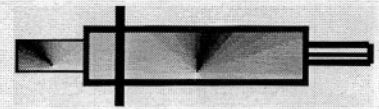


The Cleco



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Volume No.2

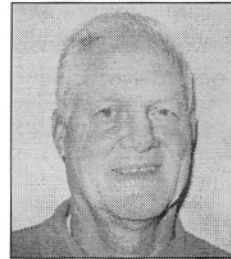
March 2001

Issue No. 3



The Leader In Recreational Aviation

The website changes frequently.
Have you checked it today?



President's Column:

Bob Belshe presiding.

Since last month, I've done little except hobble around on one leg. It sure gets tiresome! The good news is the cast should be off my ankle by the time you read this.

I did get out to the airport to see Will Price's current project. As many of you know, his Lancair has had a 2-screen navigation/engine display for several years. Now he has replaced both of the screens with bright color LCD displays which can be easily seen in sunlight. The first part of the job was relocating most of his radios to make room for a large 8.5 by 11 inch multi-function display which replaces one of the original 5 inch displays. The radio relocation was completed last year, but the installation has taken much longer, due mostly to the fact that the displays are early serial numbers of a new line and there still were bugs to be worked out. Either of the displays are capable of displaying all engine parameters (flows, pressures, and temperatures), and a full navigation display driven by the GPS. In addition to the usual moving map, new features include a ground proximity display, and the ability to display real-time weather information from a data link receiver. Imagine being able to see precipitation and convective activity as clearly as on the TV weather report as you fly along. This system is certainly the wave of the future, but I suspect it will take quite a while for the "wave" to catch up with most of us. Meanwhile I rejoice in the safety and peace of mind that comes from having even a hand-held GPS in the cockpit.

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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:

- 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

The Cleco

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RULES FOR PILOTS

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling

(Continued on page 2)

Sport Aviation

(Continued from page 1)

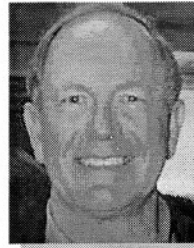
- the stick back - then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
 4. It's always better to be down here wishing you were up there, than up there wishing you were down here.
 5. The only time you have too much fuel is when you're on fire.
 6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
 7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
 8. A "good" landing is one from which you can walk away. A "great" landing is one after which they can use the plane again.
 9. Learn from the mistakes of others. You won't live long enough to make all of them yourself.
 10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
 11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival - and vice versa.
 12. Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
 13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide inside clouds.
 14. Always try to keep the number of landings you make equal to the number of takeoffs you've made.
 15. There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
 16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
 17. Helicopters can't fly; they're just so ugly the earth repels them.
 18. If all you can see out of the windscreen is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
 19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
 20. Good judgment comes from experience.

Unfortunately, experience usually comes from bad judgment.

21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.
24. The three most useless things to a pilot are altitude above you, runway behind you, and a tenth of a second ago.
25. Helicopters don't really fly. They just beat the air into submission.

And don't forget:

There are **old pilots** and there are **bold pilots**. There are, however, **NO old, bold pilots**.



Editor's Column by Duane Allen

Another rushed issue this month. As those of you on the 393 mail list know, I am in a bind this month. (What's new?). I put my house in San Jose on the market on Feb. 24th, the buyers looked at it on the 25th, and made an offer on the 27th. So, now I have to be out of it before I leave for Japan for a month. Boy am I looking forward to retirement.

I have installed the Ames Airborne Sunphotometer (the one I put on the SPAWAR Navajo last June for the dust study in Puerto Rico) on the NCAR C130 for the ACE-ASIA dust study in Japan. See <http://saga.pmel.noaa.gov/aceasia/>. The one I rebuilt last year will be on the CIRPAS Twin Otter (DHC6) also at Iwakuni Marine Corps Air Station in Japan. Will I be busy?, you bet. Since I didn't make the last meeting, I asked Ron Robinson to take notes. He did a fine job. See his report on page 3. I won't be back for the YE Rally or in time to do the next newsletter. Bob Belshe and Louie Goodell have volunteered to do the April issue. Thanks guys. Please give them your support.

