



## Experimental Aircraft Association

### CHAPTER 393

P.O. BOX 2269, Walnut Creek, CA 94595

### Concord, California

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415/825-4211

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CHAPTER MEETING - WEDNESDAY EVENING, 7:30 P.M.  
AUGUST 26, 1987

Say now, wasn't that some picnic!? That chili was the best ever. Everything went so well and so smoothly. Everyone ate their fill and quenched their thirst on that non-alcoholic beer that John McCombs brought (how do they manage to make it that way, anyway?). And it was all under the able supervision and guidance of Sasha Munir, who even did a good part of the cooking. Thanks a lot, Sasha!!!

While we have Sasha on our minds, this might be a good place to comment on some of her other recent exploits. How many of you know that after she did herself up proud at the picnic, she flew her pretty red-striped bird to OSHKOSH and then on to New York, where she flew around the Statue of Liberty, not once, but twice!!! She was overheard saying that this country has been good to her. Well, I'll second that one Sasha, it's been good to me too. I think it is the best one on the planet, no matter how much we all may complain from time to time.

For the program this month, Norm Spitzer will talk to us about the installation of radios, particularly in fibreglass. He is also prepared to talk on and answer questions about other electric/electronic/avionic equipment, but his main thrust will be radios. As we all know, Norm knows his subject well, so this is a good opportunity to get some good information. Don't miss it. Bring a chair and a friend who might like to join EAA.

Reminder: The Airport Advisory Committee meets on the 3rd Tuesday. We should all plan to attend once in awhile, to keep abreast of what is happening around the airport.

Dues are due, and have been since July, for those whose last name begins with the letters L through Z. According to deep pockets Lou Ferrero, not one person had paid as of this month's Board meeting.

Also, in September nominations will be due for the list of names of Chapter members who will comprise the slate for the election of our officers for the next two calendar years. So please start thinking of names and be prepared to provide them to the nominating committee. There will be more on that at the meeting.

# EAA

## EXPERIMENTAL AIRCRAFT ASSOCIATION

## CHAPTER 393

## 1987 CALENDAR

CHAPTER MEETINGS - The 4th Wednesday  
of every month - 7:30 P.M. at  
Buchanan Field Terminal Building  
EVERYONE IS WELCOME! Bring Chairs!

BOARD MEETINGS - On the dates  
listed below (usually the 2nd  
Tuesday each month) - 7:30 P.M.  
at Navajo Aviation. Chapter  
members are welcome.

## AUGUST

Board - August 11th

Chapter - August 26 - Presentation on radio installation by Norm Spitzer.

- Sp 4-5 - 3rd Annual End O' Summer Fly-In, Madera. Camping,  
dislpays, judging & awards. Leonard Troutman, 209+291-  
4196. Chapter 376.
- Sep 4-7 - Delano Aerobatic Contest, Delano Airport. 805+481-1354.
- Sep 5-6 - 7th Annual FAA Mountain Flying Seminar and Airshow 9 AM  
to 4 PM. Mammoth-June Lake Airport, CA. 619+934-2600.
- Sep 6 - Petaluma Air Fair. 707+762-6953.
- Sep 12 - 6th Annual Festival of Planes, Elko NV. Aerobatics,  
WWII planes, flour bombing. 702+738-7135.
- Sep 13 - 15th Annual Airport Day & Airshow, Paso Robles Airport.
- Sep 17-20 - 24th Annual Reno Nat'l Champ. Air Races, Stead Airport.
- Sep 19-20 - Balloons Over the Valley Air Festival, Modesto. 60 hot  
air balloons, antique planes. Write 2008 Bridger Drive,  
Modesto, CA 95351.
- Sep 21-26 - U.S. National Aerobatic Championships, Dennison, TX.
- Sep 26-27 - Oakland International Airport. 415+577-4086.
- Sep 26-27 - Lake Mead Airshow, Las Vegas. 702+732-2115.
- Sep 27 - Santa Maria Air Fair, Santa Maria.
- Oct 3-4 - Oktoberfest, Benton Airpark, Redding. 916+243-3958.
- Oct 3-4 - California Int'l Airshow, Salinas. 408+754-1983.
- Oct 8-11 - 20th Annual Pacific Region Aerospace Education Conf.,  
Santa Maria. Jule Zumwalt, USAF-CAP-PLR, Mather AFB,  
95655-5000.
- Oct 8-11 - Confederate AF Show, Harlingen, TX. 512+425-1057.
- Oct 10-11 - Fleet Week, San Francisco. Blue Angels will perform.
- Oct 15-17 - AOPA Annual Convention, Bally's Grand Hotel, Las Vegas.  
Ann Killian 301+695-2052.
- Oct 17-18 - NAS Pt. Mugu, Oxnard. Blue Angels will perform.
- Oct 22-25 - Borrego Akrofest. Basic thru Unlimited. 619+224-6563.
- Oct 25 - Norton AFB, San Bernardino. Thunderbirds will perform.
- Nov 7 - March AFB, Riverside. Thunderbirds will perform.
- Nov 8 - Edwards AFB open house honoring USAF's 40th. Thunderbirds  
and AF Flight Test Center aircraft. 805+277-3510.
- Nov 13-15 - Comanche Fly-In, Concord. Pat Rowe, 805+934-2123.
- Jan 23-24 - Combat Heritage Foundation Airshow, Holtville, CA.  
Current & vintage military air demos. 619+280-6699.

