The Cleco

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

JUNE 1999

CHAPTER MEETING JUNE 23, 1999

7:30 PM in the old terminal building near the base of the Control Tower. Do you know when, if ever, you can turn off your landing runway to an inactive runway? Do you know how to stay alive and land safely VFR if Concord is fogged in unexpectedly? Are you familiar with the changes that became effective in February? Is it always wise to say "traffic in sight" when you are on Flight Following and you see the other plane? If the ceiling is low and you "scud run" up or down the river, which side is the safest? Our speaker this month will be a Bay Area Legend, Gene Whitt a local CFII. Gene, age 75, has been a CFII for 30 years and has 9300 hours almost all of them within 100 miles of CCR. Gene loves flying and loves to teach everything he knows about flying. Gene is acquainted with most of the Tower personnel in Bay Area airports and will talk about how to stay safe comfortable capable and legal around crowded Bay Area airports. He will also tell us about his web site, which contains a vast amount of flying information.

Please wear your Badges during each meeting so that newcomers will feel more comfortable coming up to talk to you. You should also approach them! Make them feel welcome! Wear your badge at the picnic and as you participate in the June 19 plane display and open house. Louis Goodell spends a lot of Chapter money for badges. Use them!

PRESIDENT'S CORNER

The summer flying season has arrived and with it, some of the fun flying activities we look forward to each year. Buchanan Field is hosting its annual Open House and Airshow and members of Chapter 393 are again displaying our airplanes for public viewing. I encourage all EAA'ers to participate by taxiing over to our designated display area behind Navajo Aviation at 8:30 AM Saturday, June 19, so we can all be in position as the gates open at 9:00 AM. We will need 3 to 4 volunteers to be "parking co-ordinators". Let's all turn out to help the Open House be a big success.

Other events you may want to be a part of this summer are Moffett Fields Airshow on June 20; our own Chapter 393 Picnic on July 17 next door to Navajo Aviation; the "Arlington 99" EAA Northwest Fly-In in Arlington, WA July 7 - 11; Air-Venture '99 in Oshkosh, WI July 28 - August 3; Golden West Regional EAA Fly-In September 10 - 12 in Atwater, CA; Reno Air Races September 16 - 19 and Copperstate EAA Regional Fly-In, Phoenix October 7 - 10. I hope you all have a great summer. Fly Safely.

Ron Robinson

WINGS AND WHEELS AIRSHOW –DISPLAY YOUR PLANE

The County and Buchanan Field will sponsor this event again this year the day before Father's Day, on Saturday, June 19 from 9:00 AM to 5:00 PM. EAA Chapter 393 will have a roped off area so that we can display our planes. You should taxi your plane to the are in front of Navajo by 9:00AM and you should be prepared to leave it there until 5:00PM.

CLECO EDITOR TRAVELING IN JULY.

Send contributions via e-mail only to dougpage@earthlink.com. If you do not have a computer, ask a friend to send it for you. The July Cleco will be mailed from where ever we are. There will be no speaker meeting in July and the main point of the July Cleco will be to remind you of the Chapter Picnic on Saturday July 17, 1999 beginning at 11:30 AM. We meet at the airport in the lawn area between Navajo and Budget-Rent-a-Car. The Chapter will provide hamburgers, hot dogs, buns, soft drinks, paper plates, and plastic knives forks and spoons. For whatever else you want to bring, it is potluck, but you should bring enough to feed 8 persons. Bring chairs if you want to sit. There are no chairs in this area.

SUMMARY OF INSURANCE PROBLEM WITH PLANE MODIFICATIONS

1. The change in Avemco's policy negotiated by EAA protects you whether or not you have received the new policy language. If your modification was not a cause of the crash, Avemco will cover you even if you have not notified FAA about your modification.
2. If your modification was a cause of the crash, Avemco will not cover you unless you have notified FAA and received FAA's written response. You are, in effect, uninsured until you receive FAA's written response approving of your modification.
3. If you make a modification, you must not fly until you get the FAA response. This can take time. One solution would be to notify FAA of the proposed modification and get the ok before you make the change.

