

# The CIECO

Official Publication of the Experimental Aircraft Association  
EAA Chapter #393 POBox 272725 Concord, CA 94527-2725

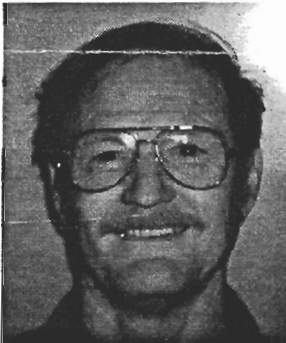
JANUARY 1996



**HERE THEY ARE - YOUR FEARLESS  
LEADERS: EAA CHAPTER #393's  
1996/97 OFFICERS**

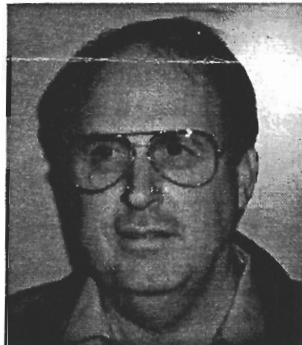
(ALSO WANTED IN SOME 14 STATES ACROSS THE US)

**PRESIDENT**



Bruce Seguire  
671-4943

**VICE PRESIDENT**



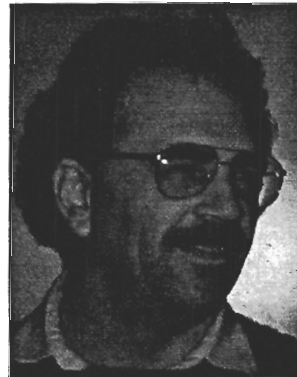
Bruce Hobbs  
757-0618

**SEC/TREASURER**



Louis Goodell  
682-4198

**NEWSLETTER**



Larry K. Laughlin  
758-3533

**NEXT CHAPTER MEETING IS  
WEDNESDAY EVENING, JANUARY  
24<sup>TH</sup> IN THE TERMINAL BUILDING (AT  
THE END OF JOHN GLENN DRIVE)**

Our program this month will be to introduce the new 96/97 Chapter officers once again, share ideas for the upcoming year, and God only knows what else. Be there or be square (as we say in the homebuilt business).

## **PRESIDENT'S MESSAGE**

by, of course, Bruce Seguire

As I'm starting to write the first of many *President's Messages*, I'd like to say Fred Egli will be a hard act to follow. The last two years have been really successful and I know with all the expertise available, they are only going to get better.

At our first board meeting, there were lots of new suggestions to enhance the enthusiasm of the club toward a greater '96.

There are several new birds that will be coming on line this year and we'll be looking forward to having them join in on the activities. I've also heard rumors of some projects and have seen some really great work evolving among our #393 members.

Some of the activities, to mention a few, will be the 50<sup>th</sup> Anniversary of our airport, the annual picnic, the joint EAA Fly-in at Tracy, and my Swift and I are hoping for a few Sunday morning breakfast fly-outs.

I know we've got some good times ahead and I'm proud to get the chance to be part of a fun and talented group.

## MINUTES OF THE DECEMBER AWARDS DINNER

by Linda McKenzie

As usual the Annual Awards Dinner was a lot of fun. The no host bar opened at 5:30 with **Bruce & Nancy Seguire** greeting everyone at the door and handing out the dinner tickets. The Program began at 6:15 with our outgoing president summarizing the past year's programs:

In November we saw **Jordan Coonrad's** slides of Alaska.

In October we heard **Gordon Bowen's** talk on composite construction.

In September **Wil Price** talked about his "glass" cockpit.

In August several members presented their photos and videos of Oshkosh '95.

In July we held our annual picnic

In June Bruce Arrigoni of Formula Power updated us on the Subaru engine developments for aircraft use.

In May **Lyle Powell** explained the merits of a fully electronic ignition system.

In March **Chris Kenyon & Bruce Seguire** talked about metal fabrication.

In February **Dick Rihn** spoke about the "One Design" project for aerobatics competition.

In January George Sparr of Aerospace Composite Products spoke to us about Carbon prepreg and various sandwich materials.

