

The Chico

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

FEBRUARY, 1993

CHAPTER MEETING

February 24, 1993 The 4th Wednesday of every month @ 7:30pm; Trailers near the Buchanan Terminal Building, Concord Airport. Bring Chairs. *Wear your \$\$\$@% Badges please!*

Jim's done it again. This time he has lined up Shawn Tucker, aerobatic pilot extraordinaire. Shawn is the guy who does an aerobatic routine at night trailing fireworks. Jim tells me that his talk is great. Don't miss this one. For the younger members, bring your kids for his autograph if you wish.

YOUR 1993 FAITHFUL SERVANTS

PRESIDENT	Glenn Werner 676-8786
VICE PRESIDENT	Jim Lewis 283-7047
SEC/TREASURER	Callie Joyner 671-4871
NEWSLETTER EDITOR	Will Price 254-2267

NEW MEETING LOCATION

*We are finally out of our former meeting room. From now on we will meet in one the trailers near the terminal building. The table and chairs from the old meeting room have been moved into the trailers so there is some seating. However, it is not sufficient for our membership **so bring your own chair.** There is plenty of space in the trailers.*

MINUTES OF MEETING 1/27/93

The meeting was called to order by President Glenn Werner. Glenn announced that future meetings will be in the trailers near the terminal building.

Callie Joyner reports that we have not yet received the \$1,000 refund from CRAMP. There were numerous drastic suggestions from members as to the action we should take. However, cool heads prevailed and it was MSC that the Board review the matter and submit recommendations at the next meeting if the refund has not been received by then.

Callie gave the following treasurer's report:

Checking account	
43.84	Ending balance last meeting
1582.00	New deposits
1325.57	Total expenses
300.27	Current balance
Savings account	
2207.12	Current balance

Glenn then introduced our speaker Wayne Handley who started his presentation by demonstrating his WHOOE stick. We were sufficiently impressed by his versatility with the twin prop device that he could probably have told us anything and we would have believed it.

The first of two videos he played showed some of the more spectacular maneuvers that he does with his aerobatic aircraft, the Raven. The entire presentation including his personal remarks was really captivating. Afterwards, he described the life of a person who does 25 airshows per year, how he keeps in physical condition, how tough it is pulling heavy negative G's, and so on-fascinating.

The second video he showed was truly unique. It was one he had taken while flying a Grumman AgCat while filming for a movie. One of the needed scenes was closeup taken while flying along the bottom of a deep canyon. Prior to the flight, he had mapped out the course in order to stay clear of obstacles. However, in transitioning from dark shadow to bright sunlight he missed his turn and ended up in a box canyon. He survived the entire incident by pancaking into a clearing on a slope exceeding 45%. Miraculously, he walked away without a scratch. Seeing the entire incident unfold before your eyes on the screen (including flipping over after the crash landing) was completely enthralling. Those missing this meeting really blew it.

Wayne then gave us some information about his aerobatic school. More on that is included elsewhere in the newsletter.

Following Wayne's presentation, we had the introductions. Larry Laughlin informed us that he does not handle auto carpeting--go to home depot.

The most significant item Gerry Greth had was his inauguration hat; it has a jazzy pop-up display.

Dennis Coulomb described his experience in flying the C5 simulator at Travis. My gosh Dennis, are you going to build a C5?

Harry Heckman reports that he has balanced his rudder and ailerons. Hang in there, Harry.

Ron Robinson gave us a detailed account of his wheels up landing. Amazing how little damage resulted. As you indicated, you made a poor decision in not installing an emergency hand pump (now going in). However, we all feel you did a fantastic job in putting the airplane down. Congratulations on that.

Dwaine Duis says that he has run the engine on the Luscombe he is restoring and it cranked up well. He also complained about the hassling he gets from the newsletter editor. Would someone please inform Mr.

Duis that (1) verbal complaints are beneath our dignity to consider; all such indications of displeasure must be in writing **and signed**, (2) Luscombe owners who ridicule high-performance aircraft deserve special consideration when newsletter time comes around.

Jim Roberts is back with us after a two-year absence. Welcome back, Jim.

Chris Kenyon reports that his RV is ready to fly but that he is not (needs tail-dragger time).

