

# The C eeco

~~Experimental Aircraft Association~~ • ~~Chapter 393~~ • ~~Concord, CA~~

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

**MARCH, 1994**

## **YOUR 1994 OFFICERS**

PRESIDENT	Fred Egli 935-7551
VICE PRESIDENT	Lisle Knight 799-1302
SEC/TREASURER	Louis Goodell 682-4198
NEWSLETTER EDITORS	Ken & Linda McKenzie 283-3119

## **CHAPTER MEETING**

March 23, 1994 (the 4th Wednesday of every month) @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Wear your *Bloody* badges. Please bring chairs since we could have used more last time.

## **BOARD MEETING**

Chapter board meetings are held at 7:30 p.m. on the first Wednesday of each month at Fred Egli's house. If you are interested in attending or have a matter that needs to be discussed please call.

## **DUES WERE DUE!**

*This is your final reminder that your annual dues of \$20 were due by March 1. We will drop those of you who have failed to pay from the mailing list.*

## **BADGES! THOSE STINKEN BADGES!**

If you need to replace your badge or have not received it, please see Louis at the meeting. We are in the process of negotiating with the engraver.

## **WELCOME NEW MEMBERS**

We would like to say Hi! to our newest member, Terry Gong. Welcome aboard.

## **MARCH PROGRAM**

The speaker for our March meeting will be Rick Lindstrom, of First Light Productions. His company, based at Hayward Airport, produces videos specializing in air-to-air filming of sport aviation aircraft. He has already produced a video series, "Out of the Blue", that will appear on PBS television stations. Rick will be showing some of his work as well as discussing both past and present projects that provide very necessary exposure of our homebuilding movement to both the general public as well as the unawares Spam-Can GA driver. I have already received the first two videos he created, for our Chapter Video Library.

## **REVIEW OF THE FEBRUARY PROGRAM**

George Anne Garms talked about her flight with Mary Lee McCune across the eastern half of the former Soviet Union. It took 1½ years to plan the trip. During that time both women took classes in Russian. When George Anne and Mary Lee finally took off in Mary Lee's Cessna 182 from Buchanan on the 31st of May; they ran into weather that slowed down the trip to Nome, AK. Once in Nome they joined up with a Cessna Caravan from Minneapolis and a Cessna 210 from Dallas.

The three planes flew 200 miles across the Bering Straits to Provideniya, where the group picked up two Russian navigators (Russia requires each foreign registry aircraft to have a Russian navigator on board). Since the 182 had been outfitted with a 40 gallon auxiliary fuel tank and was carrying a case of oil and a lot of parts, George Anne and Mary Lee had hoped that their navigator would weigh no more than 150 lbs. He turned out to be closer to 230 lbs and had a steamer trunk full of beer and vodka that also needed to be stowed on board. The navigator's greatest assistance came in communicating with the

Russian tower personnel and arranging food and accommodations.

Highlights of the 7000 miles flown from Nome to Ulan Batar were captured on slides. After the presentation, Mary Lee and George Anne answered questions about the differences between our navigation equipment and the Russians.

### MINUTES OF THE CHAPTER MEETING held February 23, 1994

The meeting was called to order at 1930 hours by Chapter President, Fred Egli. 45 members and visitors attended. The minutes of the Jan, 1994 meeting were approved as submitted in the Feb, 1994, Cleco. Fred welcomed the visitors and new members. VP, Lisle Knight updated us on the Young Eagles program. The Treasurer, Louie Goodell gave a brief report of our cash position. Glenn Werner updated us on the Northern California Fly-In (more on this inside) and the need for volunteers. After a brief discussion a motion for Chapter 393 to contribute \$250 seed money to the NorCal Fly-in was made by Dwayne Duis and seconded by Lyle Powell. The motion passed unanimously.

After the program it was time for the Raffle. Winners were: Rick Young, Bruce Hobbs, Will Price and Rick Young (again). Remember winners are expected to bring raffles prizes to the March meeting.

### MINUTES OF THE BOARD MEETING

The Mar 2, 1994 board meeting was called to order at Fred Egli's house at 1930 hours. In attendance were Fred Egli, Lisle Knight, Louie Goodell, Glenn Werner, and Ken and Linda McKenzie.

