

The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

MAY 1995

YOUR 1995 OFFICERS

PRESIDENT	Fred Egli 935-7551
VICE PRESIDENT	Lisle Knight 527-6846
SEC/TREASURER	Louis Goodell 682-4198
EDITORS	Ken & Linda McKenzie 283-3119

MEMBERSHIP MEETING

May 24, 1995, (the 4th Wednesday of every month) @ 7:30pm, Old Buchanan Terminal Building, Concord Airport. Please wear your badges to help those of us who don't know everyone. Also, please bring chairs — we never seem to have enough.

BOARD MEETING

The board meeting is scheduled for 7:30 p.m., Wednesday, May 31 at Fred Egli's house. If you are interested in attending or have a matter you wish to discuss, please call any of the Chapter Officers.

MAY PROGRAM

This month's program will be presented by Lyle Powell on his installation of an electronic ignition system in his Glasair III. He has advocated using this type of ignition over the traditional magneto for reliability, safety and functional accuracy.

Lyle has installed a number of "extra" components for purposes of system backup in case of failure. He has promoted reliability as the major focus when we build our aircraft, to insure our safe arrival from Point A to Point B.

It will be most interesting and highly informative.

Lisle

MINUTES OF THE CHAPTER MEETING

held April 26, 1995

The meeting was called to order at 1930 hours, Lisle Knight presiding. The minutes of the March meeting were approved as submitted in the April 1995 Cleco.

Jeff Culver donated a VCR for use at the chapter meetings.

Tracy Williams has agreed in principle to pay 50% of the cost of a 70" movie screen, Chapter 393 will pay the remaining 50%. In addition, the Airport Managers office will arrange for the screen's installation.

EAA is requesting volunteers to act as Forum Tent hosts during the Oshkosh Convention & Fly-In.

Lisle would like any members who are planning to attend Oshkosh to take photos, slides or videos.

The Airport Open House is on June 18. Please bring your projects, flying or not. The chapter is being given its own cordoned-off display area so that you can leave early if necessary. Gerry has also requested that we man a Young Eagles table again this year.

Gordon Bowen announced that Hexcel is again sponsoring the composite workshop at Oshkosh. If you are going to be attending this year and can volunteer two hours of your time, please contact Gordon as soon as possible.

MINUTES OF THE BOARD MEETINGS

The board met for its monthly meeting on Wednesday, May 3 at Fred Egli's house. Attending was Fred Egli, Lisle Knight, Louis Goodell, and Ken and Linda McKenzie.

Golden West Fly-in (previously known as the Tracy Fly-in) planning committee is meeting Saturday, May 13 at 9:30am in the Livermore airport terminal building. Chapter 393 will be responsible for parking control and soft drink sales. Glenn Werner has again volunteered to coordinate Chapter 393's responsibilities at the Fly-in.

July Picnic planning is getting underway. The chapter will provide beer, soft drinks, hamburgers, hotdogs, buns and condiments. In keeping with previous years attendees will be encouraged to bring their favorite chili, salad or desert.

The following article was reprinted on the Internet, May 3, 1995.

Date: Monday, May 1, 1995

Source: By Steve Mills, Tribune Staff Writer.

Copyright Chicago Tribune

PILOT'S BODY FOUND AFTER CRASH WISCONSIN MAN, 91, WIFE KILLED ON ALABAMA MOUNTAIN

"It was a career that nearly spanned aviation itself, from the days after World War I when he got his first pilot's license signed by Orville Wright, to the present day, when a plane can fly so high a passenger can see the curve of the Earth.

"Steve Wittman, 91, was one of America's most daring and creative aviators for more than 70 years, a renowned designer, builder and barnstorming air racer who was so devoted to flying that both of his homes-in Oshkosh, Wis., and Ocala, Fla.-were along airstrips.

"So it was that Wittman died in an airplane, doing what he loved best-flying.

"Officials said on Sunday that the bodies of Wittman and his wife, Paula, were found among the wreckage of an airplane that crashed Thursday on Sand Mountain, in northeastern Alabama.

"He was one of the best sorts of legends: the small guy who never worked for a big company but who just loved to fly,' said Tom Crouch, the chairman of the aviation department at the National Air and Space Museum in Washington, D.C., where one of Wittman's planes is displayed. 'He really covered all of aviation.'

