

The C i e c o

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393

P.O. Box 2269

Walnut Creek, CA

94595

FEBRUARY 1991

CHAPTER MEETING

Feb. 27, 1991 - The 4th Wednesday of every month @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Bring Chairs and wear-your-stinken-badges!

PROGRAM

John Schwaner from Sacramento Sky Ranch, Inc will be speaking with us about loads on engines, both internally and externally. Have you ever wondered what the Gyroscopic Loads are on a propeller flange at any given time during flight? Or about the loads on the same flange during a High RPM, inverted flat spin? What is pulling on what and when is it prone to break? John has researched quite a bit of this stuff, especially since he gets to make the repairs on many different engines & their components. We're very proud to have John speak with us again this year and he'll be opening a few eyes as he did the last time he was down. Don't miss it! (Did you know that John's book, "SKY RANCH ENGINEERING MANUAL (1990)", has been required textbook reading for many of the A & P schools around the country?)

MINUTES OF THE JANUARY 23RD 1991 MEETING

The meeting was called to order at 7:30 by President Pete Wiebens. Pete covered a brief bit of business; Gloria Martin covered the state of our treasury (we're OK folks). We welcomed two new members: Francis B. Rolfson Jr. (interested in a RV6 project) and David A. Walker (maybe he'll tell us what he is looking-to-build this next meeting). Also in attendance was Bruce Seguine & friend. Bruce (and his wife Nancy) Seguine will hopefully be joining our club again. They own that beautifully polished Aluminum Swift on the East Ramp. Our intro-session got right underway and everyone seems to be moving along on their projects. Winter time breeds long hours in the shop I guess (used to be children). Larry Roessler brought us up to date on the Wheeler Express saga. We all hope to see that mess straightened out soon. It's a nice airplane and we all hope to see Larry & his wife bring this kit plane to completion. Hang in there, Larry and thanks for the updates. Gerry Greth reported on the Airport Advisory Board issues. He informed the group about some of the changes like US AIR's plane change to a smaller Twin Turbo-Prop commuter plane instead of the larger four jet engine now in use. Another headline of interest is the new building Helicopter Adventures is gearing up for on



the North/East corner of the field. Glenn Werner announced his new arrival to the shop - a Fast Build version of the LanCAir 320 (we're going to time Glenn on this one).

We all broke for 15 minutes (and most were still broke after the break!) while our speaker set up his equipment. After the break, Pete started pulling the raffle tickets. Paul Kunkle brought a Kidde 1A-10-B:C Fire Extinguisher and it was first to go, followed by a couple of other great prizes. Once again, your newsletter editor forgot to note each of the winners, so, you know who you are: please bring the February Raffle Prizes (valued in the \$15 to \$20 range) and don't forget your receipt if you would like Gloria to reimburse you. President Pete then introduced President Jack Reichel of Esprit Technology. Jack did a wonderful job explaining how the military measures all of the structural loads put on a modern fighter. Jack's talk was very informative and interesting.

Side-Line Program "Swap Meet"

Round up those treasures you've been waiting to sell and bring them to the February meeting. Tag them with your name and asking price and we'll see if another club member can use what you don't need anymore. Hopefully the treasures you'll be bringing will be aircraft related too!

FIRST FRIGHT

Glenn Werner finally was able to get the Kolb Ultralight up! He reports nearly an hour of fun flying down off Tracy Airport.

Hopefully he'll tell us more come this next meeting.

NEW RATINGS

Good going Ken Voskowitz Jr.! Ken got his Sailplane Rating recently and reports a new kind of flying to all! Congratulations, Ken. (Time to set aside the RV6 project and build a self-launching sailplane maybe?).

DEADLINE

The flood of articles for the Cleco continue to be overwhelming. Please, no more pushing and shoving! I need at least 10 days prior to the General Meeting date to get your stuff in the Newsletter. As always, I want everyone to get an equal opportunity to be heard in The Cleco Newsletter. (Boy!)

FLASH

The recent Santa Paula collision between a Bell Jet Ranger & a S2 Pitts Special was apparently caused by the Helicopter. An eye witness reports that the Pitts had already departed and was climbing out when the Helicopter air taxied out over the runway, mid-field approx. 40 ft. up. The Pitts clipped off the Main Rotor Blades and both fell to the ground. Amazingly, the two people in the Helicopter survived with relatively minor injuries. The local aerobatic pilot, Lee Menelski, and his student were not so lucky.

ANOTHER FLASH

DICK AND MICHELLE WHITE are back! Well, they really never left, OK. We just haven't seen them lately since they started their home building project in Cameron Park. Dick and Michelle are living one

of those great dreams. They ran off and built a house on Aeronca Way (that's #3185 Aeronca Way) on the Cameron Park airport property. They commute to Livermore daily and report only 9 days last year where weather was a problem! They've got their automatic "hanger door" opener and they drive their Twin right in! Must be great. They've been in there now since Jan. 1990 (doesn't seem like that long does it?) Dick and Michelle have extended an open invitation to any #393 Member to come up and visit. Just give a call first to make sure they are home, but please come on by. Dick's got a new project too. He just picked up a Stearman rebuild project and reports it to be of the monster category (like barely fits in the house's hanger with the two other planes). Dick and Michelle are also planning a Labor Day Weekend - Pig Out Sunday party at their house (watch the calendar for details). This would be another open invitation to #393 members only and sounds like a real plane orgy to me. Dick's home phone is (916) 677-8885 and welcome back you two.

