

The Citeco

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

AUGUST 1997

CHAPTER MEETING:

Meetings normally begin at 7:30 PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive.

The next regular meeting will be on Wednesday, August 27. As usual, the August Chapter meeting program is devoted to a discussion of the events surrounding the annual pilgrimage to Oshkosh (aviation's Mecca). Everyone who attended the annual convention is encouraged to share what they saw and learned while there.

Anyone with slides, video, or still pictures is invited to share with the chapter members. We will provide a slide projector, as well as the necessary video equipment to show your videos and your still pictures on the "big screen".

CHAPTER MEETING MINUTES :

The July meeting was the annual picnic, held on July 19. There was more than enough food, some interesting visitors, and very nice weather. Many thanks to all of the members who went the extra mile to make this an enjoyable event for everyone.

TREASURER'S REPORT:

Bank Balance	Checking	1601
	Savings	<u>2774</u>
		4375

BOARD MEETING

Board meetings are held in Bruce Seguire's hangar at 6:30PM on the Wednesday after the chapter meeting. All members are welcome.

FLY-OUTS

The next fly-out will be on Saturday following the meeting (August 30). Come to Bruce and Nancy's hangar on the West ramp around 10:30 a.m. Phone (510) 825-0766.

MADERA END-OF-SUMMER FLYIN

By Bruce Hobbs

A flyer for Chapter 376's End-of-Summer Fly-in is included with this newsletter. This event is my suggestion for the Saturday Fly-Out for August 30 (the Saturday after our chapter meeting).

I have driven (shudder) to this event several times and really enjoyed the scale of it. About 70-100 airplanes show up and many have been homebuilts. The main event is the aircraft judging, but you must arrive before 10:00 am to be considered. It is something more than your typical fly-in breakfast, while retaining a friendly small-town atmosphere.

GLEN AND LINDA WERNER

It is with a heavy heart that I report the loss of members Glen and Linda Werner in the crash of their Lancair 360. They were on their way to Oshkosh with a planned stop in St. Louis.

Glen and Linda were very active flyers and had made numerous long trips in their Lancair, including Sun'N'Fun this year. They are survived by four children. A large number of Chapter 393 members attended the funeral services which were held in Concord on August 11. The following is the preliminary NTSB report.

NTSB Identification: FTW97FA295
Accident occurred JUL-31-97 at DILLON, CO
Aircraft: LANCAIR 320, registration: N360GB

Injuries: 2 Fatal.

On July 31, 1997, at 1420 mountain daylight time, a Lancair 320 home built experimental aircraft, N360GB, collided with terrain near Dillon, Colorado, while attempting to reverse direction in a blind canyon at 12,200 feet above mean sea level. The private pilot and his passenger received fatal injuries and the aircraft was destroyed. The flight was operating under Title 14 CFR Part 91 and no flight plan was filed for this personal flight which departed Concord, California, at 0500 Pacific daylight time, with a reported destination of Oshkosh, Wisconsin. At the time of the accident, weather conditions were instrument meteorological conditions in the area where the accident occurred. The

aircraft was found by searchers, based on emergency locator transmissions, at 1030 mountain daylight time on August 1, 1997.

ALMOST FIRST FLIGHT REPORT

Tuesday, August 12. Harry Heckman's Lancair 290, N137KT, was ready to fly— licensed and inspected and rarin' to go. Tech counselor/test pilot Dave Morss taxied right up to the hangar in his own Lancair, made a final inspection, climbed in and put on his helmet. First problem: no radio. A quick inspection showed the mike plugged into the wrong jack. Down went the canopy. Up came the canopy. Problem: no headroom with helmet on. This was quickly fixed by removing the seat cushion, and engine start was uneventful. Out to 32R for a high speed taxi. On the second taxi run we observed a short flight, up to an altitude of about 4 feet then a smooth landing. Dave reported some serious vibration when brakes are applied, so Harry wisely decided not to push it any further. New brake rotors were ordered and a thorough check made for run-out and wheel balance. As this is being written the plane is ready for its next test. I think by next month we will be able to report a real first flight.

