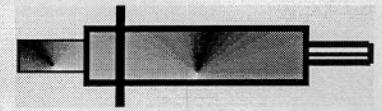


# The Cleco



Official Publication of the Experimental Aircraft Association

EAA Chapter 393, P.O. Box 272725 Concord, CA 94527-2725

Volume No.1

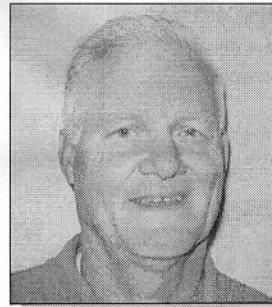
March 2000

Issue No. 3



The Leader in Recreational Aviation

The website changes frequently.  
Have you checked it today?



From the President  
Bob Belshe, Presiding

The airport impact study and the proposal by West States Express to initiate scheduled airline service between CCR and LA have generated lots of activity.

## Inside this issue:

- Page 1. President's message
- Page 2. Chapter officers' information & editor's column, BOD minutes
- Page 3. Editorial, People vs. Planes (again)
- Page 4. Dick Rihn's wing construction article
- Page 5. YE pictures, March 4th.
- Page 6. Announcements
- Page 7. For sale/trade/wanted items
- Page 8. Membership Application

**Our meetings** are open to the public. Everyone can consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, flyouts and just plain good old camaraderie.

**Our normal meeting time** is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower.

I saw most of the presentation made by the president of West States Express to the Pleasant Hill City Council on the local TV channel. There were lots of critical questions from the council, and the community speakers were all against the proposal. They are afraid of more noise, crashes, and loss of property value. My guess is that our meeting room is safe for the moment.

The March 2 workshop examining the costs, benefits and the future role of Buchanan Field was well attended, with good representation from the pilots side. Thanks to all of you who turned out and especially to those who spoke. The overall scope of the impact study was largely ignored by the community speakers, who were mainly concerned with the airline service proposal and the additional noise and pollution they believe it will create. One speaker even stated that the small planes were not the problem, only the jets and helicopters. There are only a few propeller planes which generate noise complaints. We can keep these complaints to a minimum by flying the pattern at the proper altitude, no turns below 500 feet, and staying on or above the VASI on final.

There are some people who would like to close the airport entirely, and develop the property for some other purpose. I wonder if the neighborhoods around the airport have considered how a huge increase in the number of people traveling to and from the airport area every day would affect their "quality of life". They might wish the airplanes would come back.

## Year 2000 Meeting schedule:

- March 22
- April 26
- May 24
- June 28
- July 15 Chapter Picnic
- August 23
- September 27
- October 25
- Nov. 15 Due to Thanksgiving
- Dec. 9 Christmas Party

## The Cleco

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(Continued on page 2)

Sport Aviation

(Continued from page 1)

The "People Over Planes" website is worth a look. It contains lots of data, including airport maps, meeting schedules, agendas, and contact information for various agencies.

<http://www.geocities.com/CollegePark/Center/6680/>

Also at this website is a table from the FAA of measured noise levels for various aircraft.

<http://www.geocities.com/CollegePark/Center/6680/Carrier/TO363G.html>

### Minutes of the March 11th. board of directors meeting

The meeting was opened @ 10:30 a.m. by the Chapter's President, Bob Belshe. Those in attendance were Vice President Tracy Peters, Scott Achelis, Ron Robinson, Pat Peters, Duane Allen & Louie Goodell.

Items discussed were:

1. Bob Decker Memorial. How much had been donated to the YE fund. Duane suggested it be set aside for the YE Program and not used for anything else as the intent of the donations was for the benefit of the Young Eagles.
2. Scott suggested we keep track of it separately and let it grow until we could send a young person to OSH for the YE camp.
3. Pat Peters suggested buying YE T-shirts and selling them to raise funds for the YE program. Duane said Chapter 62 had been doing that for years and they always sell well.
4. Duane said that the insurance request for the YE events is supposed to arrive at OSH at least a week before the event.
5. It was agreed that we should get someone from the tower to be a guest speaker at a future meeting. i.e. June or July.
6. There was some discussion about whether there would be an open house/air show this year on Father's Day.