"Wittman and his wife left their winter home in Ocala on Thursday in his yellow O-and-O Special, a high-wing two-seat plane he designed and built. They were bound for Oshkosh, where they lived in a house at the airport he managed for 38 years, and which is named for him.

"A neighbor in Ocala reported to friends in Oshkosh on Friday that he had not heard from Wittman, who had promised to telephone after he touched down in Wisconsin.

"Search teams converged on Sand Mountain after officials received reports from several people who said they heard a crash in the vicinity.

"Meanwhile, several hundred pilots from the Experimental Aircraft Association, which Wittman helped found in 1953, flew along Wittman's route, said the group's spokesman, John Burton.

"The first pieces of the wreckage were found shortly before dusk Saturday, said Jackson County Sheriff Mike Wells, while the rest was found spread over 3 miles of the rugged mountains Sunday. Wittman's body was found about 50 yards from the fuselage; his wife's body was still in it.

"'Debris is everywhere,' Wells said from a command post on the mountain.

"The Federal Aviation Administration was on the scene to investigate the crash. Wells and others said it appeared that the small plane tore apart in flight. The wings were off the fuselage and spread far apart, as were clothing and additional plane parts.

"'Maybe he had some kind of physical problem that caused a loss of control,' Paul Poberezny, one of Wittman's closest friends in Wisconsin, said from the crash site, where he had flown early Sunday. 'But that was a very well-built aircraft. We just don't know.'

"Wittman, in fact, was a remarkably vital 91 years old, according to friends, and they knew of no health condition that made flying a risk. Wittman flew regularly and he had taught his wife, who was 56, to fly about a year ago, the friends said.

"Flying, they said, was all he cared about. His first goal was to become an aeronautical engineer; he thought problems in one eye would make flying impossible, however.

"But he learned to fly shortly after World War I and bought his first plane in 1924. Soon after, he was barnstorming across Wisconsin, selling rides at county fairs and flying exhibitions.

"His daring and fondness for speed earned him a reputation that placed him alongside such great U.S. aviators as Jimmy Doolittle and Roscoe Turner. He also flew with them.

"His racing career stretched from 1926 to 1984, and he was at his peak during racing's so-called golden age, in the 1930s, according to Crouch and other pilots.

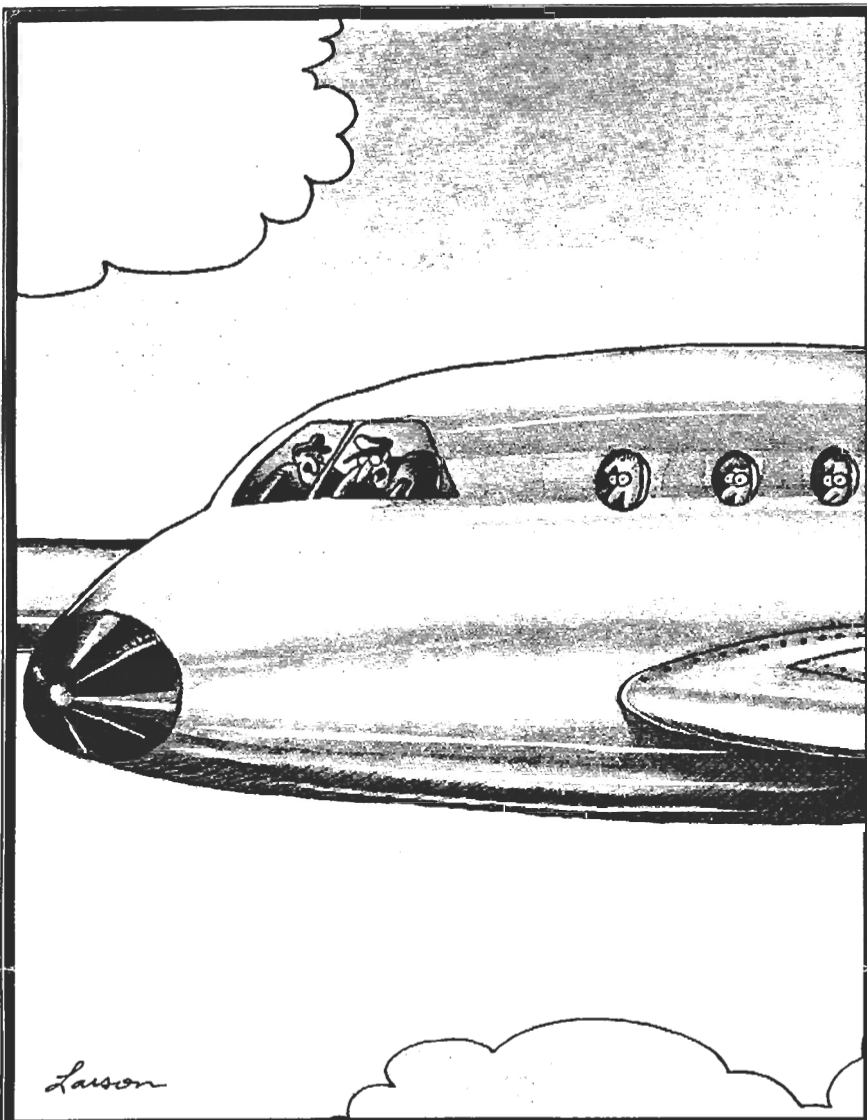
"At the same time, he was designing and building planes, sport aircraft and race planes that earned him several key aeronautic patents.

