

The CIECO

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

AUGUST 1998

CHAPTER MEETING FOR AUGUST

The next meeting is on Wednesday August 26, 1998 at 7:30 P.M. Our speakers this month are Arcele Garrido and German Ossa, from Diablo Instrument Services, Inc. in Concord. Both are extremely knowledgeable about all aspects of aviation instrument maintenance, diagnosis, and repair. They are beginning to expand into the avionics aspect of the business as well. Arcele began his career with the Chilean Naval Air Force in the 1960's where he repaired and maintained the many DC-3's, Beech 6's, and T-34 Mentors. He has extensive experience on Boeing and DC aircraft instrument systems, and has worked for the Chilean National Airlines, Federal Express, and has run his own instrument repair facility prior to opening Diablo Instrument Services. Arcele hired German Ossa, (also from Chile) in the 1980's; later he went to work for Continental Airlines in Los Angeles to service the fleet's gyro instruments. Continental later trained German in avionics repair, and while primarily an "instrument man," he holds a FCC repair license for Avionics. German worked for several years at the Gyro House in Carmichael. Come to the meeting with your most vexing malfunction or installation concerns. Both individuals welcome the opportunity to help solve instrument problems, and to acquaint you with their services.

BROKEN WINGS

We sadly report that one of our members, Charles Woodson crashed and died on Tuesday August 4, 1998 on his way home from Oshkosh. Charles was flying a Mooney Mark 20 owned by the Concord Flying Club. Charles had dropped off a passenger then took off alone from the Fort Collins, CO around 6:10 am, flew north and then turned west. He disappeared from the radar screen at 6:51 am. According to news reports, he never made it over the Snowy Range, which rises to 12000 feet MSL in south central Wyoming. Charles, age 57, had been a member of Chapter #393 for two years, had learned to fly at age 16, had 2200 hours, and was building an RV- 8. He was a professor in the Graduate School of Education at UC-Berkeley. He leaves his wife Yoko, and his daughter Maiko.

A memorial service was held Sunday, August 16 at 2pm at St. John's Presbyterian Church, 2727 College Ave. Berkeley. Gifts can be made to Charles Woodson Memorial Scholarship fund by sending checks to the UC-Berkeley Foundation, c/o Graduate School of Education, 3627 Tolman Hall, University of California, Berkeley, CA 94720-1670.

Chapter #393 made a contribution.

PRESIDENT'S CORNER

Congratulations to Fred Egli! Fred launched his beautiful Lancair IV in July and flew off the required 25 hours in time to make the revered trip to Oshkosh. We all wish you much success with your new magic carpet, Fred! ~

Our summer picnic was a success despite that hot July 18th. Scott's wife Andrea was instrumental in borrowing a canvas cover from Navajo Aviation, which we hung between the trees to get more much needed shade. 43 members and spouses enjoyed each other's company and feasted on barbecued hamburgers, hot dogs and chicken along with baked beans, salads, desserts and cold drinks. Bruce Hobbs supplied hand cranked homemade ice cream. Fred Egli, Scott Achelis, and Lyle Powell taxied their planes over for viewing in keeping with tradition. Thanks to Bruce Seguire, Pete Wiebens, Don Baldwin, Brad Poling and all others who volunteered to help.

The Arlington fly-in was great fun again this year. It is held at the same time as the Glasair/Glaster homecoming on the other side of the field. Those making the trip this year included Lyle and Ellen Powell and Pete and Melody Wiebens in their Glasair III's, Bob Decker and his grandson Curt, Phil Jenkins and his brother Malcolm Jenkins, Ron Robinson and Dennis Johnson in their respective Glasair I and II's. Tony Tiritilli and Linda arrived in their Piper Cherokee Dakota. Ken and Linda McKenzie flew up commercially but did place their order for a new Glaster Kit before leaving. Congratulations to the McKenzies.

The EAA Golden West Fly-In scheduled for late September is making great progress according to Ken McKenzie. Let's all plan to attend that fly-in to help make it a big success. We will hear more from Ken at the August meeting.

Happy Flying!

Ron Robinson

NEWS ABOUT OSHKOSH, 1998

Dick Rihn reports that there were 3 DR 109's at Oshkosh, one of them having been built in 7 months. There was also an immaculate DR 107 that may have won a prize. Dick spent some time "flying" in motels enroute from LA. He ran into a front in Kansas and did not get to Oshkosh until Tuesday, having departed LA on Saturday.

