

File

# The Cleco

Official Publication of the Experimental Aircraft Association  
EAA Chapter #393 POBox 272725 Concord, CA 94527-2725

JULY 1996

### CHAPTER MEETING:

Normally, meetings begin at 7:30PM on the 4<sup>TH</sup> Wednesday of every month in the terminal building at the end of John Glenn Drive.

**This month, Chapter 393's Annual Picnic** takes place of the monthly meeting. The picnic will be held on the lawn next to Navajo Aviation, beginning around 1130AM. This is a pot luck event, a sign-up sheet for food items was passed around at the last meeting. If you didn't sign up, contact Bob Belshe (376-7677) who is coordinating the assignments. Some of the things we need are hot dog and hamburger buns, ice, and drinks.

### NEW MEMBERS:

Welcome to new members Duane Allen, Mark Angelos, and Robert Findley. Welcome back to Ronald Caldwell.

### CHAPTER MEETING MINUTES:

Minutes of the Chapter Meeting Held June 26, 1996

The meeting was called to order at 7:30pm by President, Bruce Seguire.

### Treasurers Report:

Checking \$1315, Savings \$2697. Income this month: raffle \$97, dues \$30, photo shoot \$60.

### Old Business:

**Lyle Powell** reports that the program to phase-down the burning of rice straw is not working because additional acreage planted is more than the mandated burning reduction. Additionally, economically feasible alternative methods of disposal have not been found, and the phase down program is being halted at least until the year 2000. Looks like we will continue to suffer from the smoke-generated haze.

**Lysle Knight** reports that with the help of the Concord Police Activities League we signed up about 30 new young eagles at the airport open house. He passed around a sign-up sheet for pilots who will be able to fly the young eagles on the next couple of weekends. It was decided that Chapter would pay the cost of providing a photograph for each young eagle.

### New Business:

**Chapter 393's Annual Picnic** is scheduled for July 20. This will take the place of the July meeting. It will be held on the lawn next to Navajo Aviation. A chairman is needed to coordinate the food, beverages, and supplies.

**Lyle Powell** passed out the following list of local airports which have restaurants.

- SOUTH
- MONTEREY
- SALINAS
- HOLLISTER HALF MOON BAY  
(Princeton)
- WATSONVILLE
- HARRIS RANCH
- FRESNO-CHANDLER
- PASO ROBLES
- SAN LUIS OBISPO
- SANTA MARIA
- BAKERSFIELD
- PORTERVILLE

- EAST
- AUBURN
- COLUMBIA (3/4 mile walk)
- PINE MOUNTAIN LAKE
- STOCKTON
- SACRAMENTO EXEC
- SO. LAKE TAHOE

- NORTH
- PETALUMA
- SANTA ROSA
- NAPA
- NUT TREE? ?
- LAKEPORT
- RED BLUFF
- REDDING-BENTON
- UKIAH (across the highway)
- EUREKA-MURRAY
- SHELTER COVE ( north end)
- WILLOWS
- QUINCY (sometimes)
- CHESTER (1/2 mile walk)
- CHICO
- MARYSVILLE

**Ken McKenzie** reported on the West Coast Regional Fly-in organizational meeting he attended at Oroville. The Oroville folks did not seem to be interested in working with the ten chapters which have put on the two Tracy Fly-ins. A person from the EAA Headquarters was there to support the project and apparently could supply large-scale support (buildings, display aircraft) if a good facility can be found.

**Bob Belshe** announced that business ad space is available in the Cleco.

The membership expressed appreciation to **Larry Laughlin** for all the work he has done for the club. Larry told how he found and fixed a long-standing high oil temperature problem in his LongEze. It was due to improperly installed fittings on the lines to his oil cooler. He described his trip back to Colorado Springs and a friendly encounter with Denver ATC.

#### Introductions:

**Dick O'Conner** announced he is tooling up to begin building a RV6. **Rob Hanberg** is looking for a Rotax 582 for his Avid Flyer project. **Rick Young's** RV6 is for sale, he is beginning final assembly of his Harmon Rocket. **Scott Achelis** now has 15 hrs on his just completed RV6A.

**Lyle Powell** discussed causes of vacuum pump failure. The major cause is the ingestion of foreign bodies. Another cause is resonance of vanes which causes waffling of the inner surface of the pump chamber. This effect can be reduced by not running for long periods at the same RPM. To prevent anything from getting into the pump Lyle has added a filter at the input, using a Chrysler oil filler cap. He has 730 hrs. on his Glasair III. Reports flying to San Luis Obispo in 55 min, Eureka in 59 min, really loves this plane.

