

The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

NOVEMBER 1992

YOUR 1992 DRAFTEES

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

MEETING ALERT!!!!!!

I'm getting tired of saying the 4th Wednesday of every month each issue. Sooo, this time its *the third Wednesday--that is, November 18--*this coming Wednesday. Why? It seems that Thanksgiving is the day after the 4th Wednesday.

It's still at the same time and place, however: 7:30pm; Old Buchanan Terminal Building, Concord Airport. *Wear your 8\$&€@Φ% Badges please!*

For the program, Jim Lewis has come through again. How in the world does he do it month after month??? (Perhaps we should create another Board position--program chairperson--and give it to him as a lifetime assignment.) Oh yes, the topic at hand. This time he has arranged for **Howard Manning** (Oakland FSDO) to speak to us about spatial disorientation. He will bring a special chair that is guaranteed to disorient you just to prove his point. Those of you that are supremely confident in your senses can volunteer and show off. (P.S. Jim suggests that you bring a barf ba..., that is, a convenient repository to ensure a tidy room.)

MINUTES OF MEETING OCTOBER 28

President Glenn called the meeting to order at 7:30 PM--right on time. In the category of old business, Glenn described his efforts with regard to laying the groundwork for an Explorer Scout Post sponsored by 393. He hopes to have all details in place by next meeting at which time he will put forth a proposal for a vote by the membership.

Jim Lewis described the hats he has obtained for 393 (appropriately inscribed). As proposed our Chapter is not making any money--the hats are effectively being passed on at cost. A motion was made and seconded that the hats be sold for \$8 thereby giving us a \$2 profit. Also regarding money, the Chapter will order an undetermined number of EAA calenders for resale to members.

Glenn reports that the Tool Bin works. He borrowed the NiccoPress from Pete, crimped 4 cables, and returned it all within a day.

In the money category, Callie reports the \$1,000 refund from CRAMP is "in the mail."

Someone brought up the liability aspect of selling a homebuilt. Lyle Powell mentioned that a Federal appeals court had overturned a state supreme court decision on builder liability based on the disclaimers the builder (seller) had included in the sales contract. Sounds encouraging for any of us selling our aircraft--hold on to the sample contract that Larry Laughlin circulated a few meetings back. Note to Lyle: If you come across the article describing the court decision, perhaps it would be worth publishing in the Cleco.

There was some grumbling from the membership concerning the outdated nature of our roster. A new one will be prepared.

This terminated the business portion of the meeting so we immediately went to the introductions.

Mike Parker now has 90 hours on his RV4--at this rate, you'll be ready for an overhaul soon, Mike.

As usual, Larry Laughlin didn't have anything of interest to say about his own activities but his description of Vickie's incident caught our attention (see his article elsewhere in the Cleco).

My article about my engine failure in last month's Cleco has Harry Heckman worried about his engine. Relax Harry, I understand that Don George is a reliable engine rebuilder.

Quentin Durham described his working with molten lead in forming counter-weights for his Q235.

Some people never change--Dwayne Duis still thinks there is no other airplane but the Luscombe.

Ed Lester flew his Glasair to Texas--said he had a great trip. Hey Ed, you said nothing about flying back. Is the Glasair still there?

Jordan Coonrad informed us that he has his 1992 golf course calenders (all aerial shots, of course). Contact Jordan if you would like one.

Things are still quiet with Larry Welter as he lost his medical due to a heart condition. However, he has hopes of getting it (the medical, not the heart) back soon.

Ray Nelson had some exciting news about his Christen Eagle. That is, he fired up the engine and it ran like a charm. Next, he taxied it--*it actually worked*. Right on!!!

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After a short break, Cecelia Arragon, our guest speaker, was introduced. She told us how, a mere six years ago, a friend talked her into taking a scenic ride in a Cessna. Overall, she didn't find the ride to be an activity in which she would like to engage on a regular basis. However, something apparently got to her inner being and she signed up for lessons upon getting on the ground. Six years and 3,000 hours later, she placed fourth in women's aerobatic at the world meet in Paris. **Wow!!** What an accomplishment. She told us how in the process of "getting from there to here" she experienced some of the same emotions I felt when learning to fly. For instance, she dreaded practicing stalls (pray for rain so that we can't go up today). After she got her license, she signed up for spin training so she would know more about handling unusual conditions. She cut her first lesson short because her stomach started going South.

