

The Cleco

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

JUNE 1997

CHAPTER MEETING:

Meetings normally begin at 7:30 PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive. Latecomers who expect to sit should bring their own chairs. The next meeting will be on June 25, 1997.

SPEAKER FOR THE JUNE MEETING

Our presentation will be delivered by Mel Toponce. Mel is a member of EAA National but is not currently associated with a chapter. He recently visited our chapter and is eager to share his experiences as an Air Force and civilian test pilot. Mel's flying career started with the Aviation Cadet program in 1952 and continues to this day as a general aviation pilot. His list of aircraft flown is impressive, including lots of airplanes ranging from the Aeronca Champ to the C124 Loadmaster, with lots of jet fighter time during the Korean conflict and the Cold War in Asia. He has amassed a number of ratings including ATP, but now confines his flying to a Citabria and a Cessna 152.

CHAPTER MEETING MINUTES :

May 28, 1997: The meeting was called to order at 7:30 PM by President Bruce Seguire. It was moved and seconded to accept last month's minutes as per the Cleco.

Our speaker was Glen Rickelton from AVEMCO Insurance. He gave a presentation about AVEMCO's products and answered many questions from the audience.

TREASURER'S REPORT:

Bank Balance	Checking	1868
	Savings	<u>2756</u>
		4624

Louis sent out a letter to our "delinquent" members and rounded up quite a few. We are now up to about 90 paid members. A few of last year's members have still not paid. Please bring your \$20 dues to the meeting or send a check to Louis Goodell at 1869 Larkspur Court, Concord, 94519.

Lysle Knight announced the International Young Eagles day on June 14. Duane Allen is chairman of the Bay Area event at

Moffett Field. Pilots are needed to fly over 200 Young Eagles.

The chapter picnic will be next month. Pete Wiebens will get food as last year, Don Baldwin will provide big table.

Bruce asked for volunteers to participate in a organized phone tree to contact the membership when necessary.

Ken McKenzie reported on the status of the regional fly-in organization. It is now known as the Golden West Aviation Association and has been officially incorporated with 15 directors, Ken is treasurer. He also reported that the Tracy fly-in has been canceled because the airport will be closed for major repairs and renovation. It was felt that moving to another airport for just one year would detract from the planning efforts for the first GWAA event in 1998, which is expected to be about the size of the Watsonville fly-in.

BOARD MEETING

Board meetings are held in Bruce Seguire's hangar at 6:30PM on the Wednesday after the chapter meeting. All members are welcome. This month's board meeting was held on June 4.

Present were Bruce Seguire, Bruce Hobbs, Bob Belshe, Louis Goodell. Topics of discussion were organization of the annual Chapter picnic on July 19, Fathers day airshow, future speakers, and the nomination of next year's officers.

NEW MEMBERS

A hearty welcome to our three new members: Kurt Messick, Gerald Morgan, and Charles Woodson.

FREE LUNCH

Well, almost free! Traditionally, the meeting before Oshkosh is replaced by a picnic. On July 19 we will meet on the lawn next to Navajo Aviation at 1100. Hamburgers, hot dogs, buns, plates, utensils, and drinks will be supplied by the chapter. Each member brings a pot-luck dish, such as salad, hot dish, chili, or dessert. A sign-up sheet to coordinate pot-luck dishes will be at the June meeting.

FLY-OUTS

Saturday, May 31, four airplanes showed up to fly to Clear Lake for lunch. Weather was clear and turbulent. Flyers were Tony Tiritilli, Bruce Seguire, Bob Decker, and Mike Parker.

The next fly-out will be on Saturday following the meeting (June 28). Come to Bruce and Nancy's hangar on the West ramp around 10:30 a.m. Phone (510) 825-0766.

ATTENTION - OSHKOSH ATTENDEES

As you know, Chapter 393's August meeting centers around the activities and events that occurred at Oshkosh. All those who attend the Convention are encouraged to participate in the lively discussion that always occurs as the members who went share their experiences with those of us who didn't.

Visual aids are always helpful during these discussions. The purpose of this message is to encourage you to take pictures or video during convention week and share them at the August meeting. Any equipment you may need to present these materials at the meeting is available. Please contact Bruce Hobbs at 757-0618 to arrange for the equipment.

