

The Citeco

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

OCTOBER, 1999

REGULAR MEETING,

OCTOBER 27, 1999

Vice President Scott Achelis invites us to the regular meeting at 7:30 PM on Wednesday, October 27, 1999 in the old Terminal Building just south of the Tower with the following:

Our speaker this month is Fred Morino, who will be giving what he describes as "a technical presentation on the thermal dynamics of heat transfer from liquid and air cooled engines..." Fred, a graduate from Stanford University with a degree in mechanical engineering, has been an aviation enthusiast for over 40 years, when he took his first flying lesson. Currently he is building a Lancair IV, which he intends to power with a liquid cooled engine.

PLEASE NOTE!! Fred's presentation will begin at 8:45 (not the usual 7:30) to allow him more time to get here from his office in Los Altos.

(So we will have the business meeting, raffle introductions and boasting first beginning promptly at 7:30.)

Please wear your Badges during the meeting so those newcomers will feel more comfortable coming up to talk to you. You should also approach them! Make them feel welcome!

PRESIDENT'S CORNER

We have had great fun at two recent events. We had a Fly Out to Pine Mountain Lake on September 25. Four pilots participated; Phil Jenkins, who had Ron Caldwell as a passenger, Duane and Audrey Allen, Lou Ellis and Grace and Ron Robinson and Judy. There was a nice restaurant there, but there is also a magnificent museum of 30's, 40's and 50's memorabilia, planes motor scooters household appliances, cars etc. The museum is contained in two large hangers and is owned by Kent Blankenburg. Admission is free and Kent asks only that visitors do not touch anything.

We then had a great barbecue picnic on October 9 in Phil Jenkins hanger. Bruce Seguine barbecued hamburgers and hot dogs. Guy Jones was a great help with layout and cleanup. Brad Poling contributed a great salad. Some nice person(s) brought cookies and Chris Kenyon brought a cake. Rick Young, now of Laguna Nigel, showed up with his new bride Linda! At least 35 persons attended and we had a great time. Thank you Pete Wiebens, Bruce Seguine, Guy Jones, and everybody who put this together!

Fly Safely,
Ron

EAA CHRISTMAS PARTY COMING

Santa Claus Louis Goodell has arranged a fine place at a nice price so that we and our guests can enjoy ourselves. The party will be at the Greenery Restaurant, 1551 Marchbanks Road, Walnut Creek on Saturday, December 11, 1999 beginning at 6 PM. The cost will be only \$25.00 per person. Mark your calendars. Invite your guests. Bring your wife, children, and friends. We need at least 90 ticket purchasers. Buy your tickets from Louie Goodell at the October or November meetings, or send your money to Louis at PO Box 272725, Concord, CA 94527-2725. Use Louis' form further down in this Cleco.

393 ELECTION OF OFFICERS IN NOVEMBER, NOMINATIONS IN OCTOBER

The regular election for President, Vice President, Secretary-Treasurer and Cleco Editor will be held at the November Meeting. Due to Thanksgiving, this meeting will be on the third Wednesday of November, November 17, 1999 at 7:30 PM in the Terminal Building just south of the Tower. Written nominations can be mailed to the Secretary at the address shown on the Cleco masthead, but the nominations must reach Louis Goodell by October 27. Oral nominations can be made at the October 27 meeting and then nominations will be closed so that Louis Goodell can prepare written ballots. To make certain that the offices are filled for the two year term, 2000-2002, as recommended at the EAA Leadership Conference, the present Board, has obtained the consent of the following persons to run:

President: Bob Belshe

Vice President: Tracy Peters

Secretary-Treasurer: Louis Goodell

Cleco Editor: Duane Allen

Additional nominations are welcome.

INSURANCE-FAA PROBLEM SOLVED?

Randy Hansen of EAA has faxed me portions of new FAA Order 8130.2D effective September 30,

1999 that are not yet available on the Internet or in FSDO offices. Randy also sent a copy to Guy Minor of Oakland FSDO. This new Order will not be distributed to local FSDO's for several weeks, and in the meantime we have to proceed as we have been doing: NOTIFY FAA IN WRITING OF ANY SUBSTANTIAL MODIFICATION. Randy Hansen of National EAA says that we will have to notify FAA in writing to ask for an amendment to our Airworthiness Certificate that will permit us to make future modifications and to test them under the new procedure, when the new Order becomes operative.

