

The Cleco

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

MAY 1998

CHAPTER MEETING

The next meeting is on Wednesday May 27, 1998 at 7:30 P.M.. The speakers will be Eric Ahlstrom, Chief Engineer and Madeline Zoom, Assistant of Applied Force Engineering located in Fremont. They will speak about their new kit for the AvStar, a 6 place executive cabin class, mid-engine pusher with a cruising speed of 363 mph, with 2400 mile range. The fast build kit is listed at \$79,500.

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.

NOTICE TO NEWSLETTER EDITORS FROM OTHER CHAPTERS:

Please send your newsletters to the current editor of the Cleco, Doug Page, 400 Arbol Via, Walnut Creek, CA 94598.

PRESIDENT'S CORNER

Summer is rapidly approaching, although you might not recognize it, given all the crazy weather we have been experiencing. We, as a group, should begin talking to our friends, neighbors, fellow workers, acquaintances and customers about the upcoming Concord Air Show on Fathers Day, June 21, 1998. The more we spread the word, the better the turnout and success of our local aviation

event. I would hope that all our members with their airplanes plan to display them in the EAA section and that those that don't have planes plan to help in other ways or at least be there and bring a friend or neighbor.

Congratulations to Bill Black, Cathie Black and friends for hosting a successful barbecue fly-in on Saturday May 9th for the "RV Aviators." It looked to me like he scored a big hit with over 15 "RV's" from near and far. Some very beautiful planes were on display including two Harmon Rockets. Also, congratulations go to Geof and Jennifer Richards for a successful "wing closing party" they had for their Glasair III that same Saturday. Fred Egli returned, just in time for the Saturday barbecue from the Lancair factory in Redmond, Oregon where he spent a couple of days checking out the factory's Lancair IV. Fred will soon be flying his beautiful new Lancair IV which has been successfully flown by a professional test pilot. He just needs to find time and a "good day" in his busy schedule.

I want to extend a special thanks to Rich Lambert for becoming our official EAA Technical Counselor for Chapter 393. He has already helped several of our builders with handy suggestions and recommendations which will make their airplanes better and safer and they are grateful.

Fly safely,

Ron Robinson

**CHAPTER MEETING MINUTES FOR APRIL 22,
1998:**

Steve Lea Vell, a retired UAL Captain, Cass Casagrande, a WW II P-51 pilot, and Gordon McCoy, also a WWII P-51 pilot, gave a very moving presentation of Windows for Remy, which is raising money to restore the stained glass windows of a 13th Century French church which was damaged during WWII. Gordon and Cass were members of the squadron assigned to strafe Nazi trains. One of their fellow pilots perished in the crash into the church while blowing up an ammunition train. Cass recently told his neighbor Steve about the raid, and on his next run to Paris, Steve interviewed the French survivors and collected some artifacts. All of this led to their effort to restore the church. Gordon and Cass had trained in P-39's at Buchanan field in 1943. Check their website at www.remy.org

The minutes for the meeting of March 25 were approved.

Louie Goodell reported that the savings account contained \$3020.19 and the checking account, \$2471.00.

President Robinson announced that he had information about a \$20,000 purse for the larger, faster kit planes at the Reno Air Races.

Vice President Scott Achelis told of the proposed flyout to Grass Valley for Saturday, April 25.

Ken McKenzie said that the Golden West Flyin is slowly accumulating volunteers and that they are trying to persuade 20 to 30 persons to loan \$5000 each to Golden West for 6 months at 9 1/2%.

It was moved, seconded and carried to make a gift of \$500 to Windows for Remy.

Duane Allen flew 4 Young Eagles in his Cardinal last Saturday.

Ken McKenzie is getting serious about building a Glastar.

Bill Boydston put new fairings on his Comache, and it flies so well, that he can't get it to come down.

Charles Adkins is busy with being a Board member for Golden West.

Chuck Siebert, a visitor from Chapter 62, is Director of Air Operations for Golden West and is building a Velocity.

