

## SportAir Workshops

EAA will be holding an Aircraft Builders Workshop April 20th & 21st in Watsonville, CA. These two-day courses will introduce participants to the joys of building your own aircraft while providing the knowledge and experience necessary to do it safely. EAA will be offering the following hands on courses:

### Sheet Metal

This 2 day course prepares you to build any sheet metal kit aircraft and teaches the procedures for sheet metal repairs. There is a discussion of all the basics including types of aluminum, rivets, tools, cutting, drilling, deburring, countersinking, and riveting. Tuition for EAA

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## Enjoyable Meetings ...

**Wednesday, March 27, 2002.** The wasted Airline Terminal facility on the East side of Buchanan Field. 7:30 p.m. semi-sharp. This month's speaker is **Bob Michael of the Hiller Aviation Museum.**

See the map on the back page for meeting location.

(What non-homebuilt previously based at Buchanan Field has appeared on the cover of Sport Aviation Magazine?)

## It's that time again, Dues Time...

Every year each individual has the opportunity to rejoin the local EAA chapter. Some people may think that the EAA is *Sport Aviation*® Magazine and others may think it the annual Fly-in at Oshkosh, but the real heart and strength of the EAA is the people that belong to the local chapters.

If *Sport Aviation*® was the heart then *Flying!*® Or *Plane and Pilot*® could just as easily serve as the centerpiece. *Sport Aviation*® is one of the best laid out, best-researched, well-written and most enjoyable aviation magazines on the market. It is chock full of information and beautiful pictorial layouts. But it is just an information and advertising source that you purchase.

The annual "AirVenture" (or Mis-Adventure as some would say) is a great convention held by a group of people with a common passion for aviation and camping in the rain. It is an uplifting event, a pivotal event, an event to stir the heart of the little child in each of us. It's an

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## FYI...with Full Color Photos

Please see the **Further Information** feature on page 3 for additional pictures, articles and Information.

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## Get Your Cleco from the Internet...

[WWW.eaa393.org](http://WWW.eaa393.org) Copies of the Cleco are available from the chapter web site in Adobe® Acrobat® format for your downloading convenience. If you would like to be removed from the mail list and receive your Cleco electronically, please use the electronic form available on the Cleco page of the web site.

## ***It's the people...***

Gene Stangel

I recently had a chance to fly with Ron Robinson to Pine Mt. Lake; Phil Jenkins flew his Glasair along side. On the trip it became clear that Ron's plane enjoyed a power "boost" from the custom induction nozzle on his lower cowl. I decided it'd be worth looking into for my Glasair. Ron told me that Technical Counselor Rick Lambert had molded his induction nozzle, so I called Rick. He told me that he no longer had the mold. But here's the "good part"... he suggested contacting Van's Aircraft because they sell glass retrofit nozzles for their planes. He also noted he'd used one recently on a Glastar. With Rick's suggestion I purchased Van's nozzle for a whopping \$60! (a FABULOUS buy).

With the new nozzle and my lower cowl in-hand, I visited Rick to see how he'd done the installation on the Glastar. Rick took a few minutes and a marking pen and outlined where he thought I'd probably have to trim the nozzle to fit my cowl. To my amazement his marks were within a quarter inch of where I trimmed the nozzle.

As a result of Rick's suggestion I will (someday) enjoy a measurably improved MP over the stock Glasair design, and I saved a bundle of \$\$\$'s and time in making this "minor" modification.

I can't imagine better service and results from an EAA Tech. Advisor. Thank you, Rick! ■

## ***Chapter Name Tag***

Please wear your official Blue EAA nametag to the Fly-Outs and the Monthly Meetings. Your mother and wife may know who you are but the new members don't and my memory isn't so good anymore.....

## ***Rick's Tech Tip...***

Technical counselor Rick Lambert has assembled builder tech tips from his experience and many published sources. You can reach Rick at 925.676.9377 to schedule your next Technical Inspection.

