

The Cleco

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

MARCH 1999

CHAPTER MEETING

The next meeting is on Wednesday, March 24, 1999 at 7:30 P.M.

Do you know what type of aircraft was the first to deliver air mail? First to develop air-to-ground communications? First too be used in wartime by the military? From which the highest parachute jump (and longest glider flight) was made? Come and find out how balloon pilots feel about powered aircraft flying near-by (they like 'em!) and what the chances are that a round-the-world balloon flight will be completed this Century (millionaires trying to commit suicide!) from a man who 30 years ago left his job as a news producer for KCBS radio (remember Spectrum "74?") at age 37 to pursue a carrier in ballooning. Come join us this month for what promises to be a fascinating "talk" on ballooning by **Brent Stockwell**, owner of Balloon Excelsior in Oakland.

As usual, the meeting will be in the old PSA Terminal just south of the Tower at Buchanan.

ANSWER BRAD POLING'S QUESTIONNAIRE AND MAIL IT IN!

IT IS TIME TO PAY DUES!

Some of us take our own sweet time about paying dues. It is now time! The Chapter subsidized the Christmas Party, which depleted the treasury somewhat.

Louis Goodell reports that the bank balances as of February 24 were:

Checking: \$325.74 (ONLY!)

Savings: \$2572.04

The mailing label on this Cleco will show whether or not you have paid. **MOST OF US HAVE NOT PAID!**

So come on guys. Pay now rather than later so that our treasurer will not have to worry.

YOUNG EAGLES FLY MARCH 20, 9AM MEET AT BASE OF TOWER SATURDAY

Duane Allen and Lisle Knight and participating pilots will try to fulfill the dreams of 30-50 Young Eagles on Saturday. Pilots and ground volunteers who want to help should phone Scott Achelis or Ron Robinson. Send any young persons (and their parents to sign the consent forms) who wish to fly to this event.

VAPOR LOCK IS A PROBLEM!

HOW SAFE DO YOU WANT TO BE?

Do You Want to Meet the Standards for Certified Planes, or Do You Wish to Exceed Them?

If you read the accident reports, you find that a disturbing number of accidents occur just after take-off or during the approach for landing. They are often fatal.

Chapter 393, and in particular one of its long time members, Lyle Powell, has been on the cutting

edge in researching some of the causes of these crashes. One of the causes Lyle discovered is vapor lock. In 1967, Lyle visited the Piper factory, and saw an operating model of a plane fuel system with plastic windows or pipes at critical places. The model was designed to demonstrate when and where vapor lock caused a problem. (John Schwaner defines vapor lock as a condition in which the proper flow of a liquid is disturbed by the formation of vapor.) One cause of vapor lock was caused by loss of pressure on the intake side of the engine pump. Another cause, the model showed, was that the engine oil, when hot, conducts heat to the engine fuel pump. Under certain conditions, the gasoline in the pump boils, bubbles and vaporizes. The bubbles or vapor can lodge in elbow fittings and in the carburetor where the surface tension of the bubbles or the pressure of the hot vapor impedes the passage of gasoline. Lycoming says our oil temperature should be around 180 degrees and should not exceed 245 degrees. Gasoline in the engine pump can thus be in those temperature ranges also, due to conducted heat when the engine is idling and the flow of cooling gasoline is diminished. (Pete Wiebens says that the flow of cold gas is the principal means of keeping the engine pump cool.) 100LL gasoline has 10% volatility at 170 degrees (in the range of acceptable oil temperatures!) increasing to 100% volatility at 338 degrees at sea level pressures. This means that if the temperature of the gasoline in the engine pump reaches 221 degrees, it is one half vapor. The volatility increases with an increase in altitude. Clay Calkins, a petroleum chemist at Shell says that vaporization of gasoline can cause both vapor lock and carburetor ice.

Another cause of vapor lock is a loss of fuel pressure on the intake or suction side of the engine fuel pump. High temperature and low pressure can produce bubbles and vapor pressure in the engine pump. Density altitude thus becomes a factor.

