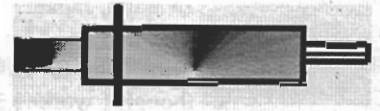


The Cleco



Official Publication of the Experimental Aircraft Association

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

Volume No. 2

May 2001

Issue No. 5



The Leader In Recreational Aviation

The website changes frequently.
Have you checked it today?



President's Column:

Bob Belshe presiding.

Last month, for the first time, no one at the meeting expressed interest in a lunch fly-out. I think too many of us were working on our airplanes. Hopefully they will all be flying by May 26, the next

fly-out date.

Last month the board decided to put on a hangar barbeque on May 5th. I apologize to those who would have come but didn't hear about it. For some information, you just have to be at the meeting.

Inside this issue:

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- Page 11. For Sale/Trade/Wanted Items
- Page 12. Mailing Label / IYED Notice

At right, Fred Egli and Louie Goodell do the cooking while Harry Heckman heckles the cooks during the barbeque on May 5th. at Bob Belshe's hangar.



Year 2001 Meeting schedule:

- May 23
- June 27
- July 14 Chapter Picnic
- August 22
- September 26
- October 24
- November 28 after Thanksgiving
- December 15, Christmas Party @ The Greenery, Walnut Creek
- January 23, 2002
- February 27, 2002
- March 27, 2002

The Cleco
is published monthly by
EAA Chapter 393, an
official chapter of the
Experimental Aircraft
Association,
P. O. Box 3086, Oshkosh,
WI 54903-3086
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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. Visitors are welcome. Come see what it is like being part of a dying breed.

Sport Aviation



Editor's Column by Duane Allen

As most of you know, I just finished four weeks at the Marine Corps Air Station in Iwakuni, Japan.

This trip was a lot more pleasant than my prior trips to Yakota AFB, Japan even though I worked harder than during any of my prior deployments.

The instrument that I rebuilt last summer for the trip to Africa worked beautifully on the CIRPAS Twin Otter but the one I made a stab at redoing for this trip and put on the NCAR C130 just didn't seem to want to work properly. So I spent a lot of time tweaking. Finally after several flights without useful data, I gave the PI a break and flew it myself. For the first time, we got 9 hours of data on a 9+15 flight. And I didn't even unpark it for the first ten minutes because of clouds. I didn't want to get the window dirty as it affects the quality of the data.

See page 10 for pictures of what happens when you use steel washers for spacers in a high current electrical circuit. Talk about melting things.

You will notice this month that I have used larger text font in places and full page widths instead of two columns. I'd like some feedback as to what you prefer. People have talked about changing the look or appearance of the newsletter and I need some help in deciding how.

I'd also like to thank Bob Belshe for putting out a nice newsletter last month and I suggest we make him the next editor. He has experience and he is retired.

I also had some feedback from one reader that she liked my email humor I have added from time to time. I can do more if headquarters doesn't object. After all this is supposed to be an aviation related newsletter and I feel bad sometimes about adding just plain humor that might not be funny to some people. Especially the blondes.

Bay Departure (male voice): "HP89Alpha ahhh disregard."
HP89A (female voice): "Were you trying to give 89Alpha direct Lincoln?"

Bay Departure (after a short pause): "HP89 Alpha, cleared direct Lincoln, maintain 5500."

HP89A: "Direct Lincoln, 89Alpha. If I knew who you were, I'd kiss you!"

"Bay Departure (after another short pause): "Well, I'm glad you don't know who I am."

Same frequency, later in the day.

Bay Approach: Cessna 14 Fox, you have traffic 5 o'clock, a Sikorsky helicopter, he's got 20 knots on you.

Cessna 14F: 14 Fox looking,unintelligible....

Bay Approach: Sikorsky 1UT, traffic at 11 o'clock, 1 mi. C172.

Sikorsky 1UT: traffic in sight, we'll climb over him.

Bay Approach: Cessna 14 Fox, chopper has you in sight, will climb over you.