The important part of the new Order is Paragraph 134b(17), which states:

"After incorporating a major change as described in Section 21.93, the aircraft owner is required to re-establish compliance with Section 91.319(b). All operations will be conducted day VFR in a sparsely populated area. The aircraft must remain in flight for a minimum of 5 hours. Persons non-essential to the flight shall not be carried. The aircraft owner shall make a detailed log book entry describing the change prior to the test flight. Following satisfactory completion of the required number of flight hours in the flight test area, the pilot shall certify in the records that the aircraft has been shown to comply with Section 91.319(b). Compliance with Section 91.319(b) shall be recorded in the aircraft records with the following or similarly worded statement: **'I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The following aircraft operating data has been demonstrated during the flight testing: speeds V_{so} ____, V_x ____, and V_y ____, and the weight ____, and CG location ____ at which they were obtained'**"

As you can see, we can make a major modification without notifying FAA once the Order becomes operative, AND our Airworthiness Certificates have been amended to permit this.

Guy Minor of Oakland FSDO has not received the whole Order, so he cannot comment on it yet. But it does look like a nice change is coming soon, and that National EAA has done us all a big favor. BUT until you hear otherwise, NOTIFY FAA IN WRITING OF ANY MAJOR MODIFICATION (like a new prop) AND WAIT FOR THEIR REPLY THAT THE CHANGE IS NOT SUBSTANTIAL. Only then can you be sure of your insurance coverage, and only then can you be sure that your assets are secure for your retirement when you fly. If you do not, some hotshot lawyer could take everything you own if you crashed.

Minutes of September 22 Regular Meeting

(Courtesy of Louis Goodell)

Meeting was opened at 7:30 PM.

It was turned over to Don Purdy by Scott Achelis. Don had 234 missions with the Air force in Asia then went to the flying Tigers in 1983. He has 10,000 hours flying time.

He hurt his back in 1983, not from a crash, but due to a fall on the ice on the ramp.

He started a catalogue of home built planes.

Ron Purdy signed up with our Chapter. He now has a Hanger at the East Side #17, and he flies a MA-5 Charger. His E-mail address is dpurdy@wenet.net

Tracy Peters talked about Golden West. They did about the same as last year. The Board of Golden West voted to try it for one more year.

Harry Heckman has new Paint and new upholstery.

Dick Rihne is painting and picking up tail feathers on his One Design.

Tim Glenn now has 200 hrs on his Kit Fox.

GOOD OF THE ORDER

Pat Peters has agreed to continue the raffle until the end of the year. The new Board will then decide what to do for the future. Some propose simply charging \$2 as admission for each meeting. Some propose buying raffle tickets and then instead of prizes, retaining 25% for the Chapter, awarding 50% of the cash to the first ticket holder and 25% to the second. What do you think? How would you keep Chapter #393 solvent?

HELLO FROM LARRY LAUGHLIN

Let me first say that I sincerely miss my old EAA club #393. The Colorado Springs Chapter has not worked out at all for me and I have consequently resigned my membership (however, still maintain my National membership).

Since selling my Long-Eze, I've found that I just haven't been "sport" flying that much. The Bonanza, as beautiful a plane as it is, just isn't that much fun to fly. Oh, it's great for the long cross country ride, especially when you're hauling three other people and a ton of baggage; but it isn't the type of plane you merely fuel up, hop in and go burn holes in the sky with, like the Long-Eze and other homebuilts. The fuel burn, weight of the aircraft, and aerobatics ability are all things I miss greatly. The Long-Eze had it all in that regard!

Then, there is the Annual. Man, anything to do with this Bonanza is costly when it comes to replacing parts. My IA said that I absolutely had to get the CHT in this airplane working, however I've been stumped on how to get the stupid instrument to register anything. The Probe and the Instrument appear to be working fine; it's the thermal-coupler wire between the two that must be replaced. The older instrument requires "Constantine/iron wire" and Beech sells the two wire, 67-inch harness for only \$219.00 plus S&H! That's more than \$3.25 per inch for a genuine two wire thermal-coupler from Beech? Give me a break!

Yeah man, I miss that Long-Eze now!

393 GUYS AT RENO AIR RACES

Bill Black got a ride to the Reno Air Races with Jack Bernadini in Jack's Baron. Mike Diaz was there also. Bill loaned me the Reno Gazette-Journal containing the account of Gary Levitz' fatal crash while rounding the first turn at over 400 MPH in his modified P-51. One account is that the left wing came off and struck the empennage. Another account is that an elevator came off first causing violent loss of control that separated the wing.