Keith Martz, another longtime member of 393, flies a Comanche. He is a member of the International Comanche Society, and subscribes to

the Comanche Flyer. There have been several articles in the last 3 or 4 years discussing emergencies where vapor lock was believed to be a cause. The difficulty arises after a long wait on the ramp, particularly when density altitude is a factor. When the engine is idling, little cold gas is flowing, and the impeding vapor builds up. There is enough gas in the carburetor and fuel line to get you off the ground, and then the hot vapor causes the engine to sputter or to stop. Another situation occurs after a long hot cruise, when power is shut off for a descent, perhaps too steep a descent. Again the hot oil in the engine causes the gas in the adjacent engine pump to vaporize, resulting in fuel starvation. Keith knows of a Comanche owner in Australia who has installed the vapor lock solutions that are now known to correct the problem and to reduce the risk. Keith believes that there are two reasons why adequate vapor lock solutions are not employed in certified aircraft: The manufacturers are afraid to admit that there is a problem, which would then result in liability for the crashes that have already occurred. Since *recognized* vapor lock problems are not often identified as the cause of crashes, the manufacturers choose to keep costs down. A vapor lock crash can sometimes be blamed on carburetor ice or pilot error.

Brien Seeley, President of CAFE, told me that he had personally experienced bubble problems in his fuel injected Mooney which interrupted power on climb out on three separate occasions. Each time, Brien was at a Fly In and had a long wait on the tarmac which had caused a build up of hot vapor in his fuel lines. To reduce the risk, Brien Seeley put a boost pump in series behind the engine pump, installed a recirculating line, put both fire sleeve and aluminum wrap on his fuel lines, and placed baffles around the exhaust pipes where they passed near fuel lines to shield the fuel lines from radiant heat. He had had no more troublesome experiences following these modifications. Brien said that Ben Ellison, the manufacturer of Ellison Throttle Body Injectors, had done much technical research on the problem

Vice President Scott asked every person to complete and return Brad Poling's questionnaire (a.k.a. "Inquest,") contained in the February Cleco.

Ken McKenzie's Glastar is still in the box at Castle, but he and Linda are making progress in cleaning out their living room so that building can start. Hey you guys, it has only been 5 months! Bob Belshe introduced his guest, Rick Herring, and stated that he is happily flying his hotrod Lancair 235-320.

Harry Heckman has put 107 hours on his Lancair 235 in the last 7 months since completion.

Lisle Knight is moving along on his "spruce goose," an Osprey II. The nose gear is in and the wires are neatly installed in the hull.

Pete Mitchell is flying his Cessna 205.

Don Baldwin has moved his Teeny Two to a different spot on the West Ramp.

Donald Yearout has received his BD-6 plans.

Lyle Powell installed a designated source of air to his oil cooler in his Glasair III, on which he now has 985 hours. He clocked its top speed at 275 mph at 5500 feet. Lisle handed out his Lifestyle suggestions, which are set forth below. He also urged every one to join the California Pilots Association, which costs only \$20 per year so as to preserve small airports from extinction.

Bruce Swift is flying off his 40 hours on his Swift since modification.

Charles Adkins' project is successfully getting himself back in shape following treatment for cancer.

Rod Park has flown off 40 hours on his Kitfox.

Arden Hixon is working on a Teeny Two.

Patrick and Nancy Miller were visiting Chapter 393.

Larry Fish is building a Lancair 360 in his house in Danville. (Is this name correct? He is not on our membership list.)

James Paulas was the War Bird Judge at Golden West and has gotten his teaching certificates for Automotive and Aircraft mechanics.

John Cicero is flying his Cessna 152.

Pat Peters recently wrote his name in the dust on their RV-6 project because his partner, Tracy Peters is busy on other things including Golden West, but he is flying his Piper.

Louis Goodell stated that EVERYONE SHOULD PAY HIS/HER DUES.

Scott Achelis has put a new starter on his RV-6A and removed the nose gear for inspection as Van recently recommended.

Doug Page is happily flying off the hours on his RV-6A.

Will Price was not at the meeting, but he sent me ads concerning the price of hangars on the Picabo Grass Strip in Idaho. T Hangars cost \$60,000 and Box Hangars cost \$75,000, for those who think that Buchanan hangars are too pricey.

BOARD MINUTES MARCH 8, 1999

The four Board Members met at the Hangar. We discussed the fact that we have 35-50 Young Eagles waiting to fly. **President Ron requests that all who have received Chits for flying 10 or more Young Eagles, turn in those chits to him so that some Young Eagle can get Tuition Credits for a Young Eagles Camp.**

We discussed visiting other Chapters, particularly Livermore and San Jose. We reviewed Chapter Insurance Coverage, and the replies to Brad Poling's "Inquest." We discussed ways of recruiting new Chapter members. We discussed the possibility of visiting builders with projects. We have more active builders than we thought: Bill Black, Harmon Rocket; Brad Poling, West Fall; Lisle Knight, Osprey; Lou Ellis and Randy Alley, L1; Rick Lambert, BD-5 and an amphibian; Ken France, RV-6; Dick Rihn, One Design; Bruce Milan, Questar Venture; Geoff Richards, Glasair III; Larry Roessier, Wheeler Express; Don Baldwin, Teeny Two; Arden Hixon, Teeny Two.