On to the Awards. **Rick Young** was awarded his second First Flight Award, this time for his new RV-6. **Jean Price** received a First Flight Fright Award for finally flying with Wil in the Lancair -- Wil's planning couldn't have been better, because he got a flat tire upon landing. At least he was able to prove how competently he can handle an emergency. **Tracy Peters** was recognized for earning his Private Pilot's license -- EAA doesn't have any certificates for

that accomplishment. But the EAA does have certificates for a First Solo Flight, which was awarded to **Bruce Hobbs**.

**Fred Egli** presented the annual Officer Service Awards to **Louis Goodell** for Secretary/Treasurer, **Lisle Knight** for Vice-President, and **Ken & Linda McKenzie** for Newsletter Editor. **Lisle** presented **Fred** the Officer Service Award for President.

Chris Kenyon and Wil Price had a grand time creating and presenting the now annual "Bloopers" Awards. Unfortunately I cannot do justice to the entertainment value of Chris' and Wil's presentations. The first award went to **Bob Belshe** -- it was a Fuel Tank Inspection Checklist to assist with correcting the fuel delivery difficulties Bob was having with his newly purchased Lancair. In addition to the checklist Bob was presented with a caulking gun and tube of Silicone sealant. Chris presented **Pete Wiebens** with an FAA - Approved Runway Divot Patch Kit to repair the prop strikes left on 32L when his Glasair III's nosegear collapsed while taking off -- this consisted of something that looked like FixAll and a putty trowel. Wil followed up with an Innovation in Flight Maneuvers Award using a style scoring system similar to that used in Figure Skating for the various elements of the take-off and emergency landing. **Terry Gong** received a "Wheel of Fortune" style spinner to be used to determine what plane he is currently planning on building. **Rick Young** received a pogo stick with a propeller to be used as a landing simulator -- Rick apparently lands many more times than he takes off. Finally **Scott Achelis** came up and recited a poem about **Chris Kenyon's** ill-fated flight with **Ken McKenzie** as a passenger at last July's picnic. Chris had a problem with his canopy popping open shortly after take-off and while trying close and latch the canopy forgot about flying the RV. Later after a hot pass down 1R and steep turn to base for 32R, Ken noticed that the propeller was standing still; apparently Chris was so startled by the engine out, that it

took a couple passes across the instrument panel to locate the starter switch.

**Lisle Knight** presented the Member of the Year Award to co-recipients **Ken & Linda McKenzie** for providing much of the glue that holds the chapter together. They edited the Cleco, provide the Audio/Visual equipment for the chapter meetings and worked at the Tracy Fly-in from opening to closing.

Finally we sat down to an excellent dinner (choices were Prime Rib, Salmon and Chicken). During dinner we held the Raffle. Each winner was responsible for drawing and locating the next winner.

(Thank you so much Linda for noting and detailing the evening's events in writing. Linda has graciously agreed to continue taking the "minute notes" of our general membership meeting every month. Thanks again - ED.)

## NEWSLETTER DEADLINE

All contributions and/or articles for the newsletter are welcome! If you have something to say or share with the rest of the club members, do it here! Please submit any and all photographs you think others will enjoy and learn from. The Deadline for submissions to the editor is the 14<sup>th</sup> of every month (newsletter is produced and mailed by the 17<sup>th</sup>).

Submissions should be done in writing and mailed directly to: Larry K. Laughlin, Chapter 393 Newsletter, 3495 Savage Ave., Pinole, CA 94564. You may also FAX (call first since I use a computer FAX modem) or drop it by the house. Submissions may be hand written or typed, or provided on any 3 ½ IBM floppy disk (in ASC11 or MS Word).

*My special thanks to Bob Belshey for allowing me to sweet talk you into folding and mailing the newsletters.*

## QUOTE OF THE MONTH

*"Visualize Whirled Peas"*

### Before I go on;

I thought I would take this opportunity to thank Gerry Greth for nominating me AGAIN and all the rest of you turkeys for voting me in as Newsletter Editor AGAIN; allowing me the pleasure of producing this little tiny local Av-Rag monthly. Frankly, I just couldn't stand the whining process anymore, as we probed every

member to beg he or she into assuming the position (kind of like the old medical exam, shortly after the Doc says, "OK, drop your pants and turn around").