Could Some 393 Member Therefore Please Become a Designated Airworthiness Representative?

Much of our trouble with insurance coverage could be solved by prompt and definite written responses from the FAA. A Designated Airworthiness Representative could possibly do this for us, just as DAR Dave Morss did inspections and certification for Harry Heckman and Fred Egli. This topic is covered in Part 183 of the FAR's.

183.11(e) states: "The Director... may select DAR's from qualified persons who apply by letter accompanied by a "Statement of Qualifications of Designated Airworthiness Representative."

The FAA told me that if we changed something like a prop, **we should not fly** our plane until we have written ok from FAA. Our insurance coverage depends on this. Since we are always changing and experimenting, and since FAA is understaffed and underbudgeted, FAA cannot always get back to us promptly. A responsible 393 member could be at least as qualified regarding experimental planes as some FAA inspectors to say whether or not the change was substantial and whether or not the change affected airworthiness. Will somebody please step forward?

MINUTES OF THE REGULAR MEETING OF MAY 26, 1999

Vice President Scott Achelis hit another grand slam home run with speaker Terry Medeiros Sr., owner of Air West Engines in San Carlos.

Terry gave us a wealth of information about our engines. The main thing that shortens engine life before TBO is corrosion caused by moisture in the oil. How do you minimize corrosion? Change oil every 25 hours. Boil out the moisture by frequent flights (at least once a week) that get the oil temperature up to at least 190 degrees. Plug the exhaust pipes on the ground to keep moisture from

entering via open exhaust valves. How do you detect corrosion or wear? It is most important that you cut open the oil filter with every oil change, spread out the paper and run a magnet over it to see if it picks up filings or chips of steel or iron. Examine the folds carefully with a flashlight to see non-ferrous metal particles. Terry said that oil analysis was useful mainly to detect a trend of sudden increases in the presence of metals. At overhaul time, Terry said that the use of reconditioned steel cylinders was ok if you fly often, but if you do not, the new millennium cylinders are best. It is important that the opposing parts are balanced within 2 grams, and some repair shops do not do this. Compression checks are important to detect leaky valves. A leaky exhaust valve does not seat. Heat is normally dissipated through the closed seat. If this does not happen, the valve gets hotter and hotter and will fail. Another cause of damage to engines is excessive leaning detectable by high CHT and EGT. This leads to detonation and melting of aluminum pistons. Terry recommends flying 75-100 degrees rich of peak. Terry likes the Rotax engines, which run forever without detectable wear. He also likes the new Superior "Lycoming" engines and parts, which are better than official Lycomings. He especially liked the Superior Millennium Cylinders. Terry said it was ok to fly beyond TBO if CHT and EGT were good, if oil pressure was ok and if compression remained within limits. Another terrific program!

Minutes of the April meeting were approved.
The Treasurer reported $1455.62 in Checking and $2584.78 in Savings.
The Avemco insurance problem was discussed. Lisle Powell recommends another carrier, Eastern Aero Marine. Fred Egli recommended V.M. Travers. Dick Rihn recommended use of the Forrest Agency, which is available, only by joining the International Aerobatic Club whose dues are $45 per year.
President Ron and Vice President Scott reported briefly on the EAA leadership conference in Placerville.

We viewed the EAA video *Vision of Eagles* featuring the EAA Foundation's Air Academy and its program for Young Eagles as the next step after a Young Eagle flight. Apparently scholarships are available and no youngster will be turned away for lack of money.
Lisle Knight reported that only 4 of 60 Young Eagles showed up for the flight on May 22. National Young Eagles Day is Saturday June 11.
Ken McKenzie reported that Golden West had 64 warbirds at Castle on May 23-24 for formation training. There are frequent work parties and help is needed.
President Ron reminded us of the Buchanan Open House on June 19 and urged all to display their planes in the Chapter 393 area.
President Ron asks us to save our old flying magazines, affix the new stickers plugging EAA, and to donate them to waiting rooms.