Hank Hertzler told us about a real dumb thing he did-- he trusted another builder. Seems that he went scrounging for a push-to-talk switch since his went South. Some guy with a Yellow Lancair very accommodatingly gave him one. (Always beware of gifts.) To make a long story short, he caught hell from about everyone because the switch was normally-closed, not normally open. The tower (and the rest of the world) learned how much he talks to himself during taxi and run-up. Guess that cured him of scrounging.

Lyle Powell brought in a low-priced (\$295) active noise cancellation headset. He has tried it and claims it works beautifully. Sure beats the heck out of \$1,000 for the Bose.

Ed Lester didn't have much to say except that he now has 720 hours on his airplane. Wow.

MINUTES OF BOARD MEETING 2/10/93

Present: Glenn Werner, Jim Lewis, Callie Joyner, Will Price

Glenn announced that EAA Chapter 75 has invited 393 to participate in the Watsonville show (Memorial weekend). Glenn will attend an organizational meeting (scheduled for the end of March) to get details.

Callie announced that Tony Schmidt, president of CRAMP, and other family members had been killed in an airplane crash. In view of the fact that all of the CRAMP records were at his home, Callie suggested that we hold off on communicating with the organization until things have settled down. Glenn will contact the vice president prior to the end of this month.

Callie presented us a rough summary of anticipated expenditures and income for the year. She feels confident that we will be able to function without a dues increase.

From the President . . .

Someone came up with a great idea at our last chapter meeting, which was to organize a missing man formation flight in honor of our fellow member and friend, John McComb.

The plan was for all those who wanted to participate, to meet on the west side of the airport at 10 AM on Saturday. Needless to say, trying to coordinate five independently minded pilots to fly their airplanes all at the same time, not to mention all in the same proximity, was no easy task. I watched as the leadership of the event was volleyed back and forth with different opinions of how a missing man formation is to be flown.

I was assigned the job description of "ground camera man" and to stand at one end of the runway at the Petaluma airport while the "flight of five" were to make their wing tip to wing tip low level pass. Then one of the planes was to peel off at the appropriate time leaving the remaining planes to continue the low level fly by.

I was never in the military, but I understand that they will give you a job to do for "which you have no experience, talent or interest." Had I ever been in the military, they would have made me a camera man.

I waited at the end of the runway, wishing I hadn't had three cups of coffee that morning, watching the "flight of five" assemble in the distance, looking more and more like a swarm of gnats, than a precision exercise of large and small, fast and slow, spam cans and homebuilt airplanes.

But these guys really pulled it off! They really did a super job ... I'm told. I couldn't see a thing. I had both eyes in the view finder of that video camera, trying to follow them across the sky. Let's see ... zoom out ... no, zoom in ... zoom by!

An observer at the airport recognized what was going on and asked us who it was that we were honoring. It turned out he was a B-17 driver, as was John.

Well, the "Delta leader" and all the wing men and the camera crew all had lunch at the Two Niner Diner while we talked about the challenges that you face when you do formation flying. We all agreed that it was fun and a well spent morning, and a good way to honor John McComb.

Glenn A. Werner

QUIZ OF THE MONTH

I really get tired of being around all you guys who have been associated with aviation all your lives and know the answers to the most obscure items. For instance, the other day a couple of the local pests were in my hangar talking about the planes parked in the ramp across from me. The first guy said something like: "The inverted water drain check valve always drove me crazy." The other guy came back with: "But in 1967 Piper replaced that with an orthogonal reciprocated detent; it was much easier to use."

Well, all of you wise guys can show how smart you are by taking a quiz.

To make this more interesting, the Board has decided to make a contest out of this. The person with the best score will be showered with a plethora of goodies. The prize list will be topped by three *free* raffle tickets.

As if that's not enough, there will be a guided tour to the Duis Museum by the Museum director Dr. Duis. The feature will be a recently retrieved antique, considered to be the classical stereotype of ancient travel methods. Only a glance is necessary to convince the average observer of the discomfort and perils that early travellers must have endured.

Another guided tour will be available, this by Herr Professor Wiebens of the Wiebens Archeological Dig. The professor claims to have unearthed three ancient aircraft one of which he claims to be in nearly flyable condition. Within his find, he has unearthed a plethora of tools used by early man. Although the Professor has identified most of them, the use and value of a several items remains a mystery to this day.

