

The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

SEPTEMBER 1995

YOUR 1995 OFFICERS

PRESIDENT	Fred Egli 935-7551
VICE PRESIDENT	Lisle Knight 527-6846
SEC/TREASURER	Louis Goodell 682-4198
EDITORS	Ken & Linda McKenzie 283-3119

MEMBERSHIP MEETING

September 27, 1995, (the 4th Wednesday of every month) @ 7:30pm, Old Buchanan Terminal Building, Concord Airport. Please wear your badges to help those of us who don't know everyone. Also, please bring chairs — we never seem to have enough.

SEPTEMBER PROGRAM

For this month's speaker we have asked Will Price to return to our podium, to give us a view into the "glass panel" in his Lancair 360. His presentation will include slides on his installation, as well as showing computer functions "projected on our new wall-mounted screen" using a color laptop PC to initiate commands.

MINUTES OF THE CHAPTER MEETING

held August 23, 1995

Meeting was called to order at 7:40 p.m. by Fred Egli. The minutes of the June meeting were approved as written in the Cleco.

The following upcoming events were announced: Cameron Park air and auto show Sunday, October 8 - \$10.00 entry fee; Hayward airfare - get details from Fred; Paso Robles Fly-in, Sept 9 - 5th annual Chapter 170 scholarship fund raiser; and finally the Golden West Fly-in - details in this issue of the Cleco.

Fred announced that Bette Davis needs to sell her Aeronca.

Lisle awarded a Young Eagles certificate to Justin Williams. Justin got a ride from Glenn Werner during the July picnic. Three other certificates will be issued by mail.

Aerocore Composites sent us information on a balsa core w/ mahogany composite that they make for use in free-form designs.

After the Introductions and Raffle, we saw slides taken at Oshkosh. Unfortunately we ran out of time and were unable to get to hear about everyone's experiences there.

BOARD MEETING

The board meeting is scheduled for 7:30 p.m., on the Wednesday following the Membership meeting at Fred Egli's house. If you are interested in attending or have a matter you wish to discuss, please call any of the Chapter Officers.

MINUTES OF THE BOARD MEETINGS

The nominating committee has been established to help pick the slate of officers for the 96-97 term.

The committee includes Will Price, Lyle Powell, and Larry Laughlin.

It is time to begin organizing the Christmas Party, which will be held Sunday, December 17 at Petar's.

If you have information leading to the presentation of a "Blooper" Award, please contact your current Board of Directors. Also don't be forgotten when we present First Flight Awards. Now is the time to blow your own horn. Step forward and take your bows.

We have made arrangements to have the following speakers at our remaining fall meetings: Jordan Coonrad and Gordon Bowen.

Finally, the November meeting has been scheduled for the 5th Wednesday of the month, so that we won't have a conflict with Thanksgiving.



tie-down areas, giant runways, free motor home parking and camping areas available. Many forums, workshops and demonstrations. Aerobatics and Fly-Bays. Warbirds, Homebuilts, Antiques, Ultralights, Spam Cans, Engines, Kit Plane vendors, AN hardware vendors, etc, etc.

The arrangements for ultralights will be vastly improved over last year. They will be parked on the main parking ramp with the showplanes, antiques, homebuilts, etc, and fly from one of the main runways at

CONGRATULATIONS !!

To Rick Young - His RV-6 had its first flight Tuesday, August 15. Rick solo'd the RV just before the meeting. The prop he is using works "great." Rick completed his plane in 14 months.

WELCOME NEW MEMBERS

At the August meeting Allan Arthur joined Chapter 393.

Calendar of Events

Chapter Events

Dec 17 - Annual Awards Dinner @ Petar's Restaurant in Lafayette.

Fly-ins & Airshows

Sep 30-Oct 1 - HALF MOON BAY, CA - California Coast Airfair '95. 415-726-7655.

Sep 30-Oct 1 - SALINAS, CA - Calif. Int'l Airshow. 408-754-1983

Oct 7-8 - TRACY, CA - Golden West Fly-in

Oct 12-15 - PHOENIX, AZ - Copperstate Regional Fly-in. 602-750-5480.

Copperstate Regional EAA Fly-In

Copperstate EAA Regional Fly-In and Air Show will take place on October 12, 13, 14, and 15 this year. Location: Williams Gateway Airport, Mesa, AZ. Large paved

allotted times.

John L. Wolf, President EAA Chapter 128

Editors Note: At this time Chris Kenyon and your newsletter editors are planning to attend the Copperstate Fly-in. We will write up a report for the next edition.

