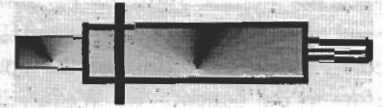


The Cleco



Official Publication of the Experimental Aircraft Association
EAA Chapter 393, P.O. Box 272725 Concord, CA 94527-2725

Volume No.2

February 2001

Issue No. 2



The Leader In Recreational Aviation

The website changes frequently.
Have you checked it today?



President's Column:
Bob Belshe presiding.

As those of you who were there know, I missed the January meeting due to some medical events, which are detailed elsewhere in this issue. The best part of all I went through is that the surgery has restored normal blood

flow to my heart and I think I will be able to qualify for a "special issuance" medical in about six months. Many thanks to all who called with good wishes. It really helped. Also special thanks to Fred Egli, Will Price, and Harry Heckman who each took time to drive me to various medical appointments.

Since I have lots of time to spare now, some of it has been spent poking about on the Internet. One of my favorite web sites is www.avweb.com. Avweb is a comprehensive site dedicated to current issues in aviation and contains a large number of special interest articles written by experts. A couple of my favorites are the aviation medical section and the maintenance section. There are articles on engine leaning, stuck valves, fuel, break-in, and lots more. In addition to searching the site, you can sign up to receive a free weekly e-mail newsletter about the latest happenings in aviation.

Bob's medical report

I've had some close encounters with doctors and hospitals recently. Duane asked me to write it up for the Cleco. Here is the story...

It started on Jan 13, a Saturday night, with some unusual pain in my left elbow. This is a common symptom of a heart attack, so we went to the emergency room at Alta Bates to have it checked out. Since I had a previous history of heart disease, they did some tests that showed no heart attack but decided to keep me in the hospital overnight anyway. Monday morning they did an angiogram which showed that I needed bypass surgery. They scheduled me to come back on Friday for surgery.

(Continued on page 2)

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- Page 4. Input from Mark Stafford
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- Page 7. For Sale/Trade/Wanted Items
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Our meetings are open to the public. Everyone can consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, flyouts and just plain good old camaraderie.

Our normal meeting time is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

Year 2001 Meeting schedule:

- February 28
- March 28
- April 25
- May 23
- June 27
- July 14 Chapter Picnic
- August 22
- September 26
- October 24
- November 28 after Thanksgiving
- December 15, Christmas Party @ The Greenery, Walnut Creek
- January 23, 2002

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Sport Aviation

(Continued from page 1)

The surgery went well (I don't remember much of it) and they were able to use a relatively new procedure which allows the bypass grafts to be done without putting the patient on a heart-lung machine and stopping the heart. This method reduces the time of the operation as well as the trauma to the patient. By Wednesday, five days after the surgery, I was able to go home. All seemed well, and I was looking forward to a rapid recovery.

Then it happened, three days after I got home, I was walking down the hall, stumbled, and came up with a broken right ankle! This event was followed by another trip to the ER, x-rays to confirm the break, and a temporary splint. It seems bad things always happen on weekends. A couple of days later the orthopedist puts a nice fiberglass cast on my leg. Lest you think that's enough, read on...

On Feb 8, Sally was admitted to Alta Bates for treatment of a slow heart rate. She stayed for four days to get established on a new drug and came home much better. On Feb 9, I went back for follow-up x-rays and was told that the cast is not holding the broken bone together well enough and the break needs to be surgically repaired. So, on Feb 13, it was back to Alta Bates to have a plate and six screws installed over the break. After waiting for 5 hours, the surgery took only 40 minutes, and I was able to go home the same day. It's been almost a week now with no new medical events, so I hope this is the end of the story.

FAA ADDS NEW TERM FOR PILOTS IN URGENT SITUATIONS

There has been a small but important change to the "Aeronautical Information Manual" (AIM), designed to help pilots communicate an urgent situation without declaring an emergency.

When in contact with ATC, pilots can use the word "immediately" to avoid an imminent situation. The change was based on the analysis of accidents by ASF and the FAA.