Free tickets to a variety of events will also be given away. How about a couple of tickets to the next Board of Supervisor's meeting and two of the same to the next Airport Advisory Committee meeting? Also, Payless Drugs has donated two tickets for unlimited browsing of the greeting card section in the Walnut Creek store. So bring your answers to the next meeting. All you've got to do is to match up the following aircraft designations with the corresponding name. The rules are as follows:

1. No references are allowed; in other words, Jim Lewis' idea of using Jane's is cheating.
2. Count as correct only those of which you are absolutely certain. No "I think's" are allowed.
3. Announce your score at the next meeting. Remember, this is strictly honor principle stuff.

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| A-4 | 2. Avenger |
| A-4 | 3. Bearcat |
| A-5 | 4. Bird Dog |
| A-6 | 5. Black Widow |
| AV-8B | 6. Corsair |
| D-558 | 7. Crusader |
| F-100 | 8. Delta Dagger |
| F-101 | 9. Delta Dart |
| F-102 | 10. Eagle |
| F-104 | 11. Fighting Falcon |
| F-105 | 12. Flying Cigar |
| F-105 | 13. Flying Shitcan |
| F-105 | 14. Foxbat |
| F-106 | 15. Glamorous Glennis |
| F-117 | 16. Harrier |
| F-117A | 17. Hellcat |
| F-14 | 18. Hornet |
| F-15 | 19. Intruder |
| F-16 | 20. Jug |
| F-18 | 21. Lightning |
| F-20 | 22. Mustang |
| F-4 | 23. Navion |
| F-4U | 24. Night Stalker |
| F-5E | 25. Panther |
| F-6F | 26. Phantom |
| F-8 | 27. Saber |
| F-8 | 28. Scooter |
| F-84 | 29. Sentinel |
| F-86 | 30. Shooting Star |
| F-8F | 31. Skyhawk |
| F-9U | 32. Skyraider |
| FB-111 | 33. Skyrocket |
| FM-1 | 34. Star Fighter |
| L-17 | 35. Super Saber |
| L-19 | 36. Talon |
| L-5 | 37. Texan |
| Mig-25 | 38. Thud |
| P-38 | 39. Thunderbolt |
| P-40 | 40. Thunderchief |
| P-47 | 41. Thunderjet |
| P-47 | 42. Tiger II |
| P-51 | 43. Tigershark |
| P-61 | 44. Tomcat |
| P-80 | 45. Trojan |
| PT-19 | 46. Tweet |
| PT-22 | 47. Vigilante |
| T-28 | 48. Voodoo |
| T-37 | 49. Warhawk |
| T-38 | 50. Wild Weasel |
| T-6 | 51. Wildcat |
| TBF | 52. Wobbly Goblin |
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CALIBRATE YOUR AIRSPEED INDICATOR

From EAA Chapter 725, Grant's Pass, Oregon

Saw the following in the Grant's Pass newsletter on calibrating your airspeed indicator and thought it worthwhile to print here.

Materials Required

- 10' or clear plastic tube (inside diameter to fit outside diameter of Pitot tube).
- One dropper.
- One measuring device (inches or centimeters).
- One stick or board.
- Water

Instructions

Bend the plastic tube to form a skinny "U" about 3' long and attach this to the stick or board. Fill bottom 4" of tube with water. Attach one end of the Pitot tube on airplane (water should be same height in both sides of the "U").

Now add water, one drop at a time, until your airspeed indicator reads 60 mph (52K) tapping the tube to make sure all the water gets down. Then measure the difference in the heights of the water and record your reading. Repeat with airspeed indicator reading 10 mph higher each time. Readings should be close to those in the table below. **Caution: Do not allow water to enter the Pitot tube.**

Next check for system leaks by checking for reading changes after 5 minutes at highest pressure. There should be no change.

Airspeed Calibration Values

MPH	KNOTS	cm H ₂ O	in H ₂ O
6052	4.5	1	13/16
7061	6.2	2	7/16
8069	9.0	3	1/8
9078	10.0	3	15/16
100	87	12.5	4 15/16
110	95	15.0	5 7/8
120	104	18.0	7 1/16
130	113	21.3	8 3/8
140	121	24.5	9 5/8
160	139	32.5	12 13/16
180	156	41.5	16 5/16
200	174	51.0	20 1/16