A BELATED REPORT ON THE USUA PASO ROBLES FLY-IN

by Bruce Hobbs

On May 3, five airplanes from Chapter 393 made the trek to Paso Robles to attend a Fly-In hosted by the local chapter of the United States Ultralight Association. You may recall that Bill Cartwright of that group traveled to one of our meetings to invite us. Those from our chapter that traveled there were Bob Decker, Phil Jenkins, and Lou Ellis in Glasairs, and Ron Robinson and Bruce Hobbs in Ron's Glasair. The group was later joined by Bob Belshe and his grandson Eric in Bob's Lancair.

The Fly-In attracted quite a few ultralight aircraft, but only a few Experimental types. After checking out the flight line and quietly judging the spot landing and flour drop competitions, the group dismissed the possibility of getting a gourmet meal at that location.

So we were off again. The takeoff of the four Glasairs (Bob followed a little while later) must have looked very impressive from the ground. The ultralight area was located next to the departure end of Runway 19. The four airplanes paired up for a very respectable formation takeoff, then a turn to the northeast for the short ride over the hills to Harris Ranch.

The meals at the restaurant at Harris Ranch were up to their usual high standard and all of us did what we could to lower the climb rate of the aircraft. After a very pleasant lunch time discussion, we departed for Concord. Total flying time was a little over two hours, but the memory of a really great time will last far longer.

BUCHANAN FIELD FATHER'S DAY AIR FAIR

by Bruce Hobbs

Chapter 393 had a very successful presence at Buchanan's 1997 Wings&Things Open House. Our large display, situated in front of the experimental aircraft display area, attracted a lot of attention from adults interested in the EAA as well as many youngsters and their parents interested in the Young Eagles program.

Tables were set up with informational literature provided by EAA headquarters. We gave away over fifty copies of Sport Aviation, as well as many informational brochures and EAA membership applications. Quite a few interested parties were told about Chapter 393's activities and meeting times, so we may see a few extra guests at the June or August meetings.

On the other side of the booth, Young Eagle signups proceeded at a brisk pace. The chapter signed up over 50 registrants for our next rally, which should take place in a few weeks. It looks like the Young Eagles rally will be a record setter for Chapter 393. Lisle Knight will announce the time and place of the rally.

Thanks to Lisle Knight, Tracy, Pat and Evangeline Peters, and Bruce Hobbs for manning the booth throughout the day, and to the many other chapter members who came around and helped out at various times during the event. Thanks also to Big 4 Rents in Berkeley for providing the much-needed shade and to Ken and Linda McKenzie for making those arrangements and for helping with the setup and teardown of the booth.

A special thanks to all the members who brought their airplanes to display before the public. Here is a (hopefully complete) list of the Chapter 393 airplanes on display.

Scott Achelis	RV6A
Don Baldwin	Teenie-Two
Bob Belshe	Lancair 235
Don Best	Glasair I RG
Bill Black	RV4
Dwain Duis	Luscombe 8A
Fred Egli	Bellanca Cruisemaster
Lou Ellis	Glasair I RG and Varieze
Tim Glenn	Kitfox
Chris Kenyon	RV6
Ray Nilson	Christen Eagle
Lyle Powell	Glasair III
Ron Robinson	Glasair I RG
Bruce & Nancy Seguire	Swift
Glenn Werner	Lancair 360
Pete Wiebens	Glasair III
Ken Wiley	Kitfox

Last, a thanks to Bruce Seguire and Fred Egli who came early and stayed late to help park the aircraft and set up the display area.

MEMBER NEWS:

Will Price is planning the 4th redesign of his Lancair panel, to use the latest color display from Arnav.

Bob Belshe got his Navaid autopilot installed, still waiting for Lycon to complete an IO-320 for his Lancair.

Harry Heckman finished running-in his Lancair engine on the ground, using a shroud to direct the air-flow through the engine. Full power is 2300 rpm, oil and cylinder head temperatures remained in the green for the whole three hour period. Next step.. taxi tests.

