




# THE CLECO

EAA Chapter 393



Volume 33, Issue 5

May, 2005

## Members Meeting Notes:

### EAA Chapter 393 Members Meeting

April 27, 2005

#### Notes of Interest:

- **Meeting:** Wednesday May 25<sup>th</sup> at the Buchanan Field Terminal Building located on John Glenn Drive in Concord and will begin at 7:30PM. **Visitors are always welcome.**
- **Club Fly-Out:** May 28<sup>th</sup>, meet at CCR Terminal at 10am or contact Harvard Holmes.
- **Board Meeting:** Next meeting is June 2<sup>nd</sup> at 7:30pm at CCR Terminal. Members are welcome to attend.

#### Announcements:

President Peter Degl'Innocenti started the meeting with several announcements:

1) EAA National is seeking nominations for exemplary officers (Newsletter Editors, Webmasters, Young Eagles coordinators, etc.). [The Webmaster and the Newsletter Editors have disclaimed any interest in these, as they are not spending anywhere near the time to produce award winning results.]

2) The EAA B-17 will be on tour nearby (at Livermore) <http://www.b17.org/>

3) The Wings of History museum at San Martin (South County E16) <http://www.wingsofhistory.org/> is having an open house, but we'd rather see you at the Buchanan Field Open House on May 14<sup>th</sup>.

4) Three DVD/CDs are available for loan to the members: 1) the RV story; 2) Pilot training with Wayne Handley; and 3) Light Sport Aircraft/Light Sport Pilot rules and regulations.

5) An abbreviated raffle was held for the Kitlog Pro software; Ken McKenzie was the lucky winner.

Pat Peters filled us in on the details of the May 14<sup>th</sup> Buchanan Field Open House:

- The CAF B-17 will be here Friday through Monday; it will be on airport property next to PSA. \$5 for ground tour; \$395 for flights (no flights during Young Eagles flights). [Unfortunately this was later cancelled. -Ed.]

## Members Meeting Notes: (continued)

- On Saturday, from 9 AM until 4 PM Young Eagles will be flown - bring your plane! Fuel will be provided.
- Admission will be a \$2 donation (Children under 17 free).
- Pat hopes to have another warbird there, either a T-33 or something else. [A P-51 was there! See the pictures. - Ed.]
- Members of two Boy Scout troops are expected to fly as Young Eagles.
- Hot Dogs will be sold Saturday (not Friday or Sunday).
- REACH and the CHP helicopters will be there on display.
- [CAP was there too! - Ed.]
- Pat and Tom Roberts are working to get Contra Costa Times coverage.

Volunteers are needed Friday afternoon and late Saturday to clean up.

Rich Henne reminded the members of ongoing CAF meetings in Alameda.

Dick Sperling noted that the Legion of Valor, a veterans group, has a museum in Fresno and had a benefit from an open house at the main Fresno airport on May 7<sup>th</sup>. <http://www.veteransmagazine.com/>

Harvard Holmes announced that he would not be here on April 30<sup>th</sup> to organize the fly out, but recommended going to Lampson (Clear Lake) to try out the newly reopened Skyroom restaurant.

Harvard also announced that the roster is now available on the Web with a password equal to your EAA National number. Let Harvard and Louis Goodell know your number if you want to access the roster.

### Speaker for the evening:

Our speaker for the evening was Mikel Oakes, who is president of Buchanan Aviation Services, <http://www.buchananaviation.com/index2.html> a shop for custom aircraft interiors.

Mikel started the business when he was faced with re-doing the interior of his own aircraft. He had experience with custom automotive interiors.

Mikel talked to the FAA and did extensive research. He greatly enjoys the high-end projects where there is a lot of room for innovation and custom touches. He has done a fair amount of work on experimental aircraft, but now tries to limit his work on them to a couple per year, as they take a lot of time and there's not much margin for profit. Mikel prefers to work by bidding on a job, rather than an hourly basis. He does not make any money on the materials; he passes the cost to the customer without any markup. He has plenty of business with no need for advertising!

## Members Meeting Notes:(continued)

Mikel passed around samples of materials that he uses in his work. He had some advice for people building experimental aircraft ~ leave enough room for the material between the interior panels! A lot of experimentals have such tightly fitting parts that there is no room to add the fabric on the panels. He recommends leaving 3 times the thickness of the material as a gap between interior panels.