David Morss won the Sport Gold class in his Lancair IV at 319.671 mph, followed closely by 3 Questair Ventures at 281-302 mph. The Glasair III flown by Mike Jones took first place in the Sport Silver class at 271.098mph followed by a Berkut at 261.702. Next came 5 other Glasair III's ranging from 249 to 235mph.

Perfection

Bill Black is building a perfect Harmon Rocket, but he is having his troubles with canopy defects. He is now on his fourth canopy. There were various defects in materials and fit, none of which were of Bill's making.

NASA's Solar Powered Pathfinder

While vacationing in Kauai in September, I saw pictures of NASA's solar powered Pathfinder that had flown from the test range there. Pictures in a local museum showed that it was a 100-foot span, very light flying wing with 6 electric motors powered by solar cells on top of the wing. It was radio controlled and had flown to 71000 feet. I tried to get in to see it, but it had been moved to the mainland. Duane Allen to the rescue! Duane said the plane was now at Dryden Flight Research Center and he would see what he could do about getting us in to view it.

In the meantime, Duane referred me to the web site where you can view pictures of the Pathfinder and

all of the other exotic planes that NASA has or is experimenting with. See:
<http://www.dfrc.nasa.gov/gallery/photo/Pathfinder/index.html>

CALENDAR

- October 16 Napa Valley Airshow, Napa
- October 23 3rd Annual Warbird Fly In Nut Tree Airport
- October 27 Regular 393 Meeting
- October 30 393 Fly Out
- November 17 Regular 393 Meeting-Election of Officers
- December 11 EAA 393 Christmas Party

CLASSIFIED ADVERTISING

Full Set Lamb Wheels, tires, brakes and axles.
Cost \$350. Sell for \$100. Call Rick Lambert for further details at 925-934-5007 or at work, 925-676-9377

For Sale: Cessna 152. 4990 TT. 90 SMOH. 90 since Prop overhaul. Cessna avionics + DME.
\$26,900. John Cicero 925-370-1237

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:
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Telephone: 925- 943-1581
E-Mail: doupage@earthlink.net
Fax # 925-943-2338

JOKE ? DEPARTMENT

One Reason the Cleco Editor makes spelling errors

Owed (Ode) To A Spell Checker
I have a spell checker
It came with my PC

It planely marks for my revue
Miss steaks aye can knot sea

Eye ran this poem threw it
You should be glad two no
It's very polished in it's weigh
My checker tolled me sew

A checker is a bless sing
It freeze yew lodes of thyme
It helps me right all stiles of verse
And aides me when aye rime

To rite with care is quite a feet
Of witch won should be proud
And wee mussed dew the best wee can
Miss stakes are knot aloud

And now bee cause my spelling
Is checked with such grate care
There are know flaws within my site
Of nun eye am a wear

Each frays come posed up on my screen
Eye trussed to be a joule
The checker pours o'er every word
To cheque some spelling rule

That's why aye brake in two averse
My righting wants too please
Sow now eye sea why aye dew prays
Such soft wear for pea sea

Why Experimentals are Better

< CREATIVITY

Never be afraid to try something new.
Remember, amateurs built the ark.
Professionals built the Titanic.
Author Unknown

The following come on the screen recently-

A Lesson in Gender!

A language instructor was explaining to her class that French nouns, unlike their English counterparts, are grammatically designated as masculine or feminine. Things like 'chalk' or 'pencil,' she described, would have a gender association although in English these words were neutral. Puzzled, one student raised his hand and asked, "What gender is a computer?" The teacher wasn't certain which it was, and so divided the class into two groups and asked them to decide if a computer should be masculine or feminine. One group was comprised of the women in the class, and the other, of men. Both groups were asked to give four reasons for their recommendation. The group of women concluded that computers should be referred to in the masculine gender because:

1. In order to get their attention, you have to turn them on.
2. They have a lot of data but are still clueless.
3. They are supposed to help you solve your problems, but half the time they ARE the problem.
4. As soon as you commit to one, you realize that, if you had waited a little longer, you could have had a better model.

The men, on the other hand, decided that computers should definitely be referred to in the feminine gender because:

1. No one but their creator understands their internal logic.
2. The native language they use to communicate with other computers is incomprehensible to everyone else.
3. Even your smallest mistakes are stored in long-term memory for later retrieval.
4. As soon as you make a commitment to one, you find yourself spending half your paycheck on accessories for it.

From the Livermore chapter Evening

FLY AIR ZIMBABWE?