NAPA SETS AVIATION SYMPOSIUM

Friday, October 13th

(NAPA, CA) What will general aviation aircraft of the future be like? How will they be powered and what kind of fuel will they use? What about avionics - will tomorrow's mandated communication and navigation equipment be affordable for tomorrow's aircraft owners? Will there be such a thing as "uncontrolled airspace" in the 21st century?

These and other questions will be addressed at a general aviation symposium set for Napa County Airport (ABC) on October 13th.

Featured as the lunchtime speaker will be PAUL POBEREZNY, the founding president of Experimental Aircraft Association (EAA) and the creator of the famed Oshkosh Fly-in.

The format for the four-plus hour event includes a series of three panels of experts with panel number one addressing "Perspectives of a Local Airport." Ameli Reid of Reid-Hillview Airport in San Jose, and others will

discuss the threats facing local airports as well as actual vs. perceived value of the local airport to the community.

Panel number two will discuss "Airports and Airspace Structure In the Next Century." Confirmed as panelists will be representatives of the FAA, NATA, AOPA and the FBO Resource Group.

Panel three's scope will include "Aircraft and Aircraft Equipment in the Next Century" and confirmed panel members will be representatives of Cessna, Lycoming, Bendix/King and Chevron Oil.

Mr. Poberezny's speech is set for 12:45 p.m. during lunch. Registration will begin at 8:30 a.m. with the program commencing at 9:00. It is expected to finish at 1:30 p.m. after lunch. Cost of the event is \$35. Due to limited seating early reservations are recommended. Reservations and information can be obtained by calling the Napa Chamber of Commerce at (707) 226-7455, and by FAX to (707) 226-1171.

TREASURER'S REPORT

As of August 30 the chapter had a balance of \$815.99 in checking account and \$2,637.40 in savings.

Introductions:

Tune & Dick Rihn have the ribs for the two-place One Design 75% complete.

Ed Buckner has the gussets cut out for his Pober Jr. Ace

Gerry Greth is "arguing with the FAA about modifications" for his Comanche

Ron Robinson has had his Glasair down for most of the summer for its annual followed by a paint job, which is "finally done."

Andy Marshall announced that he has received a 4-part video from Stan Montgomery and will lend it to anyone who is interested. Also announced that there are openings in the Concord Flying Club.

Scott Achelis is carving seats for the RV-6A

Tim Glenn has finished the last portion of his Kitfox before needing to order more parts.

Lyle Powell had the left main gear collapsed due to a classic tig-welding mistake in the retract stud -- the weld was so thin that it did not penetrate. Superficial skin damage was minimized and fixed within a few hours.

Pete Wiebens had the nose gear on his Glasair III collapse during a take-off roll and bent approximate 9" of the prop and left 25 strikes as a deep as 1½" on the ground. Fortunately there was little damage to the engine. Pete has replace the bent 2-blade prop with a 3-blade customized prop.

Tom Smith (Long-eze) has postponed his move to Indiana.

Bruce Seguire (Swift) is going to the 50th anniversary of the Swifts

Tracy Peters (RV-6) finally earned his pilot's license. CONGRATULATIONS.

Dwaine Duis has so much fun restoring his Luscombe that he has started the restoration of a second one.

Bob Belshe bought the Lancair 235 pictured on pg 40 of the August issue of Kitplanes

Will Price has the insides of his "yellow" Lancair torn out to make more electronics changes. -- Will announced that he finally got his wife to fly in the Lancair on a trip up to the Nut Tree and then blew a tire on landing. Apparently, he proved his skills sufficiently to plan a trip with Jean to Boise and Sun Valley in late September.

Brad Poling (Westphal) announced that his hangar, across from Chris Kenyon, is available for sharing or full-time. It has 220 & 110 circuits.

Rick Lambert has started working on his BD-5 again. He can't find some of his parts.

Jerry Grove says that his Seawind canopy is bigger than the ones on the F-16's

Roger Raley has his RV-6 fuselage on the jig

Bud Todd's Mountain Goat should be flying by November. Cruises at 150, stalls at 24 mph. The Mountain Goat was started on a Super Cub jig.

Larry Laughlin has found a new hobby, sailing. The long-eze is running great.

Fred Egli has the wings & fuselage on the Lancair IV mated.

UNCLASSIFIEDS

FOR SALE: 1938 Aeronca KCA (NC21025), almost completely rebuilt. Great project, with A65 Continental engine. 1 of 62 built, 1 of 3 remaining. Asking \$5,000.00. Call Bette Davis at (510) 294-3312.

[8/95]

HANGER FOR LEASE: 2 - 2½ years until my homebuilt is complete. East side D-6, 220 volt power, extra outlets, lights, 11ft workbench, refig. I will share expense. Call Brad Poling at 827-3528.