Her descriptions of her own airplane, the homebuilt Sabre, of aerobatics, and of the joy of aerobatic competition was really fascinating. To her, aerobatics is much more than simply performing routines in an airplane. It's her emotional outlet in which she can express herself in a very special way--an outlet in which she and her airplane can function as one.

And, hey, she's really one of us--a builder. She bought the Sabre in the "90%" completed form. She thought that was really great--only 10% to finish it. Well, she learned what 90% *really* means as she worked to complete it.

All of us have seen numerous aerobatic demos both onsite and on television. But to me, watching Cecelia's video tapes (of aerobatics that I've seen numerous times before) was a real treat. It was special having the person doing the flying describing her thoughts and activities in a very personal way.

She also made a brief mention of her flight training school at Livermore. That is described in elsewhere in this issue of the Cleco.


Cecelia, you were a terrific speaker and we all appreciate your taking the time to be with us. We want you to know that you are the first speaker to hold the audience, *with no departures*, beyond 10:00 PM. Our sincere thanks for your superb effort.

NOVEMBER BOARD MEETING MINUTES

With the general meeting one week early, the Cleco went to press before the Board meeting. However, you can rest assured that the meeting was conducted to the highest of standards and that preliminary plans were discussed to place 393 in the most opportune position with the coming of the new Democratic administration in the White House.


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GLENN WERNER

AEROBATIC TRAINING

One of the items Cecelia brought with her to the meeting was a flyer on her *Tailwheel & Aerobatic Flight School*. This is offered by Top Flight Aviation, her flight school (based at Livermore) specializing in initial and transition training and aerobatic training. Of particular interest to many of us was three short courses that she offers. All rates shown are for instruction in a 180 HP Super Decathlon.

Stall/Spin Safety Course \$230

2.5 hours ground time, 1.5 hours flight time. Aerodynamics of stalls and spins. Stall and spin recognition. Common causes of accidental spins. Emergency spin recovery procedures.

3-Hour Basic Aerobatic Course \$460

5 hours ground time, 3 hours flight time. All material in stall/spin safety course. Unusual attitude recoveries. Recovery from inverted. Introduction to basic aerobatics (spin, roll, loop). Aerobatic safety. Physiological factors. Use of parachute.

10-Hour Aerobatic Course \$1395

12 hours ground time, 10 hours flight time. Aerobatic safety, preflight. Use and care of parachute. FARs. Physiological factors. Aerodynamics as related to aerobatics. Unusual attitude recoveries. Spins. Loops. Aileron rolls. Slow rolls. Barrel rolls. Snap rolls. Hammerheads. Immelmans. Split-Ss. Half cuban eights. Half reverse cuban eights. Wingovers. Inverted flight. Inverted turns, stalls, and spins.

Wow, just reading that 10-hour course description takes my breath away. (As I asked at the meeting, "Are there special provisions for seniors?") They are at Hanger 139, Livermore. For more information, call or write:


Top Flight Aviation
1227 The Alameda
Berkely, CA 94709
(510) 449-0899

THE RAFFLE

Well, well, we're back in business raffle-wise. This time we had *five big prizes*--one of them being some yummy looking fudge and other goodies. **Mike Parker** was the first winner and, wouldn't you know it, he took the goodies. **Rick Bropho** came next and walked away with three cans of gunk--no, no, not more fudge--the stuff for cleaning your engine. Then **Ron Caldwell** spirited away the shop light. **Harry Heckman** brought up the rear and selected a tie (the kind that goes around his neck).

Wait a minute, didn't I say *five* prizes? Oh yeh, nobody wanted the Tripacer (or whatever) fresh air vents donated by Glenn.

Okay guys, your turn to each come up with an outstanding item for the next meeting.

Off.: (415) 685-4959

RANDY ALLEY
Insurance Agency, Inc.
Agent

1850 Mt. Diablo Street
Concord, CA 94520

EAA CALENDERS

As usual, your Board is right on top of things. When we learned that EAA calenders cost \$8.95 plus \$3.00 shipping (total of \$14.95 for those of you who can't add), we concluded "NO WAY." Callie got on the phone with those people in Oshkosh and really put the heat on. They had no choice but to knuckle under to her excruciating pressure and provide us an avenue to save you money as well as to make a little for the Chapter. So bring ten little ones (\$10) to the next meeting for your 1993 centerfold issue. (Centerfold??? Something doesn't quite figure there.) If you miss the meeting you will have another chance at the dinner to pick one up if they are not already sold out. Don't delay, we only ordered 5,000 of them. Thanks to Callie for coming through again.

DO YOU NEED ANY POWDER COATING?