**Ron Robinson** is half way through the six months before he can apply for medical recertification- feeling good, advises us to eat right and exercise. **Dick Rihn** is working on the one-design, almost ready to put skins on wings. **Bob Belshe** is going to do his first long cross country in his Lancair 235, flying to Jackson Hole for the 4th of July.

**Harry Heckman** is almost ready to move his Lancair 290 to the airport. He passed around a sheet to sign up people who could help carry the fuselage out of his basement. **Duane Allen** has flown 200 Young Eagles, he is chapter 62 Young Eagle coordinator. He is about to retire from NASA and is moving to the Concord area. **Glen Werner** has 320 hrs on his Lancair 360, no complaints.

**Jack Reichel** is working on installing next generation avionics in his 182. **Larry Roessler** hopes to get working on his Wheeler Express again. **Tim Glenn's** Kitfox 5 is almost ready to cover. **Bill Madden** has a KIS about 1/2 done. **Bill Wilson** has ordered a GlasStar kit.

**Doug Paige** is ready to remove his RV6 fuselage from the jig. The jig is available for next builder. His O-360 engine was lost by the trucking company. **Dwain Duis** has been soaring near Sparks, Nevada. He was towed to 2000' AGL, then soared up to 11,500'. He also had fun helping lady pilot assemble her glider.

**Randy Alley** is just beginning the restoration of a L2. **Keith Martz** has a hangar available for sublease. **Ray Nilson** advises that if you are doing aerobatics you should have an engine with a solid flange crankshaft. **Rick Lambert** has lightweight aircraft batteries for sale. These are good for two-battery systems. Several members reported very good results with these sealed batteries.

**Mike Parker** is looking for ride to Arlington. He is making custom wingtips for Rvs. **Tony Tiritelli** was able to replace the vanes in his vacuum pump without removing the pump from the engine.

**Kris Kenyon** advises to turn intercom volume down before demonstrating a roll to your sister.

#### Program:

The scheduled speaker, Jim Weir of RST Engineering, was unable to be here. His talk will be rescheduled at a later date.

**Mark Angelos**, a flight instructor with Concord Flight International, filled in with a presentation describing a course he offers on unusual attitude recovery and basic aerobatics. A firm believer in spin training for all pilots, (he doesn't solo his students before teaching spin recovery) he also showed a video of a number of different spins he made in a Cessna 150. Thanks Mark, for an interesting impromptu talk.

#### Young Eagles Flight Rally

*by Lisle Knight*

Well Everybody, Chapter 393 sure had a banner day with our Young Eagles program. We flew seventeen young people on Sunday, July 7th, from 10am to 12:30pm. The weather was CAVU and deliciously in the 80's.

All participants, Young Eagles, Parents, Pilots, & Staff congregated on and around the wooden observation deck at the base of Buchanan's control tower. The deck provided an excellent vantage point from which all out-going and incoming flights could be observed, and was perfect for the administration and registration duties.

The increase in participants this year came from our association with the Police Activities League of the Concord Police Department, and in particular, through the efforts of Officer David Nye, a D.A.R.E. Instructor. All of the Young Eagles had signed up during Buchanan Field's 50th Anniversary Airshow on June 16th.

Many thanks to our pilots Bob Decker, Bruce Seguire, Lou Ellis, Lyle Powell, Pete Wiebens, Tony Tiritelli, Tracy Peters, and to staff personnel Fred Egli and Duane Cole (Duane has personally flown over 200 Young Eagles with Chapter 62 and has now relocated here with Chapter 393). Pictures will be forthcoming in the next Cleco.

## TECH TOPICS

### MY TALE OF WOE

*By Dwain Duis*

My C85 Continental engine needed to be overhauled. John, a licensed A&P agreed to overhaul my engine. The cylinders were sent to Engine Components in Texas for overhaul. When the case was opened John cleaned and measured the crankshaft. The crankshaft journals were standard in measurement with only slight traces of wear. We sent the crankshaft to a company in Oregon to be recertified. After ninety days we inquired about our crankshaft and their answer was, "what crankshaft?". "We never received one from you!" Via a UPS tracer we proved they had received the crankshaft and it had been signed for. Their next reply was "Oh! that crankshaft!" "that was the one that was no good!". "We have here a C85 crankshaft that has been ground wrong and is worthless and it belongs to you". "We tried to call you by telephone but could not reach you". John's shop is open eight hours a day, Monday through Friday and there are two people in the shop to answer the telephone. They then returned to us a worthless crankshaft. What to do now? I decided to sue them in small claims court. This means flying from California to Oregon to sue in their district. Round trip tickets for John and myself were \$240.00 plus car rental and lodging another \$200.00. The first trip was a mediation session with no results. The second trip was to present our case to a Judge. The Judge heard our case and ruled in favor of the Defendant. We got zero. It is my opinion that someone at this company targeted my crankshaft and was paid a tidy sum under the table for my good crankshaft. If you are trusting you had better beware. Write down all measurements and part numbers. Take pictures of your parts. Document everything. Send your information in advance so they know you have documentation. Telephone within a few days to verify the part was received and checked to your dimensions. Find out in advance, if you can, the name of the person who will be working on your part and verify that all is going well. Finally, if the part is rare, as in my case, it might be better to hand deliver and receive documentation on the spot. In a lawsuit the Judge will no doubt rule in favor of the local establishment, especially if much of your story is hearsay. In truth, they stole my crankshaft. I'm out about three thousand dollars including the cost of a usable crankshaft.