**At the last meeting Fred Egli noted that statistics from his Vision Microsystems engine monitor had recorded 300 hours of flight time while his Hobbs meter indicated 400 hours. The very expensive Vision System only records hours where the airplane is moving over a certain speed. This article reprinted from Q-Talk by way of the Chapter 663 Grapevine, has a neat solution for non-Vision Microsystems equipped aircraft.**

## ***Alternative To Hobbs Oil Pressure***

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## **Mr. President!**

Harvard Holmes

### ***Pay UP!***

Louis Goodell, our Treasurer pointed out to me that I had not paid my membership for 2002. While I have now done so, I am sure many others haven't yet. After all, our Chapter dues are about the cheapest deal for entertainment and advice that you will ever find. I encouraged Louis to send email to those reachable that way.

We have not settled yet on a place for the Holiday Party, but we took a look at Marie Calendar's and I think it could be made to work. See the informal notes of the Board Meeting for details and see me or another officer if you want to influence the outcome.

International Young Eagles day (June 8) is coming up and Duane Allen notes that a sponsor is probably needed for this event at Moffitt Field. This is a fantastic opportunity for someone who has the time to "make it happen." Let Duane or me know of candidates, and don't be afraid to nominate yourself.

The Flyout had 18 people, which I will take as a tribute to the great flying weather. We all did a great job of arriving at the same time; so much so that Ron Robinson got to do about a three mile final while some of us got out of the way.

I came upon my president's letter of only two months ago, and I note that one of my goals was more member involvement is setting direction and carrying out activities. While I have gotten very positive feedback on our flyouts, I have had little input on other matters from the general members (non Board Members). Speak up at the meetings, or better yet, come to a Board Meeting.

I recently chanced upon "Piston Airplane Cruise Efficiency," <http://www.db.erau.edu/research/cruise/> and I learned quite a bit that I didn't know before. If you want maximum endurance, is it better to fly high or low? How much better? What if you want to go far? Now I know the answers. Highly recommended.

Briefly Noted: The FSSs are now open again to walk in traffic. While not very relevant to CCR, at OAK I tried to use this service as much as possible. It always surprised me how much information was in those pictures and how helpful were the insights of the briefers.

Happy flying,

Harvard ■

opportunity to enrich our skills and our knowledge with information from a multitude of sources.

But, it is also a business franchise that is one of the most valuable in aviation, a business franchise that benefits a very few. The heart of an organization has to be more than a commercial vacation venue.

The local chapter, on the other hand, has no professional layout people and not the least opportunity to turn a profit. But it benefits all that participate. The benefits can be social, with the hanger parties, bar-b-ques, Christmas and award functions, new friends for the member and family. The benefits can be practical. The practical benefits can change the laborious task of building an airplane alone in a garage or hanger to the same kind of co-operation and help that used to be had with a pioneer barn rising. The wealth of knowledge that is freely shared from member to member is based on practical knowledge, interested study and freely given opinion. It is hands-on too, not just comprised of pictures and diagrams.

The benefits can be life changing too, as we read in last month's Cleco with the story of Duane Allen and the Navy Flight Cadet who got his first airplane ride as a Young Eagle.

**All of this leads to the fact that the club needs \$20.00 from each member for your yearly dues. The deadline for getting the membership information to EAA headquarters is at hand. 20 bucks, where else can you get all these advantages for 20 bucks.**

Pay the dues for someone who is waffling about joining the chapter and then bring them to a meeting. Pay the dues for one of the past-presidents who no longer holds current membership (a shameful situation). We even have a federal inmate that wants to be sponsored. Pay the dues for a non-flyer who enjoys looking over the airport fence. Help spread the magic of flying.