Bob Belshe is completing the installation of a larger engine on his Lancair 235.

Tim Glenn is now happily flying his Kit Fox after getting the Rotax engine back from a factory recall. Pete Wieben's Glasair III is flying just fine.

Bruce Seguine is again flying his Swift after a 6 months upgrade project.

Lyle Powell flies his Glasair III every week and now has flown it 930 hours.

Fred Egli's Lancair IV has been certified as airworthy.

Lisle Knight's Osprey II is coming along. He is trying to find more Young Eagles.

Tracy Peters signed up 13 Young Eagles at a Scout meeting.

Nancy Miller, a visitor from another Chapter, is a student pilot and recently enjoyed a 2-hour flight in a T-34 with Sky Warriors of Atlanta, Georgia.

Don Baldwin, Teeny Two builder, is looking for passengers for his trip to Oshkosh, no women, no smoking, and no beer. (Don, is this politically correct? Editor)

Ed Lester is flying his Glasair FT-1.

Harry Heckman is 30 hours into the test period of his hot Lancair 290. He corrected his flaps, which were a tiny fraction off.

Chris Kenyon now has 300 hours on his RV-6 and is still building his son's house, which has no wings, no aluminum and no rivets.

Bruce Milan is working on his Questar Venture in hanger F-18.

Jack McKenzie, flying a Comache, is building and English Wheel, is flying to Oshkosh, and is looking for 1 or 2 passengers.

Al Humbert is still enthusiastic about his lots on a sky park near Cottonwood.

Rick Lambert is helping to design a 4-place amphibian, and is now an official EAA Technical Counselor.

*******RICK LAMBERT—WE APPRECIATE YOU!!!!*******

It is now official. Rick is an EAA Technical Counselor, the first ever so far as Chapter 393 is concerned. Rick has already made 5 Technical Counselor visits, one of them to Sonoma Sky Park, and one of them to visit my RV-6A. I am immensely grateful for this visit. It may have saved my life, and it will certainly save me from a lot of trouble during the first few hours of flight. An average visit at a Buchanan hanger takes about 1 and 1/2 hours, while the visit to Sonoma Sky Park took 4 hours away from Rick's own work. Rick works full time every day as a building consultant and engineer. He could now be working for Boeing if he was willing to move to Seattle. Rick charges his local customers only \$25 per hour (which I think is ridiculously low, considering his ability and experience) and at that rate, he has to work 18 hours each month just to pay his workshop-hanger rent. According to EAA, a Tech Counselor cannot ask for compensation, but he can accept a gift. Although Rick has not even hinted at this, I believe that each of us should make a gift of cash to Rick at his hourly rate for his visits to our projects. Rick is a new and valuable resource for us builders and we should make it feasible for him to continue to serve us. What do you think?

A WAY TO GO TO OSHKOSH AND SEE THE COUNTRY!!!!

Don Baldwin is again driving to Oshkosh and towing his 24 foot travel trailer with his Suburban. He has room for two more. The cost will be about \$500 which can cover everything if one is on a tight budget. The trip takes two full weeks, Sunday to Sunday. The route is democratically controlled, and they may detour on the way home to visit the Cessna plant in Wichita, Kansas. Don asks that each person take a two-hour driving turn. Sign up soon! Call Don at 685-1639

BOARD MEETING:

A Board meeting was held in Ron Robinson's Hanger on May 2. Attending were President Ron Robinson, Vice President Scott Achelis,

Newsletter Editor Doug Page, and Sec/Treasurer Louie Goodell. The Board discussed a possible financial contribution to Golden West Fly-in, individual loans to Golden West, and the possibility of volunteering for jobs there. We also discussed bringing picnic food on fly-outs, fly-outs with other chapters, and the possibility of paying for big name speakers at our monthly meetings.

The Board would welcome members at these Board Meetings and would welcome any input anyone has to make the Chapter meet the needs and wants of the Members.