This newsletter is produced on a Toshiba 2595XDVD laptop computer using MS Publisher and printed on an HP Laserjet 5000 printer.

Newsletter submissions are due by the 10th of the month in which you want them printed.

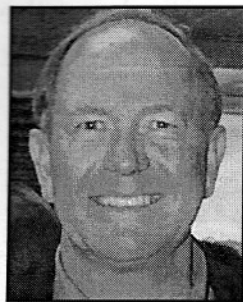
Printing is done Monday & Tuesday nights of the week before the meeting. Anything arriving after midnight on Sunday will have to wait until the next month to be printed.

The **EAA393 Website** is intended for the benefit of the Chapter 393 members and potential members looking for a chapter to join. It has no commercial intent and any non EAA links are not an endorsement by EAA or Chapter 393 of that site. It is simply put there to make it easy for members new to computers and "the web" to navigate around said web.

The content of this newsletter and the Chapter 393 website is solely the responsibility of me, the editor and webmaster and cannot be construed as endorsing any site other than EAA393.org.

If it turns out to be a problem, I will quit paying the maintenance fee and take the website down.

That is my choice since EAA393 or EAA National has no vested interest in same. [Duane Allen ~ Editor]



### The Editor Says:

First off, you will notice the newsletter got smaller again this month.

I am starting to run out of material. Thanks to Dick Rihn for providing me with another article and pictures to keep the ink (toner) flowing.

Due to the threshold of 33 vs. 55 cents for mailing, unless some of you come

up with lots of good stuff, from now on it

will only be an eight page newsletter. Last month when I went to mail them, some weighed one ounce, some 1.1 ounces. Those who attended the February meeting heard how I got around that problem. As I mentioned before, toner cartridges are expensive. There is no way to break even doing large newsletters with lots of pictures, so this issue will be more typical of future editions. Unless I hear otherwise from the masses I will take what I can get and fill the rest with my own writings or email humor (not my preferred choice of material for an EAA newsletter).

It has been suggested that we raise the membership dues and continue to produce big fancy newsletters. Well, that is not my call so I will leave that up to the members.

As some of you know, I am in the process of rebuilding an atmospheric sampling instrument to fly in the Sahara Dust Experiment this summer in Africa, so I am working long hours at NASA trying to make up for lost time caused by the "design by committee" approach. Not in my 25 years of working for NASA have I ever been on a project where I felt there was so much waste and inefficiency in the program. Luckily I will have my 30 years in pretty soon, then I can retire and start flying my low time Cardinal all over the United States. Plan to log at least one or two landings in all 48 states and maybe even Alaska. Until next time, HAPPY FLYING. :-)

Louie reports the following in regards to the chapters finances. Savings account: \$ 2519.64

Checking account: \$ 883.00

Bob Decker Memorial fund: \$ 265.00

\$ 3667.64

The meeting was adjourned at 11:45.

### President:

Bob Belshe  
122 Fairfield Place,  
Moraga, CA 94556  
Home Phone: 925.376.7677  
email: rbelshe@home.net

### Secretary-Treasurer:

Louis Goodell  
1869 Larkspur Court  
Concord, CA 94519  
Home Phone: 925.682.4198  
email: LCG2@Aol.Com

### Technical Counselor:

Rick Lambert, 925.676.9377  
1292 Quandt Court  
Lafayette, CA 94549  
Home Phone: 925.934.5007  
email: rlam242714@aol.com

### Vice President:

Tracy Peters  
1235 Arkell Road,  
Walnut Creek, CA 94598  
Home Phone: 925.930.6447  
email: TLPeters@earthlink.net

### Newsletter editor:

Duane Allen  
15 Duffy Court  
Pleasant Hill, CA 94523-1707  
Home Phone: 925.687.3433  
email: c177av8r@pacbell.net

### Young Eagle Coordinator:

Pat Peters  
1235 Arkell Road,  
Walnut Creek, CA 94598  
Home Phone: 925.676.2114  
email: pnpeters@aol.com

By Duane Allen, editor

Most of the noise complaints at CCR come from the mobile home owners in the park at the center right. (Don't ever call them trailers. Those are fighting words to the owners!)