FIRST FLIGHT REPORT

By Tim Glenn

Sun, 13 July 1997. Saturday evening I finished my checkout in a Citabria in San Jose. After flying that rattletrap for 6 hours over the past few weeks (all in crosswind) I felt pretty good about my Red and White Kitfox Series 5. I woke up at 5:30 Sunday and found myself wishing time would slow down. Headed out to the Concord airport at 6:30. I had a lot of butterflies but the weather looked perfect. A morning mist and the fog from San Francisco was hanging on the hills and over the delta. To add to my anxiety I discovered that there was a 45 degree crosswind of about 10 to 12 knots. But the plane was ready, I was as ready as I thought I could get and we were leaving on vacation for a couple weeks. It was now or the whole operation would have to wait at least three weeks. I decided I would at least get out on the runway and see how things felt. I intended to just get out and high speed taxi, but when I got in position, I got a boost of confidence and just decided to go for it. From power to lift off was about 7 seconds, I pitched for 65 and found that I was climbing at 1300 per minute. The thing that struck me the most was how smooth the plane was. After bouncing around in the static runups and bumping around the airport for taxi tests the past weeks it was really surprising to have the engine (912) just humming along smooth as silk as I climbed to 5000. I did some practice approaches at altitude. Controls were all very responsive. Slow flight was excellent. I tried to find the stall speed and got down to 35 IAS and only got buffets, not really a stall. Seemed like it was going to be pretty easy to land. All the temps were perfect and steady, especially the oil pressure which had been reading erratic through the taxi and runups. Stayed up until my wife and ground crew started to worry I would run the two plus hours of gas I had out. In truth, I couldn't see that the sight gauges were down at all after 45 minutes. But I had to face a landing sooner or later so I got back in the pattern. They had just changed

controllers, so the one now working the landing didn't know that I was on a first flight. He cleared a Cessna to take off without delay just as I turned final. The Cessna poked out into position and even took time to ask for a ATC frequency. I did not want to worry about an airplane on the runway when I should have been concentrating on landing straight so I went around. The next set up was perfect and no one on the runway to worry about this time. There was a little bit of crosswind, and I had to rudder a little to straighten up the landing but otherwise it was a great first landing. This plane is great. Anyway taxied back to the ground crew (my wife, four kids, hanger mate, and Al Arthur) and others who heard what was going on. I think I was still flying. Three years of work now seems worth it.

Tim Glenn, N4291R, Flying!!!!

CONGRATULATIONS TIM! Its great to hear about another Chapter 393 project taking to the skies.

MIR Accident Report

After extensive investigation by both the Russian and US space agencies, spokespersons from both organizations announced that they have determined the cause for the accident which has placed the station and its resident personnel in jeopardy. In a terse statement at a recent press conference, Soviet and US space agency spokespersons said Thursday: "We have concluded joint investigations concerning this potentially tragic accident and each nation's team, separately, has arrived at identical conclusions for this incident. The accident was caused by one thing and one thing only:

OBJECTS IN MIR ARE CLOSER THAN THEY APPEAR!

SHORT FINAL

NO, I THOUGHT *YOU* DID THE PREFLIGHT: Any good lawyer would sue the airplane owner for not properly placarding his airplane over this one. It seems two men recently decided to go for a joy ride in a Beech Baron 58 but the twin used all 7,198 feet of Runway 17L at Oklahoma City's Wiley Post Airport, then continued 600 to 800 feet through the perimeter fence. Investigators discovered that the elevators had been removed from the aircraft for maintenance.

Overheard on the flightline at Oshkosh last weekend:

"Honey, you just have to stay for the B-2. It's so stealthy that you're not going to see it when it goes by."

CHAPTER 393 VIDEO LIBRARY

We have recently acquired the ESPN production covering EAA '95. This video will be in the library for the June meeting. The complete list of titles is listed on the box which is brought to each of our meetings. Check out the offerings and, if something interests you, CHECK IT OUT. The rules for the library are very simple. It is run on the honor system. You sign out for the tapes you borrow; and you return them at the next meeting so they are available for others.