THERE WILL BE FLY-OUTS THE SATURDAY FOLLOWING EACH MEMBERSHIP MEETING, WEATHER PERMITTING

The next Flyout will be 11 AM Saturday, May 30, meeting at Ron Robinson's hanger D-17 on the east ramp.

There are usually extra seats available.

REPORT ON THE LAST FLYOUT ON APRIL 25

We met as usual at Ron Robinson's hanger, D-17 for a flight to Nevada County 017. Seven pilots and planes took part. Ron transported Ed Reverol in his Glasair. Chris Kenyon took J.R. Gibb in his RV-6. Bill Black took Jack Bernadini in his RV-4. Harvard Holmes found a ride with Phil Jenkins in his Glasair I and Louis Goodell hitched a ride with Bob Decker in his Glasair I. Doug Page was lucky enough to get a ride in the silver polished Swift piloted by Bruce Seguire. A crowd rushed up to inspect the antique, shiny Swift when we landed at Nevada County. Fred Egli flew his Bellanca with his wife Vi, and with Anthony Tiritilli as passenger. Our gracious hosts Bill and Marilyn Wilson, accompanied by Chapter 1175 President, Jim Hebb, Miles Bostick, and Arnie Lutters met us. They car-pooled us to the Wilson's new home in Nevada City where they fed us a delicious lunch and showed us Bill's Glastar project. The Glastar showed excellent workmanship, but Bill's large, well-equipped shop attached to his house, was every builder's dream. Back at the airport, we inspected the planes of

members of Chapter 1175, and then flew home. Thank you Bill Wilson and Marilyn Wilson and members of 1175 for a great time.

TREASURER'S REPORT AS OF MAY 2, 1998

Bank Balance	Checking	\$2022.05
	Savings	\$3020.19
		\$5042.24

LOUIE REMINDS US THAT DUES OF \$20 ARE NOW PAST DUE. Please pay now so that you will not be removed from the mailing list of this brilliant newsletter.

Make checks payable to EAA Chapter 393 and mail to EAA Chapter 393, PO Box 27275, Concord, CA 94527.

SOAP BOX EDITORIAL V

I have received only 9 biographical data sheets. I want to cover every member, so please help by doing your part. Brag. Dream. Please mail your sheets to me.

CALENDAR

May 23 9AM Golden West Work Party, Castle Field

May 27 7:30 P.M. Regular Chapter 393 Meeting

May 30 11 A.M. Monthly 393 Fly-out

June 20 9AM Golden West Work Party, Castle Field

June 21 Concord Air Show and EAA static exhibit

July 18 Chapter picnic meeting (no speaker)

July 29-August 4 Oshkosh

September 25-27 Golden West Flyin, Castle Field

Dec 13 Chapter 393 Annual Christmas party at Petar's.

REQUEST FOR WEB SITE'S OF INTEREST TO BUILDERS AND FLYERS

The Board would still like to compile a list of interesting websites. All of you surfers: please submit your favorite websites. For example Scott Achelis has found a website for the Chicago Tower complete with the audio so that one can listen to

the Tower and pilots in the background while doing other computer tasks. Scott will have this for next month's Cleco. We have received no replies to this web site request. Please send in your favorites.

Bob Belshe has provided an inspection checklist from a FAA inspector, which your editor can well use:

<http://www.provide.net/~pratt/ambuilt/checklist.htm>

NEWS FROM LARRY LAUGHLIN

Former Cleco Editor Larry Laughlin is now newsletter editor of EAA Chapter 72 Official Newsletter in Colorado Springs, CO. He can be contacted by e-mail at LKL@Earthlink.com

WHO ARE THE MEMBERS OF CHAPTER 393?