Pete Wiebens has his Glasair III polished and ready to fly, finally.

Lyle Powell described the procedure he uses to start his fuel injected engine which works every time, hot or cold. Just set mixture and throttle, turn on the ignition, fuel pump, and press starter right away. This gets the engine rotating before the fuel arrives, so it doesn't flood.

Ron Richman is making progress on his RV6. Empenage finished, now working on wings. He plans to use a 4.3L V6 engine, with a MT constant-speed propeller.

Gerry Greth sold his twin and now has 34' sailboat to relax on.

Dick Rihn has completed a wing for the One-Design.

Doug Page is installing engine baffling on his RV6A.

Bill Wilson still working on Glastar,

Roger Raley has moved his RV6 project up to the Lincoln airport.

Ron Robinson has 475 hours on his Glasair I, doing lots of flying.

Tim Glen has his Kitfox 5 back from being painted in Idaho. The engine started and ran fine, he's ready to fly as soon as FAA sign-off is done.

Al Arthur is almost finished with his Kitfox 5 fuselage, ready to start on wings.

Glen Werner has 398 hrs on his Lancair 360.

Dwain Duis took a sailplane up to 13,500 feet over the sierras. Now he's looking for an oxygen system so he can go higher.

Fred Egli is flying his Bellanca Cruisemaster frequently, and is deep into the radio stack wiring for his Lancair IV.

Cliff Turner has a RV6 started, barely.

Bruce & Nancy Seguire flew up to Pendelton last weekend, hit some bad weather. They found the Yreka-Siskyou airport a nice place to stop.

A 747 is over the Atlantic and the pilot comes over the intercom:

"We've lost an engine. No cause for alarm because we can fly safely on three. We will, however, be two hours late reaching our destination".

About an hour later the pilot comes over the intercom:

"We've lost another engine. No cause for alarm because we can fly safely on two. We will, however, be four hours late reaching our destination".

About an hour later the pilot comes over the intercom:

"We've lost another engine. No cause for alarm because we can fly safely on one. We will, however, be eight hours late reaching our destination".

One annoyed passenger turned to the one seated next to him and said: "If that fourth engine quits, we'll be up here all night!"

TECH TOPIC

Ken and I both spotted this discussion on the internet. There are different opinions about how to best attach terminals to the end of a wire in aircraft. It all started with this question:

I seem to recall reading, probably in Aviation Consumer (a semi-reliable source) that the terminal lugs on power cables (such as battery and alternator) can be crimped _or_ soldered. Can anyone confirm this? (I've just had a cable break at the lug, and it will be _much_ easier if I can solder the new lug in place, rather than crimping it. Especially since I have a soldering iron but no crimper.) Thanks for info.

>>Christopher Paine >>cpaine@netcom.com

Clarence Snyder Wrote:

The best connection is a crimped and soldered connection, with the soldering being little more than a "tinning" of the joint. The crimp makes the mechanical connection, and the resin core solder seals the joint, virtually eliminating corrosion, and providing a stable, low-resistance connection. The short solid section will not flex, and therefore will not fatigue. It is important not to overheat the joint, but just as important to get it hot enough. A cold solder joint is just trouble waiting to happen.

Charlie ? wrote:

I strongly disagree; as an engineer in the aerospace industry for the past 15 years I have encountered many aircraft that had crimp/solder connections. The failure rate on these connections were extremely high. I was on the design team working on 4 unmanned aircraft for the army in which technicians used this technique on the prototypes. 80% of system failures were due to the following

- (1) solder connection fatigue,
- (2) bad crimping/soldering technique.
- (3) not properly strain relieving the connection

Failures on an unmanned system can be catastrophic and expensive. After one of those wire breaks around a fuel system try to get in there with a soldering iron and fix it. (no thanks)

The FAA states in the AC 43.13

For most applications, soldered terminals have been replaced by solderless terminals. The soldering process has disadvantages that have been overcome by use of the solderless terminals. A few of these disadvantages are listed as follows.

- (1) A more skilled operator is required.
- (2) A corrosive flux may be used causing the joint to deteriorate.
- (3) Maintenance is extremely difficult .
- (4) The wire strands are stiffened by the solder and become more susceptible to breakage due to vibration.
- (5) The wire insulation may be charred during the soldering process.