NEW CHAPTER 393 MEMBERS SOUGHT!

Louis Goodell wrote a Flyer inviting interested persons to visit and join our Chapter. President Ron has posted the flyer at each flight school, flight club, FBO he could think of. You can help. We have more flyers for you to post. Invite any

interested person you may know of, to visit one of our meetings.

CALENDAR

March 20, Young Eagles Flights at CCR
March 20, 21 Bob Herendeen Aerobatic Safety Meeting, Ala Doble Ranch, Esparto Call 1-530-3554 for tickets.
March 24 Regular Chapter Meeting
March 27 Chapter Fly-Out
April 2 393 Board Meeting
April 11-17 Sun and Fun
April 24 Visalia Fly In & Barbecue
June 19 Yreka Airport Day (Details later)
June 19-20 Moffett Field Airshow
June 19 Buchanan Open House and EAA Display
July 19 Chapter 393 Picnic
July 28-August 3 Oshkosh
September 10, 11, 12 Golden West

CHAPTER FLY OUT 2-27-99

On the Saturday following the Regular Meeting, as usual, a dozen or more Chapter Members and spouses flew to Watsonville for lunch. Those participating were Scott Achelis, Linda Reed, Fred and Vi Egli, Lisle and Ellen Powell, Hugh Rubinow, Ron Caldwell, Bruce Seguire, Harvard Holmes, Tony Tiritilli, and Rich Henne. Chapter Members are urged to come along, whether or not your plane is ready to fly. There are usually seats available. We meet at Ron Robinson's Hangar D17East at 11AM on the Saturday following the Regular Meeting. The next Fly Out will be on March 27, 1999 weather permitting.

CLASSIFIED ADVERTISING

Doug Page has a large supply of the type of Molding Clay recommended by Sam James, 2 unopened cans of sloshing compound (no guarantees about shelf life) "Bondo" to attach your fuselage jig semi-permanently to the floor, and a prop governor for a Lycoming 0-360. 925-943-1581

Hanger for Rent/Share

Buchanan Field, East Side. EAA member preferred. Workbench, refrigerator, extra lights, extra electrical outlets plus 220. Good builder's hangar. Brad Poling 925-827-3528

For Sale: 2 new 3-way fuel selector valves ("Imperial"). Valves have 1/4" female pipe thread on both sides. 1/2 price. Approximately \$35 each. Bruce Milan 925-254-4780

For Sale or Rent or Use:

Precision jig table 13 feet long, 2 feet wide. Totally flat surface of 1" thick aluminum supported by 8" channel steel beams. Has screw bolts for exact water leveling. Also has rollers and jacking system to raise to an additional height of 2 feet. Bruce Milan 925-254-4780

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 # 925-943-2338

PHYSICS WHILE TAXIING

Harry Heckman had the following communications with "ground" while taxiing from the East Ramp to the run-up areas. Harry was pleased to talk about his Lancair N 137KT, and of course, physics, but he was most impressed with how observant our tower personnel can be.

Ground: 7KT, I want to ask you about your number.

7KT: My number, if unclear, is 137KT.

Ground: No Problem with number. What I want to know is... is there any significance to your number 137KT?

and had developed a screen and temperature probe to detect excess temperature in the fuel line. Prominent and experienced members of 393 have experienced vapor lock and recognize the problem. These include our Technical Counselor, Rick Lambert, Ron Robinson, Mike Parker, Bruce Seguine, Harry Heckman and Pete Wiebens, as well as Lyle Powell. I contacted Roger Heisdorffer, a Technical Counselor of Chapter 586 in Taylor, AZ. Roger is a Glasair and Glastar builder and he has experienced vapor lock in a Glasair and knew of several other Glasair owners who suffered problems. He uses the available solutions on his plane. Yet many A&P's, some members of Chapter 393, and some prominent builders in the Tucson area, deny that there is a problem and emphasize the K.I.S.S. principle. Unfortunately, KISS can also be read to mean Keep it Stupidly Simple. The problem really is, do you wish to eliminate known problems? Do you wish to take advantage of your opportunity as a builder of experimental planes to surpass the safety standards and practices existing for certified planes?