If you don't know what powder coating is, let me enlighten you. Basically, it's a protective paint-like coating (for metals) that has the appearance of porcelain. For instance, you find it on expensive lawn furniture to protect from rust. It's called *powder coating* because of the process. The metal item to be coated is first cleaned and sand or bead blasted, and then "roasted" in an oven (400-450 degrees F.) to drive off internal gases. After degassing in the oven, the item is removed and "sprayed" with the coating which is in the form of a fine powder (much like talc). The entire spraying system is electrically charged so that the talc-like particles end up with a negative electrostatic charge thereby causing them to cling to the metal surface. Back into the oven goes the powder painted item (at a temperature slightly lower than the temperature used for degassing). This causes the powder to fuse to the item resulting in a highly durable coating. Neat stuff.


Why am I such a fountain of knowledge on the subject? Because I just had some powder coating done for my Lancair. I had a bunch of pieces (including my engine mount and gas cap) done in the now famous yellow of my airplane. The work was done for me by:

ALL PRO Powder Coating
2201 Harbor Street, Suite A
Pittsburg, CA 94565
439-0924

As I understand, the place used to be called Western Powder Coating but it is now operating under new ownership. Don Dicero and Ron Schiele run the operation and are two super nice guys. The work they did for me looks terrific and the price was right. In fact, their prices seem to be better than those of an outfit in Richmond I talked to.

In the event you're interested, it is possible to powder coat just about any metal. In fact, Ron told me they did a piece of *plywood* for someone. He said it was tricky, but came out okay. So if you have something, give them a call.

RICHARD S. POWELL



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GARBAGE-GATE

My goodness, does it never end? We've had Watergate and Iran-gate and who remembers what else? Well, the latest scandal is *garbage-gate*. For those of you not privileged to reside in the Port-A-Port area, there has been a big fiasco over the Port-A-Port dumpster clandestinely being used by (1) inhabitants of the new hangers (call the hangers the *Perm-A-Ports*), and (2) individuals bringing junk from home. The result has been a badly overflowing dumpster with stuff all over the place.

It seems like a lot of people have been catching hell from a lot of other people. After much hubbub, a dumpster was installed for use by the Perm-A-Port residents. This should tone down all the name calling and allow the return of peace and tranquility to the western outreaches of Buchanan Field.

To ensure that use of this facility is limited to privileged residents, the dumpster is housed within a locked, enclosed area. Only those Perma-A-Porters with the magic combination have access.

Unfortunately, our honorable Port-A-Port slumlord, Pete Wiebens, did a **very bad** thing. Late one Sunday night he sneaked over and put some trash from his Port-A-Port hanger into the Perm-A-Port dumpster. What a dastardly deed! Well, the only thing worse than being sneaky and dishonest is being caught. And that he was. That ne're-do-well nitwit put some stuff in there with his name on it; even Inspector Clouseau could have tracked him down. With that, you *know* what hit the fan. The investigating authorities were especially distressed that Pete could not remember what Perm-A-Port resident told him the combination to the dumpster. (What lousy security measures--the Perm-A-Porters can't even keep the combination out of hostile hands.)

You will be pleased to hear that Pete repented, offered his apologies, and swore on scout's honor that he would never do that again. We hope that therapy and a couple weeks in a halfway house will see Pete fully

rehabilitated. Oh, by the way Pete, you forgot to give me the combination for inclusion in this column.

FIRST FRIGHT

Congratulations to Don Best. He reached a few milestones with his Glasair. He got the fuel injection working reliably, *finally*. He had the airplane painted--right now it is a bright and shining white. Looks outstanding, Don. But best of all: the airplane actually flew for the first time on October 17. They now have 6 hours on the aircraft. Other than a minor oil leak, everything works great. Needless to say, Don is absolutely walking on air. In fact, he's becoming an overbearing pest now that his Glasair is in the air and my Lancair is engineless. Oh well, I'll just have to comfort myself with the knowledge that a Lancair on the ground is worth two Glasairs in the air.

Now that he has his own *flying* airplane, he will soon resume his flying lessons. Don't even *mention* the word Cessna to him.

Larry Kett Laughlin



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NEXT MONTH FROM RYAN YOUNG

With two pages of this month's Cleco being taken up by the Christmas party info, I've had to postpone some good stuff Ryan Young stole from boating magazines. Will have it next month--thanks, Ryan.