Charlie added:

In my previous post I left out some other things to consider. I would like to add some additional points in favor of crimping. When a wire is properly crimped it has crimps in several places. In a proper crimp the bare wire (usually at two levels) and the insulation are both crimped. This has the added benefit of strain relieving each individual wire and in the event of a break it keeps the wire attached to the pin thus reducing the chances of a short.

On the other hand when a solder connection is used, when the wire breaks there is sometimes exposed wire loose in the connector and in a high vibration environment can cause shorts and possible damage to equipment or fire. If this occurs in an area where fuel is present the results can be catastrophic.

Heat shrinking the wire helps but it still is not as effective as crimping the insulation. For example heat shrinking a solder type DB-25 connector, if the wire breaks the heat shrink can slide off the solder cup due to the cup being smooth straight surface.

I must also stress it is just important to use the proper crimping tools. A crimper that is not adjusted properly can cause the connection to fail just as easily as soldering it. Automotive type crimpers are not recommended, since they usually can not be adjusted properly.

Subject: Re: crimp vs solder?
Date: 11 Jun 1997 19:39:37 GMT
From: qdurham@aol.com (QDurham)

Tony Bingellis in his book "Sportplane Construction Techniques" recommends crimped connections -- at least on the smaller wires. The logic is that soldered connections tend to be more brittle (just beyond the solder,) than crimped connections. He also recommends that shrink tubing be used most everywhere.

I've been told that this practice is the generally preferred method.

Quent

Charles K. Scott wrote:

This is what's great about a free society, everyone can voice an opinion. To the question; Which is best: crimping or soldering electrical wires to their connections, we have the following suggestions:

One guy says:

Whenever there is the possibility, soldering is preferred. Be sure to clean the area well and apply only the necessary amount of heat. Let the part cool naturally and I like using multiple layers (sizes) of shrink tube. Hope this helps, Good Luck!

But then chasspin@aol.com (ChasSpin) writes:

Chris if this is for an aircraft application I would highly recommend crimping and using the right type of crimpers (not automotive). If you will take a moment and notice that aircraft wire is stranded and there is a reason for this. Stranded wire will not fatigue as easily as solid wire in high vibration environments. When you solder a wire you have now made that wire a solid core wire and it will fatigue at a faster rate.

And finally clsnyder@Ibm.net (Clarence Snyder) writes:
The best connection is a crimped and soldered connection

So the correct answer is

1. Solder
2. Don't ever solder, crimp
3. Don't just crimp, crimp and solder.

OK, I understand what to do now. ;-)

Corky Scott

Subject: Re: crimp vs solder?
Date: Mon, 16 Jun 1997 15:23:03 GMT
From: jim@rst-engr.com (Jim Weir)

Organization: RST Engineering

>Ok, new questions.

>What kind of crimping tool works best in aviation applications? You are going to get posts from people who tell you that you can only use the "aircraft approved ratchet style" of tool. Horsefeathers.

Back at Oshkosh three years ago, I stood around listening to one of these "experts" telling people that they had to have this tool, that it was the only one that made a reliable crimp, blah, blah, blah. (It didn't hurt a thing to notice that he was selling the damn things, either.)

I went back to my toolbox, got out the AMP hand crimper I've been using on everything from J-3s to the 727s and challenged him to a pull test. I'd put one on one end of the wire, he puts one on one end of the wire, and we start hanging weight on the wire to see which crimp gave way first. When we got to about 200# the WIRE broke, but neither crimp gave way. The point being that it is the CRIMPER, not the tool, that makes the difference. If you are willing to waste a few dozen practice terminals to get the technique down, the \$25 tool will work as well as the \$250 tool.

No, I don't sell them. See the MOUSER catalog page 141, part number 571-6018841 for \$24.50 plus shipping.

Jim

A&P, CFI, and all that good alphabet soup stuff

HOW I SPENT THIS PAST WEEKEND

Jack Reichel, a member of both the Mount Diablo Pilots Association and Chapter 393 wrote this article describing his adventures in the Hayward to Laughlin Proficiency Air Race.

