

The Cleco

Official Publication of the Experimental Aircraft Association
EAA Chapter #393 POBox 272725 Concord, CA 94527-2725

MAY 1996

CHAPTER MEETING:

MAY 22TH 7:30PM (4TH Wednesday of every month) in the terminal building at the end of John Glenn Drive.

Rocky Hill, a professional aerobatic pilot will give a talk on aerobatics. This month the talk will be before the break, so be there on time.

TREASURER'S REPORT:

Louis reports that Chapter 393 has \$1239.88 in the Checking Account and \$2691.50 in the Savings Account.

BOARD MEETING MINUTES:

May 1, 1996: The meeting was convened at approximately 7 pm in the loft of Bruce Sequine's hangar. In attendance were Bruce Sequine, Bruce Hobbs, Louis Goodell, Ken McKenzie and Bob Belshe.

Old Business:

The photo shoot of our planes from the top of Mt. Diablo coordinated by **Pete Wiebens** went off without a hitch on for Saturday, April 27. The weather was excellent and 19 aircraft participated. It was like a mini fly-in with many beautiful airplanes parked around **Bruce and Nancy Sequine's** hangar. After everyone was back from their trip around the mountain, we had a great steak and salad lunch in the hangar. Many thanks to food providers **Louie & June Godell, Bruce & Nancy Sequine, Roger and Barbara Raley, Melody Wiebens, and Dwain Duis**. Special thanks to **Pete and Rick Lambert** who spent the whole morning on top of Mt. Diablo taking pictures and getting tanned. It was a great day for all who came.

Participants in the photo shoot

- | | |
|--------------------|----------|
| Bill Anderson, CFC | C-172 |
| Jack Reichel | C-182 |
| Bruce Sequine | Swift |
| Bob Decker | Glasair |
| Phil Jenkins | Glasair |
| Dwain Duis | Luscombe |
| Rick Young | RV-6 |

- | | |
|------------------|---------------|
| Chris Kenyon | RV-6 |
| Lyle Powell | Glasair |
| Bob Belshe | Lancair |
| Ron Robinson | Glasair |
| Larry Laughlin | LongEze |
| Keith Martz | Comanche |
| Tom Bloxham, CFC | Bonanza |
| Lou Ellis | Glasair |
| Gerry Greth | Twin Comanche |
| Fred Egli | Bellanca |
| Larry Welter | Glasair |
| Glenn Werner | Lancair |
| Ken Wiley | Kitfox |
| Don Herman, CFC | Mooney |
| Randy Alley | C-210 |
| Dick O'Conner | Comanche |

New Business:

The agenda for the April chapter meeting was discussed. Charter members of the chapter have been invited to attend this celebration of the 25th anniversary of Chapter 393. Dwain Duis will relate some stories of the chapter beginnings and will introduce charter members who are in attendance.

CHAPTER MEETING MINUTES:

by Linda McKenzie

April 24, 1996: The meeting was called to order at 7:30 PM by President, Bruce Sequine. It was moved and seconded to accept the January, February, and March minutes as printed in The Cleco. After a bit of scrambling, the minutes were approved by the membership.

Old Business:

Pete Wiebens announced the final details for the photoshoot from atop Mt. Diablo. A sign-up sheet was distributed with departure times at 10 minute intervals starting at 8 AM.

Tracy Peters has agreed to take over as raffle coordinator; his father **Pat** is just helping out with ticket sales.

Announcements:

Larry Laughlin knows someone who needs help refurbishing a Vari-eze. If you are interested, please contact Larry for more information.

Ron Robinson told us about his heart attack. He said that during his flight to Santa Barbara he experienced a bit of nausea that he attributed to some turbulence he had just flown through. Ron blacked out just after receiving clearance to land while at about 3000 feet off Mt. Diablo with the parallel runways 32 in sight. He regained consciousness in time to land on 32L. Most alarming was the extreme heaviness of the controls once on the ground. Ron managed to taxi over to his hangar where his passenger called 911.