THE FLY-BY

Early in the summer, a CFI whom I know and his student were doing a lot of touch-and-goes in a newly completed Lancair. (Note that I carefully refrain from mentioning names.) On one occasion the tower cancelled the T&G and said to continue with a low approach because a Citation was too close behind. Well, the individuals in the aircraft made the low approach a little faster than normal--some might even interpret it as a low, high-speed fly-by.

Although there is a certain thrill to a fly-by (especially with a sleek looking, high-performance experimental), it really is poor judgement. This is especially true with the pressure from outside sources to restrict our rights and privileges as airmen. Furthermore, it is downright illegal--*even if the tower gives permission*.

Well, wouldn't you know, an article by Don Warren (Accident Prevention Program Manager) in the November issue addresses just this topic. How timely. The article quotes the FAR91.119.

"Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(b) *Over congested areas.* Over any congested area of a city, town, or settlement, or over any open air assembly of person, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

I think everyone would agree that Buchanan field falls under the classification of a *congested area* as referred to above.

Warren then points out that the "Option" clearance from ATC clears the pilot for a full-stop, a stop-and-go, a touch-and-go, or a low approach. Note that a low approach does **not** mean a fly-by. In fact, he further states: "If you have a need to do an intentional 'fly-by' at your local airport for an event, you must obtain a waiver to FAR 91.119." As I said at the beginning of this column, "It ain't legal."

The following column refers to Gerry Greth's work on the a subcommittee of the Airport Advisory Committee working furiously to save our rights and privileges here at Buchanan. (The recent crash of the twin and the helicopter crash has had some real reverberations.) So let's be sure to avoid slipping in a fly-by (for whatever reason) and thereby avoid fueling the fires of those with every intention of restricting our activities.

SOME INPUT FROM GERRY GRETH

Since Gerry has nothing better to do than stand around talking to me (while moving his operation from one hanger to another), I took the opportunity to quiz him on "Buchanan politics." So here are the important tidbits I picked up from him.

In the past, pressure to restrict aircraft activity has centered around the noise problem. That tack has not been overpoweringly successful for the anti-airport segment. However, with the two fatal crashes (Piper Apache September 5 and Robinson helicopter September 30) the emphasis has shifted to "safety." As you can well appreciate, it is possible to really rev up emotions with the picture of innocent bystanders being maimed or killed in an aircraft accident.

So naturally we see activity in the Board of Supervisors to deal with this potential problem. On October 6 Sunne McPeak introduced a memo that included the following recommendations.

1. Restrict *all* helicopter traffic to non-residential areas and specified routes in and out of Buchanan Field Airport.
2. Establish guidelines on the maximum amount and mix of training/non-training flights (for both rotary and fixed-winged craft) that are allowed at Buchanan Field.
3. Move all or a portion of the training flights to Byron Airport.

Needless to say, Nancy Fahden had to get her two-bits in as well; her recommendations consisted of:

1. That the Board of Supervisors put a moratorium on all helicopter training flights from Buchanan Field Airport until the Board has received a through [her spelling error, not mine. Ed.] and complete report on the helicopter crash in Martinez on September 30, 1992.
2. Request that the Manager of Airports look into the immediate relocation of all helicopter training facilities to the Byron Airport, in the interest of public safety.

EAA Christmas Dinner

All Members, Wives, Companions, Guests, and Others welcome

December 11, 1992

No Host at Officers Club, Weapons Depot (same as last year)

Note: A map is on the next page.

Friendship Hour: 6:30 to 7:00

Menu: Prime rib \$17.00 per person
Breast of Chicken ala Kiev \$15.00 per person



Mail your check and the following order form to:

Callie Joyner
3037 Justin Way
Concord, CA 94520

The new management at the Officer's Club is not very flexible, so all reservations **must be received by November 24**. This also means that no changes after the 24th will be possible.