(This section is another "wise" (?) innovation of the editor. So far, most members have been shy about responding, and this section may therefore, not be continued for long.) We begin with what we have received:

LISLE KNIGHT is a mechanical engineer, a private pilot SEL with 250 hours. He is currently flying in a dream-like state, shooshing into clear mountain lakes or gliding between sparkling Caribbean Islands. His Osprey II, an all wood amphibian, is 60% completed with 85% to go. "I have always loved amphibians for their go anywhere, land anywhere (land or sea or lake) capability...And as the Osprey is sexiest and slickest aircraft (bar none) I have ever laid my blood shot peepers on, as well as having literally lusted over its design since its inception in 1976, it was an aircraft to build that I could not refuse. Valerie and I come from one of the loveliest islands in the Caribbean: Grenada. This is a major incentive to take Osprey back home and ply her hull amongst those sweet little Isles known as the Grenadines; white sandy coves; shoosh down on water so clear, only after I beach the aircraft will I

know I have touched down. Another of my interests is photography. Here is another far out dream: After Valerie and I retire back home, we host a fly in in which Chapter Members will experience some of the sweetest flying scenarios, most delicious food in the world, the friendliest people anywhere in the Caribbean, and have a vacation they will never forget."

RODERICK B. PARK

Retired, formerly, Chancellor University of Colorado in Boulder, and the Vice Chancellor of U.C. Berkeley. Student pilot, currently flying a Cessna 150. His Kitfox IV should be flying this summer. Other interests include a 25 acre vineyard at 2000' in the Coast Range of northern Sonoma. Hopes to fly the Kitfox off a strip there.

DUANE ALLEN

Currently is an aerospace engineering technician at N.A.S.A. Has ratings for Commercial Aircraft, single engine & multi engine land, and instruments, with 1200 total hours. Was a former CFI. He says he has received too many awards at NASA to mention. He currently flies a Cessna 177B Cardinal Classic and dreams of building a RV-6A or Glasair III or maybe a Lancair IVP. His other interests include travel, photography, and Young Eagles. He flew over 200 Young Eagles in 34 months after buying the Cardinal. He formerly owned a PA28-151 Warrior for 6 years, and a Cessna 182Q for 1 year. He has had his Cardinal for 6 years.

RICHARD RIHN

Dick is a retired M.D. He holds the following ratings: CML, ASMEL, Glider, Instruments, and CF. He is currently flying a Pitts Special 1T, a DR 109, and a Cessna T210N. His awards include 3 wonderful children, and 9 of the 10 available from IAC. His current project is a DR 107, a competition plane, which should be flying this summer. He is President of the International

Aerobatics Club and a member of the Board of Directors of EAA.

BOB BELSHE

Bob is a retired computer software engineer. He is a PPSEL with 600 hours. He flies a Lancair 235/320. He dreams of building a Lancair Super ES or a RV-6. He is interested in golf, the internet, and avionics.

LYLE POWELL

Lyle is a M.D. Ophthalmologist. He has 4670 hours and has Commercial, Instrument, and Multi-engine ratings. He is currently flying a Glasair III. He has won several EAA and Glasair awards. His current project is to continue flying and improving his Glasair III. His other interests include investments and stock options.

ORLO R. WATSON "DOC"

Doc is a retired airline Captain from Slick Airways and a retired school district bus mechanic. He holds CFII, SEL, Multi Engine, and Instrument ratings and has 37595 hours, including 10,000 hours in C-46's. He flew the Hump in India in WWII! He can no longer be P.I.C. due to a stroke, but he still occasionally gives bi-annual checkrides. His awards include Traveling Squadron Commander, Rankin Academy (Tulare, California in WWII) checking standards of instruction. His current interest lies in promoting AMSOIL, the one synthetic oil that can give up to a 40% increase in gas mileage over petroleum oil, and can prolong engine life.

HARRY HECKMAN

Harry is a retired Senior Scientist Emeritus, Lawrence Berkeley Laboratory. (Physicist.) He is a private pilot, SEL with 400 hours. He is flying his Lancair 290, and his dream is to fly a totally complete Lancair 290. He was awarded the Von Humbolt Senior Scientist Award by the German government in 1978. His other interests include

a private pilot, SEL with 400 hours. He is flying his Lancair 290, and his dream is to fly a totally complete Lancair 290. He was awarded the Von Humbolt Senior Scientist Award by the German government in 1978. His other interests include music, photography, and keeping his Porshe 356B in good running shape.