FRED AND VI EGLI'S OSHKOSH REPORT

Lancair IV to Oshkosh'98

Back in '96, my goal, which I foolishly termed "realistic", was to make Oshkosh in '97 in my nice new Lancair IV, N1228E. When that date slipped by, '98 still looked easy.

Well, after finally flying off our 25 hours on July 23, Vi and I took off on Sunday morn. July 25. It was not easy. On our departure, the interior was incomplete, there was temporary touch up paint in several places, and here we were on our maiden voyage out of our 50-mile test radius en route to St. Paul to overnight with our kids. Our first stop was Casper, WY - 4 hours with a 10-knot wind against us.

One problem, about 1 hour out of St. Paul, alternator current jumped to 75 amps. I pulled the field breaker and we went in on the batteries. Happened again about 20 min. out of OSH so I replaced the sending unit at the repair facility at OSH. (Didn't work, we had the problem recur on the way home).

Oshkosh was its usual frenetic pace. However, not 15 minutes after we arrived, Linda McKenzie showed up to repeat their offer of a ride to our lodgings, which were 13 miles out of OSH. Also, I discovered the "Welcome Wagon" service, offered to homebuilders. They picked up us and all of our luggage at the airplane and delivered us to Ken and Linda's car way out in the parking lot. REAL COOL! The weather through Sunday was the best we've ever seen at OSH - clear, warm sun, cool air. There were around 20 Lancair IV's there (ours

was the only norm. aspirated one) many 235's and 320's, lots of Glassair's, including several Glassair III's, and some Glasstars, and --- just about every thing else you might imagine, even some RV's. (Actually, lots of RV's and Harmon Rockets including both of those built by Rick Young)

The airshows were as impressive as ever with Delmar Benjamin, Bob Hoover, Patty Wagstaff, The French Connection, the warbirds, etc., it was enough to put my brain in overload.

Coming home was interesting. I'm glad I'm retired and wasn't pressed to be home on a schedule. The weather from FSS on Sunday morn. Looked like we could get around a system forming over the Midwest - wrong - we got as far as Worthington, MN and had to RON. In the terminal bldng, Vi spotted a Rogues gallery of 393 people - pictures of Kenyon, Belshe, Achelis, & Young, and their planes, apparently from when they flew through in '95 (?). Also, met Brien Seeley there. Monday we tried again and diverted north, getting only to Casper, WY to RON again. Tuesday we came home from Casper in 3 hrs. 40 min., smooth air all the way. It was a beautiful trip and we really enjoyed 1228E.

Fred and Vi Egli

RECOMMENDED PLACES TO FLY TO AND EAT

Ron Robinson recently visited the Hiller Aviation Museum at the San Carlos Airport and highly recommends it. The website is www.hiller.org The Flight Guide lists 2 restaurants on the field.

Lyle Powell long ago gave me the following list of places where he and Ellen have flown to have lunch:

NORTH Petaluma, Santa Rosa, Napa, Lakeport, Red Bluff, Redding-Benton, Ukiah, Eureka-Murray, Shelter Cove, Willows, Quincy, Chester, Chico and Marysville

EAST Auburn, Columbia, Pine Mountain Lake, Stockton, Sacramento Exec, and South Lake Tahoe.

SOUTH Monterey, Salinas, Hollister, Half Moon Bay, Watsonville, Harris Ranch, Fresno-Chandler, Paso Robles, San Luis Obispo, Santa Maria, Bakersfield, and Porterville.

Let me know about your favorite places.

LARRY LAUGHLIN, gifted editor of the **EAA Chapter 72 Official Newsletter in Colorado Springs** is the source of the following:

Q: What is the difference between God and EAA Newsletter editors?

A: God does not think he is an editor.

Q: Why did an EAA Newsletter editor stare at a frozen orange juice can for two hours?

A: Because it said, "concentrate."

Q: Why did the EAA Chapter Newsletter editor put his finger over the nail when hammering?

A: The noise gave him a headache.

Q: Why can't EAA Chapter Newsletter editors get elevator operator jobs?

A: They can't remember the route.

Q: Why do EAA Newsletter editors work seven days a week?