TREASURER'S REPORT

As of May 15, 1995 the balance in the Checking Account is \$1,370 and the balance in the Savings Account is \$2,620.

CATALOG OFFER

U.S. Industrial Tools is offering free catalogs to EAA chapter members. U.S. Industrial Tools primarily sells air tools. Please let one of the Board members know if you are interested, so that we may place a bulk order.



**"The fuel light's on, Frank! We're all going to die! ...
We're all going to die! ... Wait, wait. ... Oh, my
mistake—that's the intercom light."**

UNCLASSIFIEDS

FOR SALE: Q-235 project. Nearly finished. Lycoming O-235 w/327 SMOH. No medical. Call Quentin Durham at (510) 254-7843 for specs and photos.

[3/95]

FOR SALE: Third interest in Questair Venture, 80% complete. Project currently in Orinda. Asking price for interest \$40 to \$45K. Call Terry Thies at 254-7508.

[3/95]

FOR SALE: True airspeed indicator, 0-240 MPH new, never used (cost \$172) \$90. — Angle of attack indicator,

used (cost \$96) \$50. — Voyager miniature eyeball cockpit lights, new, never used (cost \$40) 2 for \$20. — Vari-eze servo motor, new, never used (cost \$25) \$10. — Gear motors, 28 volt, 2 for \$10. — Dial torque wrench with memory needle, new, never used, \$10. — Tire gauge, 0-130 psi, new, never used (cost \$10) \$5. Call Russ Giffin 510-935-2887.

[5/95]

FOR SALE: Ray Nilson ran into Herb Ross at the IAC gathering at Tracy. Herb is looking to get out of the airplane building game and has 2 Pitts SIS "kits" that he has assembled. Herb will part with these for at least \$10,000 less than they are worth. Each kit consists of wings, fuselage, landing gear, empennage, fiberglass cowling pieces and a lot of et ceteras. All welding and parts needing special jigs have been completed. You will need to cut and fit aluminum panels, cover, and do the details that finish the airplane. If you are interested, Herb can be reached at (209) 478-0122.

[5/95]

FOR SALE: RV6/6A tail kit in box with complete set of plans, plus construction video. \$600. Contact Jim King at (818) 504-1147.

[5/95]

Calendar of Events

Chapter Events

July 15 - Annual Picnic held on the lawn next to Navajo Aviation.

Dec 17 - Annual Awards Dinner @ Petar's Restaurant in Lafayette.

Workshops

May 27-28 - SYRACUSE, NY - Alexander Aeroplane's Builders' Workshop. 1-800-831-2949.

June 5 - July 1 - OTTUMWA, IA - 16th Annual Composite A/C Const. Workshop. 800-726-2585, ext 183.

June 10-11 - COLUMBUS, OH - Alexander Aeroplane's Builders' Workshop. 1-800-831-2949.

June 24 - 25 - GREELEY, CO - Alexander Aeroplane's Builders' Workshop. 1-800-831-2949.