Ken McKenzie has moved his Glastar kit home from Castle Field where it has been since the Fly In last September.
Tracy Peters' project is to go to Golden West every weekend. Tracy and Pat Peters each got rides in the rear seat of an AT-6 recently.
Dick Rihn has completed the wings and ailerons on his One Design. He is also creating a Pilot's Operating Handbook for the plane.
Larry Welter is flying his Glasair I.
Bob Belshe is flying his Lancair 235-320 again after breaking his prop. Until his new 3 blade arrives, he is flying temporarily with a 2 blade Glasair prop, which he successfully shortened 4 inches.
Harry Heckman has dismantled his plane so as to comply with all of the recommended but not compulsory AD's as suggested by Guy Minor. He will not be flying for 6-8 weeks.
Harvard Holmes, flying his Mooney, took 3rd place in the Hayward Air Race that took him to Bakersfield and Laughlin.
Lisle Powell has 1005 hours on his Glasair III.
Lisle related some statistics about pilots and experimental planes: homebuilts constitute 2% of the planes but have 10% of the accidents; in these

accidents, experimentals are totally destroyed twice as often as certified planes; 50% of the experimental crashes occur in the first 20 hours; 87% of the crashes in experimentals are caused by pilot error; 13% of the power loss crashes are fatal and only 17% of those are due to mechanical failure; they mostly result from fuel starvation, vapor lock, and carburetor ice; most of the accidents involve pilots in the 40-49 age group.
Ray Nilson has his Christen Eagle all apart.
Fred Egli is doing the first annual on his Lancair IV. He finds it easier to land than his old Bellanca CruiseMaster. He crosses the fence at 80-90 and stalls at 62.
Al Humbert has lots for sale at his Cottonwood airpark.
Rick Lambert flew Norm Spitzer's new motor glider, found that it flies at 130 mph, glides at 58, and needs lots of rudder. (We can fly these as well as ultra lites if we lose our medical) Rick is selling a 60% completed Glastar for a friend.
Guy Jones is driving a truck to Oshkosh and volunteers to haul your extra suitcase.
Don Baldwin's Teeny Two needs an annual.
Louis Goodell has no project (but I notice from old Cleco's that he has been supplying coffee and cookies at meetings at least since 1985!)
Scott Achelis just spent $1200 fine-tuning the controllable pitch prop on his 6A.
Doug Page flew his 6A to Tucson and Yuma in April and to Corvallis in May.
Ron Robinson has 650 hours on his Glasair IRG and is busy replacing his tachometer.

Speaking of safety, the old saw that flying is safer than freeway driving simply is not true. How many people do you know personally who have died from flight crashes? How many from freeway crashes? A recent article makes the point that flying is 10 times as dangerous as freeway driving.

MINUTES OF BOARD MEETING JUNE 8, 1999

The four Board Members met this time at Scott Achelis' hangar. We discussed airplane safety and the possibility of contributions of gas for flying Young Eagles. We spent much time discussing the things a Chapter could do as promoted by EAA at the recent leadership meeting. We are making a trial run of donating old flying magazines with a Chapter 393 EAA label inviting participation. Our Vice President Scott was high as a kite because he was going to the Paris Air Show, leaving Friday June 11 and staying for a week!

I LOVE EAA

I made a flight to Corvallis, Oregon on May 23-24. While slowing to a stop following a landing at Siskyou County Airport, my right brake line failed. Although it was about 9:00 AM Sunday morning, EAA member and local mechanic, Mike Samsom owner of MGS Aviation promptly drove up and helped me pull my RV-6A out of the alfalfa. EAA member Ed Medlin towed my plane to Mike Samson's repair hangar where Mike repaired the broken brake line. Upon completion of repairs, and gas being not available on Sunday at SIY, Mike directed me to fly 4 miles South to Montague-Yreka Rohrer 1O5 where there is self-service gas available by credit card. The FBO there is a very friendly EAA member, Larry Graves, who flies a nice Glasair. Larry has a nice lounge, bunk beds for an overnight stay, and will gladly drive you to town for food. These friendly and helpful guys were all members of EAA Chapter 654. For those who like flying on the top half of the tank, Montague-Yreka Rohrer is a very pleasant place to stop. I also flew to Tucson and Yuma in April. My RV-6A performs flawlessly after nearly 5 years of building effort and electronic help from Fred Egli, and Bob Belshe, redundant fuel lines and pumps suggested by Lisle Powell, panel lights warning of locked starter, failed oil pressure and engine fire, also suggested by Lisle Powell, a Landoll harmonic balancer and a rebuilt left aileron which Mike Parker insisted upon, rigging alignment by Rick Lambert, a sturdy throttle bracket suggested by Bill Black, numerous suggestions to reduce vibration of wires and pipes by Pete Wiebens, and many, many other helpful suggestions by EAA 393 members. Bruce Seguine