[9/95]

FOR SALE: King KX-99, hand-held transceiver w/VOR. Battery charger & headset adapter. \$632, new. Asking \$495 or B.O. Call Rick Young at 838-1414.

[9/95]

WANT ADS FROM THE INTERNET

FOR SALE - SEAWIND T3000

Death of owner causes sale of nearly finished Seawind. All structure done put in the engine throttle quadrant and do the engine runs and taxi test. For the Serious only \$140,000 as is. For more details:

Precision Design
PO. Box 96591
Weatherford OK. 73096
405-772-2140
Craig Easter - wceaster@aol.com (Wceaster)

FOR SALE - VARI/LONG-EZ CANOPY

New Vari/Long-Ez canopy for sale. Price is \$150 + shipping (firm). Contact Jim Caba at (805)688-1082 in Santa Ynez, CA.

FOR SALE - HENDERSON PROPELLER

New Henderson Propeller for sale. Price \$250 + shipping. Contact Jim Caba at (805)688-1082. (Santa Ynez, CA.)

FOR SALE - LANCAIR-IV

Finished Lancair-IV for sale. For more information please call 703-729-6856. Please, serious inquiries only.

chkmate@ix.netcom.com (Aleks)

FOR SALE - MCCAULEY 1A170DM7652 PROP

McCauley 1A170DM7652 propeller for sale. Must sell. Excellent condition. Fits 0-300 (C-170, -172, Maule etc.), Franklin 150 and 165 (Stinson, Bellanca etc.). \$850 OBO. Jerry Painter (206) 258-4522 home (206) 388-3311 ext. 2129 work. Seattle, WA

FOR SALE - SUPER EMERAUDE

Super Emeraude project for sale. Must sell. Fuselage, ribs, spar, ailerons, flaps, landing gear, fiberglass cowling, tail group etc. all built. Lycoming 0-290G with new crankshaft and new camshaft (both old crank and cam are serviceable, too), Hendricksen prop, materials to finish and Stits to cover and paint. Excellent workmanship (not my judgment, that of experts). Just assemble and fly. Perfect overwinter project, fly in the spring. Reduced to \$4500 OBO. Jerry Painter (206) 258-4522 home (206) 388-3311 ext. 2129 work (Seattle).

Recently on the Internet was the following exchange regarding the advisability of high speed taxi tests prior to the first flight. This exchange was the result of a first flight report submitted by Ron Wanttaja, author to the book Kitplane Construction.

Ron Wanttaja wrote: "I watched him through the camera's viewfinder as he took the active. The first run would just be a high-speed taxi run. The shiny EZ sped by, then slowed to exit onto the taxiway where his family waited. He taxied past with a big thumbs-up. The next run would be it."

In response G. A. Venkatesh wrote: "Please tell me that a whole lot of events were clipped from the report between the first taxi-run and the first flight. Not to be too judgmental but the scenario would appear to be entirely foolhardy otherwise."

And then Ron issued this reply: "I talked to Mike. He had performed "several hours" of taxi testing prior to the day of the first flight. The undercarriage, brakes, etc had been well-tested.

"Interestingly enough, though... the run before the takeoff was his first high-speed taxi run. While Tom (Mike's mentor) had given Mike plenty of dual in his own Long-EZ, Mike had flown only from the back seat... where there were no rudder pedals. Tom felt the dangers involved with high-speed testing (i.e., running off the end of the runway, swerving off the sides, etc.) outweighed the benefits.

"I guess there are certainly arguments either way. When I was checking out in the Fly Baby, the high-speed runs were the closest I ever came to pranging the airplane... so much so that I recommended only one run to those who joined the club after me. However, a Long-EZ isn't a touchy taildragger. How 'bout it... what do folks think?"

From Jeffry Stetson ... Comm ASEL, Pvt SES & Glider, Instrument Airplane [EAA, SSA, AOPA, IAC, MAPA]:

"High-speed testing has resulted in the loss of several EZ's over the years. A few stops from high speed can heat up the brakes enough to set the gear legs on fire. Often, the fire consumes the entire plane before it can be extinguished."

From Teddy D Bear:

"I agree with Tom 100%. I think the high speed testing is dangerous and I do not see any benefit from it. In the EZ the hard thing is the way you approach. It looks very different. It looked to me in the beginning as an aircraft carrier approach with high angle of attack. The take off is also some what odd but not that hard. People tend to think that they pulled to hard and start to oscillate with pushing the nose down after take off. I think the best way is to let the person sit in the back for several landings and get use to the way it look. Trim to the right airspeed and demonstrate how the throttle control your descent rate and altitude. (You can demonstrate the full power climb/go-around from the numbers, and such. Just with the throttle.) I will stress the no flare in the beginning too, fly it to the runway at 75-80 MPH. I will also stress the avoidance of cooking your brakes. It is common especially during this high speed taxiing in the beginning.