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MEMBERS' SUBMISSIONS TO THE CLECO

[Most of the member submissions are email humor. Generally I don't use it due to lack of space used for what I consider more important things. This month, I am including some of the submissions. I don't remember who sent this one. Ed.]

Living on Earth is expensive, but it does include a free trip around the sun.

Birthdays are good for you: the more you have the longer you live.

How long a minute is depends on what side of the bathroom door you're on.

I have noticed that the people who are late are often so much jollier than the people who have to wait for them.

If ignorance is bliss, why aren't more people happy?

Most of us go to our grave with our music still inside of us.

If Wal-Mart is lowering prices every day, how come nothing in the store is free yet?

You may be only one person in the world, but you may also be the world to one person.

Some mistakes are too much fun to only make once.

Don't cry because its over; smile because it happened.

We could learn a lot from crayons: some are sharp, some are pretty, some are dull, some have weird names, and all are different colors ... but they all have to learn to live in the same box.

Everything should be made as simple as possible, but no simpler.

A truly happy person is one who can enjoy the scenery on a detour.

Happiness comes through doors you didn't even know you left open.

John Ruskin (1819-1900) - It's unwise to pay too much, but it's also unwise to pay too little.

When you pay too much you lose a little money, that is all. When you pay too little, you sometimes lose everything, because the thing you bought was incapable of doing the thing it was bought to do. The *common law of business balance* prohibits paying a little and getting a lot - it can't be done. If you deal with the lowest bidder, it is well to add something for the risk you run. And if you do that, you will have enough to pay for something better.

[Too bad the government doesn't learn the above rule. Ed.]

General membership meeting minutes by Ron Robinson

1. Visitors (new members) - Ming Ho and Chuck Ray
2. Louie reported \$960 checking and \$2500 savings.
3. Xmas Dinner Party still at the Greenery, W.C. on 12/08/01.
4. YE discussion - Martinez Boys Club showed interest in coming to next YE activity.
5. Bob Belshe brought up the subject of maybe sponsoring a student to the Summer Youth Program.
6. Discussion on summer picnic, July 14 instead of July 21 at the usual place or at MDPA.
7. Tracy said former McClellan AFB site of next Golden West Fly-in Sept. 7, 8 & 9 with air show!
8. Fly-out scheduled for 2nd Saturday after the meeting, 3/10/01, to Rancho Murietta. Depart at 11A.M. from Ron Robinson's hangar (D-17).
9. Introductions followed by adjournment at 9:20 P.M.

Louie reports we have \$2,524.33 in savings and \$1,301.56 in checking for a total of \$ 3, 825.89 in chapter funds.

[He also mentioned that many people who receive the newsletter have not paid their dues. Since the newsletter costs almost a dollar each to produce, those who have not paid by the next issue won't receive a copy. The remainder of members' dues go to pay for the Christmas Party and Chapter Picnic].

Guest Speaker for March

The guest speaker for March will be Rodney Stich, a retired airline pilot and FAA official. He will be talking about aviation safety and some of the accident cases he worked during his career. The bio enclosed is from his web site www.unfriendlyskies.com. He has some controversial subjects he talks on, but will lean towards the aviation safety and crash investigation topics..... He should prove to be a fun and somewhat controversial speaker. You can get his photo from the website. He currently lives in W.C. and flies out of Concord. This speaker should be interesting. He has four websites where you can read about him. They are:
www.unfriendlyskies.com
www.defraudingamerica.com
www.druggingamerica.com
www.ombudsmen.org

[Tracy will not be at the meeting Wednesday. He talked with Bob and Bob agrees that Pat Peters can run the meeting. Bob appointed Pat as V.P. protem since Tracy will be gone. Ed.]

The program starts after a short business meeting at 7:30 p.m., or before the business meeting 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 .

THE TAILDRAGGER

(Squat)

Taildragger, I hate your guts,
I have the license, ratings, and such,
But to make you go straight is driving me nuts.
With hours of teaching and the controls in my clutch,
It takes a little rudder. Easy, that's too much.