Anyone seeing my Cessna 182 recently undoubtedly questioned the reason for the large 75 emblazoned on both sides of the tail and under both wings. The answer is that the presence of these bold numerals entitled me to refer to myself as "Racer 75" during the stimulating and rewarding aeronautical proficiency competition in which I participated last weekend.

After years of contemplation, I finally succumbed to the urgings of many enthusiastic past participants and signed up as an entrant in the 33rd Hayward to Laughlin Proficiency Air Race. I must quickly add that it is not a race in the traditional sense, whereby the spoils go the fleetest, but rather the emphasis here is on pilotage and navigational proficiency. "Oh, that's easy", you say, "with my GPS or Loran I can precisely find any point on the earth." That's great except you can't use any of these modern aids. The night before the competition the committee impounded our planes and sealed off all our sophisticated avionics, forcing us to resort to our primitive pilotage and dead reckoning skills.

And that sure was fun! As many of you know, I am a dedicated avionicker and my Skylane cockpit is fitted with so many advanced instruments that the marshal who disabled my devices said he thought he was in the control room of the Enterprise. But the challenge here is to see if you can get by without all these helping gizmos, and this turned out to be for me a quite stimulating re-learning experience.

Before I go into the details of our adventures on this three-day affair, let me give you a little background. For the prior 32 years, this event had been a flight from Hayward Air Terminal through a circuitous series of waypoints to a termination in Las Vegas, Nevada. At its peak in the 1980's there were typically 75 planes participating. With LAS now having grown to almost overwhelming proportions, the committee this year decided to try Laughlin, Nevada as the ultimate destination. Of course, we landed at Bullhead City, Arizona and were transported across the Colorado River to Laughlin, where we spent Friday and Saturday nights at the comfortable and well-appointed Gold River Hotel and Casino.

The race is overseen by scores of volunteers, from timers to refueling marshals to results tallyers, all working together smoothly to discharge the myriad tasks in Hayward, the leg #1 timing line at Wasco airport, the refueling and lunch at Shafter airport in Bakersfield, the leg #2 timing line at Checkpoint Bette, and the final refueling at Bullhead City. The committee members start planning each year's race the previous September, meet the third Tuesday of each month at the Hayward tower, and receive no compensation whatsoever. They are strongly supported by the 99's, who also put on the lunch at Bakersfield and contribute a trophy to the best performing 99 entrant.

Being a long-time pilot and a dedicated navigator, I was informed by friends who helped me with the painstaking task of affixing the assigned racing numerals that they fully

expected me to come back with some hardware for my trophy case. Since I have a fairly high confidence in my pilotage abilities (after all, I had navigated a small sailboat from San Francisco to Tahiti using only a chronometer and sextant) I only very nominally took exception to their optimism. Boy, was I in for a surprise!

On Thursday, May 15, my co-pilot and I flew from Concord to Hayward, arriving in time to be fueled, have my license, medical and BFR verified, have my instruments sealed off and our racing number inspected, and then get checked into a nearby motel in time to attend the 6:00 p.m. briefing. Tension was high and entrants eyed each other warily as the briefer handed out a detailed instruction booklet which revealed this year's heretofore-secret checkpoints, instructions on takeoff patterns, how to fly across the timing lines, communications protocol, and scoring methodology. After a brief question period, we all retired back to the motel for a quick dinner and a long flight-planning session.

The course this year required us to identify ground checkpoints at Byron, Los Banos, Chowchilla and Coalinga, before crossing the timing line for the first leg at Wasco airport. After landing and lunch at Bakersfield/Shafter, the second leg took us down to Sun Hill Ranch and then over to three obscure sites along the Mojave Desert. Since everything here was VFR, our flight planning had to ensure that we would adhere to all applicable FARs, including avoiding any Class B and C airspaces and the gerrymandered restricted areas around Edwards AFB. Before takeoff Friday morning we had to submit four numbers: time and fuel usage for each of the two legs.