## CHAPTER 393 MINI-MART

For Sale: Glasair kit. \$10,750. Norm Alumbaugh, P.O. Box 200, Pope  
Valley, CA 94567. 707+965-2709. 7

For Sale: Glasair RG. Much work done. Price negotiable. Tom  
Pinckard, 415+933-0280. 7

Hangar Space: Half a 40' T hangar at Livermore Airport for sub-lease for 1 1/2 years at \$80/month. Call Lisle Knight, days: 415+524-8844, eves: 415+799-0600. 4

Service Offer: Precision welding (TIG), aluminum, stainless, 4130. Eric Schuldt, 1820 Baldwin Dr., Concord CA 94519, 415+827-0259 5

Wanted: Hangar needed at Buchanan. Call Ron Robinson 415+283-7365, or 283-1971. 3

For Sale: Quickie Kit, 18 H.P. engine. No construction started. \$1,900/offer. Jan Switalski, 415+228-6399/1336. 5

CLASSIFIEDS FROM AROUND AND ABOUT:

Chapter 167, Napa - Solano  
"T" and 50x40 hangars at Nut Tree. 707+422-3473.  
"T" hangars at Sonoma Skypark. 707+996-2100.  
1834 or 2100 VW wanted for KR-2. Selling 1300 for KR-1. 707+447-4349.

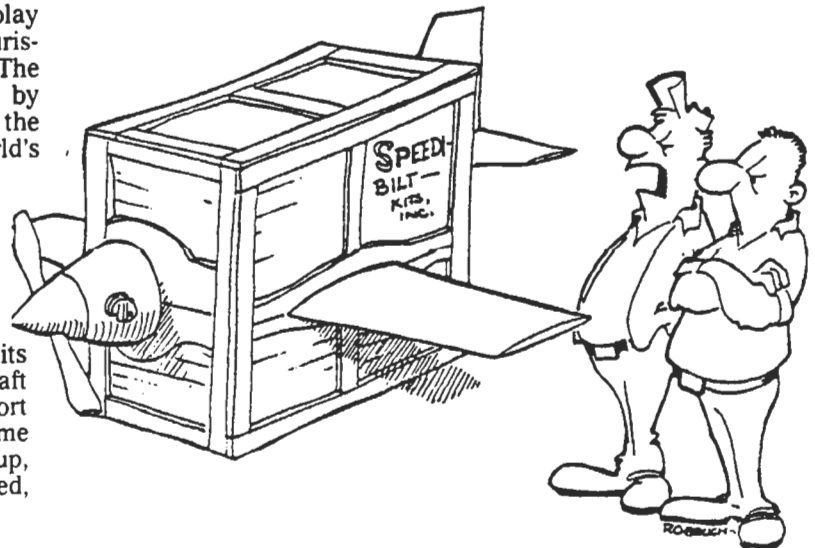
Chapter 170, San Luis Obispo  
1968 Cherokee 140. \$9,990. Mike 805+489-8155, Oscar 805+489-1752.  
Eagle aileron & bottom wing kits. \$2000. Roger 805+466-1217.  
1945 Luscombe. Fred Oakes 805+528-5718.  
1966 Cessna 150F, \$6500. 805+544-3212.

Chapter 512, Placerville  
1946 Cessna 120, rec. rest., \$955/offer. Mangfred, 916+622-7308.  
1965 Cessna 182H, all the goodies. \$22,000. Hen-Min 916+677-9242.  
2 sets of C-85 cases, \$350 each. 916+363-0938.

Others:  
Complete Seahawk kit, less engine. \$11,000. 408+353-2549.  
Lyc. O-290-G, 125 HP, disassembled, many new parts, \$1,800. 408+226-9515.  
Strontium Chromate epoxy primer. Qts. or gals./\$12. Also, trade Cont.  
Grd. Pwr. Unit, 85 or 100 HP, for 1 or 2 Cont O-200 Cyls. 415+493-8974.  
Wheel pants/nose cone for Vari EZ @ 1/2 list. Want Alt. for Cont. O200A & gear set for same. 408+395-5351.