The solutions are known. There have been several articles in Sport Aviation and other builders' magazines. You can employ some or all of them although the first should have the highest priority:

- 1. Install an orifice at the carburetor at the beginning of a recirculating line so as to allow recirculation of 5-6 gallons per hour back to the tank even when you are idling, thus avoiding the buildup of vaporized gas in the engine pump.**
2. Install a booster pump in series on the intake side of the engine pump (if possible below the intake from the tank) to maintain engine pump intake pressure.
3. Install a second booster pump, which supplies a parallel line of gas, bypassing the engine pump entirely, to the carburetor.
4. Install Fire Sleeve on all fuel hoses, and wrap the hoses with aluminum wrap in addition.
5. Install baffles to shield the fuel lines from radiated heat from the exhaust pipes. Turn on both electric pumps on take-off and on approach. Think about all of this the next time you are at the Reno Air Show on a hot day at high

density altitude in line behind 50 planes waiting for your turn to take off. Watch the oil temperature and be aware that the gasoline in your engine pump may be at or near that temperature and may no longer be a liquid. Your engine pump will not pump vapor! There may be enough gas in the bowl of your carburetor to get you off the ground and then?

REGULAR MEETING MINUTES 2-24-99

Charles Adkins corrected the minutes to state that Golden West will be September 10, 11 and 12. With that correction the minutes of the meeting of January 27 were approved.

Guy Minor of FAA gave a relaxed and informative talk about certifying homebuilt planes. He became a pilot at age 16 and spent 10 years as maintenance supervisor at Navajo. He likes homebuilders and home built planes and he wants to help us. His most important message was: "We are here to help." As a practical matter, his talk followed the topics covered in Advisory Circular Number 20-27D entitled "Certification and Operation of Amateur-Built Aircraft." Those who are near completion should get this document, and get an "N" number. They should follow the instructions in the document to the letter, whether or not they make sense, notify the FAA 90 days or so before completion, have the plane ready to fly, submit the documents and ask for an inspection. They do want either a builder's log or photos of the stages of construction. Even though experimental aircraft are not required to comply with some of the directives for certified planes, for your own safety, follow them. Two people per week are killed in home-built planes. Although we are not required to have an Annual, we do have to have an annual Condition Inspection, so make sure you get your Repairman's Certificate. When you phone FAA, all you get are answering machines and recorded messages. They will get back to you, but to speak to a human being, call 1-510-273-7155 and then punch "0." Even after your prescribed hours are flown off, you have to ask FAA for permission to fly over congested areas.

7KT: Well, there certainly is. 137 is actually one of the most fundamental constants in physics. It is known as the "fine-structure constant." If anyone ever needs any type of assistance anywhere in the world, merely by displaying the number 137, a physicist will surely come to your aid. The letters KT really stand for Katie, my wife's name, but also can be interpreted as an expression related to the kinetic energy of a molecule in a gas at temperature T. Do you think that you can remember all of that?

Ground: I will never forget it in all of my professional career.

Several days later, the following exchange took place:

Ground: (after call-up) 137 KT, taxi to 32R

7KT: Taxi to 32R

Ground: I am the operator who asked you about your number a couple of days ago.

7KT: Hello, I was wondering... what background do you have in physics?

Ground: Oh, I have a general interest in physics, but no real training in it.

7KT: Then why did you ask about the significance of 137KT?

Ground: It just appeared to me that it might not be a random number.

7KT: How right you are!

- (Note from Harry: the fine structure constant is actually $1/137$, but that is a trivial detail here.)

JOKE DEPARTMENT

From Scott Achelis:

The photographer for a national magazine was assigned to get photos of great forest fire. Smoke at the scene was too thick to get any good shots, so he frantically called his home office to hire a plane. "It will be waiting for you at the airport!" he was assured by his editor. As soon as he got to the small, rural airport, sure enough, a plane was warming up near the runway. He jumped in with his equipment and yelled, "Let's go! Let's go!" The pilot swung the plane into the wind and

soon they were in the air. "Fly over the north side of the fire," said the photographer, "and make three or four low level passes. "Why?" asked the pilot. "Because I'm going to take pictures! I'm a photographer, and photographers take pictures!" said the photographer with great exasperation and impatience. After a long pause the pilot said, "You mean you're not the instructor?"