Pete Wiebens announced that Lyle Powell's first Glasair crashed at Pine Mountain Lake. This was a prime example of what can happen when we get really lax about how we do go-arounds and stalls. Pete strongly recommended that when we buy an already flying kit-built plane, we treat our first flight as though it were in fact the plane's first flight. Get to know its handling characteristics.

Apparently about six photo albums from past chapter events are missing. There is also at least one box full of stuff which must be languishing in someone's garage, attic, or basement. We hope these historical records of the chapter will be recovered for the enjoyment of future members.

Introductions:

Larry Laughlin is moving to Colorado. He has bought a house already (3500 sq. ft. of living space) and trailered the Avid there. In addition he has found a Cozy project to work on.

Ron Robinson has approximately 400 hr. on his Glasair I RG.

Dick O'Connor- his RV6 empennage has arrived.

Scott Achelis is moving into hangar F4 and has built a loft in the back suitable for a project in the starting phase. Some time next month his RV6A should be getting its FAA inspection.

Chris Kenyon has 230 hr. on his RV6. He also has 3 instruments (volt, amp & oil pressure) that he would like to sell for \$5 each.

Rick Young has 100 hr. on his RV6. The fuselage for his current project, a Harmon Rocket, was shipped today. Rick thinks that the Rocket should be flying by the summer.

Don O'Neill is looking for a crank for an O-320.

Lisle Knight is working on the nose gear for his Osprey II.

Harry Heckman is busy finishing the wiring in his Lancair 235.

Lyle Powell is flying a Glasair III. He sold his Glasair I in 1991, after flying it for 9 years. The latest owner, an A&P, started a climbing right turn after a partial power go-around.

"This is a classic example of an accelerated stall," Lyle said. He also told us about the NASAD contract he used when selling both his Vari-eze and the Glasair I. Copies of the contract are available through the EAA. This contract protects the builder from liability after an amateur-built plane has been sold. Lyle cited an LA appellate court ruling that has deemed the contract to be the overriding document and no other circumstances need to be considered.

Glenn Werner took his Lancair 360 to Sun-N-Fun; 12.5 hr. there and 13 hr. back. Glenn announced that Charlie Hilliard was killed in a Sea Fury when a brake locked up and flipped the plane over while taxiing.

Ron Caldwell has been attending the Confederate Air Force meetings at the Oakland airport, on the east side, one building away from the museum. Most of the attendees are pilots from WW2.

Mike Diaz is fitting the canopy for his RV6.

Roger Raley is working on his RV6.

Lou Ferrero- currently no project. "Please call the power plant an engine, not a motor."

Vince Bone is working on an AVRO Avin (sp?) that was designed around 1920. It is a biplane with a Cirrus upright engine that can withstand $\pm 6g$'s - the bolts are glued in using 9412 glue. Previously Vince had built a helicopter, then crashed it. That was followed by a Porterfield purchased on the East Coast. If anyone would like to help, drop by the Byron airport. Vince's house is at 1840 Lynwood in Concord.

Pete Wiebens is putting a lot of hours on his Glasair III, transporting his daughter back and forth from Oregon so she can plan her wedding.

Tim Glenn is planning the cover the fuselage of his Kitfox V next month.

Charlie Adkins has a Skipper and is reading up on the Dragonfly. He has completed his 6 month treadmill test in hopes of regaining his medical. He took his 50 yr. old daughter skydiving in Lodi recently.

John Osborne (new chapter member) is planning to build a plane of his own design.

Tracy Peters is building an RV6.

Doug Paige is building an RV6A.

THIRD ANNUAL GOLDEN WEST FLY-IN

Lisle Knight, Bruce Hobbs, Glenn Werner, and Ken and Linda McKenzie have been attending the monthly planning meetings for this year's Golden West Fly-In. This year's event will be held at the Tracy airport beginning in the afternoon on Friday October 4, and continuing through noon on Sunday, October 6. We are beginning to formalize plans for activities, etc.