Reviewed minutes of Feb. 23, 1994, membership meeting. Discussed the Northern California Fly-In planning meeting scheduled for Mar. 12. Discussed the logistics of selling soft drinks at the Fly-In.

### YOUNG EAGLES PROGRAM REPORT By Lisle Knight

Everyone in the Young Eagles program is moving along in the process of getting ready for the International Young Eagles Day on June 11th as reported by EAA headquarters.


Of course, since that is 3 months down the runway, so-to-speak, let's see if we in 393 can acquire some

Young Eagles for the upcoming EAA Northern California Fly-in on Saturday, April 23rd. Please pick up some of the participant forms that I'll have on the front desk at the meetings, and see if some of those neighborhood kids that always seem to hang around your garage/hangar would enjoy a flight. Then call me and I'll start a list going, along with chapter Flight Leaders in taking these youngsters for a ride they'll never forget.....

### TREASURER'S REPORT (as of 3/16/94)

Savings:	
Beginning Balance	\$2,652.33
Interest Income	<u>11.01</u>
Ending Balance	<u>\$2,663.34</u>
Checking:	
Beginning Balance	\$ 222.61
Dues	1494.00
Raffle receipts	98.00
Disbursements	<u>-222.98</u>
Ending Balance	<u>\$1225.63</u>

RICHARD S. POWELL



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### NORTHERN CALIFORNIA EAA FLY-IN April 22nd and 23rd

Another preliminary meeting for the Northern California EAA Fly-In was held on Saturday, this time at the moonscape, Tracey Airport. We had a much bigger turn-out at this meeting than at meetings previous. We walked the airport, discussed where this and that should be, we pointed and waved our arms a lot. We decided this is a big airport! And it's a pretty terrific place for a fly-in.

We've nailed down where the cars will park, where the planes will park, where the announcer will sit, where the hamburgers and sodas will be sold etc.

What a lot of details! But it all seems to be coming together nicely. The volunteer input has been encouraging, and there is still much to do. And remember guys ... I have a list ... with phone numbers. And I've never been accused of being shy. Friday morning on April 22nd, we will need lots of help to put up rope barricades, run wire, set up tables and chairs and general busy stuff so the fun can begin at 3:00 P.M.

We will need volunteers for soda sellers, hamburger handlers, jitney jockeys, rubbish removers, wing walkers, and tarmac troopers. We will need pilots and airplanes for the Young Eagle flights and people to register and schedule kids.

This looks like this could become a major annual fly-in, but this year we are trying to keep it small. With your help it will go smoothly, and each successive year we can manage the growth so it will always be fun. I'll talk more about our chapter's responsibility at our meeting on the 23rd.

Just trying to help,

Glenn A. Werner

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Reply to Oakland Office

**LEARNING EXPERIENCES:**

By Ed Lester

While Chapter 393 was enjoying the Feb 92 meeting my wife and I were winging our way back from Norman OK after a pleasant time with our youngest daughter. Being relatively inexperienced as an aviator provides plenty of learning opportunities. It also raises seemingly dumb questions like "why do people put their 2 bladed propellers horizontal when parking the plane? A question I wish I had asked sooner.

While parked at Norman for a few days the weather turned cold and rainy and snowy. On departure morning the wind chill factor was about -20°F, and

there was real ice on the horizontal parts of the Glasair, not the frost layer we had experienced on other trips. In the 3 hours it took to remove the ice and prepare for departure the temperature rose all the way up to 28°F.

Upon takeoff we noticed an unusual vibration but the plane was in the air and climbing and the vibration was not getting worse. But it was bad enough to cause us to decide to land at Amarillo to investigate. While descending to land the vibration seemed to reduce so we elected to continue to Sante Fe where we landed uneventfully. Upon shutting down we discovered a steady drip of water out of the spinner. It seem we carried an off balance block of ice in the spinner all the way from Norman.

In the future I plan to park with the propeller vertical so any rain entering the propeller hub will have easy exit straight down. Also, any ice would tend to form at the bottom propeller hub where it would be noticeable. Any comments or discussion on this subject would be gratefully appreciated.