Fly-ins & Airshows

May 18-21 - HAYWARD, CA - Hayward-Los Vegas Air Race. 408-636-1116.

May 20 - CORNING, CA - Antique Fly-in and Airshow.

May 20 - GEORGETOWN, CA - Fly-in Picnic

May 20 - McClellan AFB Guest Day.
May 20 - ROSAMOND SKYPARK, CA - EAA Chapters 49/1000 3rd Annual Fly-in. Includes pancake breakfast and BBQ lunch. 805-538-1530.
May 20-21 - CHESTERFIELD, MO - 3rd Annual BD-5 Convention. 314-349-4828.
May 26-28 - WATSONVILLE, CA - 31st Annual W. Coast Antique Fly-in/ Airshow. 408-496-9559.
May 26-28 - HAYWARD, CA - Hayward Air Fair.
May 26-28 - LONGMONT, CO - IAC Chapter 12 Regional Contest. 303-493-7507.
June 1-4 - PHOENIX, AZ - Southwest Regional Aviation Expo '95. 602-821-0294.
June 2-4 - MERCED, CA - 38th Annual Merced West Coast Antique Fly-in. 209-358-3728.
June 3-4 - DURANGO, CO - Four Corners Air show. 303-247-2740.
June 9-10 - PORTERVILLE, CA - 45th Annual Moonlite Fly-in/ Airshow. 209-535-4510.
June 9-11 - SAN DIEGO, CA - CAF Regional Airshow. Brown Field. 619-469-9651.
June 10 - INTERNATIONAL YOUNG EAGLES DAY
June 11 - SACRAMENTO, CA - Annual Air Fair / Fly-Swap @ Sacramento Executive Airport. 916-429-33793.
June 16-18 - CAMARILLO, CA - EAA Chapter 723 15th Annual Fly-in featuring the Southern California Wing of the Confederate Airforce. 805-388-9665.
June 17-18 - COLUMBIA, CA - Fly-in. 209-536-9805.
June 18 - CONCORD, CA - Buchanan Field Airport Open House. 10:00am to 4:00pm.
June 23-25 - COLUMBIA, CA - 20th Annual SW Stinson Club Fly-in. 510-686-3812.
June 23-25 - LONGMONT, CO - 17th Annual EAA Rocky Mountain Regional Fly-in/ Airshow. 303-798-6086.
June 30-July 2 - SEATTLE, WA - Museum of Flight Flightfest '95. 206-764-5720.
July 5-9 - ARLINGTON, WA - 26th Annual North-west EAA Fly-in / Sport Aviation Convention. 360-435-5857.
July 7-9 - LOMPOC, CA - 11th Annual Piper Cub Fly-in. 805-733-1914.
July 15 - VACAVILLE, CA - Solano Air Fair. 707-466-0322.
July 16-20 - SPOKANE, WA - American Bonanza Society Annual Convention. 706-290-0792.
July 18-23 - OSHKOSH, WI - 380th Bomb Group Reunion. 501-362-2891.
July 22 - SUSANVILLE, CA - Susanville Airfaire. 916-257-0334.
July 27-Aug 2 - OSHKOSH, WI - 43rd Annual EAA Fly-in -and Sport Aviation Convention. Wittman Regional Airport. Contact John Burton, EAA, P.O. Box 3086, Oshkosh, WI 54903-3086, 414-426-4800.
Sept 14-17 - RENO, NV - '95 National Air Races.
Sept 29 - SAN JOSE, CA - Reid-Hillview Airport Day.
Sept 30 - PALO ALTO, CA - Palo Alto Airport Day.
Oct 12-15 - PHOENIX, AZ - Copperstate Regional Fly-in. 602-750-5480.

Oshkosk Travel Partners

Don Baldwin is planning to drive back again this year with his trailer. Anyone interested in spending two weeks for the trip should contact him now.

Bob Russell from Chapter 512, Placerville, would like to fly back in a light plane. Says he will share expenses and can help navigate. Call him at 916-642-1084.

Don O'Neill thought that the following article from the February 1995 issue of Kitplanes would be of interest to everyone. Thank you Don, for pointing it out.

