



Experimental Aircraft Association

CHAPTER 393

P.O. BOX 2269, Walnut Creek, CA 94595

Concord, California

PRESIDENT
Kay E. Smith
415/825-4211

VICE PRESIDENT
Richard S. Powell
415/229-1281

SECRETARY-TREASURER
Lou Ferrero
415/672-7539

NEWSLETTER EDITOR
Bill deProsse
415/827-0199

COFFEE HOST
Louie Goodell
415/682-4198

CHAPTER MEETING - WEDNESDAY EVENING - 7:30 P.M.
FEBRUARY 26, 1986

The program for the February meeting will be two tapes from the OSHKOSH library. Originally, we ordered FLYING HIGH, a film on air shows, and AIR SHOW (self-explanatory). What we got was FLYING HIGH, and PUTTING WINGS ON DREAMS, a tape on the EAA museum! This may even prove to be better. Come join us and find out!!! Altogether they run about an hour and a half, so you can expect to be well entertained.

One of the main topics around the airport right now is *NOISE - NOISE - NOISE!* Everyone is talking about it, especially the non-flying public. In the February issue of the CCR NEWSLETTER, Hal Wight and his crew again admonished us all to stay away from the local schools. Complaints are still coming in from those areas. The SPY also has a few

words on the subject, as you will note. At the Board meeting on February 11th, we were advised that, as 'educated' pilots, we should expect to help keep Buchanan Field acceptable to all. Surely none of us is a culprit, but we should keep an eye out for make, type and number and let the County know about the abusers. After all, the eyes of the local world are focused specifically on CCR right now, and we need to do everything we can to convince others that we pilots are not the crazy-eyed wearers of goggles, leather and laced boots who careen wildly around the sky, as so many people seem to think. We must remember that this thing we do is not only the livelihood for some of us, but it is also just about the main source of recreational pleasure for all of us, and we can't let them take it away from us! (End of soapbox dissertation).

Rich Kelley has come up with some ideas for things we might get involved in as a club. We could have a parts and tools swap meet, a show and tell at a hangar or garage, a hospitality tent at selected fly-ins, a hangar dance together with the Mt. Diablo Pilots Assn. and the 99's, a prize for the Chap. 393 pilot with the most points at the CAFE 400, a Poker Run (where it's luck and not speed or performance), or demos on welding, fabric, glass, weight & balance, foam cutting, pitot tube speed check, etc. Or maybe all of the above. Start thinking about these or other things you may come up with yourself. Let Rich know.

On the subject of fun things to do, there is a strong rumor that there will be an Airport Day sometime in June. Maybe we can have a hangar dance as a grand finale. Carlos will have the date at the Chapter meeting.

On dues, 18 of the 56 owing have paid. The rest have until end of March or this ink gets very pale.

EAA



EAA CHAPTER

NUMBER 393 OF CONCORD, CA ZIP _____

● A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION, INC. ●

GENERAL MEMBERSHIP MEETING JANUARY 22, 1986

Newly elected President Kay Smith welcomed all members and guests, and introduced the other new officers. She offered congrats to Bill deProsse on a super effort for the first newsletter of the year. Kay discussed the letters she had printed up regarding the Oakland ARSA, and invited people to sign one if they felt as she did. She will then organize and forward them to the FAA. Announced that Lew Miller's Long EZ has flown - Hurrah!! Pointed out that Navajo Aviation sells the EAA calendar, so we (the Chapter) elected not to obtain any to sell. Stop in at Navajo and buy one - they're nice ones. Also offered many thanks (again!) to Navajo Aviation which is allowing us to use their classroom/lounge as a Board meeting place - thank you, Ron and Carlos! February meeting is to be a couple of films/videos from the EAA library. Pope Valley Fly-in for Chap. 393 members is set for May 31-June 1 weekend. This is sponsored by member Norm Alumbaugh, whose airport is in a little corner of Heaven in N. Calif - mark your calendar for this one. Dues - under our split-alphabet dues system, members with last names beginning A thru K are now due, still \$15 per year - please send to EAA Chap. 393, PO Box 2269, Walnut Creek, CA 94595. Please be prompt, as this is our only source of revenue for the newsletter. Concord Tower safety program set for Jan. 28 at the Water District Bldg. Kay discussed Board of Directors meeting regarding the Contra Costa Alliance for Aviation, and the Board's recommendation that we drop out of the group, the reasons for which she reviewed briefly. A motion was made, seconded and passed that the Chapter drop out of the Alliance. Introductions followed and then an outstanding program was given by Dr. Brien Seeley of Chap. 1265 (Santa Rosa), covering efficient cooling systems for aircraft engines. Thanks Brien!