Actually, there are worse positions than that of being the newsletter editor, however none come to mind at the moment. I'll just have to do my best to have fun with it and try to avoid the ever-feared "hoof-in-mouth" disease (that some editors suffer from - not me, thank God). Lastly, you have Vickie (the wife) and "spell-check" to thank for jerking my chain and making sure my writing looks better than it is.

## SANTA'S CHRISTMAS VISIT TO



## CONCORD AIRPORT

You know, it just wasn't the same without a group of experimental aircraft surrounding Santa and his Elves. The weather was cool and cloudy this year and Santa couldn't do the drop-in via the parachute. A beautiful red Stearman managed to get Santa to the Sheraton however, as a very large crowd eagerly awaited. The powers to be thought it best to have everyone follow Santa through the Sheraton and downstairs to a decorated room for photos and special requests. In retrospect, I think the Circle-of-Experimentals would have provided enough excitement up on the ramp to keep everyone warm for the short Santa visit. Maybe next year.



Santa's "sleigh for a day" (imagine it in red).

### **What you DON'T want to hear while traveling:**

*...folks, in 42 years of flying I have never seen weather like this!*

*...Sir, I believe we have located part of your suitcase.*

*...Reservation, Here in Oshkosh? When did you call?*

*...No sir, the man to whom you gave your bags doesn't work here.*

*...I'm sorry sir, according to your policy, a "masked holdup" is an act of God.*

*...Wow, I've never seen a rash like that in my life!*

### **SPEAKING OF DUES**

It's that time again folks. The bargain of the century - your EAA Chapter #393 membership dues are due by February 28<sup>th</sup>, 96. Your address label tells whether or not you've paid your 96' dues (most have not yet). So give Louis Goodell a check for \$20, made payable to: **EAA Chapter 393**

(cash is still accepted too)

or send it to: EAA Chapter #393  
P.O. Box 272725  
Concord, CA 94527-2725

And please, help us by updating our membership roster by providing the following information with your dues:

Name, address, phones ...

EAA National Number & Expiration Date ...

And lastly, your flying or building project(s) ...

A new **MEMBERSHIP ROSTER** will be printed and distributed via this newsletter in March, so don't leave it to our imagination as to what to put in there, right after your name.

### **WHILE WE'RE ON THE SUBJECT OF MONEY**

The *TREASURER'S REPORT*, as of Jan. 3, 96: \$2665.10 in Savings; \$229.65 in Checking.

We're in pretty good shape, but the newsletter and other considerations in running this club

take a pretty good bite out of the funds, and that's where your dues and raffle dollars go, for the most part.

### **BOARD MEETING**

The EAA Chapter #393 Board of Directors meeting was held Wednesday Evening, February 7<sup>th</sup>, 96 at Bruce & Nancy Seguire's (very warm & comfortable) Hangar (C-14) on the West Ramp. Club members are always welcome to attend these fun business meetings, (yes, they're fun - why not?)

Several ideas were batted about (see "what's on tap for 1996" later in this issue). The Board did manage to officially name Chapter #393's committee members for the ***Golden West EAA Fly-in*** scheduled to be held Oct 4, 5, & 6, 1996 at Tracy Airport. Those special EAA members are: **Linda & Ken McKensie, and Lisle R. Knight**. No doubt the committee will expand slightly as the demand on our club increases, but for now, these fine worker-bees have accepted the challenge and great responsibility for our involvement in the event - for that we are all grateful, I'm sure.

After an exchange of paper work and more talk, the meeting was adjourned around 9:30pm.

*"Q: What do you get if you cross an editor with a gorilla?*

*A: a retarded gorilla."*

### **EAA CHAPTER #393'S ANNUAL BASH AT PETAR'S RESTAURANT**

Another great party and good cheer was had by all who attended Chapter #393's annual gig at Petar's Restaurant. Social Hour was a real treat with its slides, special awards presentation, and presentation of the new Chapter #393 slate of Officers. Our club's special talent came together again, especial those sometimes funny types (Wil Price and Chris Kenyon). Something very unusual happens when you combine these two forces

for "special awards" presentations. (1 hour seems almost too short).