Prices for the materials are expensive, but you don't need much to finish an aircraft. For the "faux" leather, expect to pay \$60 to \$70 per yard. For leather, he pays more for the burn certification, even though leather won't burn. Experimental planes don't need to use certified materials, although they should use materials with equivalent burn resistance for safety.

The carpet sample is a sample of one of his favorite materials. It is nylon with foam backing. This carpet is also used on Bentley cars. His samples also included edging on one side, as an example of his standard finishing. These carpets will cost \$30 to \$40 per yard. He noted that wool carpets generally have stiff backing, and are to be avoided.

For the heel pad on carpets, he usually has the heel pad sewn into the carpet itself. There are several ways to attach the carpet: with glue, with Velcro, or with snaps. Experimental aircraft use all of these techniques. Mikel noted that there is a company that specializes in Velcro, with high strength fasteners that can take up to 150 lbs. to pull off. To apply some of the adhesive backed products, he recommends using a 3M spray adhesive over the existing adhesive backing on the hook and loop product. Use the spray on both sides, and let it dry to tack before putting the pieces together.

Different materials provide different "feel," so comfort becomes a matter of personal preference. Mikel likes leather; genuine Naugahyde can be hot and sweaty ~ the fake stuff breathes better and stretches better. Compared to leather, a hole in Naugahyde will "travel" faster. Cloth shows wear too much.

When Mikel produces seats (which can be from almost any source), they make the seat seams with an actual loop of fabric and wire and string to tie the loop to the frame. This is old fashioned, but lasts much longer. The "cheap" approach is just to put foam on the back of the material and stitch through the material and foam together to get the "look" of a fastened seam.

Mikel notes that his schedule tends to be full, with some occasional times for "filler" projects. If you have such a project, such as a seat, you should arrange a "window" of time, so that he can work on the filler project over the course of one or more weeks.

For seat construction, Mikel uses a mixture of foams. The CONFOR foams offer good impact resistance, yet they gradually conform when they are warmed to body temperature. (They come in four stiffnesses, green, blue, pink, and yellow, from stiff to soft.) Oregon Aero is a well-known supplier of seats made with this material. They use the "blue" foam. In contrast to Oregon Aero, Mikel uses a mixture of foams, using the very expensive CONFOR foam

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## Members Meeting Notes: (continued)

only in the weight bearing parts of the seat. Mikel enjoys the challenges of new projects and likes to fabricate "new" stuff.

For placards, Mikel uses an adhesive sticker or an aluminum plate. He has seen a new product, two layers of foil, with silver under black. The top layer is removed to create the text of the placard. Placards are a very nominal cost in the interior.

For soundproofing, Mikel's old answer was "waste of money." But recently, he's been working with Dan Newland to create some lightweight products that really work. Mikel feels that careful analysis and multiple products are required for an effective and lightweight sound control system. He feels that working with Dan Newland will allow for the analysis and experimentation that's needed. They are currently working together on a Husky, starting with no interior at all, then doing a full custom interior.

After finishing an aircraft, Mikel weighs the plane for a new W&B. He uses Bill Ludwig for this.

### **Introductions:**

Peter Degl'Innocenti is making lots of progress on his replica P-40. He's done the landing gear and the gear attach brackets and he's fitting the landing gear geometry. He's done the tack welding for the gear bushings.

Rick Lambert is working on a Europa. He has had some problems with the plans and information, and found out that the regulatory requirements for the Europa make it much harder for them to revise/improve their plans. Their regulatory requirements are more like a certificated aircraft in this country.

**Rick is looking for his jack stand ~ it's yellow and white and he thinks he loaned it out a year or more ago.**

Duane Allen is putting his Cardinal back together. He's flying a Cessna T182RG with 75+ hours on the engine.

Bill Deprosse has an old (1975?) BD-4 amphibian that he would like to sell. It has never flown and will need a lot of work. It has an O360-A1A in it, which would have to be rebuilt. Make him an offer!

Jim Veatch is working on a Kitfox series VII. He put the wings on it and he has set the wings and flaps. All the flight controls are done except the rudders.

Phil Jenkins has a Glasair, currently in annual. He recently went down to Paso Robles to help NASA with their testing of UAV operations. NASA wanted to test if their radar system (to keep UAVs away from other aircraft) would

## Members Meeting Notes: (continued)

detect composite aircraft that do not reflect radar signals as well as metal aircraft. NASA said that their radar could "see" his plane just fine.

Ron Robinson has a Glasair I RG with about 1100 hours on it. He is conducting an extensive annual on it and intends to overhaul the landing gear hydraulics.