It has been suggested that we have a shaded food court this year with tables and chairs so people can get out of the sun. In addition, we are considering increasing the number of forums, and possibly having two forum venues. A list of speakers and topics will be announced later.

This year we would like to have the volunteers from each chapter sign up for 1 or 2 hour sessions. In order to promote contact with people from other chapters, we would like to have volunteers assigned to help with jobs that are not the primary responsibility of each local chapter. For example, Chapter 393 is still in charge of the cold drinks, but we would like to have members of other chapters working in the drink booth. The same idea will apply to aircraft parking, grounds maintenance, etc.

We are planning to have Young Eagles activities, such as rides in homebuilts, rib building, and U-fly model planes. Lisle Knight has taken over planning for this part of the activities. Currently we have set aside the area north of the FBO's hangar for these activities and as a staging area for rides.

We have a commitment from someone in Placerville to bring wheel scales to do unofficial weight and balance measurements. A nominal fee will be charged.

A booth will be set up for informal technical forums on solutions to builder's kit-building problems.

We intend to have a "fly market" for selling partially built or completed projects. If you know of a partially completed project which is for sale, let one of the planners know, so that we can make arrangements to have a completed version of the project on the ramp as well.

Friday evening we will have either a pot luck dinner, or perhaps just order pizzas. Saturday night we will have the fly-in banquet. Be sure to put this event on your calendars, as we want to have the best chapter turnout of all those participating.

LAST MONTH'S PROGRAM

by Linda McKenzie

Dwain Duis emceed an excellent program, celebrating the 25th anniversary of Chapter 393. I must say that anyone who wasn't here really missed a lot of fun and camaraderie.

Dwain began by telling us a little of the history of Chapter 393. Joe Kline started back in 1970 by calling 12 or so of the "airport bums" about forming an EAA chapter. A year later Chapter 393 was chartered with 41 members.

In the beginning Joe Kline was building a Davis D-2, but at the end of the year he discovered that due to his wife's wonderful cooking, neither he nor his wife could fit into the Davis. Frank Bigor was building a Woody Pusher. George Hagarman was building a Starduster II, which should be ready to fly in a couple of weeks. Don Baldwin was building his Teeny Two.

Vince and Rosemary Bone joined in the following year and got enlisted as the Treasurers.

Next Dwain recounted the history of the Woody Pusher (it is sort of a heavy ultralight). Frank Bigor called Dwain one day to say that he had lost his medical. Dwain got Frank to agree to donate his plane to the chapter. At the next meeting the members were divided equally between those who wanted to accept the plane as a chapter project and those who did not. As we all know, the Woody Pusher became the chapter project. Gerry Grove had the welded tubing frame inspected by an A&P, who said that the frame had been only "tack welded". Dwain paid \$100 to have the A&P redo the welding. The Woody Pusher was eventually completed and flown by several of the chapter members, then later sold to a fellow in Colorado for \$7500. This put the chapter in great financial condition.

Several chapter past presidents were in attendance. Carlos Amspoker (82-86), Kay Smith (87-88), Rich Powell (89-90), Pete Wiebens (91-92), and Glenn Werner (93-94).

Carlos said that his biggest problem while president was the Woody Pusher. The plane took off and landed at 60, and flew at 65. Carlos once broke the landing gear with a hard landing.

Kay Smith said that she learned a lot working on the Woody Pusher- such as how not to paint, shrink fabric, or weld. Kay made a lot of friends during those years. Kay ended up assuming the presidency after Dick White was killed on his way to Oshkosh in '88. Kay was also the newsletter editor for 4 years.

Rich Powell said he moved up through the officer ranks. The biggest problems he encountered were when the County decided that the airport was worth more as a site for development. There were also grandiose plans for a multipurpose building over on the West Ramp. Rich's highlight was going to Oshkosh in '88 and seeing the Concorde do a touch & go.