PERSONAL PROFILE--ED LESTER

Ed Lester is the tall, thin guy that gets up at each meeting and tells us about his latest trip in his Glasair. Well, not exactly *his* Glasair; he owns it with two other partners. He got into the "Glasair business" when he, Randy Alley, and Herb Jenkins and bought Glasair fixed-gear kit back in 1983. After working on it for almost four years with Rick Lambert leading the way, they first flew in 1987. Randy eventually sold his share to Bill Wood, one of the current partners; Herb Jenkins has since moved to the Northwest. (Note: If you are interested in getting going quickly, Herb's 1/3 share is available.) Ed flies about 75 hours per year and uses the airplane both for business and pleasure. Last year he flew it to Oshkosh and had a whale of a time. Has flown to Washington DC, Detroit, Texas, all over the place. His wife enjoys flying with him but has no desire to fly it herself.

Ed happens to be one of those real *San Francisco Bay Area* natives. He was born in San Francisco and has lived almost all his life in California, most of it in the Bay Area. He has lived in an unincorporated area near Lafayette for the last 14 years and in Orinda for the 14 years prior to that.

After graduating from St. Ignatius High School in 1953 he went on to UC where he got a bachelors and masters degrees in mechanical engineering. His special interest was process control systems. In fact, in graduate school he spent much of his working on servo control and fluid control systems.

When I asked him how he came about his interest in engineering, he pointed out that science and math were always his strong subjects in school. For some reason, he doesn't think he inherited the interest from his father. Seems that Dad worked for the IRS as a tax collector. He had the unenviable task of going out collecting from non-payers. Guess his was the knock on the door to be dreaded by tax deadbeats.

On the other hand, perhaps some of his engineering genes came from his grandfather who was a gold mining engineer. The grandfather had gold and other mines all over California, Arizona, and Mexico. In fact, his father was born at a gold mine in the Sierra foothills. Interestingly, the land and that gold mine are still owned by the family. Ed tells me that there are tunnels all over the place, most of them in complete disrepair and many on the verge of collapse. He thinks of them now as nothing but a potentially huge liability.

After graduating from UC he went to work for Link Aviation Western Development Lab in Palo Alto. In their effort to expand beyond the aviation business, they had him working on a pipeline simulator project for one year. It seems that refined petroleum products are sent thru pipelines in "segments" of product. For instance, a refinery might pump kerosene for several hours, then pump diesel fuel, jet fuel, then gasoline, each tabbed for a different destination. . People at the receiving ends must know the timing in order to open and close appropriate valves for the takeoff of product. Ed worked on techniques to allow the necessary calculations to be performed by hybrid (analog/digital) computer simulation.

When he mentioned the topics of continuous and sampling control for industrial processes, I asked him for a simple example of each. He said that continuous control of, for instance, steam flow might involve a flow sensor constantly sensing flow and continuously changing a valve opening to regulate that flow. The desired flow rate might be set manually by an operator positioning a pot or something like that.

On the other hand, a computer controlled sampling system would read the steam flow at intervals and actuate control mechanisms to regulate the flow. With high sampling rates (many times per second) the computer controlled system can actually function much as a continuous process control. The advantage of the computer controlled sampling system is that the computer can be programmed to assimilate data from many transducers collecting a wide variety of data about the system. It can then make "intelligent" decisions for controlling the steam flow and many other actions--sort of like the computer in the yellow Lancair that your Editor brags about.

In his career, Ed has worked for several companies. After leaving Link, he went to work for Daystron, Inc. designing computers to control industrial processes (three years at that). After his division was sold to Control Data he went to Foxboro Corporation (based in SF)--more control systems for seven years.

By then (20 years ago), he decided he had enough experience to strike out on his own. So he went into business for himself as a manufacturer's representative selling process control instrumentation.

He tells me that waste water systems, with needed process control equipment, are the hot item now. Much of the conventional industrial base is shriveling up because of the high cost of doing business due to strict California environmental control laws.

Regarding the family, Ed has six children: three boys and three girls. He mentioned, with a twinkle in his eye, how each is so much different from the other (except for twin boys who are much alike). His youngest son is just finishing high school and three of the children are currently in college. One of his daughters will graduate in June from the Air Force Academy in general engineering. She hopes to get into AWACS program. Interestingly, the academy was her own idea. She couldn't get an appointment so she enlisted in Air Force, went through training, and was working on electronics on F16s. Persistence finally paid off when she was accepted to the Academy from the ranks. Contrast this with another daughter who is in a convent. The third daughter is a happy housewife raising two children. The identical twins (sons) are both studying engineering, one in ME at Cal Poly the other in EE/CS at Berkeley. His pride in his family is quite evident.