By 11:20 p.m. my head was spinning so dizzily from calculating distances, airspeeds, headings, fuel burns and altitudes, that I threw in the towel and exhaustedly scribbled down my four estimates before collapsing into bed. Then up at 5:30 to allow us time to check out, have breakfast, attend a mandatory 7:30 weather briefing and load and pre-flight the plane.

At exactly 9:00 a.m., a marshal motioned each plane in turn along the impound line to start their engine(s) and taxi to the run-up area (I later learned that a delay here could be critical since it could easily cause an error in a fuel usage that had been calculated by some perfectionists down to the hundredth of a gallon). Planes were launched at precisely one-minute intervals. Starting at 9:15, thirty-four planes, ranging from twin-engined Seminoles and Senecas down to lightweight 152s, roared in turn down Hayward's 28L runway as the starter dropped his yellow flag.

Since the faster planes were released first to prevent bunching up and passing along the way, my 133-knot Skylane was launched about one-third down, somewhere around 9:25. I am embarrassed to reveal that in my naiveté I didn't even stopwatch my take-off time, an oversight that prevented me from later adjusting my airspeed so as to arrive over the timing line at precisely the elapsed time I had estimated, a technique I learned subsequently that all experienced entrants employed. This oversight was compounded by a multitude of other rookie miscues so that my initial optimism soon turned to concern that we could end up as Tail End Charlie.

But this pessimism quickly faded as we were swept up in the heady excitement of competing in what was essentially an airborne treasure hunt. Finding the checkpoint, scrutinizing it to answer the question about it on the form, the sense of teamwork with your co-pilot, listening to the other participants on 122.75: some way ahead, others behind you, some sounding brimming with confidence, others obviously confused, but all chattering excitedly - these factors, coupled with the sheer beauty and thrill of flying over such awe-inspiring terrain, made it a fun-filled, memorable happening.

After flying over our four checkpoints and deciding on answers to the questions, we approached the timing line at Bakersfield proudly announcing on 126.4: "Checkpoint Mike, Racer 75, lights on, one mile final for timing". After crossing over the timing line and receiving the answer back: "Roger that, Racer 75, Ready ... Mark!", we landed at Shafter, refueled, and enjoyed the 99's wholesome lunch.

Leg two totaled about the same two-hour length as the first but was a dramatic geographic departure from California's agrarian central valley. After climbing out over the Tehachapis, we plunged into that vast wasteland called the Mojave Desert. Our reaction was, as always, mixed: impressed by the surreal moon-like surface, but unsettled by its desolation and loneliness. Navigating over this featureless terrain was more of a challenge, but we successfully hop-scotched waypoints from Sun Hill Ranch to an I-40 undercrossing, over to the town of Goffs, down to Camino and finally up the Colorado River to cross over Checkpoint Bette, the finish timing line outside of Laughlin. After hearing the racetimer confirm our completion, we banked and entered a right downwind, heading up toward the dam before turning final for Bullhead City/Laughlin airport runway 16

On the ground we tied-down, refueled (alas, a fueling underfill at Bakersfield had ratcheted into an overusage on this leg, resulting in a compound fuel-estimate felony), and permitted all the eager helping hands to transport us over the sparkling river to Laughlin.

Comfortably ensconced in the Gold River Hotel, we took full advantage of the delights of this up-and-coming casino town, and interspersed our sightseeing with forays up to the racegoers hospitality suite on the 25th floor. Stocked with free beverages, hors d'oeuvres and now-talkative racers, this was an ideal place to unwind, meet new friends and try to get a calibration on how well you fared in the competition. But the results were being kept as secret as the Oscar winners, and we conjured up an image of the scoring committee actuaries slaving feverishly over Cray computers in some guarded back room.

Saturday during the day was golf, boat rides on the Colorado, water taxis between casinos, walks along the river, and a general enjoyment of this nubile vacation spot: perfect ways to unwind from the rigor of competition. Saturday night was the climax: an awards banquet in the hotel ballroom attended by the committees, volunteers, and especially the racing crews, anxiously awaiting the official results to learn how well they did. And we all enjoyed a most delightful evening. A variety of trophies were awarded; the entrant with the most problems, the best finisher in a rental plane, the best 99's entrant, etc.,

etc. but most importantly, the winning finishers. The scoring system was complex, involving penalty points for errors in your time and fuel estimates, misidentifying checkpoints, illegal orbiting, airspace violations, etc.