SCOTT ACHELIS

Scott has been a contractor-developer for the past 20 years. He came to the East Bay to teach at Amador High school in Pleasanton where he taught from 1976 to 1979. He is a private pilot, SEL with a complex endorsement. He is currently flying his RV-6A. His current project is maintaining his plane and he dreams of owning a War Bird Trainer. Scott is Vice President of Chapter 393. He is starting construction on a 1 acre parcel developed into 3 lots on the former Christmas Tree Farm in Walnut Creek. He is coach of "The Yankees"—a multi-league team of 13 boys and girls in grades 1-3 in Walnut Creek. He has been married to "his best friend," Andrea for 20 years this August and he has two sons, Eric age 15 and Dean age 10. He plans a flight to Alaska this summer with Eric, and also a 3 week cross country with Andrea to New England this October.

PATRICK CAMPBELL sent me a letter telling of his experience with vapor lock in a Mooney on a trip to San Diego on a hot summer day. "I took off again and climbed in the Buchanan vicinity, turning the boost pump on and off, but with no problem until I reached 10,000 feet, at which time the engine started its dance again with the boost off. I leveled and as the air speed climbed, the problem went away. I concluded that the fuel system feed to the injector pump was probably vapor locking due to the heat of the climb and that it did not materialize until the outside pressure had dropped sufficiently to allow the bubbles to form under the lower pressure of the engine driven pump." Patrick fixed his problem with more fuel line insulation.

CASS CASAGRANDE and GORDON MCCOY each sent Scott Achelis glowing and grateful letters

of thanks to EAA # 393 for our \$500 contribution to Windows for Remy.

COMING IN THE NEXT ISSUE:

I have received two interesting articles from other newsletters which I will include in June, space permitting. One is from the COZY newsletter and it gives one builder's successful experience in using Bosch auto sparkplugs and spiral wound auto ignition wire in his COZY with a great saving in cost.

The other detailed article concerns the use of a OMC marine version of GM's V-6 in a RV-6A. On the dynamometer, the engine made 219 horsepower at 4800 RPM with a flat torque curve between 2600 and 4800. The engine weighs 402 pounds, using the stock block. An aluminum block is available.

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 (or rent)

The Hayward Flying Club (not-for-profit) has a Cessna 182 hangered at Hayward airport. The aircraft is in excellent condition and is not flown much. (133.1 hours tach in 1997) Call EAA 393 member, Dick Crowe at 581-6412 for further information.

NEWSLETTER SUBMISSIONS

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 address is: 400 Arbol Via Walnut Creek CA 94598
Telephone: 925- 943-1581
E-Mail: dougpage@earthlink.net
Fax # 943-2338 (but call 943-1581 and let me know first)

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EAA Defends Experimental Aircraft Flights over Populated Areas

April 16, 1998

EAA (Experimental Aircraft Association) is working with the Federal Aviation Administration (FAA) to resolve a situation that has surfaced in southern California which could hamper flights of Experimental category aircraft. The issue regards flights of experimental aircraft over populated areas, including takeoffs and arrivals at airports.

An application to operate an experimental-exhibition aircraft at John Wayne Airport in Orange County has provoked considerable discussion in the Los Angeles basin and, more recently, the San Jose area concerning the interpretation of the Federal Aviation Regulations. Local FAA officials have interpreted the regulations to strictly forbid flight over populated areas by both exhibition category and amateur-built (homebuilt) category aircraft.

EAA Headquarters and Washington Representatives have contacted FAA Headquarters seeking a national clarification of the FARs. Additionally, EAA is working with the FAA Western Region to resolve the particular situation at John Wayne Airport. The Long Beach FSDO is also involved in the issue, so a reasonable solution is implemented quickly.

