

Bob
7/18/90

The C ieco



Experimental Aircraft Association • Chapter 393 • Concord, CA

JULY 1990

CHAPTER MEETING

July 18, 1990 The 3rd Weds 6:30pm @ Buchanan Terminal Building, Concord Airport. Bring Chairs & wear your stinken-badges! THIS IS OUR ANNUAL BARB-B-Q FOLKS!!!

PROGRAM: "Pre-Oshkosh Pick-a-nic"

CALLIE JOYNER is in charge of our next program! This is of course, our annual PRE-OSKOSH EAA CHAPTER 393 PICNIC AT THE TERMINAL BLDG. LAWN/PICNIC AREA. DON'T MISS THIS. Chapter 393 is providing the CHILI, BEER, HOT DOGS, AND SALADS. Bring your whole family! Several aircraft may be on display too! And listen, Callie wants everyone to bring a desert for approx. six people, unless you've been asked, by Callie, to bring something else. Callie has worked hard to make this a smooth, super event and its looking good so far! Everyone is sure to enjoy this very special annual event our club so generously provides, (we're talkin FREE FOOD folks; having several airplanes to pick apart is a bonus)! It starts @ 6:30pm, (or earlier for those who wish to help). Again, this is Weds. eve the 18th (Oshkosh starts on the following Friday the 27th).

MINUTES OF THE JUNE 27th MEETING

The meeting was called to order @ 7:30. The Minutes from the May meeting and the Treasurer's report were read & approved by the General Membership. Bondo Pete (our

Pres) talked about "whats happenin with EAA/Headquarters" and a few other items he received that might interest our member-ship, then it was onto our infamous introsession. As always, everyone seems to have no loss for words during this "inter-club member confessional" period. Among those who provided the more lengthy discussions were Gerry Greth. He shared the latest news about Byron Airport, as well as the problems still plaguing our CCR with regard to noise. The Helicopters still appear to be the bad guys here (Ed. note: the majority of the helicopter operations have been removed from CCR voluntarily by Helicopter Adventures, however Navajo appears to be getting back into the Helicopter Training pro-gram again. Hopefully they will be as conscientious as Helicopter Adventures has tried to be with regard to the noise factor). Gerry went on to share a little bad news about the factory V-8 powered Cirrus he was involved with. Proto 2 caught fire and burned to the ground after a safe landing. It would appear, according to Gerry, that the headers were too close to the fiberglass. The aircraft was not equipped with a fire extinguishing system of any sort. A very sad loss for Gerry and everyone involved in the V-8 Power System. Dr. Lyle Powell never fails to come up with the best verbage to describe what would otherwise take 4 or 5 more words at least: "Dermatologic Disease". Yeh, you got it: a new name for parasite drag provided for airflow modification!(Wow).

MINUTES (Con't)

(Ed note: You know Lyle, some of us are still struggling with the definition of Thermal Co-efficiency, and now this?) Lyle did provide something more down to earth (excuse the pun): He reported on the CAFE 400 and how well Rich did and their Nose Dragger Glasair. Nice job guys. The entertainment continued on around the group. Almost everyone reported their progress (or lack of) regarding experimental aircraft. After our break, our speaker from the FAA/FSDO Office stood up in front and allowed dirty rags and fruit to be thrown at him for an hour. No, OK. He stood up there alright, but it quickly became apparent that he was among the "good guys" (perhaps a Del Ott protege maybe?) I'm sorry, his name escaped your editor at the time this newsletter went to press. Our speaker did much to help change the image of the FAA with our membership. It would appear there is hope for a friendlier FAA, at least for the home-builder issues. Our meeting knocked off around 10pm and everyone missed Louie Goodell, our coffee & cookie host. (Hey Louie, don't worry about it on the 18th; we'll cover you this time).

DUES ARE DUE

(What's that you say? Dues are always due?) Well, if your last name falls in the first half of the alphabet, then you can pay your dues now for 1990. And yes, we finally raised them to \$20 (a bargain at double the price).

The following may help determine if this includes you:

ABCDEFGHIJKLM NOPQRSTUVWXYZ

DEADLINE

So, if you do decide to put something in (Unclassified, articles, U-Know: stuff like that), get it to me 10 days prior to the Gen. Meet. date and I'll try to fit it in.

NOTAMS

New Applications for membership will be available at the next meeting. Take one and give it to your friend who has been thinking about joining EAA Local. We need the new blood (none of you like to write or anything). If you know of someone who might be interested in joining, and you don't have an application, give them Gloria's Telephone number below. She'll mail them an application.

CHAPTER 393 MEMBERSHIP ROSTER

Well, we've got the title figured out! Otherwise, its in the works ya-all (Hey Glenn, weren't you going to do it?)

UNKNOWN AUTHORS (AND WHO WANTS TO KNOW?)

WHERE DO YOU FIND A TURTLE WITH NO ARMS AND NO LEGS?

Right where you left him!

"GENERALLY, THE THEORIES WE BELIEVE ARE THOSE WE CALL FACTS, AND THE FACTS WE BELIEVE, WE CALL THEORIES"

"MOST PEOPLE WOULD EXCEED IN SMALL THINGS, IF THEY WERE NOT TROUBLED WITH GREAT AMBITIONS"

INTERCOMS

Your newsletter editor just installed a "Quiet Flight" Stereo Intercom system in his Vari-Eze. You've got to hear it to appreciate it! Absolutely Great!