INSURING YOUR HOMEBUILT

"You want to insure your *what*?"

by LeRoy Cook

We're finally getting to be legitimate. Just a few short years ago, owners and pilots of homebuilt aircraft were treated as members of an undesirable underclass when they brought up the subject of insurance. Now the situation has turned around: Homebuilts, and kit aircraft in particular, are sought out as a source of business by the underwriting industry. After all, you can't really ignore a potential market that put five times as many new piston-engine airplanes into the air last year as did the certificated manufacturers.

Bob Mackey, executive director for chapters and corporate risk manager at the EAA, points out that the number of registered experimental-category aircraft has doubled in the last 10 years, and it had doubled in the previous 10 years, and in the 10 years before that. Is it any wonder they're beginning to take us seriously?

In truth, much of the credit for this maturation has to go to the development of kit aircraft. Given the underwriters' new level of confidence in a design's engineering and in the ability of an average builder to duplicate precisely the factory prototype, a kitbuilt aircraft took on all the aspects of a standard production airplane. There are still risks to be considered when a builder makes modifications to the kit or installs an untested powerplant, but the kit aircraft remains a known starting point.

What's Different about Homebuilts?

But there are some unique aspects of experimental aircraft insurance, and if you are considering a project, you should be aware of these peculiarities. For instance, what happens during the construction phase of the aircraft? If that \$20,000 pile of parts sitting in your garage suffers a fire loss, the average homeowner's policy will be woefully inadequate. Bear in mind that the value of a project increases during assembly; at some point an expensive engine is delivered, avionics are stacked under the bench, extra tools and equipment are bought, all adding to the investment. And then there's the labor value. Tim Bonnell at Professional Insurance Management in Wichita call this

builder's risk or work-in-progress coverage, similar to the insurance carried on a building under construction. He strongly recommends carrying such a policy, one with a preprogrammed growth in coverage as the project's value increases.

As the builder approaches his homebuilt's first flight, there may be a short period of time when insurance is not available or is limited to parts replacement only. Traditionally, homebuilt aircraft policies did not cover the first 10 flights, first 10 landings, or perhaps even the first 10 hours, because the risk of a loss is demonstrably greater during that period. Of the total accidents involving amateur-built category aircraft, FAA statistics show that 19% will probably take place during the first couple of flights. Bear in mind that many minor crunches go unreported but are expensive nonetheless.

First-Flight Coverage

To cover this gap, the EAA has teamed up with Avemco to offer first-flight coverage under an EAA insurance plan, hinging about the new EAA Flight Advisor Program. Flight Advisors are experienced, knowledgeable persons who agree to counsel a builder before his or her first flight to minimize the risk involved. Rather than blindly attempting the test hop with no knowledge of what it entails, the builder can pick the brain of someone who's been there before. The Flight Advisor might recommend dual in an airplane with characteristics similar to the homebuilt, warn against early expansion of the test envelope, or make a final, impartial checkout of the pilot's capabilities before the flight, perhaps even recommending that a professional test pilot be used.

If the builder agrees to operate under the guidance of an EAA-designated Flight Advisor, coverage will be extended to include the first 10 hours of flight and the first 10 landings. In addition, the Avemco Direct Approach 2000 policy will carry discounts for participation in the EAA's Technical Counselor program, which provides guidance and precover inspections for builders, and a discount for joining an EAA chapter. Mackey points out that the new policies apply to a restoration as well as a homebuilt project; he's just restored his own 1951 Cessna 170A.

It pays to ask questions and read the policy's provisions, Mackey points out the EAA program's "disappearing deductible," which means that when a loss exceeds the amount of the deductible it goes away, rather than staying around to reduce the settlement, and a medical payment coverage that converts to an accidental death benefit if a loss of life occurs. He admits that not every EAAer will want the bells and whistles of a full coverage policy, in which case he recommends a simpler policy from National Insurance Underwriters, an Avemco affiliate.

"In sport aviation, not just homebuilding, the competition to these insurance programs is no insurance at all," Mackey says. "Insurance is a component of the aircraft as vital as

brakes or controls. At the least, one should have liability coverage to protect present and future assets from a possible judgment and the costs of defending oneself in court."