"These folks claim to have the shortest building time of any kit on the market."

THE FAA UNVEILED a new computer system in New York last month with the ability to show on a single screen "a radar display of every airplane from coast to coast that is flying under jurisdiction of the (air traffic) control system," as one writer put it. The idea is to predict massive airborne traffic jams and delays by watching the 649 airspace sectors and holding airliners on the ground before they occur. Seems to us that must be the world's largest radar scope.



THEY SWEAR IT HAPPENED at Fullerton. A turboprop on its takeoff roll had its landing gear retract too soon and the aircraft settled on its belly, sliding and scraping down the runway. Airport employee Mile Kakos raced to the scene and just as the plane came to a safe stop short of the fence, he jumped out of his pickup, squatted down with his arms extended sideways and yelled, "Safe!" (So says AFI in its newsletter.)

**THIS ARTICLE IS VERY IMPORTANT! Read it carefully!** We have had several of our builders call regarding the age and shelf life of their Safe-T-Poxy. It has come to our attention that there are many builders who got their kits during 1983 or early 1984 and have just started on the kit or are still working with the original epoxy that came with the kit. Although it has been sort of unwritten common knowledge that Safe-T-Poxy stays good for about 2 years, and although we have never had Safe-T-Poxy go bad even after 2 years, we decided to contact Applied Plastics Company (APCO), makers of Safe-T-Poxy, and get some detailed information.

As you will all notice on your bottles or pails of Safe-T-Poxy, the shelf life is listed as one year. APCO has stated over the past years that Safe-T-Poxy is good for at least 2 years and so we have always passed this information on to our builders. However, in our recent discussion with an APCO representative, they have changed their policy about the before stated 2 years of use. We were informed that storage conditions are a major consideration in setting a shelf life for any petro chemical product. They say that the worst case situation has to be considered the norm. This is why APCO has set the recommended shelf life for Safe-T-Poxy at one year. They also say that if you have kept your Safe-T-Poxy at near room temperature (APCO recommends between 50 degrees and 90 degrees F, but as close to 80 degrees as possible) you may be able to use it longer than one year, but you will have to watch for settling and crystallization of the epoxy in the bottle and do scratch tests as described in the plans after each layup. By the way, APCO does say that the shelf life limitation of one year is really only on the hardener (Part B) as it is most sensitive. It seems the resin itself is good for about 3 years. Also, APCO has informed us that leaving epoxy bottles opened can reduce the shelf life, and in the case of the hardener, to even under one year. Always put the lids tightly on the bottles when you are through using it.

For those of you whose hardener is over one year old or is approaching this age, **pay very close attention** to the following instructions and guidelines from APCO.

After the hardener has reached the end of its stated one year shelf life, discontinue using it and examine it carefully. If it shows no signs of sediment or crystallization, it can be used for making micro or flox and for doing layups over fillet areas. However, APCO informs us that it is NOT to be used to make parts (i.e. wings, flaps) or on anything structural (i.e. bonding the wings to the fuselage, bonding the tail to the forward fuselage). To make parts or to do any structural work, you do not have to buy new resin (Part A), **but you must get new hardener (Part B) if the hardener you have is over one year old.** The hardener can be ordered by itself directly from Aircraft Spruce. Also, if the hardener is over one year old and has sediment or crystallization in it, APCO says it is not to be used for **ANYTHING.** However, this rule of non-use does not apply if your hardener is **LESS** than one year old, because it can be heat-cycled. Details on this follow later in the article.

Are you still paying **very close attention?** Good! Because we are going to tell you how to determine the date of manufacture of your epoxy. On the bottom of each bottle of resin and hardener is a little white sticker with a letter and some numbers on it. The first letter represents the month, the second digit represents the year, and the remaining numbers are APCO's control code. Example: H3 602. The letter "H" is

the eighth letter of the alphabet and so indicates that the contents of the bottle were made during August, the eighth month of the year. The number "3" indicates the year 1983. The numbers "602" are APCO's control code. So, you have

a bottle of epoxy that was manufactured in August, 1983, and its stipulated 1 year shelf life ends the last day of August, 1984. **For those of you with the pails of epoxy, the date of manufacture is printed in plain language on a big sticker on the side of the pail.**

Don't panic and start tearing parts off your airplane if they were made or installed using hardener that was over 1 year old. APCO says in all probability, as long as the resin was stored in controlled climate and did not exhibit any of the aforementioned problems, and all scratch tests were positive, you don't have to worry. If, after you completed a major part of the airplane, you noticed sediment in the bottom of your resin bottles, call us and talk to us about it and we will give you further instructions. (Leg-Air Corporation, telephone 530/799-1207). Darkened hardener is not a concern unless there is sediment in the bottom of the bottle.