We also found that it is important to fuel the plane on arrival. On the morning of departure the gas caps were frozen closed and could not be opened for a couple of hours. Other news: we have recently switched from Aero Shell 15-50 semi-synthetic oil to straight 50 wt Chevron 100 aviation oil. The starter and particularly our 6 year old Gates maintenance free battery was able to crank and start just fine under these cold conditions with the more viscous oil. I did hand prop it thru 8 or 10 blades before cranking but, as I recall, it took a fair amount of cranking to start and the battery did it's usual great job. Oil consumption remains unchanged as near as we can tell.

On the way west we stopped at Prescott AZ to refuel the plane and ourselves at the airport terminal restaurant and were pleasantly surprised at the \$1.72/gallon fuel price. It seems the city has a monopoly fueling operation on the airport and is keeping the fuel prices low to encourage the 4 flight schools on the airport, including Embry-Riddle, in business. The restaurant is a real aviator's place with lot's of aviation memorabilia hanging from the ceiling. We were also advised there is a motel off the end of runway 3 which will pick up and deliver pilots. Prescott gives us a lot of time to climb over the Tehachapi Mts. on the way back to Concord. I suspect we will be seeing more of this airport in the future.

## UNCLASSIFIEDS

### FOR SALE

Sensenich constant speed propeller model 2D36C14-E from Mooney 0-360. 168 hours SMOH, no AD's. Excellent condition. \$1,100/obo. Chris Kenyon 934-5844.

### FOR SALE

Vari-eze project. Fuselage with nose & main gear in place. Various assorted gauges, parts & materials included. \$2,500/obo. Call Steven Ingebretson - 687-2658 (home) or 685-5744(3) (work).

### FOR RENT

Hangar space ideal for a builder, back 3rd of large T-hangar located on the East Ramp. Contact Ray Nilson for details. 672-5139 (evenings), or 465-5456 (days)

### FOR SALE

Barracuda - All structures signed off for cover. Main gear mounted. Contact Bill Brady, Arlington, TX (817) 496-3426.

### FOR SALE

Vinyl covered 4 x 10 sheets of aluminum, comes in Fruitwood (Cherry), Walnut, and Mottled Beige patterns. \$1.50 / sq. ft. cut or \$50 / sheet. Call Don Peterson at 531-0586.

### FOR RENT

Large Port-a-port. Full hangar - \$510 / mo, or 1/3 hangar - \$170 / mo. Contact Pete Wiebens at 933-7517.

## PREPARING FOR FAA INSPECTION OF YOUR NEWLY COMPLETED AIRCRAFT

by Will Price

The first thing to remember is that the end result of the inspection is an airworthiness certificate which allows you to fly the aircraft. Thus, it should be ready to fly, period. For instance, there should not be dangling wires needing to be tied up nor castle nuts to be pinned at a later time. Specifically, you will need:

1. Your aircraft registration (with the N number).
2. A completed Application for Airworthiness Certificate, FAA Form 8130 6. This is available from the Oakland FSDO office.

3. Your builders log with photographs of your progress to verify that you are indeed the builder of the aircraft.

4. Your weight and balance summary. For my airplane, I did two separate weighings to get the following empty and minimum configurations. Then I calculated the corresponding cg locations and extrapolated from there for the maximum configuration.

1. Empty aircraft but with full oil.
2. Minimum configuration which (in my case) consisted of a full header tank and me in the cockpit.

Maximum gross weight including passenger and baggage.

The inspector will want to know how your numbers compare to the limits for the aircraft--be sure to record the limits on your worksheet.

5. An aircraft logbook in which you have recorded your runup checks, taxi tests, and so on. The inspector records the airworthiness approval in this logbook. It is the one you will use for all future work. I understand that EAA sells logbooks specifically oriented to the needs of a homebuilder.

6. The experimental aircraft placard (with your name, etc. as builder) affixed to the inside of the aircraft. I ordered two of these (not inscribed) from Spruce. Since the weight and balance of my airplane will change slightly with upholstery and final paint, I inscribed my placard using a Dremel vibrator. Then I stuck it on an interior bulkhead with RTV. When I complete the airplane, I will have the other placard inscribed and permanently mounted.