Another company willing to write coverage for the maiden voyage of a just-completed airplane is Aviation Underwriting Specialists in St. Louis, MO. Specialists in kit aircraft—rather than plans-built or one-off aircraft—AUS's John Berra told us it was generally possible to cover any kit design, even high-performance airplanes, although the latter are tougher. Even liability-only coverage does not present a lot of relief. "From the insurance company's standpoint, the liability is always the greatest exposure," Berra said. If the policy calls for a \$1 million liability limit, AUS will also pay for the legal defense costs, over and above the million. Each risk has to be evaluated differently, he said, the matching of pilot to machine being the main concern. AUS's HomePro policy includes options like builder's risk, parts-only protection and builder's labor coverage, in addition to first-flight coverage.

What's Available?

Our survey of companies and agencies showed some interesting approaches to the coverage of experimental-category aircraft. Aviation insurance is one of the last vestiges of nonregulated free-market economics at work. If your risk is perceived to be chancy, you will pay dearly or be denied coverage. On the other hand, if you are considered to be a good bet, there will be competition for your business, driving premium rates down. Even with the improving climate for homebuilt aircraft during the past couple of years, I still detected wide variances in willingness to write risks and set premiums, depending on the pilot and aircraft matchup.

In general, agents and aircraft owners said there was no problem getting coverage for homebuilts, once the test flights were over. Underwriters, on the other hand, expressed caution; one group's spokesman said "that's still down the road a piece" when asked if they insured homebuilt aircraft, and another said they would only cover kit aircraft for now, preferring to avoid the uncertainties of one-of-a-kind or plans-built aircraft. Some agents stated that they now have three possible markets that would quote on kit built planes, but only one for non-kit designs.

SAFECO Insurance's aircraft underwriting subsidiary, Commercial Aviation Insurance (ComAv), quantifies the risks of homebuilt aircraft insurance by matching pilots to their airplanes. It prefers to insure the original builder, as opposed to a second owner, because he can do his own maintenance. Kit aircraft are given preference over plans-built designs, and nothing lighter than the Avid Flyer/Kitfox category is sought. The company does not insure student pilots in homebuilts, and up to 25 hours of dual can be required if the pilot has low total time and no experience in type, which is no different than might be required for standard production aircraft. As ComAv

Senior Vice President Mark Brown put it, "We have a common-sense approach to underwriting; as long as spare parts are available for the airplane, we can probably write it."

One underwriter's nightmare is the chance of finding unairworthy construction inside a homebuilt after it is opened for repairs following an accident. The issue then becomes a matter of what the insurer pays for, as a consequence of the loss, and what rework should be the owner's responsibility. A repair shop may refuse to sign off the aircraft unless extra work is done, leading to a real collapse of the house-of-cards that constitutes all contractual agreements. As with older, rarer production airplanes, the availability of parts is crucial to determining hull insurance coverage. As long as parts can be obtained, it should be possible to buy insurance on the aircraft, but in some cases the buyer may be able to get liability coverage only.

Is There a Blacklist?

None of our contacts was willing to acknowledge a blacklist of aircraft types, although it was confirmed that a list of approved types did exist at one underwriter. The reluctance to publicize such information is probably due to competitive reasons, and because circumstances might cause the company to add or delete names from such a list before this article was even printed. The term *fast glass* came up often, referring not just to high-performance composite retractables but to all aircraft with high wing loading and sensitive handling characteristics. While coverage is easier to obtain for these aircraft than it was a couple of years ago, insurers still watch for a mismatch of pilot and aircraft. As with standard-category aircraft, a pilot with limited experience in retractables or high-performance aircraft will be quoted a high rate or denied coverage until experience is acquired, or he may be asked to take a certain amount of dual.

To cover the 300-mph superbirds with as little risk as possible, underwriters have had to inspect the kit production facilities, then make sure the kit was built to exact factory specifications. Some underwriters also require that the pilot attend a factory-designated training school before flying his machine. Professional Instruments Courses (PIC), a well-respected personal training company, is one source of such schooling. A requirement for 1000 hours of total pilot time and 250 hours in high-performance aircraft was viewed as a minimum to qualify for coverage for one of these personal rockets.

Most of the standard insurers were unwilling to write ultralight coverage. As one company representative put it: "We couldn't sell enough policies to cover our risk. The cheapest coverage we could offer would cost \$250 to \$350 per year, and that's more than most ultralight pilots would pay." Some companies wouldn't cover ultralight-type designs, even though they had an N-number, preferring instead to sell to a different segment of the market.