Regarding other activities, Ed has tried the various recreational sports (golf, tennis, and so on) but admits he was never too good and was never really grabbed by them. That's okay, Ed, the courses and courts are crowded enough already.

Thank you for a pleasant morning in discussing yourself, Ed. It was an honor and a pleasure interviewing you.

LESSONS FROM THE GEESE

The following was extracted from the Hangtown Strobe, the newsletter of Chapter 512. They had reprinted it from CONNECTIONS...a newsletter of the Cystic Fibrosis Mutual Assistance Association. Seems to me it has a message that is appropriate to many of our activities. (I think I mean to include flying in that category.)

Fact: As each goose flaps its wings, it creates an "uplift" for the bird following. By flying in a "V" formation, the whole flock adds 71 percent more flying range than if each bird flew alone.

Lesson: *People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.*

Fact: When a goose falls out of formation, it suddenly feels the drag and resistance of trying to fly alone and quickly gets back into formation to take advantage of the lifting power of the birds immediately in front.

Lesson: *If we have as much sense as a goose, we will join in formations with those who are headed where we want to go.*

Fact: When the lead goose gets tired, it rotates back into the formation and another goose flies at the point position.

Lesson: *It pays to take turns doing the hard tasks and sharing leadership--with people, as with geese--interdependent with one another.*

Fact: The geese in formation honk from behind to encourage those up front to keep up their speed.

Lesson: *We need to make sure our honking from behind is encouraging--not something less helpful.*

Fact: When a goose gets sick or wounded or shot down, two geese drop out of formation and follow their member down to help provide protection. They stay with this member of the flock until he or she is able to fly again or dies. Then they launch out on their own, with another formation, or catch up with their own flock.

Lesson: *If we have as much sense as geese, we'll stand by one another.*

Seems to me that if we don't emulate geese, we may find that our Buchanan goose ends up cooked.

Larry Kett Laughlin



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NICKEL CADMIUM BATTERIES

By Ben Owen
(Swiped from EAA Chapter 512)

The nickel cadmium battery is being used on many of our aircraft - powering starters, radios, etc. Several features unique to this battery include the fact that the electrolyte does not actually enter into the operation of the battery as it does in the lead acid battery. The specific gravity of the electrolyte does not change in nickel cadmium batteries. The battery also has more power to weight than lead acid battery.

One of the nice features of these batteries is their fast recharge (due to low impedance). This feature also allows the battery to put out more power quickly. Cold temperature doesn't severely affect the output of nickel cadmium batteries, which is a good feature in cold weather.

Some of the features regarding discharge of the battery include the fact that the capacity of the battery can only be determined by a full discharge at a known rate over a known time. This is part of the routine maintenance procedure for this type of battery, and is a shop operation. As negative elements in the battery accept capacity more efficiently than positive elements, full discharge is part of routine servicing of this type of battery. In fact, full discharge, and then shorting out to a completely dead situation and letting cool for a minimum of three hours before recharging, is the typical way of servicing the battery in the shop.

When fast charging, the battery can accept more than 90% of its capacity in 20 minutes, a very useful feature. The water should never be replaced until a full charge is completed (providing it is not seriously down on water). In the event the battery is taken out of the aircraft, you can keep up the charge by providing a slow maintenance charge every 10 to 15 days. This should take 1-3 hours, depending on charge rate.

If you notice that one cell is lower than others for some reason, servicing would include full discharge, letting it cool and recharging. If you have the equipment, discharge again at the measured rate to see if capacity is completely up. Nickel cadmium batteries can be recycled in this manner up to three times in one sitting, in the event they appear to be losing their full capacity.

If you use the battery excessively or start too often, possibly one or more cells may damage or weaken the substance between the plates due to overheating in the charge phase. This lowers the resistance in those particular cells and then these cells are able to take on more of the excess charge causing heat, etc. This is erroneously called "thermal-runaway". Actually, even if the battery goes into this condition, you can easily stop the process by switching the battery switch to "off", as

"thermal-runaway", (a misnomer), can only occur while the battery is being charged.


Most executive aircraft using nickel cadmium batteries are required to have a heat monitor sensor that senses when the battery reaches 140 to 160 degrees F.