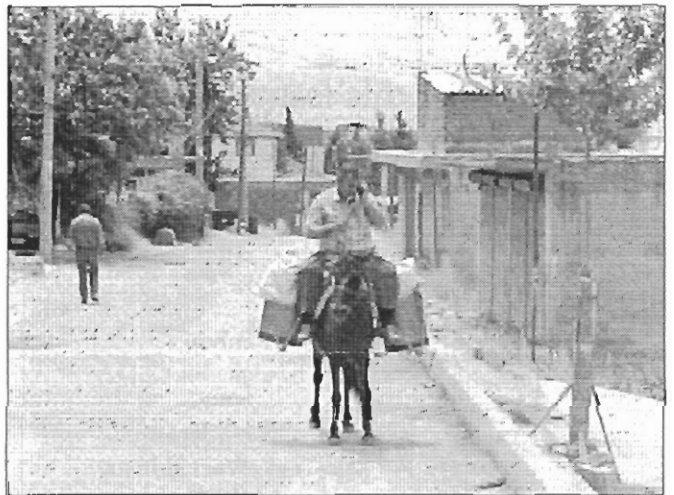
Cessna 14F: rogerunintelligible....

1UT: Request frequency change to Livermore.

Bay Approach: Squawk 1200 Freq. change approved.

(Continued from page 1)

About 20 people did attend, and all enjoyed the hamburgers and salad. Special thanks to Louie who brought the fixin's and salad, and to Rob Hadley who brought the drinks.



Since Bob didn't write much, I decided to use this picture from a relative of a relative in Iran. The caption read, **This could only happen in Iran.**

See donkey, see cellphone, see man ride. :<)

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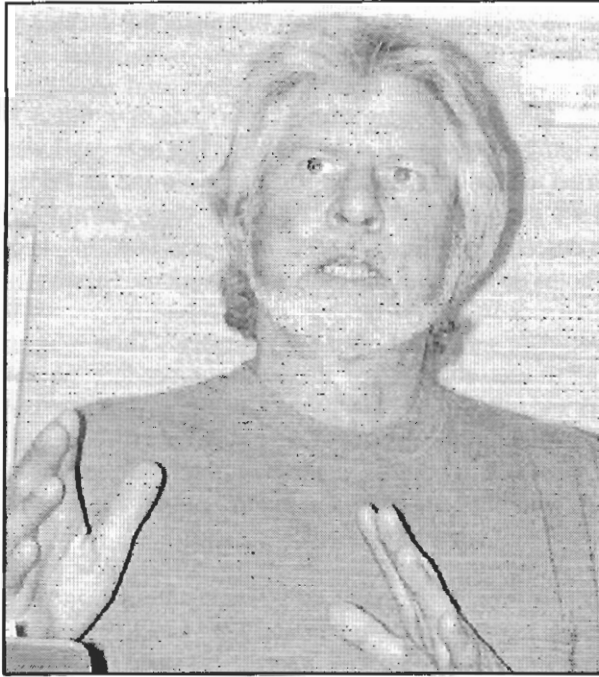
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email: pnpeters@aol.com



Mr. Ted Shulgin, pictured above, was the guest speaker at the April 25th general meeting. Ted is the owner of A.A. Shulgin Company, specializing in aircraft fasteners and (hydraulic) fittings.

Having worked with MS hardware for over 40 years, I can usually tell when some guy is trying to BS the crowd and Ted sure seemed to be a walking encyclopedia of facts.

I was unable to write down all he said but some of the highlights are as follows.

AN hardware is not as strong as MS or Mil Spec parts.

He spoke about "Bogus" parts. These came about as a result of some manufactures not inspecting the parts during each step of the manufacturing process as required to be FAA approved.

AirCorpNavy is the source of AN numbering. He gave the history of how the numbering system came into being.

He also talked about pipe threads and the various types and their types of uses.

Tracy asked him to talk about rivet age.

AD (single dimple) and E series (raised boss) are similar in strength. He discussed at length types of rivets and their use.