You see, I learned to fly in a tricycle gear,
with one up front and two in the rear.
She was sleek and clean and easy to steer,
But this miserable thing with tires and struts
Takes a little rudder. Easy, that's too much.

It demands your attention on the take-off roll
or it heads towards Jones's as you pour on the coal.
Gotta hang loose, don't over control.
This wicked little plane is just too much.

With a lot of zig-zagging and words obscene,
I think I've mastered this slippery machine.
It's not that bad if you have the touch.
Just a little rudder. Easy, that's too much.

I relax for a second and from the corner of my eye,
I suddenly realize with a gasp and a cry
That's my own tail that's going by.
You ground looping wreck; I hate your guts,
Give a little rudder. Great Scott, THAT'S TOO MUCH !!

Subject: How Government Really Works

[Submitted by an anonymous member]

Once upon a time, the government had a vast scrap yard in the middle of a desert. Congress said, "Someone may steal from it at night." So they created a night watchman position and hired a person for the job. Then Congress said, "How does the watchman do his job without instruction?" So they created a planning department and hired two people, one person to write the instructions, and one person to do time studies. Then Congress said, "How will we know the night watchman is doing the tasks correctly?" So they created a Quality Control department and hired two people. One to do the studies and one to write the reports. Then Congress said, "How are these people going to get paid?" So they created the following positions, a time keeper, and a payroll officer, then hired two people. Then Congress said, "Who will be accountable for all of these people?" So they created an administrative section and hired three people, an Administrative Officer, Assistant Administrative Officer, and a Legal Secretary. Then Congress said, "We have had this command in operation for one year and we are \$18,000 over budget, we must cutback overall cost." So they laid off the night watchman.

DIVORCE WHISPERER

submitted by Frankie Johnstone

A judge was interviewing a woman regarding her pending divorce, and asked, "What are the grounds for your divorce?"

She replied, "About four acres and a nice little home in the middle of the property with a stream running by."

"No," he said, "I mean what is the foundation of this case?"

"It is made of concrete, brick and mortar," she responded.

"I mean," he continued, "What are your relations like?"

"I have an aunt and uncle living here in town, and so do my husband's parents."

He said, "Do you have a real grudge?"

"No," she replied, "We have a two-car carport and have never really needed one."

"Please," he tried again, "is there any infidelity in your marriage?"

"Yes, both my son and daughter have stereo sets. We don't necessarily like the music, but the answer to your questions is yes."

"Ma'am, does your husband ever beat you up?"

"Yes," she responded, "about twice a week he gets up earlier than I do."

Finally, in frustration, the judge asked, "Lady, why do you want a divorce?"

"Oh, I don't want a divorce," she replied. "I've never wanted a divorce. My husband does. He said he can't communicate with me."



NCAR C130 with NASA C130 engines and sporting a new paint job. ACE-ASIA is a dust study in spite of the snowflake on the tail.