Fred Egli has a Lancair IV. He is working on getting his medical and flies occasionally with Harvard.

Bob Belshe has a Lancair 235 with 600+ hours and is doing well.

Pete Wiebens has a Glasair III in pieces after an extensive annual/upgrade. He has been revising the gear doors and has one new door done. His son did an aerodynamic analysis in a virtual wind tunnel to decide on the configuration. He is building a third door to completely enclose the wheel. Other extensive rework includes separating the gas tank into separate left and right wing tanks. He also redid the instrument panel. When he reinstalls the wing he will probably change the angle of incidence and will also probably do a new interior and paint.

Rob Hadley is working on a Cozy IV. He has glued the bottom on.

## Board Meeting Notes:

### EAA Chapter 393 Board Meeting

Thursday, May 5, 2005

Attendees: Peter Degl'Innocenti, Guy Jones, Louis Goodell, Harvard Holmes and Pat Peters

1. We have no candidates for the Air Academy at OSH this year. Pat Peters has sent the "points" back in.
2. The July meeting would conflict with Oshkosh. It was decided that, in light of the picnic that month, we would skip that meeting.
3. Golden West: Peter got a note about an early bird dinner on Thursday at 7:30pm.
4. Pat covered the Open House items:
  - Pat had handouts to advertise the event.

## Board of Directors Notes:(continued)

- The CAF B-17 is coming and will give rides (except during Young Eagle flights).
- Pat is hoping to get a T-33 (warbird jet) to come.
- The CAP will be there.
- REACH (medical helicopter) will be there.
- The CHP will be there (helicopter).
- MDPA will bring "antique" aircraft.
- He's arranged for 2 port-a-potties.
- He has stanchions and ropes for crowd control and needs help Friday evening to get these set up.
- Maureen Bell (PSA) is donating 1000 gal of 100LL for Young Eagles Pilots this year.
- Maureen Bell is donating 150 gal of Jet A to get the T-33 here.

The Sheraton Hotel => Radisson Hotel is now the Crowne Plaza Hotel.

5. A member, Charles Adkins, lost his wife to cancer on May 3, 2005.

## EAA Chapter Fly-Out

### EAA Chapter 393 Fly Outs

Saturday, April 30, 2005

The customary fly out was abbreviated due to Harvard's absence and lack of organizational work. Harry Heckman and Tom Howard went up.

Wednesday, May 11, 2005

Lampson

An impromptu fly out was arranged by Ron Robinson, following a suggestion by Bob Belshe.

Fred and Vi Egli took Harvard and Sara Holmes in their Lancair IV;

Ron Robinson went up in his Glasair I RG;

Harry Heckman took his brother Walter in his Lancair 290/320;

Bob Belshe took up Bruce Seguire in his Lancair;

Scott Achelis took Bob Rudolph up in his RV-6A;

Bob Sinclair went up in his Lancair 290/320.

We all enjoyed a nice lunch at the Skyroom restaurant, which has reopened under new ownership.



- Fred Egli's Lancair IV



- Bob Sinclair's Lancair 290/320



- Fred Egli's Group



- Lampson Flight Line



- A nice older plane found on line at Lampson



- The Lunch Group



## Open House/Young Eagles:

### Buchanan Field Open House

May 14, 2005

- Pacific States Aviation was the major sponsor of this event; together with EAA Chapter 393 under the leadership of Pat Peters who did all the hard work of organizing the event.
- We had a beautiful day for the event, and we had a dozen planes on static display, including a P-51, the REACH helicopter, and the CHP helicopter.
- We flew over 40 Young Eagles. **Quote of the day from a Young Eagle "flying" the airplane: "Do you realize that your life is in the hands of a ten year old?"**
- We had over 300 attendees.
- Thanks to all of our sponsors. Additional major sponsors were Joe Kosich of Fitzpatrick Chevrolet, the Crowne Plaza Hotel, the Contra Costa Times, and Future Ford of Concord.





## Chapter Officers Contact Information:

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## Treasurer's Report

Checking Balance:

Savings Balance:

Total:

## Editor's Note:

Just wanted to drop everyone a line and say Oregon is very beautiful! If anyone decides to stop by Klamath Falls drop me a line.

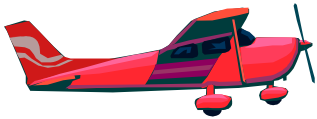
Here is a photo of my new home.

Jordan Jones, Newsletter Editor.



## This Months Speaker

To Be Determined.



EAA CHAPTER 393

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