For those who attended the Buchanan Field Economic Impact Hearings on March 2nd. in Pacheco, you can see they do have some legitimate concerns.

Notice that the north end of runways 32 and the south end of runways one where much of the helicopter takeoffs and landings occur are very close to the park.



One person made the suggestion that they use the runways instead of the

**For those of you who do not have web access I have included this picture of Buchanan Field that I took for the MDPA website. Hopefully it will help in understanding the following article I wrote after the March 2nd. hearings. Some others can be seen on the MDPA website <http://mdpa.org>**

taxiways as this would put more distance between the helicopters and the homes. I suspect this would create delays due to pattern congestion because of the rule for lateral separation.

Others suggested they go to Byron, an airport which was built to relieve some of the training operations at CCR, but is not being utilized adequately because there is NOTHING out there as one speaker put it. Or it could be because they don't want to use the flight time to transition from CCR to Byron when they can get more takeoffs and landings if they stay at Buchanan.

I would suggest some of the blame go to the controllers at CCR for allowing them **direct departures** northwest bound instead of making them fly the agreed upon pattern.

Another fellow, a senior aged pilot, suggested raising the pattern altitude to 1200 ft. for aircraft and the helicopters to 900 ft. I suspect the FAA would have a problem with that due to vertical separation requirements on simultaneous operations.

There was some discussion about the proposed startup airline operations. It seems the general public believe large jet transports will be using CCR. It seems they need some educating on runway lengths, etc. for large jet operations.

They also don't understand that GA airplanes, particularly piston aircraft generate more air pollution than do modern jet aircraft. (I make my living doing atmospheric research, so I am familiar with sources of pollution. For example, I never use my fireplace anymore). Maybe, in a future issue, I will write about my experiences using a DC8 to sample the exhaust from a B757 burning 2 kinds of fuel at the same time (each engine on separate fuels). I have good video of what it looks like to try to fly into the tailpipe of a large jet. (That is when the pilots could keep the DC8 in trail, it does get kicked around a bit).

Hal Yeager of **People over Planes** at CCR (no relation to Chuck or another Yeager in the crowd) spoke of the lack of startup airline funding to pay the surcharges or premiums to get modern engines on their aircraft. Many of his comments are directed towards creating fear into the minds of the general public.

There was a lot of animosity between the groups but all in all, it was a pretty civil hearing. However, there was not a whole lot of discussion about the *economic impact* to Contra Costa County which was the main purpose of the hearings.

There will be an Airport Advisory Committee meeting 3/21/2000 at the terminal building at 7:30 p.m. Those who had other commitments during Thursday nights meeting (3/2) can attend this one and have their say. The company that was hired to do the study will be at the 3/21 meeting.

**ALL EAA MEMBERS AND PILOTS** and those who have any interest in speaking their peace on either side of the issue are advised to attend.

After having sat through hundreds of hours of planning commission, city council, and other meetings related to attempts to close airports, develop land around airports, etc., I can assure you that the number of voters at the meetings are just as important to the issue as the number of speakers. So, **JUST SHOW UP.**

It is not likely POP will be able to close CCR or even restrict operations, that is controlled by the federal government. However, they can make life stressful for those who are not willing to self police noise policies. Let's all be more polite. Especially those with noisy engine/prop. combinations. **Hear! Hear!**

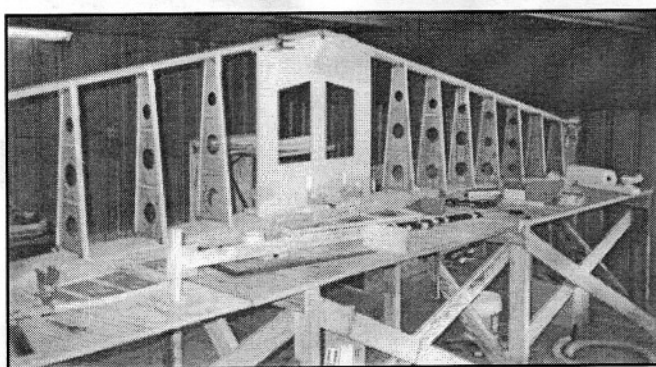
[The opinions are those of the editor and not necessarily those of EAA 393]