stopped by with helpful suggestions almost daily. I have been richly benefited and rewarded by participation in EAA and I am very appreciative. It is very nice to have a functioning "magic carpet."

A WAY TO SAVE A MARRIAGE

For some reason, my dear wife C. Jay tends toward uncontrollable jitters in the cockpit that sometimes annoy and distract the PIC. I have discovered a solution that saved me $5000, (and possibly our marriage)! I program a route on my GPS leading from airport to airport. My Lowrance GPS has boxes on the right side of the moving map showing Bearing to the next airport, Track, Ground Speed, Distance to the next airport on the route and Remaining time of flight. I instruct C. Jay to maintain the chosen altitude and to make the Track "read" the same as the Bearing and then let her fly the plane. She has sensitive touch, and maintains course and altitude perfectly. She feels "in control" and to my great surprise and relief, the cockpit then has a tranquil atmosphere! She is a perfect "auto pilot." I also routinely file a flight plan and use flight following for every bit of each trip. This helps to calm C. Jay's jitters somewhat

CALENDAR

June 19 Buchanan Open House and EAA Display
June 19-20 Moffett Field Airshow
June 20 Father's day fly In Redding
June 23 Regular 393 Meeting
June 26 Regular 393 Fly Out
July 7-11 Arlington Fly In
July 17 Chapter 393 Picnic
July 28-August 3 Oshkosh
September 10, 11, 12 Golden West
September 16-19 Reno Air Races
October 7-10 Copperstate

USING BRAINS AND TECHNOLOGY TO MINIMIZE RISK (And to Have Fun!)

Will Price is on the cutting edge of the cutting edge. He was one of the bright ones at Westinghouse where he worked way back in the 60's, holding a Masters degree in Engineering Mechanics and a second a second one in Mathematics.

His assignment at Westinghouse was doing shock and vibration analysis on the Polaris FBM Missile for submarines, an area in which he holds several patents.

Being more interested in academia, he moved on to Merritt College where he taught mathematics for a year before setting up the Computer Information Systems curriculum. After 25 years he decided to retire to "have some fun. That led him to (among other things) learning golf, a few intensive ski seasons, focusing on his hang gliding, building an airplane, and returning to teaching at Hayward State. Since leaving Hayward, he turned his attention to writing books, an activity he had pursued since going into teaching. (He has written a shelf full of such books.) Another important activity is conducting workshops/seminars to help college professors upgrade their computer curricula.

One of his activities that I found fascinating relates to the way in which he uses his brains and his expertise for fun. In 1979 he became fascinated with the idea of jumping off a bridge wearing a parachute harness connected to an elastic cord. After testing a wide range of elastic ropes in the physics lab at college, he settled upon surgical tubing used in scuba spear guns. Next he performed an extensive computer analysis to cover all aspects of jumping: length of the cord, height of the bridge from which he would jump, depth of the water into which he wanted to splash, rebound height, and so on. Because of other pressing matters, he put that project on hold. He's lost interest now that bungee jumping is commonplace. For the past 7 years he has been a consultant to ARNAV and a prototype tester.