A: So you don't have to retrain them on Monday.

Q: Why do EAA Chapter Newsletter editors hate M&Ms?

A: They are too hard to peel.

Larry also reports that he got good and reasonable welding service from **Chris Opperman** of Specialized Aerospace Welding in Phoenix AZ phone: (602) 938-9895 (Chris is a former member of Chapter #393.)

BOARD MEETING:

A Board meeting was held at the Hanger Room of the Sheraton on August 3. Attending were President Ron Robinson, Vice President Scott Achelis, and Newsletter Editor Doug Page and Sec/Treasurer Louie Goodell. We discussed future speakers, the picnic, and the Elko, Nevada Fly-in

TREASURER'S REPORT AS OF AUGUST 3, 1998

Bank Balance	Checking	\$1581.45
	Savings	<u>\$3042.17</u>
		\$4623.62

LOUIE REMINDS US THAT DUES OF \$20 ARE NOW PAST DUE. Please pay now so that you will not be removed from the mailing list of this brilliant newsletter.

Make checks payable to EAA Chapter 393 and mail to EAA Chapter 393, PO Box 27275, Concord, CA 94527.

SOAP BOX EDITORIAL VII

I have received NO biographical data sheets. I want to cover every member, so please help by doing your part. Brag. Dream. Please mail your sheets to me.

CALENDAR

August 22 Elko Nevada Fly-In
August 26 393 Regular Chapter Meeting
August 29 Chapter Fly-out
September 25-27 Golden West Flyin, Castle Field
Dec 13 Chapter 393 Annual Christmas party at Petar's.

Ron Robinson reports that the former Paradise Café (where northwest hangar builders used to eat

lunch) is now the Mediterranean Café and serves reasonable and delicious food with friendly service. Ron and his wife have eaten there several times.

ARTICLE BORROWED FROM LARRY LAUGHLIN'S CHAPTER 72 NEWSLETTER

MISSING PILOT

A few of you guys thought I was nuts when I suggested that upon renewal of your club dues this year you should include the contact names of your family members, the type of plane you fly, its "N" number, where you base it and in which hangar, etc. The response to my suggestion was less than encouraging to me, however I believed then, even more so today, that it's important information to have on hand. It's likely going to be a fellow club member or officer that gets the call if and when you don't return home from what was believed to be just a routine flight.

I have about five years of first hand experience attempting to connect all of the dots when an airplane is reported missing. Perhaps the following story will make my point a little clearer:

I recently received a late night search call (8:30 PM Tuesday August 4) from my old friend Scott Achelis in Concord, California. As EAA Chapter #393 vice-president, he was dutifully attempting to help locate the whereabouts of one of his fellow club members, on behalf of the pilot's family. One of the family members contacted Scott, because he and his telephone number, along with the other club officers were listed on the monthly club newsletter much like ours.

Scott didn't know the pilot personally, nor did he have a lot of information to go on (such as did the pilot fly commercial, rented aircraft or did he fly his own experimental, etc.), and that might have been the end of it. But Scott offered to assist the family by

making a few probing calls within the ranks of the club (myself being on that same list of calls).

After five or six calls, Scott struck gold when he called fellow club member, Pete Wiebens. Pete is the hero of this story. Pete happened to know the missing pilot. Naturally, Pete was concerned and offered to research the matter as best he could, including that of checking the rental records of another flying club he believed the missing pilot was affiliated with Concord Flying Club (of which Pete is also a member). Pete drove down to the rental office immediately and reviewed the rental records and indeed found that the missing pilot had rented a Club Mooney to fly to Oshkosh. Indeed, the Mooney wasn't overdue according to the rental plan, however the family was concerned since they expected him earlier, which made Pete concerned. No flight plan had been filed and there was a passenger listed in the clubs rental records. So Pete called that passenger's home, to find that the passenger had forwarded his phone to his families residence in Colorado. The passenger had been dropped off the day before and witnessed the missing pilot call for an early morning flight briefing. (Weather: 2000-foot ceiling, visibility 10 miles, according to the passenger.) Finally, Pete had something to go on and a place to start searching. Pete immediately laid out the potential flight course that this pilot might have flown in order to bring himself home from Colorado and then he contacted Flight Service. Pete discussed the matter with a very nice, very helpful controller who offered to research and call Pete back once he learned more about the whereabouts of the missing pilot and plane. Fortunately, Pete was able to provide him with the type, "N" number, approximate point and time of departure, approximate route of course, etc. The controller called Pete back within a couple of hours and reported no findings of the aircraft on the ground, at which point the search was upgraded to the next level. The

CAP or the Airforce provided a radar track and indeed located the potential match of a radar blip of the Mooney that departed Fort Collins at approx. 6:10am in the morning and dropped off the radar screen at 6.53am.