As stated earlier, if your hardener is **UNDER** 1 year old and has sediment or crystallization in it, then it can be re-emulsified, or "heat cycled" as we call it. This process should get rid of the sediment, etc. and return you hardener to normal. If the sediment, etc., is still present after this process, you can repeat the process one more time. If, however, the sediment is still present after the second time, do not use the hardener and call us. (Leg-Air number above.) Here's how to do it:

1. Take a pot large enough to hold a container of hardener.
  2. Take a **tightly sealed** container of hardener and put it in the pot.
  3. Fill the pot with enough water to cover the level of hardener in the container. Remove the container of hardener.
  4. Heat the pot of water to just before boiling. Remove from heat. Let stand for 2 minutes.
  5. Put the **tightly sealed** container of hardener into the pot of water. Let cool to room temperature. Shake the bottle of hardener every 1/2 hour or at least twice while cooling to room temperature.
- WARNING! NEVER PUT THE HARDENER BOTTLE INTO THE PAN WHEN IT IS HEATING ON THE STOVE AND NEVER PUT THE HARDENER OR RESIN IN ANY DIRECT HEAT BY THEMSELVES. THIS COULD RESULT IN AN UNSAFE SITUATION.**
6. Remove the container of hardener from the pot of water. The appearance of the hardener should be even or consistent throughout.

If you still have sediment or crystallization, repeat the above entire process one more time. If the sediment or crystallization is still present after the second time, don't use the hardener and call us.

The above heat cycling method is directed specifically at the hardener, because you should never see any sediment or crystallization in the resin. If you do, do not use it and do not heat cycle it. Call either APCO or Leg-Air. You can reach APCO at (213) 322-8050 and ask for customer service. If you have any questions whatsoever on any of the information in this article, please do not hesitate to contact us.

# FOR SALE

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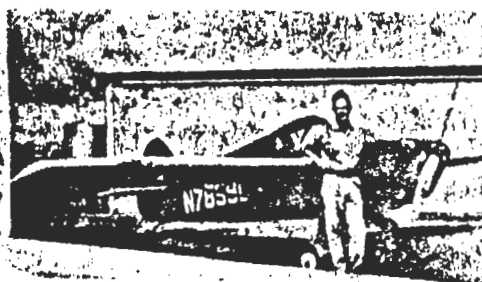
August 1964 Sport Aviation

July 1987 Sport Aviation

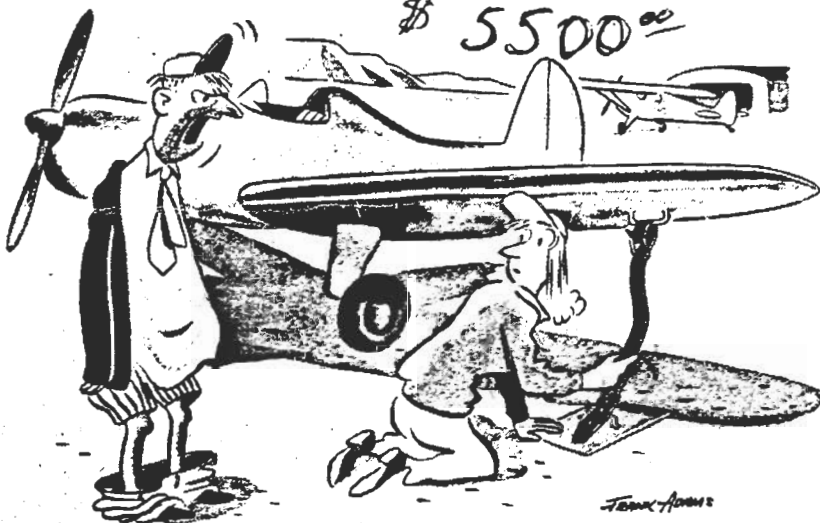
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"One of the biggest obstacles was getting flight insurance."



FLYING

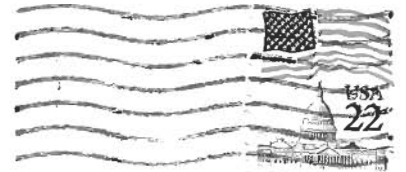
"Don't you think it's about time we got a tie-down rope?"

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SANTA PAULA CALIFORNIA

EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER 393, BOX 2269  
WALNUT CREEK, CA 94595



FRED W. EGLI  
1900 MEADOW RD.  
WALNUT CREEK, CA 94595