Weather situations such as icing, heading changes near thunderstorms, and weather where an IFR clearance is needed quickly may all qualify for some extra ATC consideration.

ASF recommends using the "I-word" as required, but realize that by then you may have let things go too far. ASF also recommends that pilots file a NASA ASRS (Aircraft Safety Reporting System) report so that others can learn from your experiences.



Editors Column by Duane Allen

Another month has flown by and here it is time to go to press. I have a lot of white space to fill.

I have been working 10 hours a day or more at NASA then coming home to work another six to 10 hrs. getting my house ready to sell.

You say why so much work on a house I am selling? Well if you really knew me, you'd understand.

Another reason, in today's real estate market people want to buy a new house at used house prices or they want to buy a used house in new condition because there are not enough new ones to go around. This house will be as close to new condition as any you will find anywhere. Guaranteed.

Sellers in California are now required to sign all kinds of disclosures, including a statement that says there are no known deficiencies (i.e. leaky plumbing, chipped tile, squeaky floors, hazardous materials anywhere, etc. The list goes on and on). Basically you are attesting the house is in as good condition as a new house (with warranty) even though the house may be 20 or 30 or even 40 years old. That's our litigious society at work.

In the aviation department, I haven't flown my Cardinal in over a month. And the annual is due by the end of the month. No hope of getting it done, so now I am down to getting a ferry permit to complete it when I can do it. Oh well, that's life.

Thanks to Russ MacDonald and Mark Stafford for their input to the newsletter this month. My job wouldn't be so tiring if more people would provide input. Thanks guys.

As it turns out, due to delays in Canada on the UCAR C130 D check, I will be able to produce the March Cleco but it will be up to Louie and Bob to do the April issue. I will be back in time to do the May issue.

I am not looking forward to Japan again. Almost died the last time I was there. Going commercial this time. Many hours in an aluminium tube with sick people sure increases the chances.

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GEAR-UP LANDING

From: "Russell MacDonald" <russmacdonald@earthlink.net>

I saw several posts about gear up landings, so I thought I would share my personal experience.

I was alone one beautiful day in 1993, returning to TKI, my home field at McKinney, TX. When I put the gear lever down, I heard a muffled 'bang', and then didn't get a gear down light. I tried gear-up, gear-down several times, checked the ammeter - heavy discharge indicating the pump was running; checked the breaker - it was OK. Then I tried the hand pump - no resistance felt. No green light either up or down.

I remember thinking that after 25 years of flying, it had finally happened - my first serious gear problem.

I did a fly-by and the tower told me that my nose gear looked down, but my mains were in trail part way down. I couldn't see the mains (I didn't have a mirror).

I had about 2.5 hours of fuel, so I decided to leave the pattern to see if I could get the gear down somehow. I tried everything, but couldn't figure any way to get the gear down. I pulled the plane into stall attitude - I even put the autopilot on and set up a slow turn, climbed in the baggage compartment, and opened the door to the hydraulic pump, and checked the fluid level - none. That's when I noticed smoke coming from the pump, so I jumped back in the front and pulled the circuit breaker for the gear. I called the tower and asked them to get a mechanic for me to talk with.

Meanwhile, I decided that I would burn off some fuel to minimize the gross weight as well as the chance for a fire.

[Probably more danger from a power-off landing if fuel is exhausted than from the presence of fuel.]

I had about 2.0 hours to figure out what to do. I pulled out the Pilot's Operating Handbook and studied it, to see if there was something I had missed. No luck. I remembered reading in one of the airplane magazines about pulling the gear down with a golf club, so I looked around inside the plane. No golf clubs, but I did have the tow bar with me. I unlatched the pilot's door and tried to push it open. Has anyone tried this? There was so much wind resistance on the door that I couldn't get it open more than a couple of inches. Nowhere near enough to lean out and try to hook the tow bar on the gear. Besides, I really didn't like the idea of hanging out of the door anyway. I gave that idea up pretty quickly.