Needless to say, the CAP hadn't initiated any sort of a search because NO-ONE, except the pilot's poorly informed family was even aware that the pilot and plane were overdue! Precious hours were counting away and with out the efforts of a few EAA members - days, even weeks might have gone by before a formal search had even begun. That's how fragile this type of incident is! "TIME" is of the essence when your are forced down!

Fortunately, with the Flight Service controller's fast action and the knowledge of who to call in the CAP, an immediate search was launched. The CAP set up camp in Wyoming, 30 miles west of Laramie and 5 north of Centennial, where the last known Mooney radar blip was recorded. The CAP solicited the help of a local helicopter company that agreed to donate 30 minutes of their airtime to assist.

I wish I could say there was a happy ending to this story, but I can't.

The helicopter, ironically, spotted the crash site only one half mile from the CAP search and rescue camp site at 12:30 PM Friday August 7. The CAP rescue team had walked within 150 yards of the crash site on Wednesday August 5, but had not seen it then.

The pilot was fatally injured upon impact and the ensuing post crash fire. The terrain in which The airplane was found in terrain described to be not fit for beast nor man! The local man, who heard the crash, but did not see it, said visibility was poor on the ground. Another man, who came on the scene at 9 am on Tuesday, said that visibility was very poor at that time, even "impassable."

If it were not for the efforts of several club members, this accident may not have been

resolved for some time, if ever. It doesn't take long for the foliage to grow back and cover a wreckage such as this and often times, these types of accidents remain unresolved for years because of the lack of information shared and the time in which everyone has to act.

You can't help but wonder what might have happened to the pilot if he survived the forced landing. If he was disabled, but alive, the quick response to be found then becomes even more critical. In this case, he might have been saved if indeed he had managed to safely put the bird on the ground.

Pete has a good "rule of three", as he puts it, to live by as a pilot. You might get away with one system failure or incident, such as a faulty instrument or marginal weather ahead, and it is your choice as to how severe the problem is at the time. If there is a second occurrence, such as (faulty instrument and bad weather combined) at the same time, that should be a strong signal to you as the pilot to abort flight and get it on the ground. The task load at that point is plenty for even the best pilot. Should a third system failure or weather related item (such as electrical or ice) develop simultaneously with the other problems at hand, the pilot may very well find him or herself overwhelmed with flight tasks, resulting in very few options but to crash land. Pete's "rule of three" is a good one and well worth remembering.

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 (or rent)

Will Price reports that there is a new avionics shop near the airport that has given him good and

reasonable service. It is DIABLO INSTRUMENT SERVICES, INC. located behind the Buchanan Airport landing path at 1717 Solano Way, Suite 9, Concord, CA 94520 Phone: 925-689-7900. It is a FAA approved repair station. Arcele Garrido and German Ossa are our August speakers.

HANGER SPACE FOR RENT

Approximately 400 square feet (20x20) of space in hangar F-4 on the East Side of CCR. (Entry gate across from Navajo Aviation). Hangar faces NORTH (cooler summer work) and is perfect for a builder. Numerous lights and outlets installed, and ready access to tools, supplies, refrigerator, coffee maker, and microwave. Available October 1st @ \$165 per month. Call Scott Achelis (925) 935-7920

NEWSLETTER SUBMISSIONS

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 address is: 400 Arbol Via Walnut Creek CA 94598 Telephone: 925- 943-1581 E-Mail: dougpage@earthlink.net Fax # 943-2338 (but call 943-1581 and let me know first)

E MAIL FROM DUANE ALLEN

Subject:

Hurricane duty

Date: Thu, 13 Aug 1998 19:25:34 -0700

From: C177AV8R <aerosol@pacbell.net>

Reply to: duane@aerosol.arc.nasa.gov

Organization: Allen Engineering & Associates

To: DougPage@earthlink.net

Doug,

Sorry it has taken so long to answer your email. It is not that I got lost in a hurricane. We haven't even been in one yet. But today we did

get some good convectivity. Pulled some pretty good g-loads both plus and minus while inside a good CQ buildup.