Rich Powell, VP

PRESIDENT'S MESSAGE

Around this time each year I begin getting excited about the upcoming summer flying season and I just mailed my reservations to Merced. The annual on my speedy machine runs through the Fall and I'll shortly begin my Spring waxing.

Each year more #393 members participate in fly-in activities - we always have a wonderful time! This is an opportunity to greet old friends, make new friends and view the achievements of other builders while they appreciate ours. Start planning to join us now - this is what it's all about!

Speaking of fly-ins, folks, the Spitzers and Sasha Munir have found a new (and I hear, far better), place to stay during the Watsonville Fly-in this year, and have already made their reservations. It's at the Sea Cliff Inn in Aptos. It's a brand new Best Western Motel, and boasts a pool and coffee bar. The plot is to arrive Friday and leave Sunday. Plan to join them there and make it a great party! Call right away for your reservations. The number is 1+800+367-2003.

SPY IN THE SKY!

Sees all (a keyhole specialist?)
 Knows all (reads minds?)
 Tells???????

The weatherman has been good to us on recent weekends - how about the BEAUTIFUL weather! Everyone has been flying! It's been hard to see the sky - sure has been crowded!

On one of my recent expeditions, I found the neatest hidden away, and until now, secret 'Save the Warbirds' project. At the Stockton Airport there is a huge dark blue building. Although I couldn't identify it from the outside, it houses 'Aero Nostalgia". It has been there for quite some time - very well hidden - or as much as it can be in a building that big! At any rate, I managed to get in recently....what an experience! Under reconstruction are various beauties: a Dornier, a B-17, and a B-25, among others. By the signs around the building, it is pretty obvious that visitors are NOT WELCOME to just wander in without an invitation. Being invisible has its advantages. They really have a SUPER setup. It might be a great chapter field trip....

SPY also managed to sneak into the 'Tower Meeting' a couple of weeks ago. The main topic was noise abatement....there have been many complaints from schools around Buchanan....especially off the departure end of runways 19. There are several aircraft that seem to be responsible for the majority of the problems. The aircraft with larger engines (Bonanzas and Cessna 210s) with constant speed props are asked to come back on the power as soon as it's safe....also, twins are asked to practice 'quiet' take-off procedures.

The Oakland ARSA may be down the tubes....but don't be too quick with the cheers. This particular ARSA is dangerous. It abuts the San Francisco TCA and only leaves 200 ft. of free airspace (AGL) from five to ten miles out. Apparently safety (or lack of it) is not the concern of the FAA in considering the proposed Oakland ARSA. They are arguing about the necessity of the ARSA - and they got 79 letters from #393 members and friends....remember the FAA in your prayers....maybe they will 'see the light' and dump the ARSA.

SPY has been watching members getting ready for summer flying - - can't get here too soon! One of the Board members tells me he has gotten a real deal on 55 gals. of prop wash. Says he also has a deed for sale....SFO?