EAA has asked FAA Headquarters to reiterate the agency's policy statement on the issue, established more than 25 years ago. That policy allows overflights by amateur-built aircraft once certain "flight testing" is completed. Since 1972, that guideline has helped establish a high standard of safety for amateur-built aircraft, which now make up more than 20 percent of the nation's single-engine general aviation fleet.

"National aviation policy should be determined by FAA Headquarters to prevent a patchwork of interpretations," said EAA President Tom Poberezny. "Although this situation grew out of a singular case regarding an experimental - exhibition aircraft at John Wayne Airport, it's important to reiterate current policy toward experimental aircraft operations and where that policy should be created."

EAA is an international aviation organization with 170,000 members and more than 950 local Chapters. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or explore EAA's World Wide Web site (www.eaa.org).

[EAA Members Home](#) | [EAA.org Home](#) | [AirVenture Home](#)

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MDPA Membership

*Please consider any
mail of this for the
next Cleco newsletter
Thank you
Dave Cunningham
842-2983*

To New Pilots in the area or old/young ones that need a place to talk airplanes:

You are invited to join the Mount Diablo Pilot's Association, better known as "MDPA" around Buchanan Field. The Association is a family-oriented club with events throughout the year that include monthly meetings with speakers on aviation topics, regular fly-ins and trips to a variety of places in the West. The focus of the club is to promote safety and aviation education and to be proxy on aviation matters for its membership.

Membership dues are \$180.00 the first calendar year and \$120.00 thereafter. Dues provide for the monthly newsletter, clubhouse, nametags, and help to sponsor club activities, such as the Christmas party and summer picnic. As a member in good standing, a fuel discount of \$.12 per gallon on 100LL is available through Pacific States Aviation, payable by Texaco credit card, cash or check. (Current rate of discount is valid until further notice.) With a thirsty bird, a Mooney or C-210, filling up every other week, the MDPA membership will pay for itself.

The Mt. Diablo Pilot's Association, Inc. is a non-profit organization whose purposes are:

- To promote good public relations between general aviation enthusiasts and the local community.
- To encourage participation in fly-ins and other aviation activities.
- To promote safety and educational activities for pilots.
- To provide mutual resources of information on flying for members.
- To furnish information and support to the Contra Costa County Airport Advisory Committee and other governmental agencies concerned with aviation.
- To be a proxy on aviation matters of community concern for its membership.

The benefits of membership are:

- Contact and social interaction with fellow pilots and those interested in flying.
- Monthly meetings with dinner and a guest speaker of interest.
- Other social events, usually always with food available for a reasonable charge.
- Flying events, both local and away – a reason to fly.
- Access to information about flying.
- Discounts on fuel.

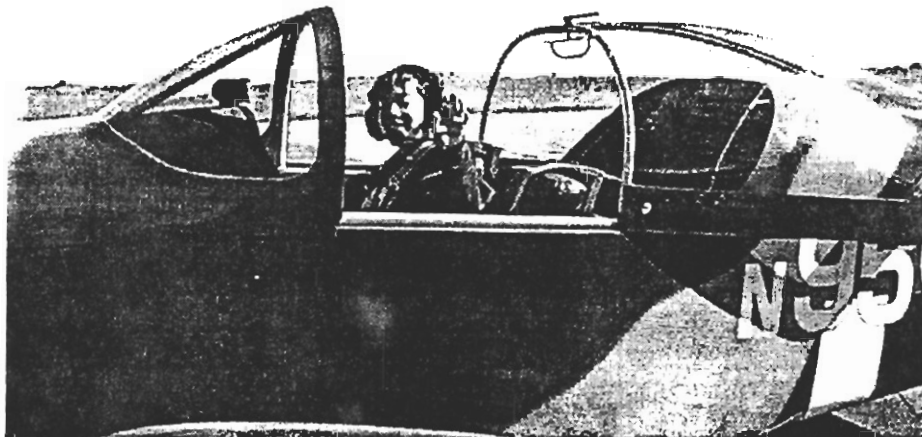
Applications for membership may be obtained at Pacific States Aviation or by contacting one of the following:

Dave Cunningham, Membership Chairman 510-842-2983 –or-
Dave Evans, President 510-254-6719

EAA Chapter 393 assists Chapter 52 at Rio Vista Young Eagle Event



A group of anxious Young Eaglets await their chance to fly at Rio Vista April 18



Scott Achelis' RV6A (Chapter 393 VP) with a happy Young Eagle

On April 18th pilots from Chapter 393 and 62 went to Rio Vista to assist Chapter 52 from Sacramento with the first young eagles event of the season for Chapter 393 members.

Chapter 62 had already had their first event at Palo Alto on April 4th.

I am sorry I can not report how many young eagles were flown or how many aircraft participated, but that requires coordination which I have not accomplished. However, I did want to share some of the photographs I took at the event and to show other chapter members some of the smiles that we get from the kids when we give them their first airplane ride. Even if some have flown before, they usually don't come back unless they do enjoy it. Apologies also for the lack of names.

As most of you know, kids are flown in all types of aircraft at no cost to the kids. They must be eight to seventeen years old. Seven and eighteen year olds can be flown, however, they do not get the

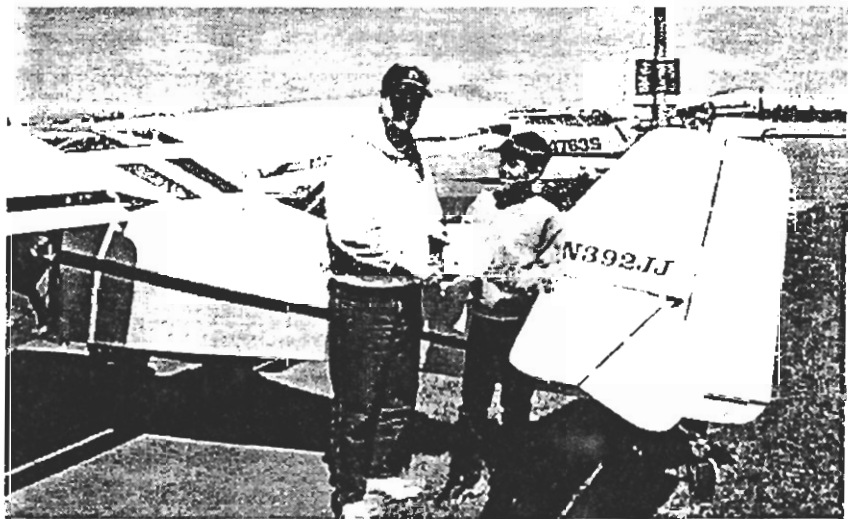


Duane Allen's 4th Young Eagle of the day, Lee, and his parents, Audri and Trace Allen (no relation).

letter from Tom Poberezny congratulating them on becoming a young eagle.

It is my understanding their names do get put in the world's largest logbook however. The magazine *Sport Aviation For Kids* has been discontinued.

If you would like to participate in future young eagles events, give Lisle Knight or Duane Allen a call or send them an email. Lisle's email is lvknight@pacbell.net and Duane's is aerosol@pacbell.net



Robert McGregor and his beautiful Kitfox III from Sacramento with another Happy Young Eagle

If you don't have email, you can reach **Lisle** at 510.527.6846 or **Duane** at 925.687.3433 or page him at 925.674.5042. Either will be glad to talk to you about young eagles.

The next scheduled young eagles event at Concord is planned for June 27th.

The Moffett Field event will be on June 14th in conjunction with KSFO's flag unfurling ceremony. The flag is the world's largest US Flag. See the url: <http://www.ksfo560.com> and click on the flag and follow the links. Also check out the Chapter 62 website for update information. <http://www.eaa62.org>

And, don't forget the Buchanan Field Open House/Air Show on June 21st.