DILBERT'S THEOREM

Dilbert's "Salary Theorem" states that "Engineers and scientist can never earn as much as business executives, lawyers and sales people." This theorem can now be supported by a mathematical equation based on the following two postulates:

Postulate 1: Knowledge is Power

Postulate 2: Time is Money

As every engineer knows: $\text{Power} = \text{Work} / \text{Time}$

Since: $\text{Knowledge} = \text{Power}$, and $\text{Time} = \text{Money}$

Then: $\text{Knowledge} = \text{Work} / \text{Money}$

Solving for Money, we get: $\text{Money} = \text{Work} / \text{Knowledge}$

Thus as Knowledge approaches zero, Money approaches infinity, regardless of the amount of work done

Conclusion: The less you know, the more you make.

TRUISMS ABOUT FLYING

(From Bruce Seguire and Chris Kenyon)

A superior pilot is one who uses his superior judgment to avoid having to demonstrate his superior skill

No matter what else happens, fly the airplane.

Forget all that stuff about thrust and drag, lift and gravity. An airplane will probably fly a little bit over gross but it sure won't fly without fuel.

The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot sweat.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.

A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.

Speed is life, altitude is life insurance.

Always remember you fly an airplane with your head, not your hands.

Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi. Cessna pilots are always found in the wreckage with their hand around the microphone.

If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. Flying is easy: Pull back-the airplane goes up-pull back some more-the airplane goes down

\The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man.... Landing is the first!

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing. 'It's one after which you can use the airplane another time.

The probability of survival is equal to the angle of arrival.

IFR: I Follow Roads.

You know you've landed with the wheels up when it takes full power to taxi.

Those who hoot with the owls by night should not fly with the eagles by day.

NASA HURRICANE FLIGHTS

Subject: NASA DC-8

Date: Sun, 21 Feb 1999 21:26:22 -0800

From: Bette Davis nikki@tminet.com

To: dougpage@earthlink.net>

Dear Fellow EAA Chapter Members:

I was recently reading my December issue of The Cleco and happened to notice the article concerning Duane Allen who had the experience of flying on the NASA DC-8 in Florida.

The last line of the article states "You make it sound so safe and routine!"

I must comment on this. Sometimes it is a small world. I work at NASA Dryden Flight Research Center at Edwards Air Force Base where the DC-8 is now operating from. I am an Industrial Hygienist (I hear you all say, "What the devil is an industrial hygienist".) For NASA I review all of the experiments which are put on the Airborne Science platform aircraft, which include the DC-8, 2 - ER-2s, and a Lear jet. As an oversight function for NASA, I painstakingly review all of the experiments, to include chemicals, radioactive material, radiofrequency emitters, lasers, cryogens, compressed gases, toxic gases, noise issues, etc. It is quite a job which I enjoy a lot. It is very challenging.

So back to the safety issue. It is my job to assure that it is safe, all the experimenters return to their respective facilities, universities and the aircraft returns safely to Dryden, so that we can download it and start all over with another set of experiments. Yes, it is safe and routine!

Duane, if you fly again, and come to Dryden, look me up.

As always,
Bette Davis
EAA 393 Member

Exciting story

From Duane Allen

Here is a story Rick Wayne wrote to the cardinal mail list about a lucky flight he had when he took his Cardinal to mechanics for the annual inspection. It seems that several mechs in the shop used to work for Basler Flight Service (you know, the ones who do -- or did -- turboprop conversions on DC-3s). Well, one of the "threes" was out on the ramp at lunchtime, and the mechs were chatting with their erstwhile coworkers. Back in the shop, one egged me on to go back out and ask for a tour of the bird. Apparently this is the last contract Basler has, at least for now, and so this might be a "last chance to see" (the bird is destined for the Thai Air Force). I went out,

introduced myself, and got to walk (uphill!) to the cockpit, sitting grinfully in the left seat while I examined the office. Utilitarian, but VERY nice, very well laid-out panel. Then the other pilot wanders out -- turns out he's the "captain" and instructor -- and says "well, we're going to go do some touch-and-goes at portage" (a smallish GA 'port about 30 miles north) "and then back to Oshkosh." He pauses, doubtless savoring my grin, as I imagine what it's like to bomb around doing T&G's in an empty, turbine-powered DC-3.

"Wanna come along?"

WHOA!