He also discussed nuts as the result of a question from Bruce Seguin about MS21042 nuts. Someone also asked him about antiseize compound. Rick Lambert and Ted agreed that LAX, a lanolin based product available at the drug store is about as good as it gets.

In response to a question about titanium he responded that most titanium parts are used in high temperature applications. There are three criteria when using titanium. One, they must be removable for inspection. Two, they cannot be used where the failure of one fastener can cause failure of

that item. You must use two or three of them to hold two items together.

Three,I missed this one.

He does not recommend using titanium for reducing weight.

Asked if he carries CamLock fasteners, he said "in his Arizona warehouse". He is not too keen on CamLocks because they require special tooling for installation and are difficult to install. His suggestion is if you only need a few installed, take the parts to someone who does that sort of work and leave it for them to do for you and pick it up later.

He does carry most nutplates and other 21047, 21079-81 parts.

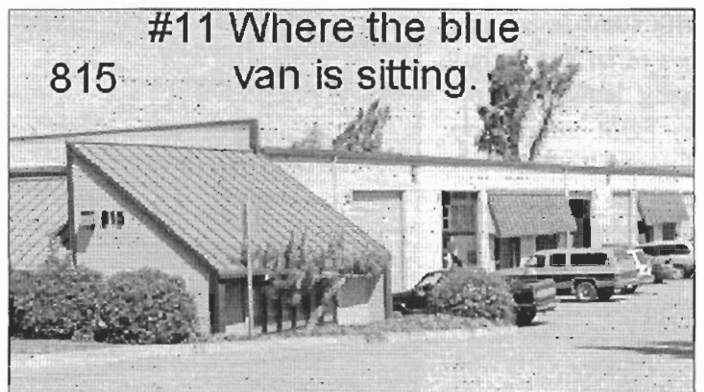
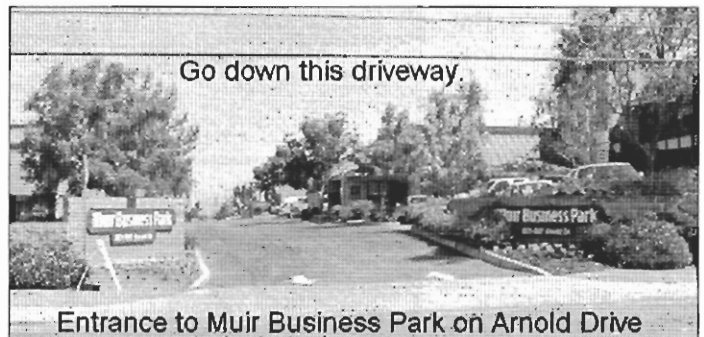
ILS in the parts industry means International Listing Service. It dates back to the mid 70s. You can type the part number into the database and it will respond with who has one, the location, contact #, etc.

It is getting harder and harder to find obsolete parts. I can attest to that having a 23 year old airplane myself.

Peter Degl'Innocenti asked about adding more threads onto an AN bolt and if there are any safety concerns. Ted then explained how bolts are manufactured and the inspection process. He also talked about tolerances and strength.

A bolt with an X and a triangle around the X means it is meant to bend before breaking. For example, landing gear bolts. It is better to bend a landing gear bolt (hard landing?) than have it break and scatter your airplane all over the runway.

Ted's hours are nine to five, Monday through Friday. No Saturday sales. His warehouse is located at 815 Arnold Ave. #11, Martinez. It is easier to get to his place using the Pine Street exit off Hwy. 4 than it is off Morrello but can be reached either way. The address is on the building at the front of the driveway and his location is marked high on the building above his door. See photos below.



ONE OF LIFE'S SET-BACKS

As most of you know I had a mild heart attack 5 years ago and went unconscious for 20 seconds while flying my Glasair I RG. Fortunately I had a young man on board who steered the plane and shook me back to consciousness, (a non-pilot), and I brought the plane around and landed. The doctors determined the cause by the use of nuclear medicine, which was non-invasive. That was followed by a change in life style (low fat, low cholesterol diet and exercise 5 nights a week on a treadmill or Life Cycle bike).