The winner was a foursome in a Cardinal 177RG - their estimates were off only 18 seconds time and 0.2 gal of fuel for the first leg, and 26 seconds and 0.1 gal. respectively for the second leg, for a grand total of only 34 penalty points. Impressed? We sure were. But as varied as the results were, it was obvious that all participants shared a common view: they had had an exciting, fun-filled and memorable experience.

Back in the hospitality suite after a satisfying meal, the crews congratulated the winners, pored over the computerized results printout, revealed tips on technique (finally!) and made plans to all meet again next year, when the race will again terminate in Laughlin, as the committee had enthusiastically announced at the banquet.

Sunday morning we checked out of the hotel (no payment required - the \$350 entry fee had covered everything for the two of us, including the hospitality suite, banquet, and our room for two nights) and were shuttled back across the river to the airport. After unsealing our precious GPSs LORANs, etc. we filed IFR and flew leisurely back to Concord, fortunately being cleared right across Edwards thanks to an inactive Sunday afternoon.

As we approached Buchanan Field and radioed the tower for landing clearance, I recognized the voice of a controller friend - "By the way, this is Racer 75 returning from the Hayward - Laughlin Air Race" I appended to my landing acknowledgment." His response came back quickly: "Welcome back; uh, how did you do?" "Oh, about in the middle of the pack", I responded and then added hastily: "which wasn't too bad considering we were first-timers!" I turned to my co-pilot and raised an eyebrow, "Do you think that was convincing?" "Well," she replied, "we had said from the outset that our first priority was to have fun, and that's sure what we did! And our race results were really pretty good: we found all our checkpoints, identified all the landmarks properly, and hit our times pretty well. So what if we had a little problem with the fueling level after the first leg? It was a great weekend." Reassured, I looked at her appreciatively. I couldn't have agreed more.

Back in my early military flying days, I once flew in a two seat TF51 with a pilot that "thought" he was pretty hot. He particularly liked to take off, raise a few inches off the runway, pull up the gear and hold his altitude while the undercarriage came up.

Well, on this particular take off the airplane settled slightly and it was obvious that the prop tips struck the runway.

I was rattled but pleased that the airplane was still flying well enough to climb. But when the pilot contacted departure control and was obviously continuing on his mission I was convinced I was with a lunatic.

I asked him if he didn't think it would be wise to land and check the damage and he replied, "Naw, its their runway, let them worry about it."

FROM THE EAA GOVERNMENT PROGRAMS OFFICE

Once again the Clinton Administration has proposed user fees as part of its budget proposal to Congress. The budget proposal includes \$300 million in new aviation user fees (taxes) for fiscal year 1998. The proposal also recommends that the FAA be completely user funded beginning in 1999. A special mailing on the User Fees will be sent to ALL Chapter Presidents from the EAA Government Programs Office. Be sure to ask your Chapter President for a copy. This mailing will include a list of User Fees. Please contact your Senators and Representatives and let them know that the proposal to move to a 100% user fee funded FAA is a very dangerous idea. User fees for services will only decrease safety because general aviation will avoid using any services such as weather, filing flight plans, and filing IFR. **Write your Senators and Representatives today!**

EVENT CALENDAR

- June 22 **PANCAKE BREAKFAST** 8:30 a.m. to Noon
Everyone is Welcome!! Fly-In or Drive Over! Sponsored by the Mt. Diablo Pilot's Association MDPA Club House, Buchanan Field Airport (CCR), West Side, 200 Sally Ride Drive (510) 685-7073
Pancakes, Sausage, Juice, and Coffee \$3.50 (members and non-members) Bring your family and friends!! Fly-in and park right in front of the Club House in our spacious, paved tie-down area. Just ask the tower to taxi to MDPA for breakfast!
- Jul 9-13 Northwest EAA Fly-In, Arlington, WA
- Jul 12 20th Annual Grass Valley Air Fest, Nevada County Airport, CA
- July 19th Chapter 393 Picnic, Prior to Oshkosh.
- July 31-Aug 6 45th Annual EAA Fly-In Convention, Oshkosh, WI.
- Dec 14 Chapter 393 Annual Christmas party at Petar's.