# ONE DESIGN WING CONSTRUCTION ONE METHOD AMONGST MANY

By Dick Rihn

The goal is to have a strong wing that is free of twist or irregularity. This will describe one person's attempts to develop the symmetry and strength that will be pleasing.

First construct four square frames made of two by fours with one diagonal. Screw those at intervals to the floor (if it is wood like mine). Cross brace them on the off side and cover 75% of it with plywood for a work bench. The dimensions of this frame work/bench/jig is 30" but could be taller for a taller person. Place the jig/table/workbench at a height that minimizes stooping or climbing on stools.

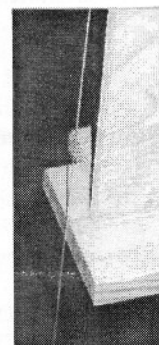


Next place the spar on the jig. Center it and level it in all axes. It can be leveled by using the bottom surface and a long level (the 1-D rear spar face is tapered). A mirror is handy to view the bubble. Shim the spar where necessary with framer's shims available in any lumber store. Run a black, thin, strong, non-stretching string such as an archer's bow string from one end of the jig to the other so that it is near the nearest lower edge. This when used with a straightedge running crossways on the spar will give you some indication of warp or deviation from a perfect plane. Minor alterations may be taken care of with shimming and clamps (padded with wood). It is also necessary to level the spar fore and aft so that the bottom or flat face of the spar is absolutely level and true in all directions. The spar may have accumulated some moisture and swollen so that one face is convex. This is noted by holding a straight edge cross ways on the spar. At all rib locations the spar must be "flat filed" to eliminate this irregularity and provide a better bonding surface for the rib to attach. In performing this filing the pencil line will disappear, therefore it is good to have extended this line onto the side of the spar (top and bottom as viewed in the completed aircraft). These marks will allow you to replace the line accurately when done with each level of sanding. Initially the pencil line will disappear in the center of the spar. As one continues the disappearance moves outward towards the edge. When this happens it is good to recheck. Remember you can take some off but you can't put it back. This system is similar

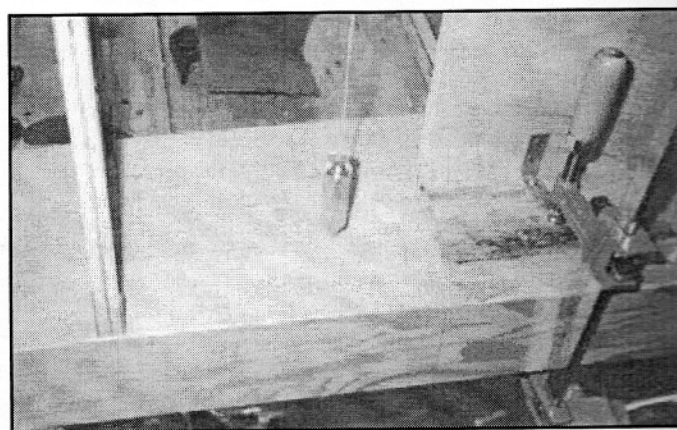
to methods used by gunsmiths in carving the beds for rifles in a walnut stock. This process allows work to very close tolerances. It requires patience and absence of a time reference.

Next mark the spar with each rib location measuring from the center line. Be certain that the middle of the spar has been located at each station and marked. Also be sure the center line middle has been marked. Next screw some one by two inch cleats on the margins of the centerboard and the end boards. Using these as clamping fixtures one can create a plumb and true frame work for insertion of the ribs between the main spar and the rear spar. Plumb the centerboard, but don't worry about a slight error as that will be taken care of by later placement of the rear spar. Place the end boards (with cleats) on each spar near the end. This position will subsequently be changed as you determine the best placement (angle and height of the rear spar to accommodate the greatest number of ribs. Time spent in measuring, leveling, plumb-lining etc. will be rewarded with minimum time in "dressing" ribs which don't quite fit.