For Reprints call Duane

Also from the Cozy Newsletter.

As most of you know, I have been running two electronic ignitions for some time. This arrangement, along with after market fuel injection has worked out very well over the past 8 years. Yes, it's been 8 years since I installed the first electronic ignition and fuel injection. Six months later came the second electronic ignition. I'm using Jeff Rose's system. I have had one failure in 700 hours with the ignition, and that was when one of the pickup transducers quit. Jeff has switched to a more rugged unit and I also carry a spare. Each system is independent except for the automatic spark advance.

A single one of these drives both units to produce the same curve. I can also advance the spark curve any time I want. This feature is not available in off the shelf units. It has been useful in that I can verify Jeff's automatic curve for optimum performance under any condition.

There are several benefits from electronic ignition. The biggest is not increased gas mileage, not smoother quieter running engine, not easier starting and lower idling rpm, but the simple fact of NO MOVING PARTS.

If you are running REM44 plugs you can switch to REM37BYU and gain from 50 to 100 rpm. These are standard aircraft plugs. The reason of the gain is they stick down into the cylinder closer to the piston and have a better flame propagation. No, they don't run hotter. The REM37BYUs also have less lead ball fouling.

If you want to save several hundred dollars on plugs, I suggest switching to automotive plugs. I've run them for 7 years. The history goes like this. The first ones I used were Bosch DR8BPX. They worked fine but did not have a flat mating surface and had to be turned down on a lathe. I first made them the same length of the REMs. Later I turned them so the length was almost the same as the BYUs, no rpm increase. When I made them reach longer into the cylinder a new problem surfaced. The threads were being exposed to the cylinder environment and it was tough to unscrew out of the cylinder after a few hours. Back to the original length. Once you have turned down the plug so it will accept the standard copper aircraft washer, I found 60% of the plug mating surface disappeared.

This in turn deformed the copper gasket when screwing into the cylinder. Never the less, a good seal was had and worked fine. After several periods of checking the plugs I noticed that the mating surface of

the cylinder head-to-spark plug was starting to dish out. This was not good. I then switched to a snowmobile 1 inch plug. These monsters had the flat aircraft seat and worked well as far as the mating surfaces were concerned. They protruded into the cylinder even less, so a few more rpm were lost. The plugs were Autolite 2695, they had a 15/32" reach. I used various brands of these snowmobile or commercial plugs for several years, but the original Bosch plugs always performed better. The Bosch plugs only cost \$1.75 each. The snowmobile ones cost \$5.00 each and required a 1" socket to remove and replace. Last year I switched to a new Bosch plug, M8ACO. These plugs seem to perform as well as the original ones and come with the flat surface ready to go into the aircraft heads, no messing around. They are the right heat range but are not normally carried in the parts stores.

You will have to order them, a minimum of 10, and they are about \$4.50 each. I

Continued on P.3

ordered mine through PEP BOYS. You can use any of these plugs with mags, but will have to change the end of the harness.

If you want to save more bucks, throw away your old worn out mag harness and use an automotive ignition wire. Until a few months ago I used 8.5 mm automotive racing ignition wire. This can be purchased at most any automotive store. The resistance needs to be 5000 ohms per foot. Jeff Rose told me about a new "spiral wound" automotive ignition wire. It is superior to the 8.5 mm stuff I was running. We put a set on. I figured after 8 years the old 8.5mm had enough service (although it was working fine). The new harness is a little more expensive (about \$20 more per set) but look more like aircraft harness than the old ones. The new set has been on for 2 months now and works fine with no ignition noise. I have noticed no improvement over the old set such as increased rpm.

If you have any technical questions you can phone me at (817)-354-8064 or e-mail me at vaatk@flash.net. Have fun flying! Vance Atkinson

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, MAY, 1998

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Secretary-Treasurer Louis Goodell 682-4198
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