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. Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be **e-mailed**, hand written, typed, or on any IBM diskette (in ASCII or MS Word). The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th). The editor's e-mail address is: **rab@netcom.com**.

CHAPTER 393 VIDEO LIBRARY

Good news and bad from Librarian Bruce Hobbs. The previously announced addition of the video, "All About Aviation Oil", from Aeroshell, was misplaced before it even hit the library. As soon as we find it, we will reintroduce it. Apologies to those of you who have looked for it. The good news is that we have recently acquired the ESPN production covering EAA '95. This video will be in the library for the June meeting.

The complete list of titles is listed on the box which is brought to each of our meetings. Check out the offerings and, if something interests you, **CHECK IT OUT**.

The rules for the library are very simple. It is run on the honor system. You sign out for the tapes you borrow; and you return them at the next meeting so they are available for others.

THIRD PARTNER NEEDED FOR QUESTAIR VENTURE

Scheduled to fly in 1997. Looking for experienced pilot with retract time.

Current partners are ex-navy pilot and United Airlines captain.

Contact: Terry Theis 510-254-9023
Bruce Milan 510 254-4780

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!** *Please submit your **FOR SALE** items to me in writing 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: COMANCHE-1959 PA24-180

4 Place Intercom, full IFR, Alternator system, 4043TT, 1124 SMOH, 689 SPOH, 3 Light Marker Beacon, Lycoming Engine, Painted 1990, New one-piece Windshield, Dual Nav Com. Annual new 1/97, \$32,000.

Call: Richard O'Connor (510) 798-0743

HANGAR WANTED:

Need partial hangar for Questair Venture project. Willing to share space. Prefer East ramp, but West OK.

Call: Bruce Milan 254-4780

HANGAR AVAILABLE

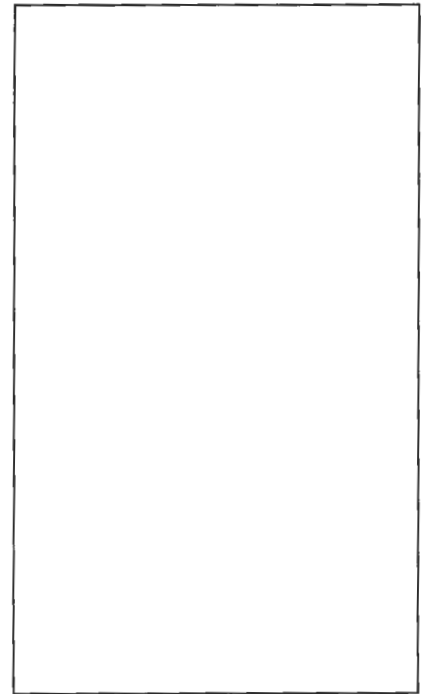
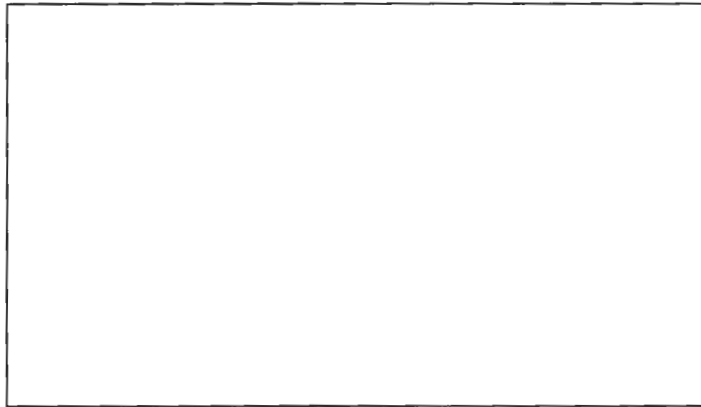
Partial hangar available on the east ramp. \$162.50/month.

Call Bill Madden

(707)746-5984 (home) or (707)745-7616 (work).

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, JUNE 1997

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Next Meeting June 25, 1997