### BLAZING A TRAIL

*By Richard Snelson, T-18 Newsletter, #95*

Here's a tip on a neat landing light. It's compact, lightweight and puts out a flood of light. As I visited the Lancair display at Sun 'n Fun, I noticed a tiny coke bottle lens staring at me from the air inlet of a factory-built Lancair cowling. I had been looking for a landing light for some time, and had put off purchasing one because I didn't want the problem of building a bracket for a conventional type bulb. Sitting there in this \$75K airplane was a little marvel of a light, with its own case and mount. I was sure that the thing would cost at

least \$100 and that it could not put out close to enough light for landing. The near-sighted coke bottle lens "BLAZER" sure fooled me.

Before I tell you where to get this little gem and how much it will set you back. Let me tell you about its features. It's powered from 12 volt dc, has a quartz halogen bulb, and internally is all reflector with a thick, coke bottle lens in front. Trying it out in my backyard, it lights up backyards four houses away. It's made of light weight thermoplastic and takes the heat of the halogen bulb with no sweat.

Really, folks, it's not a lot bigger than the bottom of a coke bottle. The really big surprise came when the salesman told me. "It's called a Blazer and you can pick it up at WalMart in the automotive section". Two of them cost \$39. What a deal!

The Blazer is a driving light that you can mount in the lower front bumper of a number of cars. One thing you will notice, when you turn it on, the light pattern is cut off sharply across the middle. The Blazer has an internal aluminum shield that keeps the light out of oncoming drivers' eyes. To remove it, for a full pattern, you must take the light apart. Here's how- with a small pen knife work around the large diameter cutting the small amount of rubber cement away and gently prying the lip up as you go. This will take several trips around and some patience to do without breaking the case, so stay with it. Two plastic keepers hold the case together- by compressing them, it will come apart. Don't touch the halogen bulb or the reflector portion of the light while it's apart. Oil from your skin will shorten the life of the bulb. Remove the aluminum cross reflector with a small Phillips screwdriver and you can reassemble it and get a full lighted pattern. Remember to put a little rubber cement in the groove as you put the two halves together. This will keep out moisture and help hold it together.

Let me know how this little guy works for you. I'm on the way to the airport to install mine now. The WalMart product is called: Blazer Projector "The Ultimate Driving Light" C8004K.

### BREAKING IN YOUR NEW BRAKES

*From Flying Apache Association, December 1995*

Even the best brake linings can be destroyed quickly if you don't take the time to break them in properly: Your caliper is assembled and checked, brake system isn't leaking anything, the wheel moves easily in the caliper and all parts are on the airplane as they were before you started. You're now ready to do an operational test of the brakes, and, if you changed the linings, to break them in.

Start your engine and do your normal start up procedure. When you're ready, let the airplane taxi forward a little and then test the brakes. Do they feel and operate okay? If you're at a controlled field, give the tower a call and let them know your intentions. Then, take the plane out onto the taxiway. If you're just testing your work, go out to the taxiway and at your normal taxi speed, try the brakes a few times. If it feels good, you're done except for the paperwork.

## AIRCRAFT TOOL DEFINITIONS

*Submitted by Scott Achelis*

If you're breaking in new linings, there's a few more things to do, depending on which type of linings you have. Unknown to some pilots, the break-in procedure for organic linings is different than the one for metallics. Giving your linings the proper conditioning will add many hours to their useful service life. A single hard braking application can damage organic linings if they are not conditioned correctly. First, tell the tower you're going to do some extended taxi runs. If you have organic linings, taxi for about 1500 feet with the engine(s) set at 1,700 rpm while applying sufficient brake pedal force to keep the taxi speed down to five or ten mph. Then go to the run up area and allow the brakes to cool for about 10 to 15 minutes. Apply the brakes and do a normal static run up. If the brakes hold with normal pedal pressure, the linings are properly conditioned. If not, repeat the procedure until they are. What you've just done is create a thin layer of glazed material, like a skin, on the lining surface. The glaze is (or should be) maintained throughout the life of the lining by normal brake usage. If brake usage is very light, then you may wear off the glaze and will need to repeat the procedure.

