, please let me know.

Finally, I did not plan to miss the election meeting. We had a great week on a cruise ship, sailing from Providence to Philadelphia with stops every day along the way. Our plan was to be home from New York on Monday Oct 22, but fate intervened. As we were loading our baggage at the hotel's entrance (across the freeway from LaGuardia Airport), a team of crooks pulled up in their car and snatched our carry-on bags, knocking us both down with the side of their car as they sped away. Sally was badly bruised and spent two days in the hospital before they would clear her to fly home. We finally got back to Oakland on Thursday. Interestingly, this story got spread around among our acquaintances, and by the time it got back to us it was reported to have happened in both London and Paris!

Happy flying,

Bob

Editor's Column

by Duane Allen

I recently received the following email from Brenda Anderson at EAA Oshkosh. Does someone have something they'd like to write for her? I am a new comer to 393.

Duane-

We were recently reading your Chapter's newsletter and wanted to congratulate all your fellow Chapter members on 30 great years! It is always interesting to look back on everything that has been accomplished over the years and all the people that have made everything possible.

If you would like to submit a story for possible publication about your Chapter's anniversary we will save it for the Chapter Hangar section of Sport Aviation or the web.

Materials can be sent to: EAA Chapter Office - Attn. Brenda
PO Box 3086 Oshkosh, WI 54903

Please extend our appreciation to everyone in your Chapter for all the support and dedication over the last 30 years!

signed:

Brenda Anderson Chapter Administrator

Thanks to Ed Lester for pointing me to this link.

<http://www.nts.gov/Events/2001/AA587/default.htm>

He knows that I pay particular attention to American Airlines as my step-daughter is a Flight Attendant at AA and provides her mom and me with some excellent travel opportunities. Also my best and oldest friend is a retired DC10 Captain and arranged for me to fly the DC10 six axis full motion simulator for an hour and a half one time. The same one they use to qualify transitioning flight crew. It was so real, I forgot I was in a sim and not the real airplane.

I have spent a lot of time lately refurbishing a rental property in Milpitas that was rented to the same family for 18 years. (What a disaster that has been). It has convinced me to sell off my real estate holdings and give the money to charity. I have already been doing that and it feels good.

I am recovering from my rotator cuff surgery and would be doing better if it weren't for the work mentioned above.

I have only flown twice since August (well five times if you count the four YE flights on Oct. 20th. Have you looked at the pictures from that event? You can at <http://eaa393.org/YE10.htm>. Thanks to Don Baldwin for all those pictures. I was so busy flying that I didn't take many. You will recognize the ones I did take. It's a fine camera, that Nikon.

I received Pat's list of names recently but the email massaged it to the point I am having difficulty interpreting it. Maybe I will make some sense of it before Bruce takes over the website.

Speaking of websites, I got a special on the URL and the host server so both have been renewed for two more years. For those who don't know, the name registration eaa393.org is paid to one organization and the webspace is paid to another. The site was down for a few days because the company I paid the URL renewal to didn't send the money to the new organization that provides the pointer to the host server.

After a couple of phone calls that has been resolved. EAA393.ORG is registered for two more years. Visit it often to see Bruce's changes.

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Airplanes Built or Restored by Chapter 393 Members

Thanks to Bob Belshe for the research to develop this list and providing it for publication.

1971	Horace Myers	Volmer Sportsman
1972	Dr. Hanley	Turner T-40A
	Doug Cline	Stevens Akro Sport
	Leo Rollen	Jeanie Teenie II
1973	Frank Begor	Woody Pusher
1974	Douglas Hagerman	Pietenpol
	Jim Mandley	Steen Sky-Bolt
	Paul Switzer	Starduster II
	Norm Alumbaugh	BD-5
	Fred Egli	Bellanca Crusair
1975	Vince Bohn	Scorpion II (helicopter)
	Ron Brown	PT-19 (restoration)
	Stan Markey	Starduster II
	Carl Hall	Cavalier SA-102
	Dick White	Ackro Sprot
1976	Erie Schuldt	Volksplane
1977	John & George O'Dell	T-18
1978	Ed Hirt	Mustang II
1979	Lyle Powell	Vari-Eze
	James Reeves	Soneri
	Carlos Amspoker	Vari-Eze
1980	Jim Mandley	Christen Eagle
	Norm Spitzer	Vari-Eze
1981	Don Walker	Christen Eagle II
	Rebuilt Woody Pusher. Flies again, this time with a steel tube fuselage. Other was broken by original builder Frank Bigor who gave it to Chapter 393.	
	Dick White Sr. made first flight.	
	Lou Ellis	Vari-Eze
	Doug Cline	Christen Eagle II
	Dwain Duis	PT-26 restoration
1982	Lyle Powell	Glassair fixed tri-gear
	Jim Wilhelm	Aeronca L-3 (restoration)
	Hank Hirtzer	Cessna 195 (restoration)
	Brad Poling	Lark (single place midwing)
1983	Larry Laughlin	Vari-Eze
1984	Dick White Sr.	Glasair RG
1985	Norm Spitzer	Glasair RG
	Norm Alumbaugh	Glasair TG
	Roland Douglas	Glasair RG
	Jim Richmond	Glasair RG