Place a small block overhanging the edges of the center board on each side. From this suspend a plumb bob. Plumb each end of the center board so that it is centered over the center line of the spar. The center of the tip of the spar must be located and marked. Similarly the end boards must be plumbed.



Now the fun begins. Place the rear spar on top of the center board and the end boards and temporarily fix it in place with spring clamps or screw clamps (padded on spar side please). Mark the center of the outboard end of the rear spar and suspend a plumb bob from it to go well past the main spar. Move the spar on the end board platform until the plumb bob line is centered just off the tip of the center line mark on the tip of the main spar. Centering the inboard end of the rear spar is a little more tricky. It will be necessary to mark two short lines between station 15 and 24 that are parallel to the center line and exactly the same distance apart as the widest portion of the rear spar. Then suspend two plumb bobs from the rear spar in this location and they should hang directly over these lines.

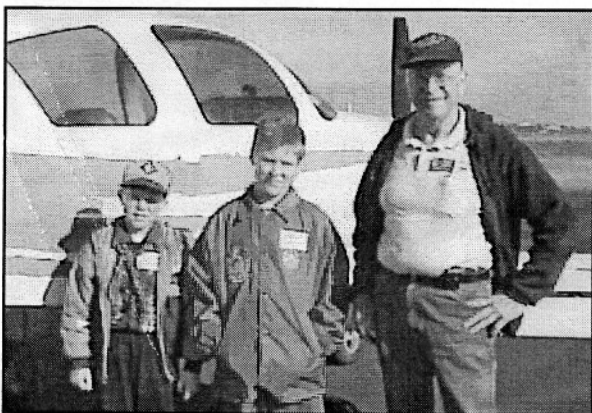
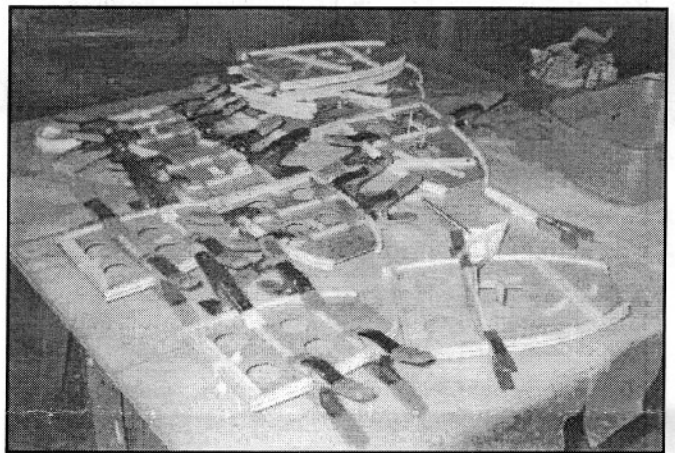


Adjust the spar and clamp. Now check for level in the rear spar by placing a torpedo level across the spar at various locations. Don't be surprised to find a slight warp in this thin board. Such can be removed by slight pressure during the gluing process. Now you have two frameworks into which ribs can be positioned. Each rib may be moved from its exact measured position by a quarter of an inch, but the ribs should not be angled as this will interfere with the smooth airfoil contour and require excessive sanding later on. Ribs will now need to be held in place. Wooden jigs can be made but are slow and cumbersome although more durable. Instead for this initial jiggling I found half inch masking tape used over the rear spar and onto the ribs to be a quick expedient. The ribs will be placed temporarily many times until final dimensioning and placement have been firmed up. It is possible that all of the ribs seem to misfit. This may be taken care of by repositioning the end board. It is a useful second step to select two good ribs that seemed to fit and jig the end board to the rear spar to accommodate those two ribs. Trial and error will allow a selection that will minimize dressing and fitting. It is amazing how as little as one-fourth inch in the placement of the end boards will affect all of the ribs. Using a crosscut bastard file and a wood vise dress the ribs until they are as close as possible.