Metallic linings are a different animal. If these are not broken in correctly, you will not only lose lining life, but severely score your brake discs as well. Conditioning is accomplished by doing two consecutive full-braking stops from about 30 to 35 knots. Do not let the brake discs cool substantially between stops, but also understand that successive stops at high speeds can cause the brakes to overheat and can warp the discs and/or pressure plates, so use caution. (If you have a tailwheel airplane, be careful to keep the tail from lifting while doing this. Metallic linings are a lot more efficient than the organics and it's possible to lift the tail during hard braking.) This type of conditioning wears off the high spots on the linings and generates the heat necessary sary to glaze their surface. You can use the brake disc as a guide to whether the linings are conditioned right. A smooth surface without grooves indicates properly conditioned linings. If the disc is getting grooves, the linings must be reconditioned. You can do it whenever the discs show the need. As with the organics, light use will remove the lining's glaze, thus requiring reconditioning

## NEWSLETTER SUBMISSIONS

All contributions for the newsletter are welcome! If you have something to say or share with the rest of the club members, do it here! Please submit any articles and/or photographs you think others will enjoy and learn from. The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th).

Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be hand written, typed, or on any IBM diskette (in ASCII or MS Word).

**Hammer:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive aviation parts not far from the object we are trying to hit.

**Mechanic's Knife:** Used to open and slice through the contents of cardboard boxes delivered to your front door; works particularly well on boxes containing seat covers or poly covering.

**Hacksaw:** One of a family of cutting tools built on the Ouija Board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**Vise-Grips:** Used to round off bolt heads. Can also be used to transfer intense welding heat to the palm of your hand.

**Air Compressor:** A Machine that takes energy from a hydroelectric dam 500 miles away and transforms it into compressed air that travels by 50 ft. hose to a rivet gun which pounds the skin of your plane and leaves happy face "smiles" in it.

**Wire Wheel:** Cleans rust off of old bolts and throws them somewhere under the workbench at the speed of light.

**E-Z out bolt extractor:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

**Timing Light:** A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys.

**Tweezers:** A tool for removing wood splinters.

**Phillips Screwdriver:** In the past, used to stab the lids of old-style paper and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips head screws.

**Battery Electrolyte Tester:** A handy tool for transferring sulfuric acid from your airplane battery to the inside of your tool box after determining that your battery is dead as a doornail, just as you thought.

**Craftsman 1/2" x 16-inch Screwdriver:** A large prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

**Tin Snips:** See hacksaw.

**Drill Press:** A tall, upright machine useful for snatching flat metal stock out of your hands so that it smacks you in the chest and flings your beer across the room, spilling it on your plans.

## CALENDAR

- July 20 Chapter 393 Annual Picnic. Same place as last year, on the lawn next to Navaho Aviation.
- July 27 Mt. Diablo Pilot's Association Open House BBQ, Buchanan Field
- August 1-7 EAA Fly-In Convention, Oshkosh, WI
- August 10 Air Expo '96, Yuba County Airport, Marysville, CA
- August 15 Buchanan Field's 50th Anniversary dinner.
- August 24-25 Central Oregon Airshow, Redmond, OR
- August 30-31 EAA end-O-Summer Fly-In, Madera, CA
- August 30-31 EAA Antique/Classic Chapter 29 Antique Fly-In and Airshow, Hayward, CA
- August 30-Sept 1 Annual Gathering of Taildraggers and Swinetasteing, Georgetown Airport, CA
- Sept 1-2 Annual Lancair fly-in, Redmond, OR
- Sept 21-22 Gathering of Warbirds Airshow, Fresno, CA
- October 4-6 Golden West Fly-in at Tracy airport, volunteers needed.
- Nov 1-3 Antelope Valley EAA Fly-in. Fox field, Lancaster, CA



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## CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for FREE!

*All I ask is that you submit your FOR SALE item to me in writing and no later than the 14<sup>th</sup> of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.*

### FOR SALE:

**Prestolite Starter** for Lyc. 320/360 - \$200.00 Call Larry @ 510 758-3533

**1969 Cessna 150.** West coast airplane. Full IFR, two navcoms, G/S, ADF, MB, redone panel, upholstery, recent annual and 100 hr. 4000TT, 500SMOH. Nice paint. \$16,950. Great personal plane or trainer. Bruce Milan (510) 254-4780

**Questair Venture.** We are looking for an experienced pilot as a 1/3 partner. Project is 95% complete, can finance. Bruce Milan (510) 254-4780

**WANTED:** Crankshaft to fit Lyc O-320 E2G. Otto Bischoff, c/o OMB Design Corp., 318 Bullard Ave, Parmaus, NJ, 07652. (201) 967-1021

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THE EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER #393 NEWSLETTER

JULY 1996

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