Dwain wrapped things up with a few comments and suggestions. "Speed costs!". You need to decide what you want to use your airplane for. The quest for speed seems to be the primary interest these days. Dwain thinks that we need to re-establish a board of Directors for the chapter to oversee the organization and guide the chapter. This board would be in addition to the chapter officers. He also suggested that every third month the vice-president should run the meeting, and that some of the meetings should be recorded. Finally, we need to lend a hand with each other's project and "never stop learning".

Louis Goodell presented engraved silver plates to Dwain Duis and Don Baldwin commemorating their 25 years of continuous membership.

TECH TOPICS

AMATEUR-BUILT MAINTENANCE

By Earl Lawrence, EAA Government Programs Office

The EAA Government Programs office has recently received many questions about who can do maintenance and what maintenance is required on an experimental amateur-built aircraft. So I thought this would be a good time to review the regulations.

FAR Part 43.1 (b) specifically excludes experimental aircraft. It states, "This part does not apply to any aircraft for which an experimental airworthiness certificate has been issued, unless a different kind of airworthiness certificate had previously been issued for that aircraft." I stress the word aircraft so that it is not interpreted to include an engine.

What about major repairs and alterations? First, you never have to fill out a form 337 for an experimental aircraft. Repairs, major or minor, can be done by anyone (remember Part 43.1 (b)). However, alterations are different. If you alter the aircraft with a different propeller or engine, for example, then it is not the airplane for which you received an airworthiness certificate. This would also apply to changing pistons or magnetos. It is a new and untested airplane. If you change propellers, you must notify the FAA (not by a 337) of your change.

Your aircraft's operating limitations should have a statement such as the following in regard to major changes: "The FAA Cognizant Flight Standards Office must be notified, and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR 21.93."

If you do not have such a statement on your operating limitations, then you can claim you do not have to notify the FAA. However, EAA suggests that you do so even if you do not have this limitation.

The FAA inspector will make a determination as to whether he needs to come out and inspect the change and/or assign a new test-flight period. If the inspector gives you an OK by letter (which is often done), you should note the date, time, name, and change in your aircraft log book. If the inspector wants to inspect the aircraft, it is the same as when you first received your airworthiness certificate. You start all over. It is a new airplane. This information is covered in the FAA ORDER 8130.2C paragraph 142 "Issuance Of Experimental Operating Limitations." Every FAA inspector has a copy of this ORDER.

If the aircraft received its original airworthiness certificate based on the fact that the engine was certified and you alter it in any manner that would render it no longer within certification requirements, then you must notify the FAA of your change and receive an approval.

Look at it this way, you may use any combination of parts you wish to build your aircraft. However, once you receive your airworthiness certificate you cannot alter it without getting the FAA to reinspect the "new" aircraft.

ADs apply to all aircraft, aircraft assemblies and parts the AD is written against, no matter what type of aircraft they are installed in. The key to this statement is, "that the AD is written against." For example, if an AD is written against a particular make, model and serial number propeller, it only applies to that particular make model and serial number. It applies to that particular make model and serial number propeller no matter what aircraft it is installed on. Now this is where I complicate things. You, as an amateur builder, remove the data plate of that propeller, send it to the FAA, the FAA notifies the manufacturer, and you make it a Ross propeller model R1, serial number 001. Now the propeller is no longer the propeller listed in the AD, so it does not apply. The FAA may, however, issue a new AD against the Ross propeller model R1 serial number 001. To date the FAA has never done this, but they can.

If you install an electronic ignition system on a Lycoming engine, you are still responsible for ADs on other accessories on the engine and the engine itself if you have the component listed on the AD on your engine. And, of course, if you haven't changed its designation to the Ross model R1 serial number 001. In general, you can say if your AC received its airworthiness certificate based on the fact it had a certified engine, then the ADs apply. If you received an airworthiness certificate based on the fact that your engine was not certified, then the ADs don't apply.

Isn't this fun?!