**But do it now, we need the money. ■**

### ***Runway 1 in Jeopardy?***

#### **Airport Property Extension Possible**

The Contra-Costa County Aviation Advisory Committee met at 7:30 p.m. at Buchanan Field, 550 Sally Ride Drive, Concord. Among agenda items were review, discussion and recommendation for proposed 23 acres of airport property and extension of Diamond Boulevard.

-Martinez News Gazette ■

members is \$289.

#### **Fabric Covering**

This 2 day course prepares you to cover any type of aircraft, whether certified or experimental. Using the Poly-Fiber Covering System, the class will cover DC-3 ailerons. All steps are demonstrated and practiced, including preparation, gluing the fabric, shrinking, rib stitching, taping and spraying. Repair procedures will also be discussed and practiced. Tuition for EAA members is \$259.

#### **Composite Construction**

This 2 day course provides you with everything you need to know to begin building a composite aircraft. The course will provide a complete discussion of core materials, reinforcement materials, and different types of resin systems. The hands-on portion includes such skills as bonding, hot-wire cutting, and lay-ups. Tuition for EAA members is \$259.

#### **What's Involved in Kit Building**

This Saturday evening seminar is a fact-filled discussion of regulations and paperwork, the workspace required, the time commitment needed, the financial investment and insurance considerations. May be taken in conjunction with other workshops. Tuition for EAA members is \$30 and includes dinner.

The courses are instructed by experts that not only know the subject matter but know how to teach!

To enroll or learn more about the EAA SportAir Workshops, visit our website

**www.sportair.com or call 1-800-967-5746. ■**

# **Further Information**

at [www.eaa393.org](http://www.eaa393.org)

These articles and feature have pictures and additional information available on the club web site. Please investigate.

1. Pictures of the February Fly-Out
2. Informal minutes of the Board of Directors Meeting.

## ***It's Your Duty to Attend, Bring a Marginal Acquaintance...***

Chapter 393's meetings are open to the public; you don't have to be a member to attend. The meeting time is 7:30 p.m. on the 4th Wednesday of each month. The meeting location is the Buchanan Field Terminal Building on John Glenn Drive, just south of the control tower.

## The Monthly Fly-Out

Each month the members of the club go to lunch on a Saturday, as a group, usually to an exotic little lunch spot within 100 miles of Buchanan Field. Every club member is invited to join in the fun.

### Here is how it works:

- We will meet outside the Buchanan Field Terminal Building at 10 AM on the Saturday morning immediately following the monthly club meeting.
- The destination for the Fly-Out will be chosen or announced at the General Membership Meeting the prior Wednesday so you will always be able to tell your significant other where you are going.
- Some folks will have airplanes some folks will not. All seats in the airplanes going on the fly-out will be filled. Those who own planes will get to go for that weekly hamburger in their airplane and all others will get to go along by occupying an empty seat.
- If there are not enough empty seats for all that come to participate and there is no room for you then you may expect a preferential seat the following month. ■

## Switch For Hour Meter

Bob Farnam  
©Q-Talk 2001

My electric recording hour meter ran anytime the master switch was on. I piled up hours on the hour meter, which weren't real. A Hobbs oil pressure switch also overstates the hours and is another place for an oil leak.

I found a World Magnetics low-pressure air switch that could sample pitot pressure and turn on at some airspeed less than flying speed. This way, the hour meter wouldn't run when the engine was idling on the ground but would turn on near flying speed.

The "World Magnetics" switch, model PSF1 00A-1.5, where the dash number 1.5 indicates the switching pressure in inches of water. The list price is around \$14.00 and the total cost with shipping and handling was around \$25.00. The switch is available preset to pressures of 0.5, 1.0, 1.5, 2.0, 3.0, 4.0, 6.0, 8.0 and 10.0. A pressure of 1.5 inches of water column equates to an airspeed of about 60 mph.

The air pressure switch is also inexpensive, very light and confines the wiring to the panel. It is tapped into the pitot pressure hose with a tee fitting and mounted next to the hour meter. It has been used in my Q-200 for about 100 hours and so far, the time recorded is very close to the clock I use for my pilot logbook.