Shortly thereafter, another great meal was served by Petar's fine staff. Our annual raffle went well, considering yours truly was able to dump off the ticket drawing and calling onto each winner (this part of our program still needs a little work). All of those tickets purchased over the last year went back into the drawing for the year end gig. So, all in all, I would have to say the event was nothing short of "highly successful" with no trim changes required.



from NOTICE, Dick Scalf, Editor  
POBox 146, Sedona, AZ 86336

## WHATS ON TAP FOR 1996?

With a new slate of officers comes new energy, a different spirit, and a lot of new ideas. The monthly raffle is a fine fund raiser for the club, however there is room for a few other events that would help maintain our club's treasury (of course, we might attempt to reduce Louis Goodells all expense paid Bahamas vacation to just one a year). However, besides spending \$1, \$2, or \$5 for a raffle ticket, we might try a

few Chapter sponsored seminars or similar event that would help other builders as well as provide a worthy service.

Several years ago, for instance, Chapter #393 hosted a "weigh-in" for those who wanted to get the real story on their aircraft's weight & balance. An amazing amount of planes lined up for the event and we were easily overwhelmed. It may be time for another, more organized "weigh-in" (a great fund raiser for our club).

Chapter #393 could host other events like "dynamic propeller balancing", "poker rallies" open to all CCR aircraft as well as our own experimentals, "special guest speaker" seminars, an "old buzzard's fly-in" (similar to the Young Eagles program, only older participants), "Young Eagles fly-in" of course, and perhaps one or two breakfast fly-outs for those that like to rocket off somewhere once in a while. It's so typical of new club administrations - we're all excited about the possibilities - it's just a matter of energy and who's going to "chair" the different events. If you would like to be "the ring leader" of any of these ideas above, or another you are more passionate about, please contact one of the Board members accordingly. It's your club too, you know.

Yes, I know: Our club is primarily "an information exchange" group ..., but a few pilots would like to do a few things (involving the actual *flying* part of building) once in a while and that's the spirit behind the assorted *flying events*. Why not?

And look, we'll always be the leaders as far as "information exchange" goes - after all: we are one of the most active EAA building groups in the world!

**PROFOUND THOUGHTS FOR A WRITER**  
(Thanks RC Report Magazine)

*The devil appeared (yes, the very same) before an editor who was working late one night, saying "I hear you'd give anything to become the publisher here. Is that correct?"*

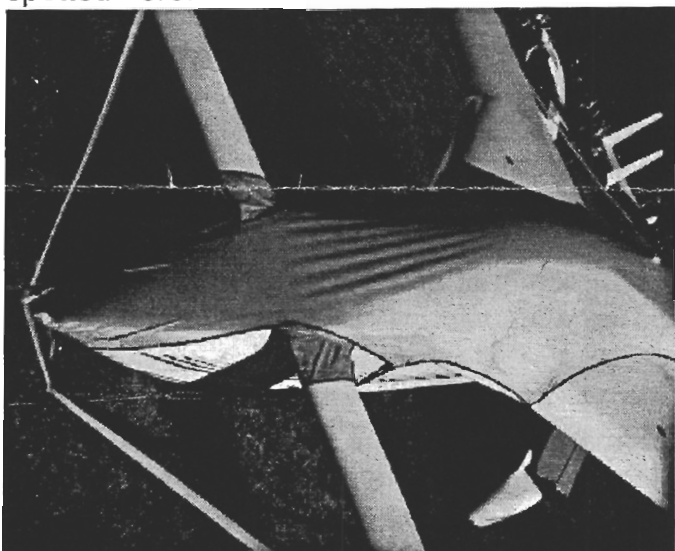
"Maybe," replied the editor. "What's the catch?"

"I'll make you the group publisher within a week, but in return I want your soul, your wife's soul, the souls of your children, and the souls of all your grandchildren. So are you interested or not?"