In about 30 minutes, the mechanic showed up at the tower, and we talked about my situation. It was becoming clear that I wasn't going to get my gear down, so I quizzed him about whether it would be best to land on the grass or not. The mechanic called a couple of other folks who had more experience at this, and they recommended landing on the hard surface, to minimize damage. No one felt that there was much chance of injury to me as long as I made a good landing, but the consensus was that if I landed on the grass, the plane might dig in and come to an abrupt stop or turn sideways and clip a wing tip causing very expensive damage. At the very least, dirt would be forced into the seams of the belly skin and expand the seams so that all the skins would need to be replaced.

Then, more people joined the instructor in the tower; a highly

experienced flight instructor, an FAA inspector, the airport manager, and a few others. I talked with the flight instructor, and I went through the emergency checklist (with the FAA man listening. Later this proved to be a really smart move!) I would follow the emergency gear-up landing procedure exactly as written.

The FAA man cautioned that under no circumstance should I try to stop the prop. He told me that it is extremely dangerous to attempt this on final, because you have to pull the plane into a full stall - not a good attitude on final. If you stop the prop at a higher altitude and dead-stick it in, you are faced with greatly reduced drag from the prop, causing all the glide and landing characteristics to be different; again, not something you really want to be dealing with when you already have your hands full. He also pointed out that the emergency landing checklist never mentions stopping the prop. I later found out that some pilots have actually been cited by the FAA for reckless piloting for stopping the prop on a gear-up landing!

[Seems like you'd have to come to some grief beyond just having a stopped prop. The typical second-guess scenario, you know!]

I was about five miles northeast of the field making lazy circles, and I could see more and more flashing lights arriving at the field. I think they brought every fire truck, ambulance, and police car in McKinney to the airport that day. This was clearly going to be their entertainment for the day.

So, the time finally arrived where my tanks were low enough (I really didn't want to run out of fuel!), and I would literally have one shot at it.

[Yeah, why do THAT to yourself!?!]

I entered the pattern on downwind, set the flaps to 10 degrees, and slowed to 100 (knots). I turned base and slowed to 90 - flaps to 20 degrees. I turned final and slowed to 65, flaps to 30 degrees per the emergency checklist. Everything looked perfect. I was carrying just a touch of power.

200 feet off the ground,
reducing power. master switch off, doors unlatched.
50 feet.

Slow, careful transition to flare, mixture to idle cutoff - prop still turning.

Smooth flare, 55 knots - stall warning going off.

Ignition switch off.

I feel the dangling wheels start to drag on the pavement. Very little braking effect.

Tail low attitude - yoke in my lap, hold the nose off as long as possible hoping the nose wheel will hold.

The plane is settling slowly, smoothly to the runway - prop won't stop! Ding.ding.ding! I realize that it is the windmilling prop hitting the runway. The nose gear wasn't locked after all!

Stall horn blaring!! Very gently the belly contacts the runway. The props stop horizontally, the stall horn goes quiet, and I am now sliding on the pavement.

After a few seconds the rudder no longer has any effect - I'm slowly turning to the right and angling off the runway. I realize that I will just barely leave the runway at maybe 10 miles per hour.

(Continued on page 6)

Dear Fellow Builders,

Mark Stafford here with an update. Sorry no photos... they are too incriminating! (things that are not really in my hangar). My 50% VariEze in my garage has not been touched in two years. My 90% Q2 (quickie two place) is steadily progressing, but not by itself. I am averaging about one hour per day at the hangar. I had hoped to be flying several months ago, and it is at least several months off, but I am sincerely enjoying hanging out at the airport and fixing this and that. I also very much enjoy brief visits (D4, East Ramp). By brief, I mean less than 5 minutes. We could probably talk for longer, and I would enjoy every minute. But later, I would feel I was neglecting my heart... neglecting to finish and fly. If, however, you need someone to buy your gas, stop by and steal me for a flight. That would be in line with my heart... to fly.

Mark Stafford
mstafford@natca.net
cell at hangar (925)586-0839

Dear Fellow Flyers,

Heads Up!