Will joined EAA in 1989 upon receipt of his Lancair kit. He learned to fly at Buchanan Flying Club while finishing his plane. He took a mere 2 years, doing all of the building at home in his

garage. Will can focus. He worked 14-hour days to build his plane. He has flown only two planes, a Cessna 150 and his hot rod Lancair. The crankshaft on Will's engine broke on his first cross-country to the state of Washington, but he got it replaced in time to fly to Oshkosh in 1992. During this, his first visit to Oshkosh, Will met and hit it off with Frank Williams the owner of ARNAV. Since that time, he has been testing prototypes of ARNAV aviation computer systems.

The most exciting items for us builders are the THREE computers he has installed in his Lancair and TWO monitors or CRT's as he calls them. The first computer collects every bit of data relevant to flight including angle of attack, outside air temperature, engine compartment temperature, oil temperature, oil pressure, manifold pressure, oil LEVEL, CHT, EGT, RPM and I forget what else. The data collection computer is connected to two other computers, each of which has a 5-inch monitor. He has a panel mounted ARNAV GPS connected to the two computers. All of this input can be directed to either computer or both so that he has 100% backup if either computer fails. On takeoff and climb out, Will splits all of the engine data between the two screens so that the data can be displayed in a larger form that is easier to monitor. In flight Will uses one screen to monitor all of the engine and flight data and the other screen to display the moving map from his GPS. Whenever any reading goes beyond its preset limit, the display is highlighted and a warning flashed. As Will approaches his destination airport, he can zoom in to see airport details.

Will and Bob Belshe designed a ground sensor which is mounted in the wheel well. This sensor detects and measures the distance to the runway in feet when landing and displays it on the monitor. They also put together a unit to convert digital signals to the computer to voice piped into the headset. The intent was a computer talking him down giving a constant stream of height above the runway and angle of attack data. For example if Will calibrates the angle of attack so that 94 is for landing and 96 requires power, the height above the runway and angle of attack would broadcast through his headset, "10-94, 6-94, etc." to touchdown. If 96 were broadcast Will would add power. Unfortunately, the sound quality of the voice synthesizer was not good enough so that project was shelved temporarily. Another experiment that they could not get working was calculating vertical speed from GPS input data. Although absolute GPS positioning is not precise, change of position is. Will thinks it needs a little more mathematics and has shelved that project in lieu of other activities

What he has on tap is exciting. He is currently preparing to replace both CRTs with color LCDs, one of them will be an 11 inch unit capable of displaying his moving map exactly as we see it on a sectional. By switching to "Heading Up" on the GPS screen, his view of the airport and its runways on the screen is just what he sees out the windshield. There are two other items he intends to install with the 11-inch unit. One is a voice synthesizer card that will allow him to pursue some of his ideas regarding feeding voice information through the headsets mentioned above. The other is installing an ARNAV developed weather radio that collects weather data from AWOS's, and many other sources which is then displayed on the moving map. The ceiling and visibility are shown right on the map next to each airport! You simply click on the airport to get complete weather data that is much more current than anything Flight Watch can give you on 122.0. Across the top of his moving map, there is depicted a vertical slice of your flight showing your plane and any mountains or towers ahead that constitute a hazard. These hazardous objects glow in red! All of this is based not on radar like the airliners, but on the enhanced database of the GPS. He will install this sensational new weather, flight hazard depicting GPS and a new 11-inch LED screen this fall.

Will has told me that he listens to classical music on long boring flights. With an 11-inch monitor, one wonders if he is watching "girlie" movies, but he does not seem like the type. And yet? Will was the editor of the Cleco a few years back, and you know about those types!

For those like the present editor who are not quite sure who ARNAV is and what it makes,
See its website at
http://www.Arnav.com/main.htm

Mount Diablo Pilots Association
(An ad requested by Bob Belshe)

Are you interested in meeting other pilots, & aviation related social activities? Would you like to get your spouse more interested in flying? MDPA is just for you. We have a large clubhouse at CCR, ramp space for both permanent and temporary parking, and a group of friendly people who like to participate in activities related to flying. Once a month Saturday lunch fly-outs, frequent weekend trips to interesting places, and aviation seminars at the clubhouse are all on the schedule. If your plane is not currently flying, seats are often available. Visit us on the web at www.mdpa.org for a complete description of the club's benefits, and drop by the MDPA clubhouse on the West Side of Buchanan field. Meetings are held on the third Friday of each month. For more information, call Bob Belshe at 925-376-7677

CLECO ARCHIVE

One of the duties of editor is to maintain a Cleco archive. I have all of the Clecos organized by year beginning with January 1986. If you want to search for something, call me and come and do it yourself.