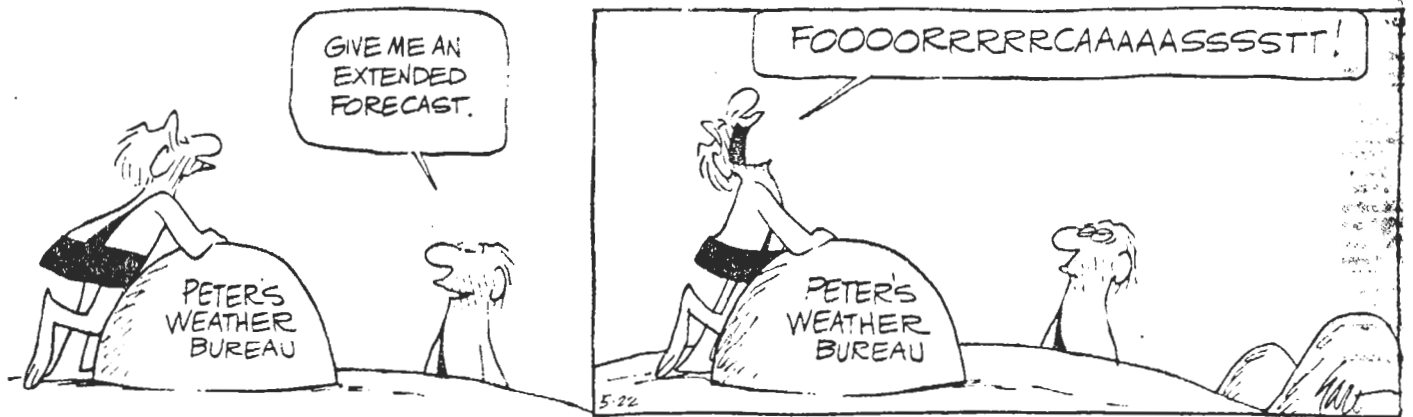
<i>Menu Item</i>	<i>Number</i>	<i>Price</i>	<i>Cost (Number times price)</i>
Prime Rib	_____	\$17.00	_____
Chicken	_____	\$15.00	_____

TOTAL ENCLOSED _____

Name(s) of attendee(s)

NOTE: Please enter the fullname of each attendee as you would like it printed on the name tag.

B.C. / Johnny Hart

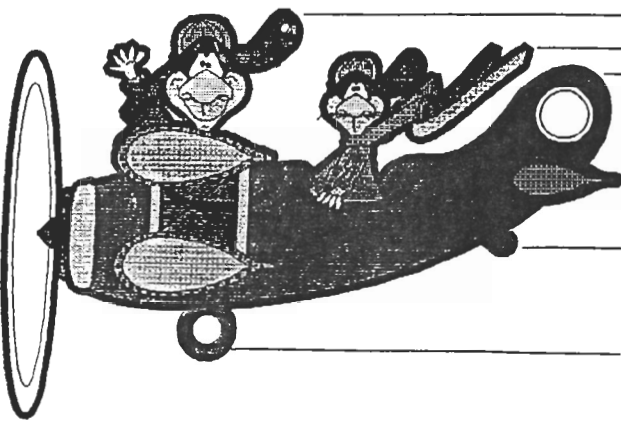
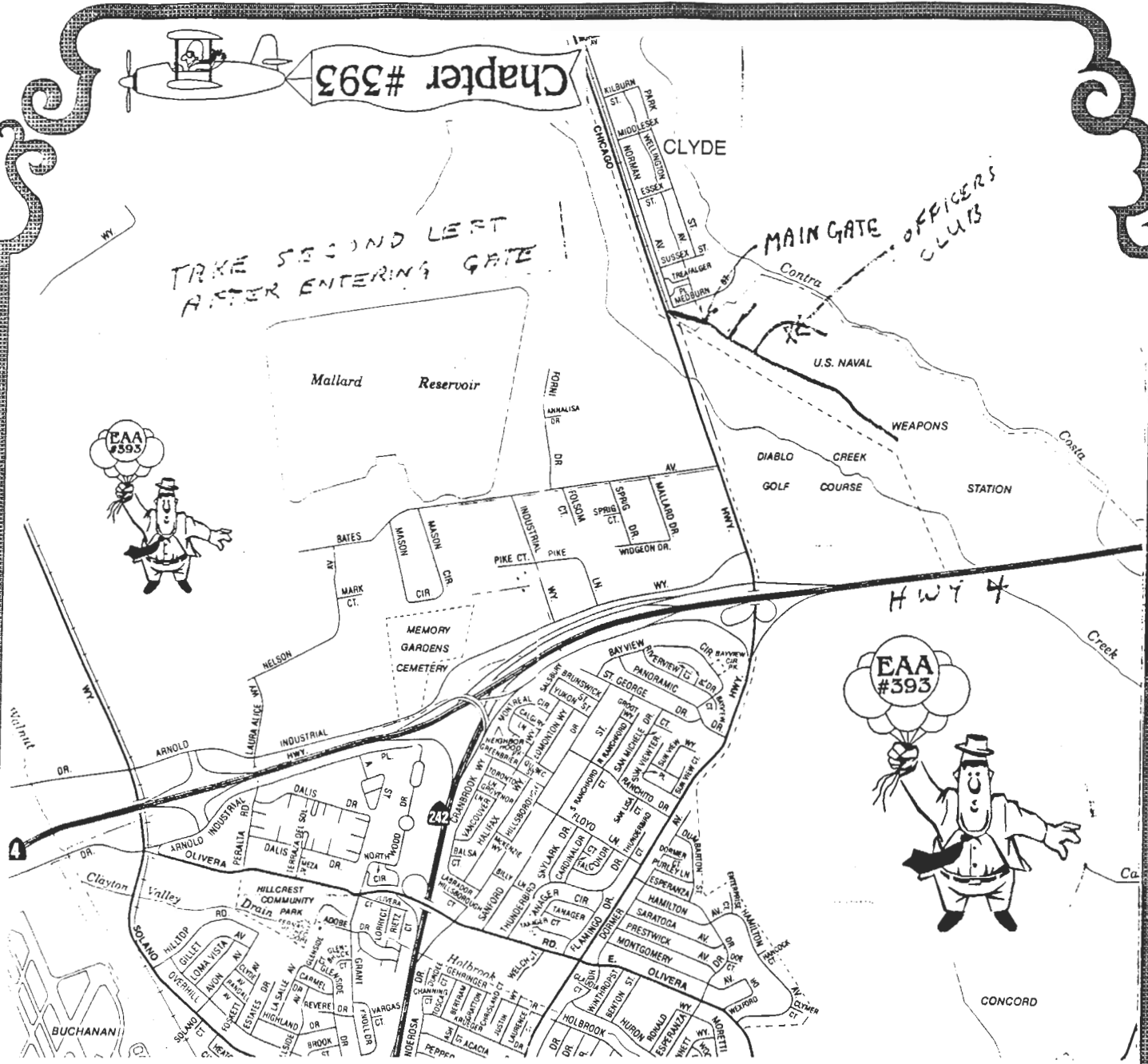