(Continued on page 4)

(Continued from page 3)

1985	Norm Alumbaugh Rick Lambert	Luscombe (restoration) Falcon-XP (ultralight)
1986	Randy Alley	Starduster II
1987	Phil Jenkins/Bob Decker Randy Alley	Glasair I RG Glasair RG
1989	Lou Ellis	Glasair RG
1990	Fred Egli Don Baldwin Larry Welter Pete Wiebens Glen Werner	Bellanca Teeny Too Glasair II Glasair I RG Citabria
1992	Gerry Greth Bill Black Ron Robinson Will Price Don Best Mike Parker Lyle Powell	Cirrus VK30 RV-4 Glasair I RG Lancair 360 Glasair I RG RV4 Glasair III
1993	Glenn Werner Duane Duis Chris Kenyon	Lancair 360 Luscombe RV6
1994	Rick Lambert Phil Jenkins/Bob Decker Rick Young Ken Wiley	SX-300 Glasair IIS RG Nieuport 17 Kitfox
1995	Rick Young	RV6
1996	Ray Nilson Chris Kenyon/Scott Achelis	Christen Eagle RV6A
1997	Harry Heckman Tim Glen Rick Young	Lancair 290 Kitfox Series 5 Harmon Rocket
1998	Doug Page Fred Egli Bill Madden	RV6A Lancair IV KIS TR-1
1999	Bruce Milan Dick Rihn Ken France Bruce Seguin	Questair Venture One Design RV6A Experimental Swift

Chapter 393 members current Projects

1. Randy Alley and Lou Ellis	Taylorcraft 12M
2. Bill Black	Harmon Rocket
3. Bill Call	Lancair ES
4. John Cicero	Original design
5. Gary Cole	Harmon Rocket
6. Wade Comeaux	AV10
7. Peter degl"innocenti	P40 replica
8. Ernst Freitag	RV8
9. Terry Gong	RV8
10. Robert Hadley	Teenie Two
11. Charles Hull	Q2
12. Doug Knight	Bearhawk 260
13. Lisle Knight	Osprey 2
14. Rick Lambert	BD5, Glastar
15. Steve Maccia	Glasair I RG
16. Keith Martz	Glasair
17. Greg McCurdy	Avid MK4
18. Dan McCoy	RV8
19. Maurice McEvoy	Glasair III
20. Ken McKenzie	Glastar
21. Ray Nilson	RV9
22. Don O'Neil	Kitfox Vixen
23. Roderick Park	Kitfox 4
24. Pat & Tracy Peters	RV6
25. Brad Poling	Westfall
26. Richard Pullman	RV8
27. Geoff Richards	Glasair III
28. Larry Rossier	Wheeler Express
29. Bob Rudolph	Whitman Tailwind
30. Mark Stafford	Q2
31. Gene Stangel	Glasair IIS RG
32. Ken Wiley	Glastar
33. Frank Williams	KOLB Twinstar

[Again, thanks to Bob Belshe and anyone else who helped him put this list together. It is interesting IMHO (in my humble opinion) ed]

Guest Speaker November 28, 2001

VP Tracy Peters has arranged for Bob Waldmiller from *Scaled Composites* in Mojave to be our guest speaker at the next meeting. As you are aware, we have not had a guest speaker in a long time, so I hope a lot of people come to hear Bob's presentation. He uses a laptop computer, VCR and projector so if it is anything like Dan Dugan's from NASA, it will be a good one.

Bob says he has been at *Scaled Composites* for nearly five years and has had more fun than he knows what to do with. He also says the opportunities and the rewards have been far greater than any other job he has had in the past. He has had the opportunity to design some very unique airplanes. One of the most remarkable aircraft is the Proteus in which he and Mike Melvill set three new altitude records. The Proteus continues to do some extraordinary things including flying many atmospheric science missions formerly flown only on NASA's ER-2.

Bob received his engineering degree at the University of Buffalo, New York, then joined the Air Force as an aircraft maintenance officer. He was fortunate enough to have the first operational squadron of F15Es at Luke AFB where all the flight training occurred for the F15s.

Four years later he returned to engineering at Edwards AFB supporting flight test activities on the B2A program. After a few years on the B2 program, he was reassigned to Kirtland AFB in Albuquerque, New Mexico. He was in charge of the Aerospace Engineering Facility where satellite systems were built up as well as other space qualified hardware for the Air Force.

His Air Force career spanned ten years before the politics of promotion caught up with him and he elected to separate from the service to join Burt Rutan's company (*Scaled Composites*).

Bob says his job and his hobby are nearly indistinguishable. He is building an aerobatic airplane that he hopes to fly in competition. It has taken many years of his time to design and fabricate. "Maybe next year it will fly," Bob says.

[If I am late for the business meeting, it is because I went to MDPA to see the UPS MX20 MFD demo which starts at the same time as our meeting. ed].