My instruments are doing a good job of displaying and recording the size, shape and quantity of ice and water particles as we fly into and out of the storm. It is interesting to watch the aerosol instrument display aerosols, then as we approach the cumulus nimbus buildup, go way down, then the water and ice probes start to show water, then ice, then bigger and more ice. As we start back out the other side the ice crystals get smaller, fewer, then disappear. Sometimes they turn into water just before disappearing. Remember we are moving along at 450 kts. TAS. That works out to about 200 meters per second and our computer screen updates at a 50 hertz rate, so we can go from nothing to a lot and back to nothing pretty fast.

The seat belt light has been on for about an hour or longer. We are doing a triangular pattern with one long leg and two short ones to keep putting us into and out of the storm.

Maybe I can set up a show_and_tell at a future meeting if enough people in the chapter are interested. I can bring video from the quad camera VCR, which has the wx radar, screen on it along with the forward looking camera, the zenith and the side looking camera. We also record just the forward looking camera with the experimenter's audio on it and I am not sure what the 3rd VCR is recording. I can also bring my laptop and connect a 17" monitor to it to display

what we see in-flight of the water and ice probes. On the other hand, if only a few are interested I will do a private showing in my hangar where I have multiple TVs, VCRs and computers set up. I will be coming home on the 21st for a few days. Have to get some medical tests run at Kaiser WC on the 24th and then back here from 9/1 to 9/28.

Don't know what I will be doing after that. Maybe taking some time off and work on my airplane, house & fences. All need work. Flew my

airplane to Lancaster and back last week. First time I have flown for more than an hour in a long time. The flying club here at Patrick has three Cessna 172s with IO360s in them (210 hp) and five Pipers. (Warriors, Archers, and Arrows). I haven't counted to see how many of each. I can join the club for \$25, rent the 172s for \$40/hr wet and get a BFR on the checkout flight. The Archers are \$65/hr, don't know about the Arrow. Will check before I decide which to use for my BFR.

Will probably fly my Cardinal to Oregon to see my stepdaughter who just had knee surgery while I am in CA.

Well, I guess this will do it for this time.

We just finished our roll and skidding maneuvers. (We do three 60-degree banks to the left and hold it for just a few seconds, then snap it back to level for one minute, then we do five porpoises, plus and minus half a G, five left/right skids and then a box at (.65 mach today) on each flight. The speed is different on each flight for the box.

Got to secure my stuff for landing. We are on approach now.

Duane, remote in Cocoa Beach Florida.

BRUCE HOBBS SUPPLIED THE FOLLOWING

Subject: Fighter Plane Survey
(Humor)

A friend sent this to me today. I don't know if it was really posted briefly on the McDonnell Douglas website but it's quite funny.

=====
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This was actually posted very briefly on the McDonnell Douglas website by an employee there who obviously has a sense of humor. The company, of course, does not - and made the web department take it down immediately.
=====

AIRCRAFT-SPACE
SYSTEMS-MISSILES

Important! Important!
Please fill out and mail this card

within 10 days of purchase.

Thank you for purchasing a McDonnell Douglas military aircraft. In order to protect your new investment, please take a few moments to fill out the warranty registration card below.

Answering the survey questions is not required, but the information will help us to develop new products that best meet your needs and desires.

1. Mr. Mrs. Ms. Miss
 Lt. Gen. Comrade
 Classified Other

First Name:
Initial:
Last Name:
Password:
Code Name:
Latitude-Longitude-Altitude:

2. Which model aircraft did you purchase?

- F-14 Tomcat
 F-15 Eagle
 F-16 Falcon
 F-117A Stealth
 Classified

3. Date of purchase (Month/Day/Year):

4. Serial Number:

5. Please check where this product was purchased:

- Received as gift/aid package
 Catalog showroom
 Sleazy arms broker
 Mail order
 Discount store
 Government surplus
 Classified

6. Please check how you became aware of the McDonnell

Douglas product you have just purchased:

- Heard loud noise, looked up
 Store display
 Espionage
 Recommended by friend/relative/ally