After a six months wait I had a treadmill stress test and submitted all the medical records to the FAA in Oklahoma City and finally received my medical certificate 4 months later. This process has to be repeated every year to renew my medical.

About 4 weeks ago I experienced a slight tightness in my chest approximately 12 minutes into my 30 minute workout lasting about 3 minutes and it went away. This happened on Tuesday and again on Thursday, but no symptoms on Wednesday, Friday or the next Monday. Then on Tuesday (3 weeks ago) at 7 minutes into my 30 minute workout I experienced a rather sharp pain through the center of my chest to my back followed by what felt like a twisting cramp in my chest similar to a leg cramp. I stopped the workout and just sat on the bike. As I cooled down, the pain went away. After a while, I tried it again and 7 minutes into it the same pain & cramp returned so I quit the

workout. When I cooled down I felt fine again but decided to see my doctor the next morning. He was on vacation, so I checked myself into Mt. Diablo emergency and tests were started including a treadmill stress test, which I failed 6 minutes into it as the same pain returned. The next day I was transported to Kaiser Medical in San Francisco and on Friday April 13th, they did an angioplasty with stent on my left anterior descending coronary artery, which was 90% blocked. I came home on Saturday and returned to work on Tuesday.

This procedure sure beats open heart surgery. There was no pain and I was able to see the whole procedure on the monitors and talk to the doctor at the same time. I even asked him for a before and after shot of the artery for my records so I could show it to my family and friends. Now its back to the 6 months wait, then the stress test and submit all the medical records and wait a few more months.

Like the last time, I'm signing up a few qualified friends on my insurance policy, pilot in command, so I can continue to fly my Glasair and stay current. I have concluded that I have inherited this situation from my Mom, who had a single by-pass 20 years ago and an angioplasty with stent last year, so most of you won't go through what I have. I will start back with my regular exercises in a month or two.

I am writing this at the request of Duane Allen in hopes it may let someone else recognize the onset of such an event and get immediate help.

Ron Robinson

Thanks to Ed Lester for this nice photo of a Navy EP3.

I had received this caution sign with some interesting text while in Japan but someone was creative enough to add the sign to the vertical stabilizer of a good picture of this plane.

I also had an email with some interesting text of an F15 fighter being launched from an FBM submarine. If you'd like to see it, send me an email. It is 989Kb long.

Very interesting computer animation, though.



NASA to use UAVs to monitor thunderstorms, aid coffee growers

NASA will use an unmanned aerial vehicle for a research mission to better understand how lightning forms and dissipates during thunderstorms.

The remotely piloted, high-flying craft will fly above and around thunderstorms as part of NASA's UAV-based science demonstration program.

According to NASA, the flights will show the ability of this type of aircraft to carry earth-viewing scientific payloads into environments where an onboard pilot would be exposed to life-threatening hazards. The mission will use the ALTUS UAV, built by General Atomics of San Diego, Calif. The UAV can fly up to 55,000 feet, and NASA will use it to chase down thunderstorms in Florida that form near the Kennedy Space Center.

"This mission combines the exciting use of UAV technology with sound science to unravel the mystery behind lightning and its relationship to violent storms - information that will help those who predict these events as well as the public and infrastructure affected," Dr. Ghassem Asrar, Associate Administrator for Earth Sciences at NASA Headquarters, said in a statement.