NEWSLETTER SUBMISSIONS

All contributions 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 articles and/or photographs you think others will enjoy and learn from. Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be **e-mailed**, hand written, typed, or on any IBM diskette (in ASCII or MS Word). The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th). The editor's e-mail address is: rab@netcom.com.

EVENT CALENDAR

- Sept 21 **PANCAKE BREAKFAST** 8:30 a.m. to Noon
Everyone is Welcome!! Fly-In or Drive Over! Sponsored by the Mt. Diablo Pilot's Association MDPA Club House, Buchanan Field Airport (CCR), West Side, 200 Sally Ride Drive (510) 685-7073
Pancakes, Sausage, Juice, and Coffee \$3.50 (members and non-members) Bring your family and friends!! Fly-in and park right in front of the Club House in our spacious, paved tie-down area. Just ask the tower to taxi to MDPA for breakfast!
- Dec 14 Chapter 393 Annual Christmas party at Petar's.

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!** Please submit your **FOR SALE** items to me in writing no later than the 14th of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.

FOR SALE: COMANCHE-1959 PA24-180

4 Place Intercom, full IFR, Alternator system, 4043TT, 1124 SMOH, 689 SPOH, 3 Light Marker Beacon, Lycoming Engine, Painted 1990, New one-piece Windshield, Dual Nav Com. Annual new 1/97, \$32,000.
Call: Richard O'Connor (510) 798-0743

HANGAR FOR RENT

I would like to share the rent on hangar D-6, on the East side in the restroom row. OK to use entire space for 1 1/2 to 2 years until my project is completed. Hangar has work bench, overhead lights, and 220 power. Good builder space.

Brad Poling (510) 827-3528

KING KX-99 HANDHELD TRANSCEIVER

Includes charger, headset adapter, manual, nearly new battery. Sells new around \$525, It's yours for \$275.

Bob Belshe (510) 376-7677

GOODIES FOR SALE

- CARBURETOR, ELLISON EFS 2 throttle body \$250.00
MAGNETO, BENDIX FOR VW. \$275.00
STARTER, HI-TORQUE VW \$50.00
PROPELLER, ED STERBA 52X50 \$110.00
1 PR TIRES FOR KR-2 (retract) \$20.00
NAV/COM, RST 360 w/DIGITAL NAV HEAD \$395.00
TRANSPONDER, MDL, W/ACK A-30 ENCODER WITH COLLINS ANTENNA \$350.00
MAC trim servo motor w/dash mounted indicator light and toggle switch \$50.00
ELT, Garrett (R-88) \$75.00
LORAN, RAY JEFFERSON PL99 \$45.00
HELMET, DAVID CLARK series K with DC H10-30 headset \$100.00
INTERCOM, RST 2 position w/radio input and record output, 12v plug. (a 2nd unbuilt 2 position kit included) \$50.00
GPS, APOLLO 920 w/remote antenna, 12 power supply, yoke mount, nylon case manual and PC upgrade kit w/interface \$750.00
TRANSCEIVER, DELCOM AIR-960 handheld with headset adapter and PTT switch \$160.00
PUSH to TALK switch DC C10-15 \$25.00
2 NEW FLIGHTCOM HEADSETS (stereo) w/BAGS \$100.00EA
ED FERNHANDEZ (510)934-5049

FOR SALE: RIMS & BRAKES / MAKE OFFER

- (2) Cleveland 5.00X5 rims (#40-78B) w/ bearings
(2) Cleveland 5" brakes (#30-9)
(2) Rosenhan 5" brakes, new
Mark Stafford: 689-0779, markangela@value.net

EAA Chapter 393 Annual Picnic

July 19, 1997

There were several airplanes on display. Hamburgers, hot dogs and other good foods were abundant. Many thanks to the members who brought the side dishes. Thanks again to those who helped set up and clean up.