Pulling Pitch with Full Coverage

One bright spot in what used to be a dark void is the Falcon Insurance Agency of Dallas program for the RotorWay Exec 90 helicopter, which had been uninsurable prior to this custom-tailored plan. Now, a standard \$1 million policy with \$100,000 per occupant bodily injury coverage is available. As Tom Crull at Falcon put it: "We saw an opportunity that was being missed and found an A-rated company willing to write it."

Coverage is available for the new RotorWay 162F, as well as for the previous Exec 90, and to any older Execs that are upgraded to Exec 90 status. Crull decries the heresy statements by unqualified people of structural faults in designs or powerplants, often instigated by competitors or armchair engineers, that can make coverage more difficult to obtain. Harold Miller, president of the parent Falcon Insurance Agency of Austin, is building a Kitfox of his own, so the firm is definitely involved with all aspects of aviation, "right on up to airliners," according to Crull.

Putting Your Package Together

As a builder, what types of coverage do you need, and where do you go to look for them? When you take delivery of your BEB (Big Expensive Box) and begin accumulating investment, you'll need builder's risk coverage, adjusted periodically as the plane takes shape. Start talking to your insurance provider even before you cut metal, in case the insurer wants another set of eyes inspecting your work at key points in the building process. Before flying the results of your five years of effort, check to see if coverage can be obtained. You will need at least \$1 million of liability coverage, probably medical payment coverage for any passengers, and in-motion and not-in-motion hull coverage for the value of your airplane. Find out what the company is going to require to extend coverage when it is time to fly; you may need to take some upgrade or refresher training to satisfy their requirements for proficiency.

Homebuilt aircraft insurance is almost a specialty within a specialty. Few general-line insurance agencies know enough about airplanes to intelligently write risk, leading to statements like "You want to insure your *what?* when you call them. Your choice will be between contacting an agency specializing in aircraft insurance, usually servicing a large geographic area from the larger population centers, or a direct-writing company like Avemco or Aviation Underwriting Specialists.

The direct writers know the industry and the risks intimately but will have little knowledge of your particular situation, and of course they can only offer coverage from one source, their company. The independent agency may know more about your needs and can promote you to whatever markets are interested in writing your risk.

If you start shopping around at renewal time, be sure you don't lock your favorite agent out of the market by letting

another firm have your N-number, pilot qualifications and exact needs. Once an underwriter quotes a specific risk to an agent it will not quote it to anyone else, effectively "locking out" your previous agency. Avoid this by asking for market trend information only, such as "what would a 500-hour Kitfox pilot pay for a \$1 million liability package with \$25,000 worth of hull coverage?"

In the final analysis, perceived risk sets the premium for aircraft insurance. Now that homebuilts are being taken seriously, you should allay the insurance company's fears by choosing a kit well within your qualifications and by making sure it is built exactly as specified. Offer to take upgrade or refresher training if it will lower the premiums or increase coverage. It's about time we get the respect we deserve.

FOR MORE INFORMATION, contact:

Aviation Underwriting Specialists (800) 325-8079

Avemco Insurance Company (800) 638-8440

Commercial Aviation Insurance (ComAv) (602) 483-7300

Falcon Insurance Agency of Dallas, Inc. (214) 250-0800

National Insurance Underwriters (800) 628-4636

Kel Petersen & Associates (800) 777-5960

Professional Insurance Management (800) 826-4442

Rollins Hudig Hall of Kansas, Inc. (800) 835-2677

T.A.C. & Associates, Insurance (800) 776-5176

Ed Lester recently received tremendous assistance from a fellow EAA'er in Scott's Bluff, NE. Stan Hill devoted most of a Saturday morning to making emergency repairs to the Glasair. Mr. Hill passed along a tip for those going to/from Oshkosh. At an altitude of 4390', the Camp Guernsey, WY airport is a good place to stop. They have inexpensive fuel, camping on the airport, lots of touristy things to do in the area and a good FBO. Dave Arland is reported to be a very dedicated, helpful and competent A&P on the field. One final tip: Scott's Bluff has high fuel prices and the FBO is not overly supportive of repairing anything, especially experimental airplanes.



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