"We can't bring you back to Madison, but hey, your wife could pick you up, or you could rent a car or something. I mean, how many chances do you get to jump-seat in a DC-3?" Now I'm in agony. I'm in the middle of the annual, I don't even have my wallet on me, my cell phone is back in the shop...ARGH! I'm wavering, knowing this is one chance in a lifetime but not wanting to put my wife to a hell of a lot of hassle. Oshkosh is at least a 90-minute drive, and our son would be HUNGRY the whole way. Janet's a pilot, she understands, but there are limits! "Oh, heck, they don't look busy here at Madison, we could just do touch-and-goes here, then we'll feather a prop so you can jump out when we're done..."

BLAM! I was gone, scampered up into the cabin.

My first shock came when they hit the power for takeoff. Seems like they hadn't even got the lever to the stop when the tail jumped up. When the pilot-not-flying signaled "V2" to the other, I got my second shock -- that puppy CLIMBS!!! (after all, an airplane that can carry several tons of payload doesn't even notice that it's carrying three people -- and we were light on fuel, too.) We were to pattern altitude LONG before we got to the end of the 5600-foot runway, the deck angle was so steep I was wedged back in my seat thinking "stall spin crash burn AAAAAAHH!" but she just put her nose back down again as a lady should, and turned delicately crosswind. Much honking on those huge levers for gear (and flaps, as we turned final). Those things look like two-inch pipe, and they're each a foot or two long. I damn near

jumped right out of the cockpit the first time the gear came up, with the five-bladed props and turbine engines there wasn't all that much noise, but that hydraulic pump was right next to me and had to be 100+ dB! He bounced the landing and there was a definite swerve when they applied takeoff power again. Other than that, he did a very nice job through several takeoffs and landings, including single-engine approaches (MAN does that thing swerve when you pull off power on one engine!) and a short-field approach. That involved full reverse-pitch thrust on touchdown and made the nose dive down alarmingly, but we got stopped in about as much runway as I use in the Cardinal. Maybe less. I think the biggest challenge for them was overcoming the in-cockpit glare from all their jump-seater's teeth... Then the instructor took over and demonstrated a single-engine approach, then three-pointed her to a full stop. That was a thing of beauty, he just held her off, held her off, then there was a "beep" from the stall horn and we settled a couple inches on all three wheels at once. He said later that the problem with three-pointers is that you have almost no control authority left at that speed, you're wanking the rudders and wheel around in huge arcs to make little corrections. So we taxied on back, shut down (they needed a pit stop), and hopped out. I thanked them approximately one bazillion times each, and apologized for not having my wallet, I couldn't even buy them a soda!

Thinking about it later, I recognized those tones and

those faces as they said things like, "oh, don't worry about it, glad you could come," etc., etc.. I've said the same thing when I've shared the delight of flight with someone, when the Cardinal lands they're almost invariably bubbling over with happiness, gratitude, and wanting to pay for the flight. And every time, I wave it all off, wanting to tell them that their joy is more than payment enough, it's wonderful to see the magic hit a new person full blast. "It's not me, flight isn't mine to give away, I'm just glad you could enjoy it." Same thing with those guys -- but nonetheless, I will be forever grateful.

Lifestyle

Lifestyle is an essential part of health maintenance. As obvious as this seems, most people ignore it, especially as they get older. The most obvious disregard of a healthy lifestyle is seen in smoking, obesity and lack of exercise. The control of these things is entirely up to the individual. Addiction is a real phenomenon that applies not only to smoking and drugs but also to eating and activity level. This makes control difficult but in no way impossible. These are also called habits, and they can be tough to break.

However, the fact remains that the responsibility to ourselves rests in ourselves. For instance it is irresponsible to become overweight, since it is the long established first step to cardiovascular diseases of all types, including heart attacks and strokes and diabetes. We also know well the "use it or lose it" rule regarding exercise. Exercise is also a key ingredient in the control of obesity; diet alone is rarely successful.

Work is rarely exercise--we learn how to do our work with the minimum of effort. Exercise is activity which get the pulse up and mild shortness of breath occurs, and must be sustained for 15 or 20 minutes to be effective. There are countless ways to do this, such as walking rapidly, calisthenics, exercise machines and swimming. And from a cardiovascular standpoint it makes no difference how you get it, but it has to be frequent and regular. A recent article in the J.A.M.A. reported that over a ten year period, a large group who did 3 hours of aerobic exercise per week had less than half as many cardiovascular events as the controls. They also had a lower cancer rate and a lower incidence of macular degeneration, diabetes and depression. In this study, exercise was the only variable-- no diet, obesity, smoking or other factors.