This is a true story published in the Chicago Tribune "Travel" section for Sunday, June 6, 1999, in a story entitled "Choppy Skies - A white-knuckle flight on Air Zimbabwe" by Gaby Plattner.

It seems that Plattner was traveling through Africa with a backpacking group when they found themselves waiting in Kariba airport for a flight to Hwange.

"Our flight was delayed, so we settled down to wait. And wait. Three hours later, we were finally told the plane was ready to board. Air Zimbabwe bought many of its planes secondhand from other airlines, and the one we got into was no exception. Dirty and ancient, the midsize jetliner was clearly one that no one else had wanted. Inside, we settled into the seats with 80 or 90 other passengers and waited. And waited some more.

Finally, the pilot's voice came over the loudspeaker. 'We're all ready to go, ladies and gentlemen, however, we've been waiting for the copilot, and he still hasn't arrived. Since we've already waited so long, we're just going to go flying without a copilot today.' There was a nervous buzz through the cabin. He continued, 'If any of you feel uncomfortable with this, feel free to disembark now and Air Zimbabwe will put you on the next available flight to Hwange.'

Here he paused. 'Unfortunately, we are not sure when that will be. But rest assured, I have flown this route hundreds of times, we have clear blue skies, and there are no foreseeable problems.' " No one in Plattner's group, doubtful as they might have been, wanted to wait any longer at Kariba for a plane that may or may not materialize, so they stayed on board for the one-hour flight.

Once the aircraft reached cruising altitude, the pilot came on the loudspeaker again "Ladies and gentlemen. I am going to use the bathroom. I have put the plane on autopilot and everything will be fine. I just don't want you to worry." That said, he came out of the cockpit, fastened the door open with a rubber band to a hook on the wall. Then he went into the bathroom.

Plattner continues: "Suddenly, we hit a patch of turbulence. Nothing much, the cabin just shook a little for a moment. But the rubber band snapped off with a loud 'ping!' and went sailing down the aisle. The door promptly swung shut. A moment later, the pilot came out of the bathroom. When he saw the closed door, he stopped cold. I watched him from the back and wondered what was wrong. The stewardess came running up, and together they both tried to open the door. But it wouldn't budge. It slowly dawned on me that our pilot was locked out of the cockpit. Cockpit doors lock automatically from the inside to prevent terrorists from entering. Without a copilot, there was no one to open the door from the inside. By now, the rest of the passengers had become aware of the problem, and we watched the pilot, horrified. What would he do? After a moment of contemplation, the pilot hurried to the back of the plane. He returned holding a big ax.

Without ceremony, he proceeded to chop into the cockpit door. We were rooted to our seats as we watched him. Once he managed to chop a hole in the door, he reached inside, unlocked the door, and let himself back in. Then he came on the loudspeaker, his voice a little shakier this time than before. 'Ah, ladies and gentlemen, we just had a little problem there, but everything is fine now. We have plans to cover every eventuality, even pilots getting locked out of their cockpits. So relax and

enjoy the rest of the flight!' "

Dear Dr. Ruth

I'm writing to tell you my problem. It seems I have been married to a sex maniac for the past 22 years.

He makes love to me regardless of what I am doing ironing, washing dishes, sweeping etc. I would like to know

if there is anything you may know of my ~~marriage~~ ~~or~~ ~~it~~ ~~is~~ ~~unusual~~

Ran Curtis

Myrtle

Contributed by Rick Lambert

1999, Chapter 393 annual Christmas Party

This Years Christmas Party will be held at the Greenery Restaurant
at the Diablo Hills Golf Course, 1551 MarchBanks Drive
Walnut Creek, Ca 94598
December 11, 1999 @ 6:00 PM No Host Bar and Awards
Buffet Dinner At 7:00PM

Menu will be, Baron of Beef
Lemon Herb Chicken
Rice Pilaf
Tossed Green Salad
Fresh Fruit Tray
Potato Salad
Dessert

There will be Wine at each Table.(red &white)
Cost for the meal will be \$25.00 each person. Tax and Tip is included.

Party and Dinner will be between 6:00 PM and 10:00pm Bar will be open
to 2:00AM. A DJ and Dancing will be after 10:00 PM

Awards ; to be given out 6:30 to 7:00 PM

Must have firm head count by Dec 3rd , Also money.

Name _____ Spouse or Guest Name _____

Send \$25.00 per head to EAA Chapter 393
PO Box 272725
Concord, CA 94527

or bring to either Oct. or November Chapter meeting.

"WE Need 90 Persons "

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, OCTOBER, 1999

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