Bio for Rodney Stich

- Over 50 years of aviation experience covering many sophisticated areas of air safety.
- Navy pilot and flight instructor in multi-engine aircraft from 1943 to 1946. (Received his Navy wings at Pensacola when George Bush, Sr. received his at Corpus Christi.)
- Airline pilot from 1950 to 1967, flying in domestic and overseas operations. (Transocean Airlines; Seaboard and Western Airlines/Seaboard and World Airlines; California Eastern; California Western; United States Overseas Airline; Flying Tigers; Japan Airlines; Air Djibouti; Air Jordan; the reasons for multiple airlines are due to occasional pilot farming out from original airline (Transocean Airlines) and due to the frequent pilot furloughs in the earlier days of commercial aviation.) Stich was in Iran the morning in 1953 that the CIA toppled Mossadegh and installed the Shah. Bad time for Americans to be in Iran.
- Federal Aviation Administration (FAA) air carrier operations inspector, responsible for air safety at several major airlines, conducting flight checks of airline pilots, issuing aircraft ratings to airline pilots, making safety recommendations, inspecting and insuring that airlines meet federal air safety requirements, investigating aircraft incidents and accidents and making reports on them. Airlines at which Stich conducted pilot and flight engineer checks included United, TWA, Eastern, Northwest, among others.
- Acted as special prosecutor while an FAA inspector-investigator, forcing an unprecedented four-month-long hearing upon the FAA during which time testimony and hard evidence were presented that proved the existence of corruption related to a series of fatal airline crashes.
- Filed federal lawsuits authorized and required by federal law to prove the relationship between serious air safety and criminal violations and a series of specific airline crashes.
- Made several safety procedures while an FAA inspector that are standard today at many airlines. These include high altitude jet upset avoidance procedures, procedures to avoid inadvertent descent into the ground, procedure to minimize the large altitude loss following stall of air carrier aircraft, pre-takeoff briefing procedures.
- Author of three safety books (three revised editions of *Unfriendly Skies*, three revised editions of *Defrauding America*, and *Drugging America--A Trojan Horse*).
- Television series were twice considered for his books. The first occasion was when producer Jackie Cooper planned a three-part television series following release of the first edition of *Unfriendly Skies* and the last occasion was in 1999 when *Defrauding America* was considered for a continuing television series.
- Guest and air safety expert on over 3,000 radio and television shows in the United States, Canada, Germany, Holland, and Mexico.
- Devoted over 30 years to addressing crash-causing aviation problems.

Aircraft Builders' Workshop

From EAA enews by Patricia Heyer <phey@eaa.org>

These workshops each provide the basics in the type of construction noted. Only one (1) of the workshops may be taken during a weekend. The workshops begin on Saturday (8:00 a.m. to 5:00 p.m.) and end on Sunday (8:00 a.m. to 4:00 p.m.). EAA encourages family participation by offering a \$50 discount for your spouse and children ages 12 and older.

March 31-April 1, 2001 Corona, California

Fabric Covering

This workshop prepares the student to cover any type of aircraft. The Poly-Fiber covering system is used to actually cover a DC-3 aileron. All of the steps are demonstrated and practiced during preparation, gluing the fabric, shrinking, attaching to ribs, taping, etc. You will actually participate in the covering process. After covering the aileron, a hole is punched and repairing procedures are discussed and completed.

2-Day Workshop EAA Members \$259 Non EAA Member \$284

Composite Construction

Basic composite construction is presented in this very popular workshop. Whether you are building a plans-built or kit aircraft, you will be taught everything you need to know to begin your project. A complete discussion of core materials, reinforcement materials and different types of resin systems will be presented. You will construct a portion of a canard wing along with learning basic layout techniques. Bonding and tape glassing as they apply to most composite kit aircraft will be accomplished during the "hands-on" portion. Vacuum bagging and other advanced composite procedures will be discussed.

2-Day Workshop EAA Members \$259 Non EAA Member \$284

Sheet Metal SOLD OUT

Our sheet metal course is one of the most popular. This course prepares you to build any sheet metal airplane along with learning the procedures that will help you with any sheet metal repairs. The course consists of a discussion of all the basics including type of aluminum, rivets, tools necessary, cutting and drilling, dimpling and countersinking. You will build an airfoil section out of aluminum that you take home. This is a very comprehensive workshop that is enjoyed by all participants.

2-Day Workshop EAA Members \$289 Non EAA Member \$314

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4. By Mailing In The Registration Form Below To:
EAA SportAir Workshops
129 Sky Harbor Way
Griffin, Georgia 30224

Location:
Aircraft Spruce & Specialty
225 Airport Circle
Corona, CA

Time:
Saturday, 8:00 a.m. to 5:00 p.m.
Sunday, 8:00 a.m. to 4:00 p.m.
There's plenty of "Hands-On" experience, so wear your weekend work clothes!

Lodging:
Dynasty Suites
1-800-842-7899 (Ask for Corona location)
909-371-7185
\$51 Standard King/1-2P
Continental Breakfast



Duane,
You suggested pictures of members planes...
Here's one of mine (me and my partner=brother-in-law) at Sea Ranch (CA51) where my parents live just a short walk from here.
It's a 1966 Mooney M20E, based in Oakland, where we just got a hangar, after 2.5 years on the waiting list.
Feel free to resize and adjust as necessary.
Regards, Harvard and Sara Holmes

Transportation: Major rental companies serve major airports. Budget, Enterprise and Thrifty are near the Corona Airport. They will meet you if advance arrangements are made.