FOR SALE - TRADE - WANTED LOANER ITEMS

For sale: "Flying Machine" AKA Klob Firestar II. Experimental N23NN - Kit built by Carl Potter, A&P. Two Place, 10 gal. fuel, Rotax 503-DC engine, Dual Bing54 Carbs, HAC 3 blade ground adjustable IVD prop. Digital LCD instrument panel. Many custom extras, always hangared at Salinas Airport. TT 120 hrs. Annual due September 2001. Call Neil D. Reid 415.664-2296. Reason for selling: Partner moved to Gig Harbor, WA.

FOR SALE: I am selling a 40' x 40' hangar (arched steel building). It has never been assembled. I am asking \$4,000 and if it is sold to a member of your chapter I will donate 5% to your chapter. Thank you, Roger Rehmke (916) 354-1719 email:rmkefam@inreach.com

Wanted: I would like to beg, borrow, buy, steal, or use a wood lathe to do a project. Probably there is one about in the chapter somewhere. I need to turn some wooden balls for a Christmas project. Ray Nilson - nilson@pacbell.net or phone 925 672-5139 .

Board of Directors meeting 11/03/01

Outgoing board of directors present, Bob Belshe, Louis Goodell, Tracy Peters and Duane Allen.

New board members present; Harvard Holmes and Bob Rudolph. Also present YE coordinator Pat Peters.

Pat was reappointed as YE coordinator for the next year.

The subject of moving the meeting to MDPA was discussed to accommodate the UPS demo by Sterling Avionics. The board decided that due to the guest speaker from Scaled Composites at the next meeting not to make the change.

A discussion of the upcoming Christmas Party ensued. A special letter from Louie will be sent to all members to solicit members to attend. Cost will be more than last year to prevent using so much of the Chapter's funds to supplement the cost of the party. It should be no more than \$30 per person.

Pat talked about YE program, awards, etc.

Bob talked about why he missed the last meeting. See the presidents article for the sad details.

Glad you survived the incident Bob and the best to Sally for a speedy recovery. [ed]

Annual Chapter 393 Christmas Party

December 15, 2001

7:30 PM

This Years Christmas Party will be held once again at the Greenery Restaurant located at the Diablo Hills Golf Course. The address is 1551 March Banks Drive, Walnut Creek, 94598. Look for Heather Farms on the map.

This will be a Buffet Dinner consisting of Baron of Beef
Lemon Herb Chicken
Rice Pilaf
Tossed Green Salad
Fresh Fruit Tray
Potato Salad
Dessert

There will be red and white wine at each table.
Tickets are \$ 27.00 per person. (tax and tip are included).

A No Host Bar will be open until from 7:00 PM until 2:00 AM.

The party will start at 7:00 PM. until 10:00 PM, then DJ music and Dancing after 10:00 PM.
The restaurant will be open to the public after 10 PM.

We must have a firm head count by Dec. 7th, 2001, We need at least 80 persons to make it happen
Thank You.

All paid-up members should have received a sign up letter from Louie by Nov. 5th.

Please let Louie know ASAP if you plan to attend.

Make Checks out to EAA Chapter 393
Send to EAA Chapter 393
PO Box 272725
Concord, CA 94527-2725

Name _____ Spouse or Guest Name _____

Guest Name _____ Guest Name _____

Amount enclosed \$ _____

Include your name as you wish it printed on your name tag and also indicate your guests' names so Louie can make name tages for them as well.

October Young Eagles Report

by Pat Peters

The last Young Eagles rally was held on October 20th. Chapter 393 flew 74 Young Eagles.

The pilots who participated in this event were:

Scott Achilles, Duane Allen, Dave Cunningham, Fred Egli, Lou Ellis, Harvard Holmes, Phil Jenkins, Keith Martz, Jon McWilliams, Will Price, Richard Rihn and Anthony Tiritilli.

On the ground supporting the pilots were: Don Baldwin, Dennis Byron, Louie Goodell, Don O'Niel, Ron Robinson, Lynn McWilliams, Teeb Thomas, Chris Rossi, Michelle Rossi, John Verhoek, Gary Snyder, Kathleen Cunningham, Martha Tracy, Bill Seemann, Will McElroy, Tracy Peters and Evangeline Peters.

If you don't recognize some of the names, these are folks from the Mount Diablo Pilots Association. They volunteered to help and help they did. They even provided hot dogs for all the workers as well as the pilots.

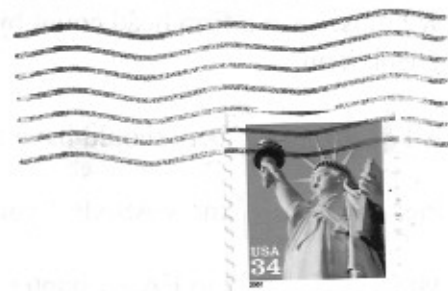
I had taken 175 registrations for the rally but only 74 turned out. I guess they must have had better things to do.

The next Young Eagle Rally won't be until the early spring of 2002.

Once again I want to thank all of the members of Chapter 393 and the MDPA who helped during the rallies.

[Individuals can still fly Young Eagles without a chapter event. You still have time to get your ten for 2001.]

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



Harvard Holmes
946 Shattuck Ave.
Berkeley, CA 94707

☺ CONGRATULATIONS HARVARD!