UNKNOWN AUTHORS (AND WHO WANTS TO KNOW?)

(WARNING: SOME OF FOLLOWING HAS BEEN CLEARED BY THE CENSORS) ALL OF THE SEX RELATED JOKES HAVE STILL BEEN BANNED (SORRY)

"Did you know that Mis-leader Sadam Insane won the coin toss and chose to receive ?"

A recent letter to Sadam read , "Dear Sadam, the world's not

stoppin, but you gotta get off"

Margo Kidder, the Actress, opposes the War and her latest quote is: "The United States is approaching a toxic level of tetesterone"

NOT WAR RELATED ...

"I'm less sure now about anything than I was 20 years ago about everything! "

YOUR EDITOR'S FAVORITE - LAWYER JOKES ...

What is the difference between a Lawyer and a Catfish?

One is an Ugly, Spiney, Cold Blooded, Mud Sucking Bottom Feeder ...

The other is a fish!

"Why don't Scientists use Lawyers AND rats in their experiments?" Because there are things Rats won't do!

Or another answer: Because the scientists get attached to the rats!

"Have you ever slept like a lawyer? You know; you lie on one side for a while, then you lie on the other side for a while. "

(CAUTION: SLIGHTLY SEXUAL RELATED ...)

" What do you do with 365 Used Condoms? " "You melt them down, make them into a tire, and call it a Good Year "

"What did the Deer say when she came out of the woods?"

... Boy, I'll never do that for Two Bucks again!



Its been so cold that Flashers have been handing out Polaroids instead of unbuttoning their coats.

**ALL ABOUT FUEL
FAA PUBLICATION (CON'T)**

**SPARK PLUG FOULING AND
HOW TO AVOID IT**

In most cases spark plug fouling can be reduced or eliminated by simply applying proven operating techniques. For example, low operating temperatures coupled with rich fuel mixtures result in incomplete vaporization of the tetraethyl lead in the combustion chamber causing lead fouling of the spark plugs. Maintaining proper cylinder head temperatures will minimize plug fouling problems. Be certain that maintenance personnel have installed the spark plugs recommended for the particular engine installation. Have the carburetor idle mixture checked and adjusted. Use recommended leaning techniques in cruise condition at all altitudes. Avoid low power letdowns, descend with power, and avoid over rich conditions. Carburetors and fuel injectors are normally set slightly rich in the closed throttle position, so it is best to carry a slight amount of power on landing approaches rather than approach with closed throttle. Keep the cylinder temperatures in the normal range during operation. After flight or ground operations, before shutdown, advance the throttle to about 1800 RPM for 15 to 20 seconds to clear the plugs and combustion chambers, retard the throttle to about 1200 RPM and shut the engine off immediately with the mixture control. You should not have plug fouling or misfiring on

your next startup. As long as you make sure the aircraft is serviced with the proper fuel, check the sumps for contaminants, operate the engine according to the aircraft owners manual and have the spark plugs serviced as recommended, you should not have plug fouling problems.

TURBINE FUEL

Occasionally, aircraft are inadvertently serviced with the wrong type of fuel and in most instances it is because of misleading signs. For example, certain turbo-supercharged reciprocating powered aircraft have paint designs with the word **TURBO** conspicuously displayed on the vertical stabilizer or on the engine nacelle. Line service personnel assumed this to mean turbo-jet and filled the tanks with jet fuel. Another incident involved an air carrier type aircraft that was originally equipped with reciprocating engines which most operators converted to turbo-props. The service personnel assumed the aircraft was a converted model when it wasn't.

Reciprocating engines may run briefly on jet fuel, but detonation and overheating will soon cause power failures. So, beware of getting jet fuel when you need avgas. Avgas is no substitute for jet fuel either. The engine failure caused by running the turbine engine on the wrong fuel may not be as sudden, but prolonged operation on gasoline will severely damage the engine by the lead content and differing combustion ranges of the fuel. Time limitations for use of avgas in turbine engines are listed in the airplane or rotorcraft flight manual.

PRE-FLIGHT ACTION

The responsibility is yours, the pilot, to determine that your aircraft is properly serviced. Check your aircraft before each flight and be sure you have the correct type of fuel. It may save your life. Take the time to inspect your aircraft thoroughly. (1) Be sure all of the fuel and oil tanks caps and covers are installed and secured properly after you visually check the fluid level. Observe the color and odor of the fuel as you check the tank. (2) Draw a generous sample of fuel from each sump and screen drain into a transparent container. Check for the presence of water, dirt, rust or other contaminants. Don't be so frugal as to save the fuel drained from the sumps by pouring it back into the tank. There are people who do. Don't risk the possibility of contaminating the system, get rid of it. (3) Check that each fuel tank vent is clean of restrictions; i.e. , dirt, ice, snow, bent or pinched tubes, etc.