"Maybe," replied the editor. "What's the catch?"

## IT'S JUST A COVER UP

Long-Ezes leak when it rains! I don't know much about RVs, Glasairs, Lancairs, and the rest, but I can't leave my airplane out in the rain unless I return to it with a sponge. This year, it rained at Oshkosh - a bunch the first couple of days too. I found that your basic black electrician's tape does well to seal everything, but I prefer a cover like the one spotted here:



**What do YOU do when it rains on your parade?**

*"Did you hear about the van carrying eight movie stunt-people? It crashed through a guardrail, rolled 18 times down a 120 foot embankment, and burst into flames at the bottom.*

*There were no injuries"*

## Another sighting at Oshkosh 95



**"legs on eze-street"** (oh alright, they're Vickie's legs)

## A SHORT AVIATION STORY

Mac died at the controls of his plane and went to pilot's hell, where he found a hideous devil and three doors. The devil was busy escorting other pilots to various "hell rooms." "I'll be right back - don't go away," said the devil, and vanished.

Sneaking over to the first door, Mac peeked in and saw a cockpit where the pilot was condemned to forever run through preflight checks. He slammed that door and peeked into the second. There, alarms rang and red lights flashed while a pilot had to avoid one emergency after another. Unable to imagine a worse fate, Mac cautiously opened the third door. He was amazed to see many beautiful, scantily clad flight attendants answering to a captains every whim.

He quickly returned to his place seconds before the devil reappeared. "Okay, Mac," said the devil. "Which door will it be, number 1 or number 2?"

"But I want number 3," answered Mac.

"Sorry," said the devil. "You can't have door number 3. That's flight attendants' hell."

-Contributed by Anna Florin

## AIRCRAFT SPRUCE JUST GOT A LITTLE BIGGER

From: dc3driver@aol.com (DC3DRIVER), Ken McKenzie

Effective January 1, 1996, Alexander Aeroplane Company was purchased by Jim Irwin owner of Aircraft Spruce. The new company has been named Aircraft Spruce East. The same Atlanta area location will be maintained along with the excellent service reputation that Alexander Aeroplane has developed. The entire Aircraft Spruce product line will be available at the new east location within a few weeks. I will continue to provide education for builders and restorers through Alexander SportAir Workshops. Jim Irwin and I will work together to teach people the necessary building skills and provide quality products and excellent service. Everyone at both locations is very excited about the new acquisition. Jim Irwin and I feel the new alliance will enhance the entire sport aviation industry.

Ron Alexander

Diversified Materials Inc.  
La Mesa, CA.  
PH- 619-464-4111  
Ask for Rich Christy

Thanks- Gordon Bowen-  
Former Hexcel Epoxy Product Manager  
OSHKOSH Composites Workshop  
Instructor/Coordinator and Composites Forums  
Instructor.

## TWO RECENT UNFORTUNATE EVENTS TO LEARN FROM

### PILOTS KILLED FRIDAY EVENING, DECEMBER 22, 1995.

Not a pleasant story, but there is a lesson to learn here. As reported in the paper, apparently, two high time pilots, in their 30s, were doing a routine check ride, flying enroute to San Jose Airport from the Stockton area; a simple flight in clear weather at 11:30pm. Bay Approach assigned them a 3000 ft. altitude hold as they came through the Altamonte Pass. After a while, the ATC either forgot about them or they left that particular radar screen. In any case, it appears that they were not "handed" over to the next controller as they neared San Jose. In addition, the two pilots must not have picked up on the fact that they were on that altitude hold for much longer than normal. If they had been plotting their whereabouts on a chart of any sort, they might have spotted Silva Peak dead ahead and on their course path, reaching up to 3300 ft.

They hit the dark mountain, only 300 ft below the top!