Now about who can do work on amateur-built aircraft. Anyone can normally work on an experimental aircraft and sign off the work, including your two-year-old son. Some FAA field inspectors do not believe this. Remember FAR Part 43.1(b) "This part does not apply to any aircraft for which an experimental airworthiness certificate has been issued." The operating limitations that each experimental aircraft must have are what replaces Part 43. Each set of operating limitations is different. However, an FAA inspector has the power to place a requirement in the operating limitations that all work must be done by an FAA certified A&P. So far to EAA's knowledge, this has never happened on an amateur built aircraft. Most operating limitations contain a statement that says an annual "condition" inspection must be performed per the scope and detail of FAR Part 43 Appendix D. It also states that an FAA certificated A&P or repairman must perform this inspection. Note it says, "A&P or Repairman." It does not require an IA.

Let me clarify this. Anyone can work on an experimental aircraft and sign off the work. However, the annual

"condition" inspection must be completed by an A&P or a Repairman.

I hope this clarifies some of the confusion that is out there.

Van's RV-3/3A Flight Restriction Advisory

Van's Aircraft has just published a "Flight Restriction" advisory concerning their RV-3 single place SportPlane kit. Several of their previous tests and engineering studies showed that a correctly built RV-3/3A wing met design goals. However, Van's Aircraft Inc. recently performed a static load test of an RV-3/3 A wing. The test demonstrated a compression buckling strength of 7.3 G. This is a lower load than the previous testing and calculations had indicated. A spar alteration has been designed and tested.

Modification material kits are being prepared and will be provided free of cost to all RV-3/3A owners/builders. Notices have been sent to all known RV-3/3A owners/builders instructing them to avoid aerobatic flight and to operate within Utility Category (4.4G) limits until the modification has been accomplished. Flight operations at or below Utility Category limits can be conducted with an adequate margin of safety. The design of the RV-3/3A wing differs significantly from the RV-4, RV-6/6A and RV-8 wings and this restriction does not apply to those aircraft.

NEWSLETTER SUBMISSIONS

All contributions for the newsletter are welcome! If you have something to say or share with the rest of the club members, do it here! Please submit any articles and/or photographs you think others will enjoy and learn from. The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th).

Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be hand written, typed, or on any IBM diskette (in ASCII or MS Word).

FOUND ON THE INTERNET

The following articles are from the Federal Communications Commission's pages on the World Wide Web.

The first article will be of great interest to those of us who are just finishing our projects. If this rule had come out six months ago, your editor would have saved \$115.

If you have a transceiver with only two digits after the decimal point in the frequency selector, the second article is for you.

SHIP AND AIRCRAFT LICENSING

LAST UPDATE -- APRIL 15, 1996

NEXT SCHEDULED UPDATE -- LATE JUNE, 1996

On February 8, 1996, the Telecommunications Act of 1996 was signed into law. This Act gives the FCC discretion to eliminate the individual radio station licensing requirement

for ships and aircraft operating domestically which are not required by law to carry a radio. On April 12, 1996, the FCC released a Notice of Proposed Rule Making (NPRM) in WT Docket No. 96-82, FCC 96-145, asking for public comment concerning the elimination of the radio station licensing requirement. Pending a final decision in this matter, the FCC has issued an interim rule temporarily eliminating the individual licensing requirement for recreational ships and private aircraft operating domestically. The paragraphs below describe how the proposed and interim rules affect the public.

DO I NEED A LICENSE TO OPERATE A RADIO IN MY SHIP OR AIRCRAFT?

Until further notice from the FCC, you do not need an individual license to operate certain radio equipment on board recreational ships and private aircraft operating domestically.

WHICH SHIPS AND AIRCRAFT ARE INCLUDED?

The term "recreational ships" refers to ships that are not required by law to carry a radio. The following types of ships ARE NOT recreational:

- * Cargo ships over 300 gross tons navigating in the open sea;

- * Ships certified by the U.S. Coast Guard to carry more than 6 passengers for hire in the open sea or tidewaters of the U.S.;

- * Power driven ships over 20 meters in length on navigable waterways;

- * Ships of more than 100 gross tons certified by the U.S. Coast Guard to carry at least one passenger on navigable waterways;

The term "private aircraft" refers to aircraft that are not required by law to carry a radio. This includes aircraft weighing less than 12,500 pounds maximum certified takeoff gross weight which are not operated as air carriers.