Preliminary report from the NTSB files

On November 16, 2000, at about 1548 Eastern Standard Time, an F-16CG, SN: 89-2104, operated by the 347th Wing, Air Combat Command, Moody Air Force Base (AFB), Valdosta, Georgia, and a Cessna 172, N73829, registered to Crystal Aero Group, operating as a 14 CFR Part 91 personal flight, experienced a mid-air collision in the vicinity of Bradenton, Florida. Visual flight conditions prevailed at the time of the accident. The F-16 was one of two airplanes operating on a low altitude training mission, and had filed a composite military IFR/VFR flight plan. Flight lead call sign was Ninja 1, the wingman's call sign was Ninja 2. No flight plan was filed for the Cessna 172. The pilot of the F-16 (Ninja 2) successfully ejected and the Cessna pilot (who was Airline Transport Pilot qualified) was fatally injured. The two F-16s departed Moody AFB at 1513. The Cessna 172 departed Sarasota Bradenton International Airport (SRQ) about 3 minutes before the accident.

According to ATC, the F-16 flight cancelled instrument flight rules (IFR) and began a visual flight rules (VFR) descent to enter the low altitude route. The Cessna 172 departed SRQ VFR enroute to the Albert Whitted Airport (SPG), St. Petersburg, Florida. The Cessna 172 crashed in the Rosedale Golf and Country Club, Bradenton, Florida. The F-16 crashed 4 miles south of the Cessna 172 in a wooded area about 5 miles east of Sarasota, Florida.

Ninja 1 stated they were assigned a block altitude between FL250 to FL260 enroute to the visual route (VR) entry point. Miami Center cleared the flight to descend to the altitude block of 15,000 to 17,000 feet. They were subsequently cleared by Miami Center to 13,000 feet. Miami Center instructed Ninja 1 to contact Tampa Approach. Ninja 1 attempted contact with Tampa approach but was unsuccessful. He reestablished contact with Miami Center and cancelled IFR. Miami Center advised him of traffic, which was acquired on radar. He informed Ninja 2 that they were going to perform a "G" check (G awareness maneuver). They accelerated to 400 knots, made a right 90-degree turn followed by a left 90-degree turn back on course, and continued their descent below 10,000 feet. He instructed Ninja 2 to assume the "fighting wing" formation. They continued the descent to about 5 to 6 miles north of the entry point for VR1098, between 5,000 to 3,000 feet trying to obtain a visual on the low-level entry point. He glanced out the right side in an attempt to gain visual on Ninja 2. He looked back to the left and observed Ninja 2 slightly below him at the 7 o'clock position. He also observed a high wing white airplane in a right turn estimated between 30 to 45 degrees. The high wing airplane and Ninja 2 collided in a left-to-left impact at about the 10 o'clock position. After the collision, Ninja 2 was observed vaporizing fuel off his right side. He informed Ninja 1 that he had experienced a midair collision and that he was streaming fuel. There was no response from Ninja 1. He then heard Ninja 2 state, "knock it off, knock it off." He began an immediate left turn to keep Ninja 2 in sight. Ninja 2

continued straight ahead, started a right turn, followed by a left turn. He saw Ninja 2's canopy depart, followed by a good chute and the airplane colliding with the ground.