CLASSIFIED ADVERTISING

For Sale: 50% completed Tri-cycle Glastar; wings closed and mounted on fuselage. Inspected twice by Technical Counselor, Rick Lambert. Good workmanship. No engine. Current kit price plus $6,000 obo. Located in Walnut Creek. Call Rick Lambert for further details at 925-934-5007 or at work, 925-676-9377

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:
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RECOMMENDED WEB SITES

Ed Lester sent in these two:
www.regtech.com about a brand new rotary type diesel engine with promising applications for planes
www.ias.com about a new technology which is promising for antennas (although I do not understand how)
Our own Bob Rudolph maintains an Unofficial Site for Tailwind owners and builders. See it at http://www.chlassociates.com/Aviation/tailwind.htm

A CARDINAL ADVENTURE

(Forwarded by Duane Allen)
Here is a story from the Cardinal Webpage "webmaster" (http: cardinal.mlink.net) about his flight last night.

A Flight to the North Country

It's not often that I get a chance to fly during the week. Work, kids and chores more than take up the time, I'm sure you know the feeling.
So it was with interest that I fielded a call from a member of my church. It seems that our church project in the Upper Peninsula of Michigan was in urgent need of a construction expert, and the Twin was in for annual... could I fly him up?
We met at an airport nearer his home. His wife's eyes grew large at the sight of my Cardinal RG. "That's even smaller than the last one you rode up in!" Later he shared his answer, a good one: "It will

be safer than the 7 hour drive that's the only other way to get there."

I was quickly reminded of several details about completely new riders: they want to know about 'the crowded skies', they wonder what all the dials do, and they don't know when not to talk! I also remembered why I put the pilot isolate switch in such a handy place.

It was a beautiful afternoon for flying. We could see the Eastern Shore of Lake Michigan from our low altitude, and settled in to enjoy the brilliant green of Wisconsin in the glory of spring.

Even my inexperienced passengers enjoyed our exchanges with Milwaukee's approach control. The south-side lady was intense, urgent, moving iron with purpose and drive. The north-side controller was easy, calm, out to enjoy the evening and see that we did the same. I theorized that the South-sider was hoping to make the move to O'Hare, the North-sider had been there and was enjoying where he was.

One passenger asked me what all the clear track-like lines were out in the lake. "Sorry, I'm a pilot." was all I could come up with. We speculated together. My chosen route to Luce County airport was up the Door County peninsula, with a hop skip and jump across the row of islands that lead up to the UP of Michigan. I climbed to 6500 feet to reduce the effects of automatic rough as we headed across the water.

Then the profile down into the Upper Peninsula. What a huge area of not much of anything! It reminds me most of the everglades, an eternal expanse of swamp, trees, vegetation and water.

As we drew near, my passengers cooked up a plan to fly over the camp. One pointed to its probable location on the map and I did a quick Rnav setup. After some fruitless searching we resorted to raw pilotage: "That lake looks like this lake on the map!" and shortly we found our target. Our Rnav waypoint had been only 2 miles off, but over the deep woods that's as good as lost.

A couple of turns around the barely visible camp and we were back in the pattern at Luce County. I love it when I can pull off a squeaker on demand!

Our need for a few gallons of 100LL led to our re-discovery of the helpfulness of north-country locals. Although the FBO was closed a passing pilot offered to put our fuel on his fuel card. "Wayne's probably out fishin'" he said as he coaxed the recalcitrant pump into action.

While we pumped he entertained us with a discussion of how to shorten the takeoff distance of his Lake Amphibian, a good choice in aircraft from what we had seen. And he thanked us for paying in cash. "Finally, some pocket money without having to beg my wife!"