So **that** is what they mean by extended forecast?
I learn so *many* things as editor of the Cleco. W.P.

Chapter #393

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ALERT--NEW DIRECTORY ON THE WAY!

You the membership has directed us the Board to print a new directory. I agreed with everyone at the meeting that a new one is sorely needed--that is, until everyone looked at me, the person with the database. Couldn't we do it every 3 or 4 years??? Oh well, if you insist, at least get your telephone number(s) correct. Following is what I have in the database. The second number is presumably your work number or some alternate (e.g. hanger) at which you can be reached. If you have a correction, get it to me. Mail is:

Will Price
220 La Espiral
Orinda, CA 94563-1837

Or you can telephone (leave it on the machine if I'm not there):

254-2267

Note that I am printing this list on the back of your trusty map to the Christmas party. Just can't stand having two blank pages in a newsletter.

RANDY ALLEY	825-1247	685-4959
CARLOS AMSPOKER	798-4141	685-1150
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LYNN AXELSON	283-0320	
Don Baldwin	685-1639	
DON BEST	680-8727	
MARK BLEY	415-564-3887	
Vern Boltz	254-9293	
RICK BROPHY	798-1247	654-6611
Kevin Brown	685-9190	284-5950
RONALD CALDWELL	451-6086	
PATRICK CAMPBELL	685-1031	689-7212
RONALD CARTER	945-1055	685-1150
DENNIS COLOMB	707-449-6355	707-429-0693
JORDAN COONRAD	769-9766	FAX 769-9770
Robert Cosgrove	827-9784	
RICHARD CROWE	581-8389	
JEFFREY CULVER	339-3285	849-4505
DICK DAVIS	934-4511	
Bob Decker		
BILL DEPOSSE	827-0199	
JOHN DIEGOLI	893-7046	466-4876
Dwain Duis	939-4224	
QUENTIN DURHAM	254-7843	
FRED W. EGLI	935-7551	
LOU ELLIS	682-0737	
LOU FERRERO	672-7539	
DOUG GARFIELD	754-3851	
RUSSELL GIFFIN	935-2887	
BOB GONZALES	798-5100	