The Federal Aviation Administration (FAA) is attempting to do a better job; that is a good thing. One of the more specific ways the FAA is trying to improve, is to reduce the number of runway incursions¹, another good thing. This sounds agreeable, until one asks the question, "Reduce from what - how many do we have now?" Someone high in the FAA has asked that question. Much like the Contra Costa County Airport folks have asked, "what is the current state of hangars at Concord Airport?" In order for the FAA to quantitatively reduce incursions, the FAA needs to know how many incursions are currently happening. Pursuant to this effort, Air Traffic Controllers are being told to report all incidents².

It used to be, if you messed up with ATC, you quickly called that facility, apologized, learned the local procedures, and promised to never mess up again. End of story. That particular facility could honestly feel that their safety responsibility had been met, and they could avoid all the paperwork of informing Flight Standards District Office (FSDO, pronounced "fizz dough"). But now Controllers are being told to report all incidents. So theoretically, now if you mess up, that particular facility could get in trouble for not telling FSDO on you.

A silver lining in this storm cloud is that FSDO several years ago did a cultural 'about face', and now favors education over punishment, at least on a agency or bureaucratic level. If you ever found yourself in trouble with FSDO, plead for education and emerge smiling and safer. Another silver lining: this is an intelligent way for the FAA to improve. Another: you should be less vulnerable to the

vengeful moodiness of cranky Controllers. Another: this is a two way street - feel free to force the system to correct controller mistakes. The FAA term is "Quality Assurance", and anytime a pilot calls the facility about possible mistakes, an entry is to be made on the "the Log" (form 7230-4, Daily Record of Facility Operation) informing the manager and QA person for further investigation. Call the manager a day or two later to see what they have learned. Covering up mistakes carries much bigger spankings than making mistakes. This second call to the manager should be exciting if the initial Log entry was overlooked.

So things, they are a-changin. Slowly this will catch on with Controllers, as they start getting in trouble for not reporting errors (yours or theirs). Expect to more and more be "called to the carpet" for mistakes. But expect soft carpet and company; you are the FAA's valued customer, and you are not the only one messing up. Lest I be fired, I should add here a disclaimer: *the above is my personal opinion only, based on 10 years of personal experience in four facilities of the FAA only, and does not necessarily reflect official FAA policy or procedure, particularly the implied parts about historic under-reporting of pilot/controller errors and controllers covering up their mistakes.*

Mark Stafford
EAA 393 member
Air Traffic Control Specialist - Oakland Towers

¹ Runway Incursions - someone or something is on the runway, and shouldn't be.

² Incidents - someone messed up.

You may have noticed, by Duane Allen, Cleco Editor

If you have looked at the website recently you have noticed I have not done any work for quite sometime. I am sorry that I have been working so hard at other tasks that I just have not made the time to work on it. Besides, one of the things I wanted to do is get pictures of members' airplanes. So far the only one I have gotten is Scott's RV6A and a Cardinal over Clear Lake. Scott's was taken on a cloudy rainy day and wasn't all that great but the Cardinal one was good and I put it on my personal website.

If you have pictures you would like on the website, send them to me, either prints or digital. I will have more time soon to work on websites. I also have some work to do on one at NASA but I won't take credit for that. Just provide the pictures and text. We have a new hire to do the website.