There are many, many such cases where human error caused, or has nearly caused, similar catastrophic events. As PIC, you must double and even triple check everything you can when it comes to navigating (to name only one PIC responsibility), especially instructions given by ATC. For the most part, those people do a spectacular job shuffling tons of traffic around the country, but you should always keep your eyes peeled for the unexpected. It is

## ANOTHER STICKY CHANGE

From: gbowen@ix.netcom.com (Gordon Bowen) & Ken McKenzie

To: Composite builders

Hexcel Co. decision to sell the Resins Group to HB Fuller has left composite homebuilders who like the old Safe-t-poxy systems without a source of materials. Also the purchase of Alexander Aero by Aircraft Spruce has limited the amount of competitors in the composites materials market.

We've decided to make an epoxy system similar to the old Safe-t-poxy I and II. The hardeners are EZ-83 (fast), EZ-84 (med.) and EZ-87 (slow). The resins are EZ-09 (lower visc.) and EZ-10 (normal visc.).

The mix ratios remain 44:100. The technology and materials used are similar to the old systems. For legal reason we cannot call them Safe-t-poxy but they're are close as you can get and remain legal.

These epoxy systems, fiberglass and foams are available from:

naive to think you are safe once placed in the hands of the ATC controller. Indeed you may be safer, but remember, they can't and won't see it all. Crossing air traffic and assorted enroute terrain are a pilot's ever ongoing concern. Way too many pilots lose sight of what is going on outside of the airplane, especially those with a lot of bells and whistles on the panel.

#### **PILOTS KILLED FRIDAY MORNING, JANUARY 12, 1996**

As reported in the TIMES, a Pilot and Passenger found themselves trapped on top of fog at 3:30am. Apparently, they departed Concord at 12 midnight in a Cessna 150, flew until the airplane exhausted, or nearly exhausted the fuel (3.5 hour usable in a C150) and missed a zero/zero approach into Travis in an attempt to put it back down safely.

The lesson we might all learn from this accident is basically, "don't mess with the weather". The valley ground fog can move in quickly this time of year and close up the airfield behind you with no warning. The trick is to watch the DEW POINT/TEMPERATURE SPREAD. When they are close, within 4 degrees, watch out for low clouds or fog. (the spread was only 3 degrees that morning).

**EAA Chapter #393 expresses sincere condolences to family, friends and all involved with both of these recent accidents.**

### **CLASSIFIED ADVERTISING**

Items for sale by club members may be placed in this newsletter for **FREE!** Yeah - *it will cost you nothing!* All I ask is that you submit your FOR SALE item to me in writing and no later than "*deadline for submissions*" (that would be the 14<sup>th</sup> of every month). Please advise me as to how many issues you would like the ad run, otherwise I'll purge it after two or three runs, OK?

**FOR SALE:** "new in box", Cleveland Wheels & Brakes (p/n 050-07600). Ideal for small aircraft (Vari-Eze, Kitfox, etc. ) \$450. (over \$600 anywhere else).

Prestolite Starter for Lyc. 320/360 - \$200.00  
microfiche Reader that prints - \$50.00, smaller table top reader - \$20. Call Larry @ 510 758-3533

*I recently heard the following answering machine message:*

*"If you are a beautiful woman calling, please leave your name and number. If you are a man, fair is fair, so you too may leave a beautiful woman's name and number."*

### **HERE'S A BUNCH OF ITEMS LISTED FOR SALE THROUGH THE INTERNET**

by Ken McKenzie

#### **The Internet Flea Market**

From: tedbarrow@delphi.com

4 place canard Two Easy/ 200 hp for sale near ready for taxi test. \$23k for airframe, \$11k for engine. e-mail or 501 535-0193 w, 501 879-2284 home, 501 535 1299 fax see photos at <http://www.ultranet.com/~marcz/barrow/>

From: allendb@deltanet.com (Allen D. Bates)

I finished building my Q2 in '94. Figured I would try and paint it myself in '95 to save money. But by the time '95 rolled around I was burned out. So now I have an assembled Q2 in my garage. Thats with the carbon fiber spars and the 75 HP Revmaster engine. So I have this offer.

Convince me that you have what it takes to get it in the air and I'll give it away free. If you think there is a catch there is but its minor. If you're interested email me and well talk about it.