The End

1991 OFFICERS

PRESIDENT	PETE WIEBENS 933-7517
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NEWSLETTER EDITOR	LARRY LAUGHLIN 758-3533

CALENDAR FOR 1991

- Feb 27 Chapter #393 General Meeting, John Schwaner from Sacramento Sky Ranch on Engine Induced Vibrations
- Mar 13 #393 Board of Directors meeting at Petes house @ 7:30pm (brownies w/nuts)
- Mar 27 Chapter #393 General Meeting, Ted Shulgin on Fasteners. This gets down to the real nuts and Bolts!
- Apr 7 Lakeland EAA fly-in
- Apr 10 #393 Board of Directors meeting at Petes house @ 7:30pm (brownies w/nuts)
- Apr 20 #393's 1040 fly-out to Columbia; Glenn Werner - Chairman
- Apr 24 Chapter #393 General Meeting, Glider Talk
- May 8 #393 Board of Directors meeting at Petes house @ 7:30pm (brownies w/nuts)
- May 18 #393's Pot Luck Weigh-in Pete Wieben's - Chairman
- May 22 Chapter #393 General Meeting, Our own Lou Ferrera speaking about his WW2 experience
- Jun 12 #393 Board of Directors meeting at Petes house @ 7:30pm (brownies w/nuts)
- Jun 21 CAFE 400 RACE in Sonoma
- Jun 26 Chapter #393 General Meeting
- Jul 10 #393 Board of Directors meeting at Petes house @ 7:30pm (brownies w/nuts)
- Jul 13 #393's Pre-Oshkosh Contest and Picnic Callie Joyner - Chairwoman
- Jul 27 NO MEETING SINCE WE HAD IT DURING THE PICNIC!
- Aug 14 #393 Board of Directors meeting at Petes house @ 7:30pm (brownies w/nuts)
- Aug 28 Chapter #393 General Meeting



As always, check your "Sport Aviation" magazine for the other local events. They maintain a great calendar. Anything you would like to see posted here must be sent in 10 days prior to our regular meeting date (and remember - no pushing and shoving folks).

MORE NEWS

Jim Weir, EAA Member of long standing and Vice President of Engineering of the well known RST Engineering Company in Grass Valley, is running for board of directors of the EAA National. Pete will have more on Jim at our next meeting and there will be a "Nomination Petition" up front for you to sign if you would like to help see him on the board.

BUILDER SUPPORT GROUPS

For information about the Composite Builders Group, call Lyle Powell @ 935-1444. To be placed on the mailing list for the CBG, send your name and address to Jordan Coonrad, PO Box 2878, Alameda, CA 94501 or call him @ 796-9766. Lyle reports that this group represents the core of the EAA, at least those mostly interested in a very informal gathering of composite builders.

For information about the Metal Builders Group, aka: the RV Builders Group, contact Greg Triplett, 3557 Helen Drive, Pleasanton, CA 94588. Greg's phone number is 462-8633. God knows, anyone involved in building a metal airplane needs this kind of informal support group throughout the project.

These cost nothing and will be run for 3 issues, Maybe (hey, what do you want for nothing?). Drop me a note with the words you want published here and I'll see to it that it gets in the newsletter. Please don't call and attempt to read me your ad over the phone.

FOR SALE - MARK 12 RADIO (and more below).

Power supply, rack, and harness inc. \$200 or b/o. Also, a HA-6 Carburetor, Marvel-Scheber for a Lyc 180 or similar - NEW for only \$500.00. AcroSport ByPlane (yes, your reading it right), 180 Lyc, full inverted, 200 TT, only \$22K; Call Dick White, Jr @ w) 415 867-6617 or h) 916 677-8885.

TIG WELDING - BY ERIC SCHULDT

Our own club member, Eric Schuldt, will weld up anything you need. Eric specializes in Alum. & Stainless. Phone him at (415) 827-0259. Eric's address is 1820 Baldwin Drive, Concord, CA 94519

FOR SALE - THORP T-18 KIT PLANE

Airplane and flying surfaces assembled. Most all parts to complete, inc. a Lyc. 0-290. Best Offer or trade. Contact Jordan Coonrad at 769-9766 in the (415) area, Alameda.



FOR SALE - CITABRIA (67) 7 ECA
484 TT, 77 TT on the engine,
newly rebuild and painted no
less! Glenn Werner will take
\$24,000 or Best Offer. call him @
(415) 676-8786 for more
information (in Concord).

FOR SALE - LIGHT PLANE HYDRAULIC
PRESSURE SCALES - A REAL BARGAIN
\$300.00 or Best Offer. Contact
any #393 Officer for more
information

And thats all folks!



**"Dick and Michelle White in
their new Stearman"**



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