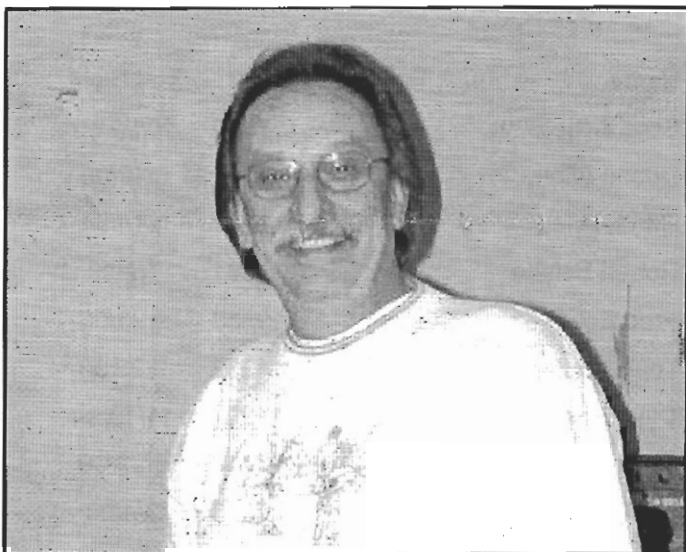
The Long Beach Flying Club lost two instructors and two students last Thursday when a Cessna 172 and a 152 collided two miles south of the Queen Mary. The aircraft had left the Long Beach Municipal Airport (LGB) carrying 56-year-old instructor Mike Chisolm and 32-year-old CFI Kevin Sok. An 18-year-old student in the 152 was on his first lesson; the 42-year-old in the 172 had a private license but according to the school, always flew with an instructor. According to eyewitnesses, the planes were at about 1,000 feet when they tangled over the Pacific Ocean. The NTSB is investigating.

PRACTICAL USE OF THE PILOT PERSONALITY PROFILE

As a pilot, you are a member of a unique group of people -- a group that is sometimes difficult to understand, at least for non-pilots. In some ways, pilots are the most consistent and even-keeled group anyone is likely to meet, which makes it all the more surprising when a pilot's behavior seems contradictory and inconsistent.

What comprises a typical pilot's personality? What characteristics do they generally share? Industrial psychologist Robert Rose, Ph.D., answers these questions and more as he takes a look at why understanding your personality profile and may help your personal and professional relationships work a lot more effectively. To read more visit this url:
<http://www.avweb.com/toc/aeromed.html>

If you don't already receive the AVWeb newsletter, you can sign up from the homepage. <http://www.avweb.com>. I read every one and have not failed to learn something in each and every one. [Ed]



Guest Speaker Ned Stilonivich from Ned's Paint Shop

As you can see from these pictures, Ned kept the attention of most from the start to the finish. Sorry I had to leave early Ned.



The Cleco, February 2001

Minutes of the Membership Meeting, 1-24-2001

by Duane Allen, Editor

The meeting was called to order by Vice President Tracy Peters at 7:35 p.m. He announced that Bob Belshe was released from the hospital today after heart surgery, therefore, he would not be present.

Minutes of the November meeting were approved as printed in the December Cleco. There were no December meeting minutes due to the Christmas Party.

A discussion about moving the meeting date or changing the newsletter publishing date resulted in NO CHANGE. It seems people want it to stay the way it is. Bruce Segune commented that he liked getting the newsletter the week of the meeting as a memory jog to come to the meeting. Ron Robinson said he'd be in favor of moving the meeting to the third Wednesday and the publication date on the second Wednesday.

Apologies were extended to Ron Robinson and Fred Egli for their absence in the YE pilot printout.

Tracy asked for ideas for guest speakers; someone suggested visiting Tracon. AOPA Air Safety Foundation was also suggested.

Guests present were: Ward Comeaux, Greg McCurdy, Avid 4 project, Paul ??, Melinda's A&P, Melinda Whiteway (YAK52), and Mat Kingsley, (partner with Harvard Holmes in a Mooney).

Louie reports the checking account has \$619.90 and the savings \$2520.33. He also asked if we want to have the Christmas party at the Greenery again this year. Again, no firm decision. We are having a hard time coming up with enough members to get exclusive use of the facility without the chapter digging heavily into the chapter funds.

Ned Stilonivich, from Ned's Paint gave a very good presentation about painting methods, materials, preparation, rules and regulations and so forth. Thanks Ned.

Pat Peters announced the need for pilots at Sacramento Chapter 52 after Golden West which is Sept 7-9. IYED 2001 will be held June 9th at Moffett Field, we think.



EAA Chapter 393, Page 5

(Continued from page 3)

I go directly between two runway lights and come to a smooth stop in the grass between the runway and the taxiway!!