Allen In So Cal

From: enagy@Direct.CA (Emery Nagy)

Hi everyone I have a registered set of Long EZ plans which I purchased in early 1980's and has not even been looked at. Due to circumstances beyond my control I doubt I will be able to use them. Therefore If anybody is interested in purchasing these plans please call or email me at the number or address below I am presently accepting offers.

PS: Excuss any errors since this is my first post.

Regards, Emery Nagy, email [enagy@Direct.CA](mailto:enagy@Direct.CA)  
PH (604) 945-6661

From: tlawicki@aol.com (TLawicki)

For Sale: 1993 Kitfox IV  
130TT, Rotax 582, Com, TXP w/mode C, Intercom, Dual tanks, Large inst. panel, many more options and updates, Great plane for ski's or float ready. Asking



\$22,500 OBO Nashville, TN. For more info, or complete list of options email to TLawicki@AOL.com

From: ROBERT STEUBER <steuber@netshel.net>  
I have for sale a flying BD5 with a turbo Honda. Aircraft has been flown a total of eleven hours. Owner/builder had a heart attack. Anyone interested please reply. Price is open.

From: busykngt@airmail.net (BusyKnight)  
I have my KR-2 for sale (Dallas, TX). It is in the "boat" stage of construction with the wing spars signed-off by an FAA inspector prior to their covering. It is configured as a tail dragger with dual controls. All material to complete (less engine & instruments). Excellent workmanship. Asking \$3800 obo.  
E-mail me at: <busykngt@airmail.net>

From: WBENSING <WBENSING@FHCRG.ORG>  
Quickie-2 Project for sale.  
Q-2 Project, 80% complete, good workmanship. Includes new Revmaster engine. All parts needed to finish except paint. Plans as well. Over \$ 13,000 invested. Will sell for \$6,000. Good fall/winter project.  
From: Bill Bensinger, Fax: 206-667-4937, Phone: 206-667-4933, (eve,wknd) 206-723-9693  
E-mail: wbensing@cclink.fhcr.org

From: JOHN CARBEE <JCARBEE@HARRIS.COM>  
I have an RV-6A tail kit plus plans for \$1000 include electric servo option. call 407-768-9696

From: <103076.3353@compuserve.com>  
Buying and selling Luscombe parts or complete project airplanes. Have large inventory of good 8A, 8E, 8F, airframe parts (used). New control surface skins available. Some brakes, wheels etc.  
Contact Joe Antal at (519) 742-2196 eves.

From: ROBERT STEUBER <steuber@netshel.net>  
Have a complete A-65 with Taylorcraft mount and exhaust system. Antique case mags. Un-shielded Champion plugs. One mag broken. Still has Marvel Dribbler carb. etc. No logs. Looks very clean. Some core prices crank \$800, cases \$400, cyls. \$150 EA. Marvel Schebler \$500 will sell all for \$1200. FOB Grass Valley, CA. O17

From: Meg Cannon <xcannon@plano.net>  
I have a Lycoming O-320 160 HP, approx 880 hours since overhaul, Removed from an Eze, has electronic ignition, TBI fuel system, is located in Dallas area.

From: eilts@resumix.portal.com (Henry Eilts)  
To all,  
Our flying is upgrading its C172 to an O-360 engine and is putting its O-320 up for sale. The engine is an O-320 H2AD (76T). The early H engines had notorious problems with camshaft/lifters, and attempts to modify

the case for a different cam proved not workable. Our engine is the later H engine without these difficulties. It has 2100 hours SMOH, and is offered with accessories(no alternator) and logbooks. If you are interested, you can email me at eilts@ti.com, or call me at (214)997-2280 (work and message machine) or at (214)517-8273 (home and messages). The engine is in the Dallas, Tx area. We are asking \$4500, but will consider all reasonable offers.  
Hank Eilts