From the Soapbox wishing you CAVU,
-SPY-

CHAPTER 393 BOARD 1986-87

Following is a list of your Board Members for the next two years, in alphabetical order except the chairperson::

Kay Smith (Chair) #825-4211	Sasha Munir	#932-6276
Randy Alley 825-1247	Rich Powell	229-1281
Norm Alumbaugh 938-3015	Jim Roberts	535-2076
Carlos Amspoker 798-4141	Ron Robinson	283-7365
Bill deFrosse 827-0199	Jan Switalski	228-6399
Lou Ferrero 672-7539	Pete Wiebens	933-7517
Rich Kelley 820-5955	(And of course, the SPY, no phone #)	

TIPS

To help prevent string raveling and hose collapse, turn both the end of the wire and the string at a 90 degree angle outward and secure them under the clamp.

Remember to tighten caps -- for gas caps, it's the rainy season; and for both gas and oil caps it's always the siphoning and squirting season!

There's an AD out on Parker Hannifin Dry Air Pumps sold directly or installed on piston engines since Sept. 1, 1985.

With a CS prop, reducing manifold pressure before reducing RPM's creates least stress on cylinder components. When powering up, it's mixture, then RPM, then manifold pressure.

The large print giveth and the small print taketh away....

Y'all see the beacon lit on Mt. Diablo on the evening of Feb. 5 in honor of the seven space flight pioneers we lost? The beacon was originally installed as part of the nationwide system for mail pilots. It was first turned on by Charles Lindbergh on April 16, 1928 (from Denver by telegraph key). It had a 1,000 watt bulb boosted to 1 million candle power by a special lens. I'm sure it was a welcome sight many times.

There was a really good article in the January 22nd Contra Costa Times, about the excellent report on safety given to the Board of Supervisors by pilots and aviation company owners on January 21. Quoted were Hal Wight, Airport Manager; Ron Sorenson, Navajo Aviation; Richard Merriman, FAA Flight Standards District Manager; Glen Gourley; Chief of Buchanan Tower; and Frank Bell, owner of Pacific States Aviation. They all did a very good job of putting aviation in its proper perspective.

Something on fuels:

Anti-knock qualities of aviation fuels are designated by grades, such as 80/87, 100/130, 108/135, and 115/145. The higher the grade, the more compression the fuel can stand without detonating. The more compression the fuel can stand without detonation, the more power can be developed from it. The first of the two numbers in a fuel designation indicates the lean-mixture rating (as during cruise), and the second the rich-mixture rating (as during takeoff and climb). No engine manufacturer recommends a fuel with a lower octane/grade rating than that specified for your engine. When you are faced with a shortage of the correct type of fuel, always use whatever other alternative fuel grade is specified by the manufacturer (usually the next higher octane/grade). Fuel stored for a long period of time (as in an unused aircraft fuel tank), may lose some of its octane rating, and may leave gum deposits after evaporation. Water contamination due to condensation may also be caused by leaving an aircraft with partially filled tanks for a long period of time.

Tip on tires:

The performance of tires on landing and taking off is a critical function of your aircraft. Proper inflation is the key to aircraft tire maintenance. If you install a new tire, the nylon cord will stretch during the first 24 hours, resulting in a 5 to 10 percent drop in the air pressure. It is not a good practice to place a new tire in service until it has been left standing for at least 12 hours after being mounted and inflated to the proper operating pressure. The air pressure should then be adjusted to compensate for the stretching of the cord body. Whenever aircraft tires have been subjected to severe landing shock or other stresses, the tires should be dismounted and examined on the inside as well as out. Uneven wear, such as on one side or the other, is generally caused by misalignment. Spotty, uneven wear may be caused by faulty brakes. Landing habits have the most decided influence on the longevity of aircraft tires. Touching down 'hot' frequently requires such severe use of the brakes that flat spots are produced on the tires. If the brakes are applied when the weight of the aircraft is not on the tires during the landing roll (as when bouncing), the tires may skid and be damaged beyond further use or conditioning.

The National Air and Space Museum is planning to build four new buildings at Washington Dulles International Airport to house offices, workshops where restored aircraft can be observed, and interactive exhibits. Because they anticipate fewer visitors than at the main museum, they are planning an opportunity for much more direct access to the aircraft and spacecraft. Aircraft planned for the exhibit are the Langley Aerodrome, the one that was tested and crashed weeks before the Wright brothers flew, the 'Enola Gay', the prototype of the 707, the first production DC-8, a 747, and walkways through a Concorde and the shuttle Enterprise.

EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER 393

1986 CALENDAR

CHAPTER MEETINGS - The 4th Wednesday
of every month - 7:30 P.M. at
Buchanan Field Terminal Building
EVERYONE IS WELCOME! Bring Chairs!

BOARD MEETINGS - On the dates
listed below (usually the 2nd
Tuesday each month) - 7:30 P.M.
at Navajo Aviation. Chapter
members are welcome.

FEBRUARY

Board - February 11th
Chapter - February 26th - 'Flying High' and 'Putting Wings on Dreams',
two tapes from the OSHKOSH library.

MARCH

Board - March 11th
Chapter - March 26th - Pete Wiebens - with all the latest in FAA 'stuff'.
He will attend a CFI refresher in Sacramento and report to us!

APRIL

Board - April 8th
Chapter - April 23 - Possible program on LORAN. If you can assist, call
Rich Kelley.

MAY

Board - May 13th
Chapter - May 31/June 1 - Pope Valley Fly-In
Activities - May 16-18 - Hayward/Las Vegas Proficiency Air Race.
Experimentals are welcome - first time this year
Call 415+581-2345 Ext. 5285
May 24-25 - Watsonville Fly-In. See note on where to stay.

JUNE

Board - June 10th
Chapter - June 25th - Perhaps something on flight testing experimentals.
Activities - June 6-8 - Merced Fly-In
June 14-15 - Columbia Fly-In
June 21-22 - Truckee Tahoe Air Show
June 27-28 - CAFE 400

JULY

Board - July 8th
Chapter - July 23rd - Annual Pre-OSHKOSH Picnic
Activities - July 17-20 - Arlington, WA Fly-In

AUGUST

Board - August 12th
Chapter - August 27th - Possibly Ron Sorenson: Pleasures of Running a FBO
Activities - August 1-9 - OSHKOSH!!!
August 15-17 Madera War Bird Fly-In

SEPTEMBER

Board - September 9th

Chapter - September 24th - Possible program on weather with an FAA weather specialist, plus a tape from the OSHKOSH library, called 'Clouds'. If you can help, call Kay.

OCTOBER

Board - October 7th

Chapter - October 22nd - Hal Wight, Manager of Buchanan Field

NOVEMBER

Board - November 11th

Chapter - November 26th - Any suggestions?

DECEMBER

Board - December 9th

Chapter - Annual Christmas Celebration and Awards Banquet - Friday December 19th at the Concord Elks Club - Club Room

CHAPTER 393 MINI-MART

For Sale: Gary Grover's SCAMP, single place alum, tri-gear bipe. VW eng. incl. 90% complete, incl. assy. & rigging. Needs minor sheet metal, mount eng., provide insts. & radio. Call Pat Campbell 415+689-7212, (Pacheco).

For Sale: Christen Eagle II with 200 HP engine, 0 time on both. 9 color Christen paint scheme, 720 Escort Radio with intercom. Jim Rollinson, 4115 Skyhawk Ln., Vacaville, 95688. 707+448-9565. (Chapter 167 member).

For Sale: Lycoming O-235 115 HP with all accessories. Runout from a Tomahawk. As is, or I'll rebuild. Arnold Peterson, Navajo Aviation, Buchanan Field, Concord. 415+685-1150. I also have: Constant speed prop for a 180-200 HP. It's been overhauled.

HELP ON FLYBABY M. Lee Wachs, P.O. Box 8, Talmadge, CA 95481, 707+463-0467, is looking for help in the proper manner to attach the wings to a FLYBABY.



You'll never get me up in one of those

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393
P.O. BOX 2269
WALNUT CREEK, CA 94595



LARRY K. LAUGHLIN
P.O. BOX 883
EL CERRITTO, CA 94564