WHAT IS DOMESTIC OPERATION?

Ships operating domestically do not travel to foreign ports or transmit radio communications to foreign stations. Aircraft operating domestically do not make international flights or transmit radio communications to foreign stations. Sailing in, or flying over, international waters is permitted, so long as the previous conditions are met.

WHAT RADIO EQUIPMENT MAY I USE?

On board ships, you may use marine VHF radios (with or without a digital selective calling capability), any type of emergency position indicating radio beacon (EPIRB), and any type of radar. Ships that use MF/HF single side-band radio,

satellite communications, or telegraphy must continue to be licensed by the FCC.

On board aircraft, you may use any aviation-band radio, navigation equipment, or emergency alerting equipment.

SHOULD I APPLY FOR A NEW LICENSE OR RENEW MY CURRENT LICENSE?

If you operate a recreational vessel or a private aircraft domestically, you are not required to apply for a new license or renew your current license at this time. If the individual licensing requirement is not eliminated, sufficient time will be provided for obtaining a license.

SHOULD I CANCEL MY LICENSE OR ASK FOR A FEE REFUND?

There is no need to cancel your license, return it to the FCC, or request a refund at this time. In the event that the licensing requirement is permanently eliminated, the FCC will issue guidelines concerning license cancellation procedures.

WHAT OPERATING PROCEDURES SHOULD I FOLLOW?

Even though a station license may no longer be required, you must continue to follow the operating procedures for calling other stations, maintaining a safety watch, and relaying distress messages as specified in the FCC Rules. You may identify your ship station over the air using your current FCC issued call sign or the name of your vessel. Similarly, you may identify your aircraft station using the "N" number of your aircraft.

WHAT HAPPENS IF THE COAST GUARD BOARDS MY SHIP?

On April 12, 1996, the FCC asked the U.S. Coast Guard to suspend enforcement activities related to recreational ship radio licensing while the FCC considers the elimination of the licensing requirement.

HOW CAN I FIND OUT ABOUT THE FCC'S FINAL DECISION?

Check this page for updated information, or call the FCC toll-free Customer Service Hotline for a recorded message explaining the latest FCC decisions in this proceeding. Simply dial (800) 322-1117, press the number "2", then press the number "1".

HOW CAN I FILE COMMENTS ON THE PROPOSED RULE CHANGES?

Interested parties may file comments on or before May 10, 1996, and reply comments on or before May 20, 1996. Formal comment filing instructions are in paragraph 24 of the Notice

of Proposed Rule Making. You may also file informal comments by electronic mail as follows:

1. Address informal comments to smagnott@fcc.gov.
2. Put the docket number of this proceeding on the subject line ("WT Docket No. 96-82").
3. In addition to your comments, include your full name and Postal Service mailing address in the text of the message.

All comments, including informal comments received via E-Mail, go into the public record of this proceeding and can be obtained as described in paragraph 24 of the Notice of Proposed Rule Making.

WHAT IF I HAVE A QUESTION ON THE PROPOSED RULE CHANGES?

Questions on the proposed rule changes can be sent via E-Mail to mayday@fcc.gov.

AIRCRAFT RADIOS TO BE REPLACED BY JANUARY 1, 1997

We have received numerous inquiries from the general aviation community concerning the continued use of VHF aircraft radios with 50 kHz channel spacing (usually having only 320 channels). As of January 1, 1997, these radios will no longer be authorized for use in FCC licensed aircraft stations. New or replacement VHF aircraft radios must have been type accepted by the FCC as meeting the required frequency tolerance of 30 parts in 10⁶. Channel spacing and frequency tolerance specifications for a specific radio may be found by consulting the User's Manual for the unit, by contacting the manufacturer, or by consulting a local aircraft radio dealer or repair shop.