It's suddenly, incredibly quiet!!

I push the door open into the tall grass and quickly get out. The wing is really low when the plane's sitting on the belly, and you have to sort of crawl out from under the wing. Vehicles converge on me from every direction - I remember wondering if they were racing to see who could get there first? The first one that got to me was a police woman. She asks me if I am all right, and I say I am. I really want to sit down - my legs are weak and trembling. I am exhausted!

Then everyone else gets there. People shaking my hand telling me what a beautiful landing I made. The airport manager thanking me for getting it off the runway and not hitting any lights (as if I had any control over it) or even shutting down the runway. Asking me how I plan to get the plane away from there. The local TV reporter begins shooting pictures and asking questions. Total confusion! Somehow I ended up at the FBO office.

Well, there are a lot more details, but to make a long story short, I called a salvage company (Lucky's in Lancaster, TX) to come and lift it off the ground with a special truck. We pulled the gear down and locked it manually then towed it to the hangar.

The FAA man audited my logs and maintenance records on the spot. Fortunately everything was current and correct. He told me that one of the smartest things I did was to go over the emergency checklists with the flight instructor over the radio. That way there was absolutely no way that I could be blamed for any part of this incident. That made me feel much better.

THE CAUSE: One of my hydraulic hoses had burst and all my fluid was lost. The hydraulic power pack had burned up due to all the attempts to run it without fluid. The engine would have to be torn down due to sudden stoppage of the prop, even though it had not been under power.

LESSONS LEARNED: ===== Change your gear hydraulic hoses every five years whether they look like they need it or not!! Mine all looked perfect, but they were about 13 years old, and the one that broke separated where the fitting attaches to the hose.

A gear-up landing is really a very simple procedure to accomplish, but it is imperative to make a smooth, controlled landing. This was the best landing I ever made in my life!! Incentive, I guess.

A gear-up landing doesn't cause much damage if done properly on a hard surface. I had to replace the gear doors, the steps on the main gear legs (which were ground off on the runway, but that saved the gear legs themselves), the antennas on the belly, the prop, replace the hydraulic power pack, and tear down and inspect the engine. None of the belly skins needed to be replaced. The paint was scraped off in a couple of places - that's all. There were no high g forces associated with the landing and therefore there was no structural damage and no re-rigging was necessary.

It was also a good opportunity to overhaul the engine. My engine had 1500 hours on it, and I decided to do a firewall forward overhaul.

After all was repaired, the airplane flew better than ever, with no indication that there ever was a gear-up landing - except in the logs. Too bad it causes the value of the plane to decrease.

Regards,

Russ MacDonald N52636, 1977 C-177RG

Note: The brackets [] in this story are the list moderators, not mine. {Duane, Editor.}

Last month when I printed the results of the Chapter 393 Young Eagle Pilot search, Fred Egli and Ron Robinson were left out. They called or emailed Steve Buss at OSH and got immediate results. So, in order to be fair to them, I have printed it again and will each month if members would like to see it updated each month.

[Duane, Editor]

Name	Missions	Pilot ID	Last Flight
Scott Achelis	52	7330	10/29/00
Duane Allen	217	1707	6/10/00
Randy Alley	1	7942	5/14/94
Robert Belshe	16	17771	7/2/99
Fred Egli	39	19833	9/23/00
Louis M. Ellis	19	4232	9/23/00
Ollie Fraser	5	11207	11/19/94
Timothy C. Glenn	21	17740	9/23/00
Harvard Holmes	3	27873	3/4/00
Phillip Jenkins	23	16873	9/23/00
James Lewis	1	4228	7/17/93
Keith L. Martz	41	17773	9/23/00
Scott Newman	41	5800	9/23/00
Mike Parker	1	4112	6/27/93
Tracy Peters	26	16788	5/11/99
Russell Porterfield	75	6130	10/1/00
Dick J. Rihn	33	23253	9/23/00
Ron Robinson	19	9955	9/23/00
Bruce Seguine	17	16830	7/8/00
Guy L. Shields	5	29828	9/23/00
Steve Snider	26	27874	9/23/00
Anthony Tiritilli	33	16829	7/8/00
Pete Wiebens	20	4231	5/27/00

FOR SALE - TRADE - WANTED LOANER ITEMS

For Sale: 1992 Lancair 320 Fast-build kit

Jay Hayashi's Lancair kit is for sale. Only about 100 hours of work have been done. No engine, mount, avionics, or instruments.