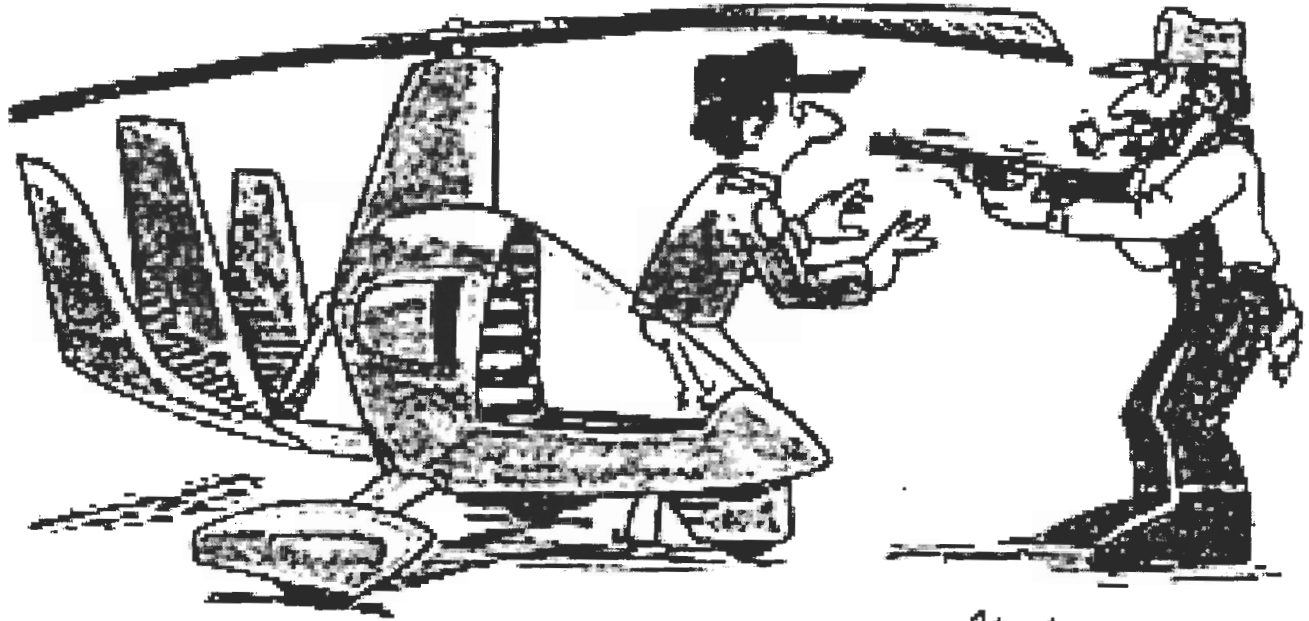
From: wceaster@aol.com (WCeaster)  
IO-360 A2B for sale. 2597 total time 1560 since major overhaul Mattituck 504 since top presently set up for fix pitch prop last compresions all above 74 all assory. include flown by me for last 70 hours but to small for my aircraft. Craig Easter, Precision Design 405-772-2140

From: tedbarrow@delphi.com  
IO-360 Lycoming w/Bendix FI, 0-SMOH, \$9500. E-mail or phone 501-535-0193 w, 501 879-2284H Ted

From: Hank Blackstock <wa5jrh@ionet.net>  
2 O-320 B1B w/Turbo 1100Hr \$6,000 each  
1 O-360 A1A 1100Hr 7,500  
2 IO-470D 400Hr 5,000 each  
1 E-185-11 (205hp) 200Hr 4,500  
Please email your phone number if interested for details  
Thanks, Hank Blackstock wa5jrh@ionet.net

From: Hank Blackstock <wa5jrh@ionet.net>  
2 Lycoming IO-540 with accs. and 3 blade props. removed from Aero Commander 500B \$7,500 each  
email for details, Hank Blackstock wa5jrh@ionet.net

# JOIN THE EXPERIMENTAL AIRCRAFT ASSOCIATION



**"I don't care what you call it, Boy! I know  
an alien attack ship when I see one!"**

*John Korman*

From: EAA Chapter #393  
Newsletter Editor  
Larry K. Laughlin  
3495 Savage Ave.  
Pinole, CA 94564

(8) Dues Paid, to 2/28/96

Bob Belshe  
122 Fairfield PL.  
Moraga, Ca. 94556

*"Homebuilders do it with BETTER PERFORMANCE"*