7. The aircraft identification placard with the N number, etc.. This is the one commonly attached beneath the horizontal stabilizer. You can order this (fully inscribed) from Spruce. However, since I did not want to permanently mount this until after final paint, I cut out a small piece of thin aluminum, inscribed it using the Dremel, and stuck it in place with RTV. Interestingly, the FAA inspector expressed concern that I might have a problem in removing it without damaging the primer--says a lot to me about the inspector as someone who really cares.

8. The word "EXPERIMENTAL" in two-inch high letters as required by the FAA.
9. Labels on all switches, breakers, and lights on the panel.
10. The passenger warning (re: experimental aircraft) on the passenger side of the panel (available from Spruce).
11. Your N number affixed to the panel.

Regarding the panel labels (the last three of the above items), since I was not ready to put the permanent labels on, I used handwritten ones on fineline masking tape. (Do not use the regular cheap masking tape as it is a bear to get off if you leave it too long.) For the passenger warning and N number I hand-printed on part of a 3x5 card and affixed it with scotch tape.



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## SPECIAL EVENT - MARK YOUR CALENDAR

By Larry K. Laughlin

The following may look like just a big classified ad, but it's more than that folks. It's a tremendous opportunity to enhance your personal aviation tool & supply inventory; a homebuilder's toy store.

Harry Malette and Larry Laughlin have purchased the assets of Andersen Aviation, located at Hayward Airport. Andersen used to be one of the biggest FBO operations in the Bay Area. He did everything in aircraft maintenance. Unfortunately, Carl Andersen was killed a year ago as he was caught in a bad rain storm with three other pilots. Since then, the FBO remained closed while the estate was organized and settled.

With no exaggeration, there is over \$200,000 worth of aviation related stuff that any EAAer would be

interested in, such as: Glass bead blasters, grinders, mill & lathe, bank saws, cecos of all sizes, power hand tools, Microfiche viewers, rivets and AN/MS fasteners of all sorts, shears, benders, shapers, forklifts, trucks, trailers, air tanks, compressors, oil, bench tools, air tools, instruments, measuring devices, measuring equipment for instrument calibration, office equipment, engine parts & gaskets, welders jack stands, engine stands, roll around benches & carts, small refrigerator, coffee maker, machinist supplies, all types of filters for fuel, oil & air, SS clamps & SCAT hose, wing jigs, arbor presses, ladders and stands, flying aircraft, aircraft tugs, generators, and on and on and on. Look for the upcoming Trade-a-Plane issues for an even more complete list of what we have for sale. The STARMAN BROS. display ad for the next 3 issues of Trade-a-Plane is devoted to our auction. The date for the auction are April 15 & 16. A special viewing only day will be held on April 14th. There are some tremendous opportunities to buy tools & equipment cheap here, so don't miss it.

Auctions are kind of funny. Sometimes the items you're looking for go out really cheap (a dollar for a office chair or \$5.00 for a 100 cecos); but then sometimes the very same item will get more than what you might pay for it at Avial or Home Depot. So you put the bid in that you are willing to pay and "you takes your chances". In any case, it's often a lot of fun for everyone involved, check it out. The auction will be catered both days (sorry, no host). You may fly in to the Hayward Airport and taxi to the South/East ramp. Ask the tower for "Andersen Hanger". Or you may wish to drive. Hayward Airport is at the West end of "A" street in Hayward and Andersen's Hangar is located at 21901 Skywest Blvd. Phone 786-2942 for more information (the hangar phone).

**This will be a no reserve, absolute auction** which means **EVERYTHING** will be sold. The last sale made will be on the light switch on the way out, so don't miss it. So don't say, "Larry, why didn't you tell me about that?" come Monday the 18th. On, and by the way: I'm putting the 2 Osprey Twos in the auction. The O-320 will be removed and sold separately from the two aircraft. If you are at all interested in a great Osprey Two kit, let me know right now. I would rather were this kept here in Concord and I'll unload it all cheaper than you might think, prior to the auction deal. contact Larry at (510) 758-3533 for more info.

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