It is not crated, buyer would have to pick it up. Now located in a hangar at Concord, CA (CCR). Will be sold for best offer. Contact Kevin Hayashi 408-356-2329



Glasair III For Sale: Lyle Powell's Glasair III Serial #3002. MANY modifications, 1058 TTA, 1198 TTE. Electronic Ignition, Dual electric buss system. Good avionics with Argus 3000 moving map, Nav-Aide autopilot coupled to GPS, 3-blade Hartzell prop, 3-axis elec. trim. Cruise 255 mph@14 gph @10,000ft. Everthing works! \$110,000 OBO. Location: Concord, CA
Contact: **Rich Powell** during the day at: 925-935-8822 or at night at: 925-934-9396. email: powels@pacbell.net



My **Kitfox** is going up for sale about April 10th. With Clayton Joyce's expert assistance I now have a web site for advertising purposes. Please check it out at <http://home.ix.netcom.com/~gfraine>. Any comments regarding improvements etc. would be appreciated.

Thanks,
George Fraine

For Rent: ½ of hangar on West ramp : # F-18. Ideal for a building project or for storing a high wing airplane. Hangar now houses a completed Questair Venture. We also have many power tools and other equipment which facilitates metal working, including a solid steel table 13 feet long, with a 1 inch thick solid aluminum surface for jiggling wings, etc. Hangar has a completed loft and running water with a sink.

Northwest facing doors provide cool working conditions in the summer. Rent is \$160. per month.

Contact: **Bruce Milau** 925 254-4780.

For Sale: Stainless steel tuned cross-over exhaust system for Lycoming IO360 engine. Aircraft Spruce P/n 33276, cost \$1165. Two mufflers, both with heat shrouds for cabin heat and carb heat. Used 5 hours, make offer.

Call **John** @ 510.548.1011.

Hangar space for rent. Part of my hangar, West ramp near MDPA clubhouse. Will take a Pitts size biplane or a low wing like a RV. Availble now until I finish my RV 9A. which should be about Jan. 2003.

Ray Nilson 925 672-5139 email nilson@pacbell.net

EAA Sportair Workshops is offering three aircraft builders' workshops in Corona on the weekend of March 31. Each session provides the basics in one type of construction (you can only take one). Subjects are Fabric covering, Composite construction, and Sheet metal. Course fee is \$259 for the two days.

Bob Belshe has more information if you are interested.

I missed the board meeting. Bob was laid up with a broken ankle and recent heart surgery, so there are no minutes from what was to have been a board meeting. [Duane, Editor]

Guest Speaker for February

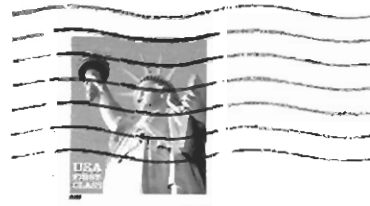
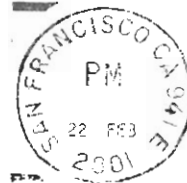
The guest speaker for February will be ?????

The program starts after a short business meeting at 7:30 p.m., or before if the speaker is in a hurry to leave.

The meeting place is in the old terminal building on John Glenn Drive just south of the tower, on the east ramp .

**Young Eagle Report
by Pat Peters**

**EAA Chapter 393
P. O. Box 272725
Concord, CA 94527-2725**



2/28/02
Harvard Holmes
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NOTICE TO ALL MEMBERS OF CHAPTER 393: If you have an airplane, I would like to take a new picture of it for the chapter website. My new camera does a much better job than the old one did. Let's improve the looks of the website.