All our organs depend critically on their blood supply for good function and to delay the effects of aging. Think of the heart and blood vessel system as the athlete within you. If he gets out of training his performance deteriorates and all of the team effort deteriorates with him. And of course the major effect of aerobic exercise is getting that athlete within you in training.

Diets and dietary supplements get a lot of press and attention. Look at the "health food" stores and the vitamin business for instance. In our society a good diet is a well known entity. It should contain a generous amount of fruits and vegetables, and only modest amounts of fat and salt. Vitamin supplements are rarely needed by those on a good diet.

The role of alcohol is still a subject of study and controversy. However, it is well established that people who have modest doses of it, especially in the evening, have a lower incidence of heart attacks. Wine is reportably the best vehicle for this. Alcohol is a potent drug that can be helpful in small doses.

Aspirin is widely used in small doses as a mild anti-clotting agent, and clearly it works in reducing the incidence of repeat heart attacks. One tablet daily is sufficient for this, and more doesn't seem to give any greater benefit.

The nap, during the day or possibly after dinner, has great benefit for many people. They simply can't get all their necessary sleep in one session and be wakeful for 16 hours. Many people have unproductive afternoons or evenings because of this phenomenon, but they

resist the nap because others frown on it, or they feel guilty defying convention. I know some people whose whole lives have been enhanced once they decided to schedule a 30 minute nap in their day. Cardiologists commonly recommend it. It is related to the basic principle of eating when hungry and sleeping when sleepy. We humans are the only animal that tries to get all our sleep in one session. In many cultures they know better, and include the "siesta" in their schedules.

Little things we can change also help, such as taking the stairway instead of the elevator, parking the car at a distance from the store or office instead of as close as possible, or walking fast instead of slowly. Take a few deep breaths occasionally and change posture frequently, especially when sitting. Stop eating just before you're full, not after. Drink a lot of water --all day long-- many benefits from this.

Bright sunlight, especially in a good climate like ours is tolerated only so much by our skin and our eyes. There is a strong association between excessive sunlight and cataracts as well as skin cancer and possibly with macular degeneration. Dark glasses should be worn when common sense tells us to.

Think healthy, Think of your health in most of the things you do--common sense is all you need, but we do need reminding. Talk good health practices with family and friends. Don't be a bore with it but speak up when appropriate. It helps to reinforce your conviction to do the right thing.

Look around you at the people you see every day. Who are the happy and healthy ones, and who are the ones who continue to do well as they get older? Generally they are the active, non-smoking, non-overweight ones. The sedentary and the obese do not do well with aging.

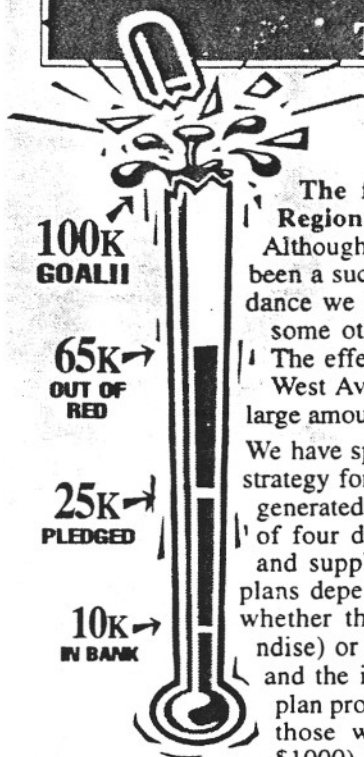
Good health is our greatest treasure, since without it other things lose their value. The old joke "If I knew I would live this long, I'd have taken care of myself" is actually a great truth--but we seem to forget it in mid-life. I hope this is an effective reminder.

As a doctor I frequently recommend an exercise program, or a scheduled nap, or a weight reduction program. Nearly always I immediately hear a profusion of excuses why they can't do these things. It's amazing how firmly people resist these elementary things that are the keys to good health. The FAA medical certificate is often a casualty of this resistant lifestyle.

Lyle Powell

THE FUTURE OF GOLDEN WEST - Or -

(I'M ON MY KNEES BEGGIN') *Ken McKenzie*



The first annual Golden West EAA Regional Fly-In has come and gone. Although we consider our first event to have been a success, we did not achieve the attendance we had hoped for due to weather and some other factors outside of our control. The effect of this was to leave the Golden West Aviation Association (GWAA) with a large amount of outstanding debt.