After an excellent meal at the local 'Timber Jim's Tavern' we were dropped back off for our night flight home. The moon was full and the air crisp and cold as we lifted off.

The flight home was not noteworthy in events, but was unforgettable in its beauty and character. The night air was fat with lift and the moon reflected off the lake, it's soft glow in the cockpit reinforcing the music from the CD changer as the world slid by below. We climbed to 9500 and leaped the puddle below with easy abandon. The arrival into the Chicago area is one of our favorites. It's said that some political crony was selling those sodium arc lights, and the whole city is well equipped with them. From altitude it's a sea of light, and the glow into the haze above seems to put a dome over the city.

A friend once pointed out that every light you see was installed by hand. I prefer to ponder the many lives being lived out below those lights. One per light in farm country, probably many per light in the city. It's a big country when you look at it that way.

Wisps of fog were forming over the lights of the village of Hampshire as I zeroed in on our VASIs, glad that we had installed dimmers on those intense beams. Living as we do in the empty farmland of Illinois, we find that the lower power lets us keep some of our night vision for flare.

Moments later taxied to my strip-side home, the engine coasted to a stop with its usual blurrp signoff and began ticking its cooling song. Another

beautiful night, another perfect flight from my trusty steed.
This is what it's all about, to cover 634 nautical miles after work, do a good deed, introduce new people to the joys of flight and incidentally enjoy every minute of it.
Keith Peterson
Hampshire, IL

JOKE DEPARTMENT

Rick Lambert takes responsibility for these, which have no relation to flying except that some of us old men do fly:
An old fellow walks up to his pharmacy and says, "I want some Viagra." The druggist says ok. Then the old guy says, "Can I get it over the counter?" The druggist replies: "If you take 4 or 5 pills at one time.

Elder friends of Rick who live at Rossmore are taking 1/2 a Viagra pill just before bedtime just to keep from rolling out of bed.

Scott Achelis sent in this one which has a vague connection to flying:
The chief of staff of the US Air Force decided that he would personally intervene in the recruiting crisis affecting all of our armed services. So, he directed that a nearby Air Force base be opened and that all eligible young men and women be invited. As he and his staff were standing near an brand new F-15 Fighter, a pair of twin brothers who looked like they had just stepped off a Marine Corps recruiting poster walked up.
The chief of staff stuck out his hand and introduced himself. He looked at the first young man and asked, "Son, what skills can you bring to the Air Force?"
The young man looks at him and says, "I'm a pilot!" The general gets all excited, turns to his aide and says, "Get him in today, all the paper work done, everything, do it!" The aide hustles the young man off. The general looks at the second young man and asked,"What skills to you bring to the Air Force?" The young man says, "I chop wood!" "Son," the general replies, "we don't need wood choppers in the Air Force, what do you know how to do?" "I chop wood!"
"Young man," huffs the general, "you are not listening to me, we don't need wood choppers, this is the 20th century!" "Well," the young man says, "you hired my brother!" "Of course we did," says the general, "he's a pilot!" The young man rolls his eyes and says, "Dang it, I have to chop it before he can pile it!"

From a Sweet Adeline friend of my wife C. Jay, Carol Johnson: (no connection to flying at all)
Proverbs:
Passionate kiss like spider's web, soon lead to undoing of fly.
Virginity like bubble, one prick all gone.
Man who run in front of car get tired.
Man who run behind car get exhausted.
Man with hand in pocket feel cocky all day.
Foolish man give wife grand piano, wise man give wife upright organ.
Man who walk thru airport turnstile sideways going to Bangkok.
Man with one chopstick go hungry.
Baseball wrong, man with four balls cannot walk.
Panties not best thing on earth, but next to best thing on earth.
War not determine who right, war determines who left.
Wife who put husband in doghouse soon find him in cathouse.
Man who fight with wife all day get no piece at night.
It take many nails to build crib, but one screw to fill.
Man who drive like hell bound to get there.
Man who stand on toilet is high on pot.
Woman who live in glass house should change clothes in basement.
Man who fishes in other man's well often catch crabs.
Man who fart in church sit on pew.
Crowded elevator smell different to midget.

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

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