LOUIE GOODELL	682-4198	
ROBERT M. GRAVES	935-0769	
GERRY GRETH	945-7026	680-6988
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HANK HIRTZER	283-6627	
ARDEN E. HIXSON	939-6052	
JON A. HUDAK	376-2231	
CHARLES HULL	707-745-3323	
EDWIN INGALLS	254-5036	
Phil Jenkins		
VICTOR JONES	706-1631	734-4236
CALLIE JOYNER	671-4871	646-4875-21
CHRIS KENYON	934-5844	
WAYNE KING		
LISLE R. KNIGHT	799-0600	
Paul Kunkel	707-426-0606	
Richard Lambert	676-9377	
LARRY K. LAUGHLIN	758-3533	741-3000
ED LESTER	932-4510	
JIM LEWIS	283-7047	930-9429
JOHN LORAM	539-9125	540-8080
STEVE MACICA	792-7510	
HARRY MALETTE		
LAURENCE MARION	223-5706	
DR. KEITH MARTZ	933-1424	
MAURICE McEVOY	843-8160	
KEN MCKENZIE		
LEWIS F. MILLER	370-2394	
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DON O'NEILL	676-5155	
MIKE PARKER	933-3959	658-5275
Edward Perez	687-5367	447-7382
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STUB PILOTTE	883-7067	
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Virginia Schaefer	687-2809	
BRUCE SEQUINE	671-4943	
KAY E. SMITH	825-4211	
Thomas Smith	439-2316	932-6900x304
Tom Smith	707-426-6388	
Ron Sorenson	825-4298	
BILL STAUFFER	376-1705	
ROBERT STEFFEN	930-7701	
GARY STOFER	686-3812	932-6900
FRANK STORM	837-7615	
Eric Sweet	676-1243	
BUD TODD	634-5905	
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David A. Walker	686-3243	685-3171
Taylor Walter	707-253-5617	707-255-1446
DOC WATSON		
GLENN WERNER	676-8786	798-2777
Arthur West	370-2037	689-5055
Mark Wiebens	228-8844	559-5494
PETE WIEBENS	933-7517	674-1068
JAMES WILHELM	283-8792	
FRANKLIN WILLIAMS		
Ken Yoskowitz		
Phillip Young	689-8625	934-4481
RYAN YOUNG	521-1406	


Fortunately for us, those neat little solutions to a real problem violate FAA regulations and are simply illegal. That and a number of other factors are covered in a report dated October 16, 1992 to the Aviation Advisory Committee from the AAC Safety Subcommittee and Manager of Airports. (Note: Gerry Greth is a member of this subcommittee.)

It continues to astonish me that I hear of no pilot's organization, group, committee, or whatever that comes forth to protect the rights and privileges of our aviation interests. Although the Subcommittee report successfully responded to the ridiculous recommendations of the Board, I would feel much more secure if a *pilot's* organization were carrying the ball on our behalf. C.R.A.M.P. was highly successful in San Jose because pilots groups united, did their homework, and "took it to them."

What's wrong with us??? Are we content to sit around while a very small group of activists run circles around us, continually chipping away? One of these days, some ludicrous limitation just might make it through. Even the slightest new restriction on aircraft activities at Buchanan is dangerous to our aviation interests. You know how dominoes go.....

JOE CAMPBELL RESPONDS

The 393 Board sent a letter to Joe Campbell (dated September 9) concerning his alleged remarks in the CC Times to ban the touch & go at Buchanan. He immediately responded to the Board with a letter explaining his position. [Note that the letter was significantly delayed because of the foul-up with our post office box.] In his letter (as well as in a telephone conversation with me) he denounced the extent to which he feels the reporter distorted his comments. He states that his comment to the reporter was that *he personally* refuses to do T&Gs with his own aircraft (a twin) and that in no way did he categorically suggest that T&Gs should be banned. Thank you for your response, Joe.



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HERE COMES LARRY AGAIN

Well, I've decided how to handle Larry. If he contributes one news item, then he enters the hallowed halls of contributors to this publication. However, if he contributes two or more for a given issue then he is eligible for the ultimate honor: *his own titled column.*

Larry's C o l u m

HOW TO RUIN THE SALES PROCESS

I got a response to my "Vari-eze FOR SALE" ad in Trade-a-Plane and arranged to meet the prospective buyer late afternoon to take him for a ride. He was a real nice guy and he loved the airplane. As we pulled it out to fire it up, one of the spam-can drivers, well known at Concord Airport, drove up and decided to choose that moment to be friendly (an unusual event for this guy). When he asked why my plane was over in this hanger, I replied that it was just temporary, until I sell it. He asked how much and I replied, "asking \$17,500". At that point, he cracked one of those big stupid looking grins and said loud and clear, "is there anyone left on earth that stupid? Who would want that thing for \$17,500?" Well, what are you going to do with a pee-brain like that? I guess the moral of the story is: When a real pee-brain approaches during your sales process, tell him you can't talk and to please go away!