We have spent the past months working out a strategy for repayment of all outstanding bills generated by the fly-in. The strategy consists of four different payment plans to vendors and suppliers, each falling into one of the plans depending on various factors including whether they provided a product (merchandise) or services, the size of the company, and the importance to the fly-in. The first plan provides payment in full at this time to those we owe small amounts to (under \$1000) or those creditors whose relationship is most critical to our organization.

The second plan consists of paying creditors with two equal payments and the third plan provides for three equal payments with both plans calling for the first payment at the end of November. The last plan delays any payment to the creditor until such time as we have raised the funds, hopefully by March 1999. Keep in mind that some larger creditors were paid in full at the end of the fly-in and are not impacted by our loss and repayment strategy. Others were given substantial deposits prior to the event, so partial repayment of the balance has less impact.

We would have preferred to have paid the full amount to all vendors and suppliers within two weeks following the event, as was our initial plan. We have every intention of honoring our outstanding bills. However we must now arrange financing to cover our debt. The payment plans described above are based upon the assumption that we can raise \$70,000 in donated and/or borrowed funds. So far, we have raised \$20,000 (nearly one-third) of the amount needed, all borrowed money, and the first payments are being prepared as this is written. However, we need to raise the remaining \$50,000 in the next 45 days to meet our commitments for the remaining payments.

Where do you fit in this picture? You can help ensure that the Golden West fly-in will survive and be strong by helping us find the needed funding. Perhaps your chapter or another organization you know of has funds available for donation or investment. Or perhaps you or an aviation enthusiast you know who believes in the vision are in a position to invest in the future of the Golden

West by providing funding resources.

We have received our 501(c)(3) determination letter and donations to GWAA are now tax deductible contributions. We are also looking to secure loans in the amount of \$5,000 or more, with reasonable interest and repayment to be after the 1999 Golden West fly-in. We will give consideration to any amounts and terms and are willing to pay interest on a monthly basis if necessary, however these are unsecured loans. There are currently 8 individuals who have money invested in Golden West, several with 0% (interest free) loans. Some individuals are using a portion of their personal home equity lines in turn loaned to GWAA. All information regarding lenders, amounts and interest will be kept in strict confidence.

And to answer your questions about the future, we are taking steps to address and resolve the operational problems that contributed to the loss this year. We will be aggressively seeking out available grant monies.

We also expect minimal expansion of our budget for the 1999 fly-in. This year we invested in some semi-permanent infrastructure items, such as admission booths, announcers platform and electrical wiring. These were non-recurring costs for 1998. We also planned our service infrastructure (sanitation, etc.) for an attendance of 60,000 people so we feel we can repeat this strategy to support substantial growth without incurring increased expense. The two areas where we do expect to have increased budget amounts are for tram construction and better marketing of the event.

The first year is always the toughest and we are certain the worst is behind us. We have proven we can produce a first class event in the EAA tradition of fine quality, one that demonstrates why the West has always been at the forefront in aviation innovation and operation. Let's show the rest of the country just what makes the West Coast the best place to be by putting on the best fly-in anywhere in 1999.

I am willing to contact any and all interested parties and will provide additional information regarding GWAA, this proposal or any other matters relating to the Golden West EAA Regional Fly-In. Any information regarding leads or potential contributors and investors will be gratefully received and absolute confidentiality will be maintained.

I can be reached at: work: (510)642-3267, Monday through Friday, 7:00AM to 3:30PM or home: (925)283-3119, weekends and evenings until 10:00PM or email: kmckenzie@uclink4.berkeley.edu

Ken McKenzie, Treasurer

Newsletter now Quarterly

We will be striving to improve the content and quality of our Golden West newsletter this year. And the volunteer list has grown substantially in the past year, which increases our newsletter publication costs significantly. With these thoughts in mind, we have decided to publish the newsletter on a quarterly basis. Although not yet finalized, the schedule is tentatively set for publishing issues in February, May and August. We are looking for someone to manage collecting the articles and getting them to Robin Forrester, who does the layout, in order to meet mailing deadlines -- if you'd like to help, see our help wanted.

Volunteer T-shirts

Most of the shirts have been mailed. See the President's column for additional information.

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, MARCH, 1999

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