World Magnetics  
810 Hastings Street  
Traverse City, MI 49686  
231.946.3800 – phone  
231.946.0274 – FAX  
<http://www.worldmagnetics.com>

**Now that's a simple instillation. How about wiring the oil pressure sensor to your Tach. Timer and the World Magnetics switch to the Hobbs Meter. Then you'd have accurate engine time and accurate flight time - Rick■**

## Q2 Parts for sale

Have scrapped my Q2 after only 80 hours TT; Parts are for sale. Revmaster 80 hp engine complete with vacume pump, posa carb, props (2). Narco radio, ELT, sts hand held radio, transponder. All instruments .Will sell all or part. Can be see in Orinda.  
Jan Bowman, 925-254-3382

## OSPREY II for sale

Fuselage with fully-instrumented control console & panel on pedestal, electric gear retraction mechanism in place with nose gear installed, fuel tank with plumbing, batteries, seats, all flight & trim controls; Canopy & Engine cowl with 0-320 mount & exhaust system; Propeller; Spars & Straps, Ribs, Horizontal stabilizer, elevator, Rudder & Water rudder, Fin; Aluminum and 4130 fittings including main gear assemblies. All Ply, Foam, Wire to finish; Cloth to cover, manual, hardware, and Plans, design sketches, construction photos. Quality workmanship. Asking only \$11,500...

Lisle. (510) 527-6846

## Chapter Events Schedule

- March 27, 2002, 7:30 p.m. - General membership meeting
- March 30, 2002 - Flyout to the Harris Ranch for a steak lunch.
- April 6, 2002, 10:30 a.m. - Board of Directors meeting.
- April 24, 2002. 7:30 p.m. - General membership meeting. ■

## EAA Chapter 393 Membership Application/Renewal

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

Name: \_\_\_\_\_

Postal Street Address: \_\_\_\_\_

City, State ZIP: \_\_\_\_\_

Home Telephone Number: \_\_\_\_\_

e-Mail Address: \_\_\_\_\_

Type of Aircraft/Project: \_\_\_\_\_

N Number: \_\_\_\_\_

## Chapter Resources...

are owned by the chapter for the benefit of the members. To check out a resource contact: Rick Lambert, Technical Counselor, 925.676.9377 or rlam242714@aol.com

### Lost Tools

Chapter 393 has been around for a long time and during that time we have acquired and loaned out many tools and specialty materials. Some of those have not been returned. If you have a tool or other materials that we purchased with club money return them to Rick Lambert. There is no late charge.

### Aircraft Scales

Ruggles Aircraft Scales make it easy to compute a non-certified weight and balance for your project. Scales have a capacity of 3600 lbs. Easy to use.

### Engine Baffle Templates

For four cylinder Lycoming cylinder head.

### 8' Sheet Metal Break

It belongs to Bob Rudolph not the club but it is for all to use carefully. Located in Bruce Seguire's Hanger – Contact Bruce for availability.

## A Big Apology...

Let me apologize to all the members whose names I have clobbered with my spelling. I mean no disrespect to you or your family heritage. The bizarre far away places your ancestors immigrated from are both beautiful and noteworthy.

The Cleco is put together rather quickly each month and many of the stories are given to me verbally. I do not have the time to proof the newsletter with an incomplete club roster in order to always misspell names the same way. If your last name is in the Microsoft Word Dictionary it will always be correct. If not, please smile about the phonetic attempt to spell what someone said was your name. We are all products of the public school system.

Editor-■



## 2002 – 2004 Chapter Officers and Chairpersons

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### Flight Advisor:

Position Open

### Chapter Historian:

Position Open

## The Cleco

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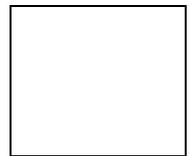
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# The Cleco

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