Don't be too compulsive and end up like the fellow who tried to level the four legged table and wound up with a stool. Freeze your positions and make some marks on the spars where everything should fit. Then begin the gluing process. A few at a time would seem preferable to trying to

do the whole wing at once. There are just too many variables to allow a one time gluing process for all but the very competent and experienced builder. Very experienced builders put in all the ribs at the same time using STS Pneumatic fine wire staple guns to fix the ribs to the spar etc.

The glue for these structural joints should be West Systems 105 with 206 hardener. It is desirable to place the clear mixed resin and hardener on the joint first to let it soak into the wood before using the thicker mixture for the final bond. The thickened mixture is thickened with 403 flox. This will allow small gaps with no loss of structural integrity. Remember that this epoxy has about twenty minutes before initial hardening but will remain subject to weakening the bond if moved within the first two days or so.



Here are some of the volunteers that showed up for the March 4th. Young Eagles event. And some Young Eagles at the left. I haven't received the list of participants so I can not put names to the pics.

I recognize in the back row, Louie Goodell, Pat Peters, Fred Egli, Harvard Holmes, Phil Jenkins, Tracy Peters (maybe?), & kneeling, Pete Wiebens, Steve Snider, & Ron Robinson.

Pat also indicated that Keith & Steve Martz were there. Pat reports 16 Young Eagles and 7 parents flown. After the event, some went to Petaluma for lunch. Sorry I missed it but I had duties at a surprise 40th. birthday party. [editor]

## Guest Speaker for April

**Dan Dugan, NASA Project Test Pilot for the XV-15 Tilt Rotor and V22 Osprey will be the guest speaker on April 26, 2000 @7:30 p.m. on John Glenn Drive, (the old airline terminal building) near the tower.**

**Dan will have slides, video and some interesting tales to tell of the history of VTOL aircraft research, going all the way back to the XV-1, XV-3, & XV-5.**

### Memorial Service for Bob Decker, Chapter 393 Flight Advisor

A gathering to celebrate the life of Bob Decker was held at 3 p.m. on March 11, 2000 in his hangar at the northwest hangars, at Concord. There were approximately 100 family and friends present. See the web site for the pictures. <http://eaa393.org/bobsmem.htm>

Memorial gifts can be given to EAA Chapter 393, to benefit the Young Eagles Program (in which Bob was active) or to the charity of your choice.

If you would like to donate to the chapter, send your donations to Louis Goodell, Treasurer. Louie's address is 1869 Larkspur Court, Concord, CA. 94519.

Rest in peace Bob. We miss you.

At right, Harvard Holmes and Pete Wiebens with their Young Eagles on March 4th. Sorry I don't have the kids names.

### Special Announcement

Submitted by Rich Powell  
Chapter 393 members

(& any other interested parties)

**Lyle Powell** is holding a clearing-out sale at his hanger on Saturday, March 18th.

This is pretty much everything goes sale, in that everything right down to the benches and carpets are going. This includes an incredible array of aircraft parts, tools, accessories, everything dad has used to maintain his 8 airplanes over the last 35 years. I think doors will open at 8 a.m., stay until 4 p.m., hanger E-15 on the east ramp (we'll make arrangements to have the ramp gate manned or open). I'll keep you posted on changes & try to put together some sort of rough list. We're hoping that the word will spread to other chapters.

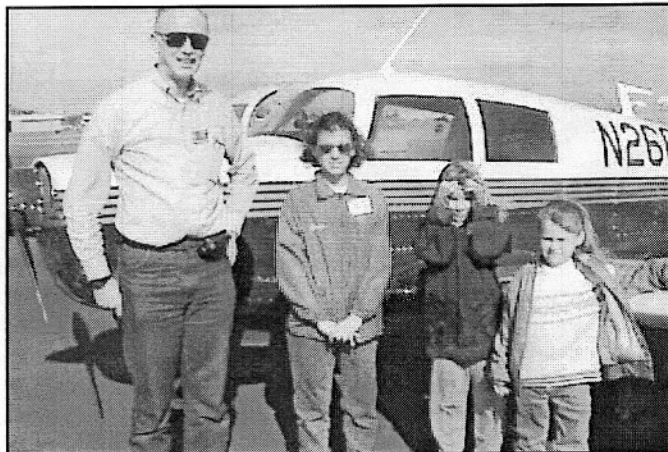
### Future speakers at EAA 393 meetings

The guest speaker for March will be John Toth, M.D., one of our local Medical Examiners.