SPEAKING OF TROUBLE

Speaking of trouble, Gloria Martin and my wife, Vickie, found some the other day. To make a long story short, their Cherokee 180 dropped a valve over Mariposa. The local mechanic sent the cylinder out for repair and \$980 later, Vickie and Gloria went to bring it home. At around 250, maybe 300 ft, after take-off, guess what happened. Can you spell, "dead engine"? These two were pretty cool about it though. They managed to nurse it around and put it back on the runway. Wow! Apparently, the mechanic didn't quite get everything out of the engine and something migrated up into a couple of other cylinders and took one of them out completely. The funny part about this is that the mechanic actually attempted to charge for rebuilding the two other jugs after witnessing a nearly catastrophic departure. He was asked if he could spell, "NTSB"? or "FAA"? It just amazing how fast he responded with, "OK, I'll take care of it". The moral of this story is that when an I.A. or an A. & P. Mechanic puts his name to that engine & airframe to be airworthy, it better be just that. If he left something floating around in there that ruins the engine, he is totally responsible, not the owner of the airplane. This fellow is very fortunate that Gloria & Vickie walked away from this incident unharmed.

BUILDER'S TOOL BIN

The following 393 members have equipment they are willing to loan to fellow Chapter members. The phone number and item(s) are listed.

Glenn Werner (676-8786) Flat bed trailer
Pete Wiebens (933-7517) Flat bed trailer
Nico press

COMPOSITE BUILDER SUPPORT GROUP

For information about the Composite Builders Group, call Lyle Powell at 938-3217. To be placed on the mailing list for the CBG, send your name and address to Jordan Coonrad, PO Box 2878, Alameda, CA 94501 or call him at 769-9766.

UNCLASSIFIED ADS

FOR SALE

Award winning Vari-Eze, 620 TTAF & SMOH on the engine. Extremely well built, very straight, beautiful flyer. Custom Imron paint & upholstery; handsomely loaded panel including King radios and Mode C, Loran, Quiet flight Stereo intercom, Carb. Ice detector, Alcor Engine Monitors, and more B&C 15 amp Alt., oil cooler, electric fuel system, prop extension with spare Henderson prop. Many more features. \$17,500 OBO, Larry Laughlin (510) 741-3000 or evenings at (510) 758-3533. 1192

FOR SALE

Glasair 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

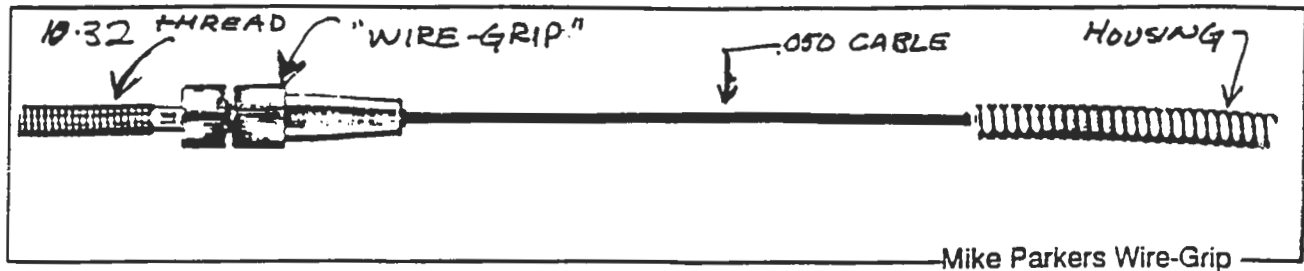
FOR SALE--WILL NEGOTIATE!!!

Sea Hawk project/Glass Goose. All difficult parts completed. Materials, many instruments, and manuals/newsletters required to complete are included. Asking \$16,000; willing to negotiate. Note: This is a real winner. R. L. Giffin (510) 935-2887. 0592

EAA PROMOTIONAL BY MIKE PARKER

The *Wire-Grip* invented by Mike Parker is the perfect way to attach choke cables wires to mixture, carb heat, alternate air box controls, and so on. It attaches using a cone shaped collet similar in principle to a milling machine tool holder (see the accompanying drawing). Mike has a special introductory offer to EAA chapter members: \$8.00 each plus \$1.00 for postage (retail is \$12.95). If you forward your EAA chapter number with your order, a \$2.00 rebate will be returned to your EAA chapter for each Wire-Grip ordered. Mike Parker, 2400 Olympic Blvd #3-217, Walnut Creek, CA 94595; phone (510) 685-4809 and leave a message. 1192

The END



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