The Commission first authorized the use of spectrally efficient 25 kHz channeled VHF aircraft radios in 1972. Nineteen years later, the Commission amended its rules in PR Docket No. 90-340, 6 FCC Rcd 4,692 (1991), to eliminate the use of 50 kHz channeled VHF aircraft radios by 1997. Such radios are usually found in private, single engine aircraft operating in rural areas. In that proceeding, the Federal Aviation Administration (FAA), Aeronautical Radio, Inc., the Air Line Pilots Association, the Air Transport Association, and the National Business Aircraft Association, Inc., strongly supported the elimination of the 50 kHz channeled radios. The commenters noted that users of the older radios would have limited access to FAA air traffic control channels, would experience flight delays in FAA controlled air space, and would be unable to utilize newly available aviation frequencies in the 136-137 MHz band.

For further information contact the Wireless Telecommunications Bureau at (202) 418-0680 or E-Mail at mayday@fcc.gov.

CALENDAR

- May 24-26 West Coast Antique fly-in and airshow.
Watsonville
- June 7-8 39th Antique Fly-in, Merced
- June 9 Executive Airport fly-in pancake breakfast and
air fair, Sacramento
- June 14-15 46th Moonlight Fly-in & Airshow, Porterville
- June 15 EAA Northern California Regional
Conference, Oroville
- June 16 Buchanan Field's 50th Anniversary
Celebration. 10am to 5pm.
- July 10-14 Arlington '96. Northwest Regional EAA Fly-
In, Arlington, WA
- July 20 Solano Air Fair. Nut Tree Airport
- July 27 Mt. Diablo Pilot's Association Open House
BBQ, Buchanan Field
- August 1-7 EAA Fly-In Convention, Oshkosh, WI
- August 15 Buchanan Field's 50th Anniversary dinner.
- August 24-25 Central Oregon Airshow, Redmond, OR
- October 4-6 Golden West Fly-in at Tracy airport, volunteers
needed.

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!**

*All I ask is that you submit your **FOR SALE** item to me in writing and no later than the 14th of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.*

FOR SALE: "new in box", Cleveland Wheels & Brakes (p/n 050-07600). Ideal for small aircraft (Vari-eze, Kitfox, etc.) \$450. (over \$600 anywhere else).

Prestolite Starter for Lyc. 320/360 - \$200.00

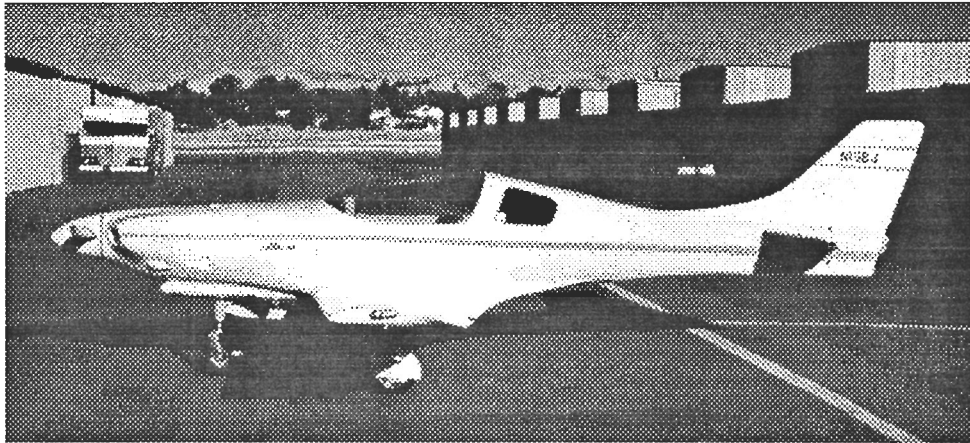
Microfiche Reader that prints - \$50.00, smaller table top reader - \$20. Call Larry @ 510 758-3533

FOR SALE: New 125 hp Lyc O-235 F2B, Catto 3 bladed pusher prop, , Stainless Exhaust system. Call Ron Richman (510) 672-3210

THE EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER #393 NEWSLETTER, MAY 1996

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Can you identify this plane?

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