"As for tail draggers. High speed taxiing was very helpful in my biplane, especially lifting the tail and riding on the mains up and down the runway."

From David Hyde:

"High-speed taxi tests are useful for finding wheel (nose or tail) shimmy problems prior to your first takeoff roll. High-speed taxi tests in an airplane not fully configured for the first flight are downright foolish (the planned taxi may become a flight), but high speed taxi tests without intended flight can be useful and perhaps less dangerous than blindly charging into your first flight without them. It depends largely on the configuration of the airplane."

From David Hyde (a second comment):

"Aw, crud.

"I did not mean to imply that I thought 'Tom' was 'blindly charging into [his] first flight.' By all accounts this first flight sounded like a well-planned and executed event."

From: rnjones@teal.csn.net (Ralph Jones)

Subject: Re: Radial Engines

Date: Sun, 13 Aug 1995 20:32:00

(Bob Hyers) writes: "Why do most 4 stroke radials have an odd number of cylinders?"

Not most, ALL, because it's the only way to get a uniform firing order. The key is that a radial engine (or one row of a multi-row radial) has only one crankpin on the crankshaft. One connecting rod, the MASTER ROD, is connected directly to this pin; the other rods, or SLAVE RODS, are connected to the big end of this rod. So each piston moves in its turn. Cylinder 1 reaches top dead center; then cylinder 2 reaches TDC; then cylinder 3, and so forth all the way around the engine.

The firing order is every other cylinder. In a 7-cyl engine, it's 1-3-5-7-2-4-6. So cylinder 1 has a power stroke; 2 has an intake stroke; 3 has a power stroke; 4 has an intake stroke; and it repeats all the way round, with every cylinder sucking, squeezing, banging or blowing at the right time. rj

From: davewood@teleport.com (David Wood)

Subject: Re: Radial Engines

Date: Mon, 14 Aug 1995 07:59:20

>every cylinder sucking, squeezing, banging or blowing at the right time. rj

Any body here, besides me, got a woodie? -Dave

From: vortecs@teleport.com (Dirk Rackley)

Subject: Re: Radial Engines

Date: Mon, 14 Aug 95 10:36:33 GMT

>every cylinder sucking, squeezing, banging or blowing at the right time. rj

>>

>> Any body here, besides me, got a woodie? -Dave

I have often wondered why some pilots have a preference for a stick aircraft. I'm beginning to understand.

Dirk...I only flew a stick till I had to wear glasses...Rackley

From: rnelson@iquest.com (Rick Nelson)

Subject: Re: The selection/nurturing o

Date: Mon, 14 Aug 1995 03:27:17 GMT

rleonard@abq-ros.com wrote:

Here's my situation, maybe y'all can help. My girlfriend isn't exactly mechanically minded due to lack of exposure (and a bit of a mental block). When we talk about building a plane together, it's obvious that I'm going to do most of the building. Not exactly what I want to do.

...some stuff deleted...

-- Matt

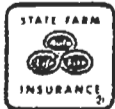
P.S. If you'd like to reach her, her address is nancy@access.digex.net, she doesn't read this newsgroup.

I recently completed a homebuilt and I am just beginning a restoration of a tube and fabric classic. During the homebuilt project, I managed to get my wife to help with the sanding (wood and fabric design), but she was hesitant about the cutting and gluing. I also had a good partner who worked like a madman, so we didn't have to build the entire plane. By the time we were ready to cover the plane, my wife was comfortable enough to cut and glue. She also helped with the painting. All I did was tell her that I had to work on the airplane and would like to have her there so that we could talk. Since we both worked during the day, this was the best time for conversation. It also made the work seem to go faster.

The point of this rambling is to just get her in there with the project. After she watches you make a couple of mistakes, she will be less apprehensive. When she is comfortable being around the project, ask her to hand you some tools. Later, ask if she'd mind helping you finish sanding a part (or some other task that doesn't require a great deal of skill) so that you can finish in time to do something that you know she would enjoy. After she gets her feet wet, she just might enjoy helping.

I hope you are as successful as I was. My wife is now sewing seat covers, and has made the decision to use the PolyFiber process for this cover job, instead of Hipec, so that she can judge which is best for Her airplane (our next project).

Good Luck



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(28) Dues Paid to 2/28/96

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