He will talk about some of the new FAA medical regulations and procedures and answer flying related medical questions.

The Speaker for April is listed above. See the Feb. issue of The Cleco for a biographical summary, written by me. [Ed]

The speaker for May will be Matt Dralle, owner of Matronics. Matronics produces the Fuel Scan fuel management systems and is the sponsor of the RVlist and many other aircraft specific email lists.



## Working on your Ph.D.? Check this out:

Thanks to Chris Kenyon

Rabbit's Ph.D. Thesis. (A Parable for Graduate Students).

[Scene—It's a fine sunny day in the forest, and a rabbit is sitting outside his burrow, tippy-tapping on his typewriter. Along comes a fox, out for a walk.]

**Fox**—"What are you working on?"

**Rabbit**—"My thesis."

**Fox**—"Hmmm. What's it about?"

**Rabbit**—"Oh, I'm writing about how rabbits eat foxes."

**Fox**—(After incredulous pause) "That's ridiculous! Any fool knows that rabbits don't eat foxes."

**Rabbit**—"Sure they do, and I can prove it. Come with me."

[They both disappear into the rabbit's burrow. After a few minutes, the rabbit returns, alone, to his typewriter and resumes typing. Soon, a wolf comes along and stops to watch the hard-working rabbit.]

**Wolf**—"What's that you you're writing?"

**Rabbit**—"I'm doing a thesis on how rabbits eat wolves."

**Wolf**—(loud guffaws) "You don't expect to get such rubbish published, do you?"

**Rabbit**—"No problem. Do you want to see why?"

[The rabbit and the wolf go into the burrow, and again the rabbit returns by himself after a few minutes, and goes back to typing.]

[Scene—Inside the rabbit's burrow. In one corner there is a pile of fox bones, in another corner, a pile of wolf bones. On the other side of the room, a huge lion is belching and picking his teeth.]

(The end)

Moral:

It doesn't matter what you choose for a thesis topic.

It doesn't matter what you use for data.

What does matter is who you have for a thesis advisor.

### Question: May I laminate my pilot's certificate?

**Answer:** Yes, according to FAA Order 8400.10 (par. 753).

"Note: Airmen may either use clear laminating sheets to protect permanent FAA-issued certificates or have the certificates professionally laminated as long as the airman's signature is placed on the certificate before lamination. Without the signature, the certificate is not valid."

For those who don't remember, or didn't know, the **Concord AWOS** telephone number is **925.689.2077** and is on the **ATIS** frequency (124.7) when the tower is closed. The **ATIS** phone number is **925.685.4567**. Use it before you leave home to check the weather at CCR to prevent a surprise when you arrive. Sometimes it is quite different at the airport compared to only a few miles away. [The voice of experience, from one who is familiar with the Bay Area's micro climates].

**NOTICE TO ALL READERS:** If you would like to see an article about you, or what you are building, including pictures of your project, a travel story, or anything else that might be of interest to EAAers please email them to [C177AV8R@PACBELL.NET](mailto:C177AV8R@PACBELL.NET) or send them on PC formatted diskettes, ZIP disks (a bit expensive), CD-ROM, or most any other means. I will return zip disks.

They can also be handwritten, or typed.