Political lobbying by manufacturer

Was attacked by one

7. Please check the three- (3) factors that most influenced your decision to purchase this McDonnell Douglas product:

- Style/appearance
 Kickback/bribe
 Recommended by salesperson
 Speed/maneuverability
 Comfort/convenience
 McDonnell Douglas reputation
 Advanced Weapons Systems
 Price/value
 Backroom politics
 Negative experience opposing one in combat

8. Please check the location(s) where this product will be used:

- North America
 Central/South America
 Aircraft carrier
 Europe
 Middle East
 Africa
 Asia/Far East
 Misc. Third World countries
 Classified

9. Please check the products that you currently own or intend to purchase in the near future:

- Color TV
 VCR
 ICBM
 Killer Satellite
 CD Player
 Air-to-Air Missiles
 Space Shuttle
 Home Computer
 Nuclear Weapon

10. How would you describe yourself or your organization?

(Check all that apply:)

- Communist/Socialist
 Terrorist
 Crazy
 Neutral
 Democratic

- Dictatorship
- Corrupt
- Primitive/Tribal

11. How did you pay for your McDonnell Douglas product?

- Cash
- Suitcases of cocaine
- Oil revenues
- Deficit spending
- Personal check
- Credit card
- Ransom money
- Traveler's check

12. Your occupation:

- Homemaker
- Sales/marketing
- Revolutionary
- Clerical
- Mercenary
- Tyrant
- Middle management
- Eccentric billionaire
- Defense Minister/General
- Retired
- Student

13. To help us understand our customers' lifestyles, please indicate the interests and activities in which you and your spouse enjoy participating on a regular basis:

- Golf
- Boating/sailing
- Sabotage
- Running/jogging
- Propaganda/disinformation
- Destabilization/overthrow
- Default on loans
- Gardening
- Crafts
- Black market/smuggling
- Collectibles/collections
- Watching sports on TV
- Wines
- Interrogation/torture
- Household pets
- Crushing rebellions
- Espionage/reconnaissance
- Fashion clothing
- Border disputes
- Mutually Assured Destruction

Thanks for taking the time to fill out this questionnaire. Your answers will be used in market studies that will help McDonnell Douglas serve you better in the future -- as well as allowing you to receive mailings and special offers from other companies, governments, extremist groups, and mysterious consortia.

Comments or suggestions about our fighter planes?

Please write to:

MCDONNELL DOUGLAS CORPORATION,
Marketing Department,
Military Aerospace Division, P.O. Box
800,
St. Louis, MO

EAA

Chapter 1135

Elko, Nv 89803

Elko Municipal Airport. (J.C. Harris Field), EKO, is located at 40°49.50' N, 115°47.47' W. Elevation is almost one mile at 5135 MSL and the runway is over 7200 feet long.

I am telling you this because on Saturday, Aug. 22nd, 1998 we are hosting a fly-in. It all starts right after sunrise with hot air balloon launchings, a parade of classic cars through town to the airport and a pancake breakfast. During the day we will have radio controlled aircraft model demonstrations, skydivers, ultralights, Young Eagle flights, hot air balloon rides, and a lot of other events. Lunch and an evening meal will also be available from the CAP cadets.

Kitfox, Arrowstar, Lancair, Pulsar, and Glastar will all have aircraft and representatives on the ramp. Cessna will have both a new 172 and 182 on display. The Navy and the Air Force will have both fixed wing and helicopters on display.

An AT-6 and a Stearman will be in attendance and we are hoping for more warbirds. A gaggle of Long EZE's are coming in as is a flock of RV's. And when you show up with YOUR aircraft we should have a very memorable day.

Arrangements have been made with a local casino for overnight lodging at a cost of \$32.00 per night which also includes some gaming "Freebies".

The FBO will also offer reduced fuel prices.

For questions/information please contact:

Dave Johnson, Pres. EAA chapt. 1135, P.O. Box 2826, Elko, Nv 89803. (702) 738-7379
mr1derfl@cyberhighway.net

Joe Jarvis, V. Pres. EAA chapt. 1135, P.O. Box 2826, Elko, Nv 89803. (702) 738-3446
jjarvis@sierra.net

Jim Hoover (no relation to Bob) (702) 738-0449

Come on up to Elko & have a great time !!!! We'll love meeting you.

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, AUGUST, 1998

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