Ninja 2 stated that while he was maintaining visual formation with his flight lead he saw a blur "like a sheet of white" instantly in front of him at his 11 or 12 o'clock position. The airplane shuttered violently and part of the canopy on the left side was missing. He continued straight ahead, and his visor came off of his helmet. There was a lot of wind, smoke, and a strong electrical smell in the cockpit. He called Ninja 1 on VHF radio and informed him to "knock it off" two times, but could not hear a reply. The airplane was still flying so he thought he might be able to make it to Madill AFB and initiated a right hand turn in that direction. The primary flight instruments appeared shattered and he could not read them. The engine started winding down, and he realized he would not be able to make the airport. He turned the aircraft back left towards a wooded area away from a residential area, and attempted an engine restart, which was unsuccessful. He thought he had ingested something into the engine, and performed his Critical Action Procedures for an air start. Once the airplane cleared the residential area, it started an uncommanded left roll. When the airplane went past the 90-degree point he initiated a successful ejection. During his parachute descent, he observed the airplane out of the corner of his eye, and saw it "pancake" into the ground inverted, and a post-crash fire ensued.

Witnesses stated they heard the sound of approaching jets. They looked up and observed the first jet flying towards the south followed by the second jet located to the left and slightly lower than the first jet. They also observed a small civilian airplane flying from west to east perpendicular to the military jets. The second collided with the civilian airplane and initially continued southbound. The airplane was observed to make a right turn, and then it turned back to the left. A parachute was observed, and the airplane entered into a flat spin to the left and disappeared from view below the trees. An explosion was heard, followed by heavy dark smoke rising above the terrain.

Review of transcripts between N73829 and Tampa approach, and communication between Miami Center and Tampa approach revealed that N73829 contacted Tampa approach at 15:45:19 (20:45:19Z), stating he was off SRQ at 1,600 feet. Tampa approach informed N73829 that he was in radar contact and to maintain 1,600 feet at 20:45:23. N73829 acknowledged the transmission at 20:45:30. Tampa approach informed N73829 to turn left to heading 320 and to follow the shoreline northbound at 20:46:59. At 20:47:10, Tampa approach instructed N73829 to climb and maintain 3,500 feet, which was acknowledged by N73829 at 20:47:15. Miami Center contacted Tampa approach at 20:47:55, and asked if they

(Continued on page 7)

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: 1/2 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 Milan 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]

(Continued from page 6)

could tell them what altitude Ninja 1 was at, that he had lost the target. Tampa approach replied at 20:48:00, "ahh hang on I see him down at two thousand." At 20:48:09, Tampa approach informed N73829, that he had traffic off his left side at 2,000 feet. N73829 did not respond. At 20:48:55, Ninja 1 stated, "mayday mayday." At 20:49:11, Ninja 1 stated, "mayday mayday mayday F sixteen down." At 20:50:00, Ninja 1 states, "yes this is Ninja one we have an F sixteen down there is a light aircraft may have also gone down sir, I am not sure."

EAA SCHEDULES YOUNG EAGLES RALLY

by Pat Peter, Chapter 393 YE Coordinator

The Experimental Aircraft Association (EAA) Chapter 393, based at Buchanan Field in Concord is again offering free airplane rides to kids ages 8 through 17.

The rally will take place at the field beginning at 9:00 a.m. and continue until 12:00 noon on April 14, 2001.

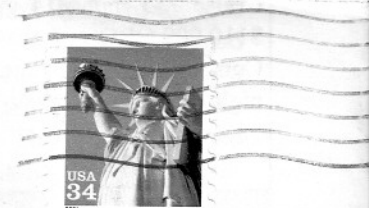
This is the first series of rallies to be held this year by EAA Chapter 393.

Last year Chapter 393 Pilots flew over 200 Young Eagles. The Experimental Aircraft Association (EAA) has a goal to fly a million Young Eagles before 2003, the centennial of the Wright Brothers' historical first manned flight. To date nearly 600,000 kids have become Young Eagles.

Applications and further information can be obtained by calling Pat Peters at 925-930-6337. Please call by April 8 so arrangements can be made to have the required airplanes and pilots available to fly all those who complete the forms and return them in time. Groups such as Girl and Boy Scouts are welcome. The scouts can earn merit badges at this event. Forms are available to apply to the Scout Office for approval.

A qualified pilot will conduct a short ground school prior to taking the free ride to explain to the kids the basic principals of flight.

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



2/28/02
Fred Egli
1900 meadow Road
Walnut Creek CA 94595

[If your address label says "Dues Due" this will be your last issue unless you pay your chapter dues. Ed.]