## FOR SALE - TRADE - WANTED LOANER ITEMS

**Wanted** Hangar to rent at Concord. Low wing aircraft (Trinidad, width 32'5", length 25'9") Bruce Motta 925.228.2852

**Hangar** for rent. Available April 1. Homebuilt or project, \$175/mo. Pete Wiebens 925.933.7517.

**Glasair III For Sale:** Lyle Powell's Glasair III Serial #3002. MANY modifications, 1058 TTA, 1198 TTE. Electronic Ignition, Dual electric buss system. Good avionics with Argus 3000 moving map, Nav-Aide autopilot coupled to GPS, 3-blade Hartzell prop, 3 axis elec. trim. Cruise 255 mph@14 gph @10,000ft. Everthing works! \$110,000 OBO. Location: Concord, CA

Contact: Rich Powell during the day at: 925-935-8822 or at night at: 925-934-9396. **email: [powels@pacbell.net](mailto:powels@pacbell.net)**

**Hangar Sale:** Not really the hangar, but everything in it. It will be run like a garage sale. Make an offer on anything and everything. All items to be sold. Saturday March 18. East ramp, hangar E15, ~ 8 a.m. to 4 p.m. Everything Lyle has accumulated in the last 35 years will be for sale. Tools, equipment, accessories. Use the blue awning on the end of hangar D, by the east ramp washrack, to find the correct isle. E15 is near the east end of the row on the right. Check the website for the latest information.  
<http://eaa393.org/events.htm>

**For Sale:** 2 bedroom 1 bath fully furnished house on 10 wooded acres one mile from Hyam-pom airport & one from the south fork of the Trinity River in the Trinity National Forrest. Asking \$130K, with adjacent 10 acres for additional \$22K. Airport is 1200 ft. msl. x 3000 ft. Approx. 40.38N 123.28W. Call owner Ruth @ 925.254.3621 for exact coordinates or airport ID.  
[She uses her Mooney to get there. ed].

I received no minutes from the February meeting and I didn't really take any either. Here it is time to go to press, so I will have to wing it.

The guest speaker Brian Lloyd from Chapter 512 in Placerville gave an interesting talk about the purchase and restoration of CJ6 aircraft, in spite of no slide projector.

During the break people went out to view his restored airplane.

Since I am writing without my notes, I can't be of much help. Louie, please bring fresh batteries next week. [ed]

I do remember there was some discussion about the upcoming meeting on March 2, both the AOPA one at the Sheraton and the Financial Impact Study at the Community Center in Pacheco. People were urged to attend one or the other.

See my article on page 3. [ed]

# EAA CHAPTER 393 MEMBERSHIP APPLICATION / RENEWAL

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_ - \_\_\_\_\_ Work Phone ( ) \_\_\_\_\_ - \_\_\_\_\_ x \_\_\_\_\_ Pager ( ) \_\_\_\_\_ - \_\_\_\_\_

MEMBERSHIP: New \_\_\_\_\_ Renewal \_\_\_\_\_ email address: \_\_\_\_\_

DUES ARE DUE IN FEBRUARY: \$20 PER YEAR - Your newsletter address label indicates membership expiration date.

Project / Plane \_\_\_\_\_ EAA National Membership # \_\_\_\_\_ Expiration date: \_\_\_\_\_ Licenses/Ratings: \_\_\_\_\_

Hangar # \_\_\_\_\_ East or West Ramp \_\_\_\_\_ Hangar Phone # \_\_\_\_\_ Occupation: \_\_\_\_\_

Employer \_\_\_\_\_ What are you flying now? \_\_\_\_\_ Your area of expertise: \_\_\_\_\_

Your interests: \_\_\_\_\_ Will volunteer for jobs, give talks on subjects: \_\_\_\_\_

Make checks payable to EAA Chapter 393 and mail to P. O. Box 272725, Concord, CA 94527-2725 or hand to Louie Goodell at the meeting. Note: EAA 393 is not a 501 (c)(3) corporation. Membership dues and donations are not tax deductible.

Please fill in all available information so that the chapter database can be kept up to date. THANK YOU.

If the date on your mailing label below ends in 00 this will be your last newsletter unless you renew your membership.

**EAA Chapter 393**  
**P. O. Box 272725**  
**Concord, CA 94527-2725**



2/28/01  
Fred W. Egli  
1900 Meadow Road  
Walnut Creek CA 94595