Like all electrical items, it pays to check the connections, particularly the ground connection, for corrosion from time to time. It is a good idea to use the manufacturer's recommended service intervals as a guide and establish a log and record of these service intervals, that work best for you, so you will be sure service on your nickel cadmium battery is maintaining it in an almost fully charged condition.

When charging these batteries, charge up to the level "overcharge" to bring both positive and negative plates up to 100% capacity. During overcharge, hydrogen and oxygen gasses are harmlessly released into the atmosphere through special vented plugs. Again, follow the manufacturer's recommendations on service for good results.

SOMETHING TO PONDER

A wise man once said: "Ride your horse in the direction it is going."





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A POTENTIAL SCENARIO OF THE FUTURE

Have you ever wondered if you could have slipped into the shoes of Nostradamus and made all those predictions about the future? Well, I feel that urge overtaking me, so here's what was revealed to me one evening while in deep meditation.

Year 2001: Cloudy McValley is elected to the Board of Supervisors; the primary focus of her campaign was to provide solid support to the continued operation of Buchanan Field. According to McValley, "Buchanan Field is an integral part of the overall business climate of Central Contra Costa County. The forces attempting to close the facility are motivated solely by their own greed and have little concern for the general well-being and diversity of the community."

Year 2002: The Board of Supervisor's completes a survey of several thousand households regarding attitudes toward the airport. Some of the more significant results are:

Do you feel Buchanan Field is an asset to the community?

Yes 8,375 No 381

Do you think Buchanan Field is a serious safety hazard to the surrounding communities?


Yes 183 No 8,433

Do you think Buchanan Field should be closed and the land developed for other uses?

Yes 429 No 8,212

Year 2003: Supervisor McValley, in a surprise statement, declares support for the closure of Buchanan Field and for the commercial development of the property. McValley, a long-time supporter of the airport, has indicated that the Board must be sensitive to the desires of the community. She cites the results of a survey showing that hundreds of voters opposed the airport and favored its closure. In good conscience, she must regretfully reverse her support of the field. She further states that "The best interests of the community will be served through a Board relationship with local developers that is derived from trust and mutual interest."

My final comment on that matter (for this issue of the Cleco) is: "We lost on PACE; let's not allow Buchanan field to become an issue on which we lose."

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JOHN McCOMBS--from Larry Laughlin

It saddened me greatly to hear of the passing of John McCombs. He was very helpful to me during these last 10 years. John was always very generous with his time and loved his flying. He attended most of our EAA meetings as well as most meetings called regarding hot political/airport items. He was always in there, willing and ready to fight for our rights as pilots and mechanics. I'll miss him and I thought Jim Lewis presented and excellent plan for those of us that wanted to do something special in John's honor.


During our January 20 EAA meeting, Jim suggested that our club perform a "missing man formation" for John. As those attending probably recall, I jumped in feet first speaking in favor of this idea. Jim announced for all interested in participating to meet over at the West Port-a-Ports the following Saturday morning at 10 AM. Unfortunately, only three participants showed up. My initial reaction was one of anger and disappointment at the apparent indifference by the membership to the remembrance of a special individual. In retrospect, I can appreciate the reluctance of individuals to fly formation without extensive preplanning. Undoubtedly, the low attendance illustrates for us the importance of careful planning and coordination for an event such as this. So the next time a good idea is put forth, let's show our

objectivity and thoroughly discuss both the pros and cons.

As it turned out, the three of us that showed up were able to round up two other planes. The five of us made two very pretty passes over Petaluma Airport early Saturday afternoon. Glenn Werner recorded (by video) the event for Mrs. McCombs and family. And those of us that participated in the ceremony felt as though we gave John a fair send off.

THANKS TO ERIC SWEET

You can thank Eric Sweet for taking the time and effort to do some typing for us. He was kind enough to enter into a word processor some of the material you've had the pleasure of reading. Thanks Eric.

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UNCLASSIFIED ADS

FOR SALE

Glaser 3 kit. Fuselage together, horizontal stab and elevator completed. (Editor's comment: There are some other goodies that I did not understand from Glenn's scribbled notes.) Owner has invested \$42,000 in the kit and parts (no engine). Will sell for \$36,000. John Martin (510) 672-8200 (work) or (510) 672-1813 (home). 1092

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MORE ON WAYNE HANDLEY

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