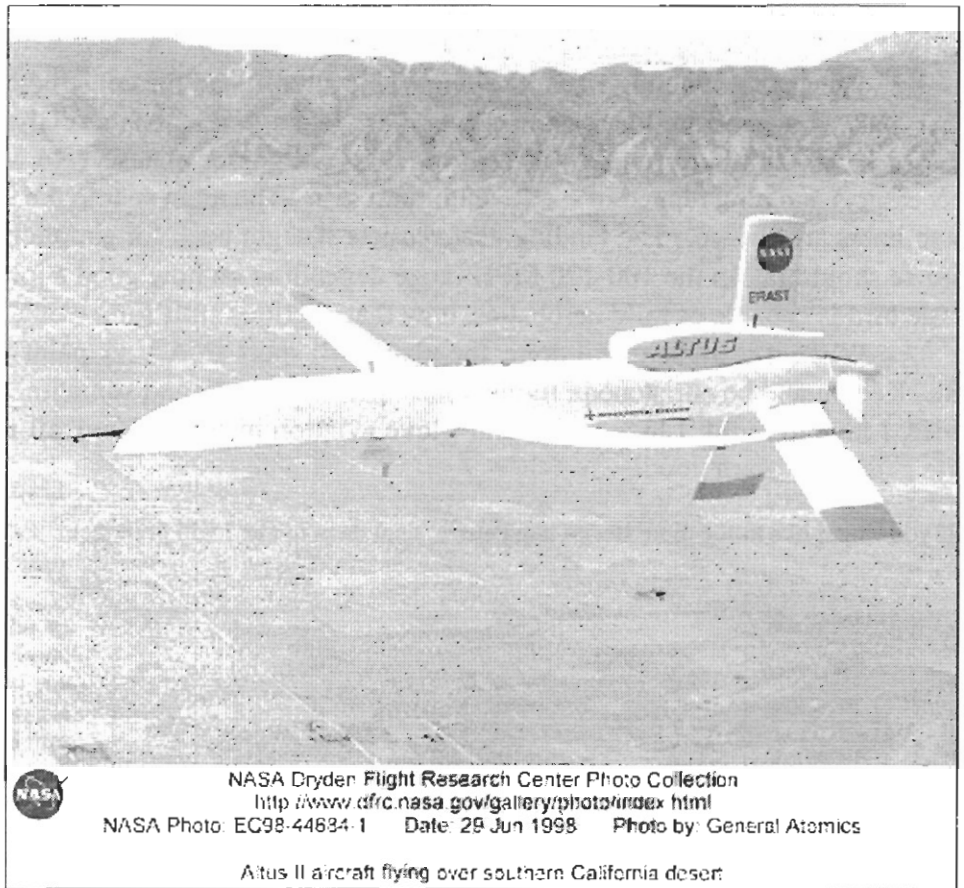
Using precision instruments aboard the aircraft, researchers will take measurements to determine the lightning potential of the storms in the hopes of better understanding how different physical characteristics in the atmosphere can contribute to lightning development. The data will increase scientists' understanding of lightning and storms while also giving federal, state and local government officials new disaster-management information to help them deal with severe storms, floods and wildfires.

I was to have built a new MMS for one of these, (meteorological measurement system), a high resolution data acquisition instrument for measuring winds, both horizontal and vertical, angle of attack, airspeed, sideslip, pressures (altitude), yaw and all kinds of other things to tolerances only dreamed of by pilots of conventional aircraft.

But, due to continuous budget cuts by NASA, the project was not funded and therefore, I will be working on something else these last months of my NASA career.

I will be rebuilding one for the DC8 for the upcoming hurricane season. We will be operating out of Jacksonville AFB in Florida during August and September.

That project is called CAMEX4. Remember we got struck by lightning in CAMEX3?
[Duane, Editor].



NASA Dryden Flight Research Center Photo Collection
<http://www.dfrc.nasa.gov/gallery/photo/index.html>
NASA Photo: EC98-44634-1 Date: 29 Jun 1998 Photo by: General Atomics

Altus II aircraft flying over southern California desert

NASA also plans to use a UAV to aid Hawaiian coffee growers by providing them color images of their crops to help them determine the best time to harvest the crops. That UAV is a Pathfinder-Plus aircraft built by AeroVironment, Inc., of Monrovia, Calif. Both UAV programs are part of NASA's Earth Science Enterprise, a global environmental research effort. They are funded at about \$8 million for four years.

To see these pictures in color, visit <http://www.dfrc.nasa.gov/gallery/photo/index.html> [ed]

And to see pictures of the Pathfinder-Plus, go to page 8 or use the link above.

Why a P-40?

by Peter Degl'Innocenti

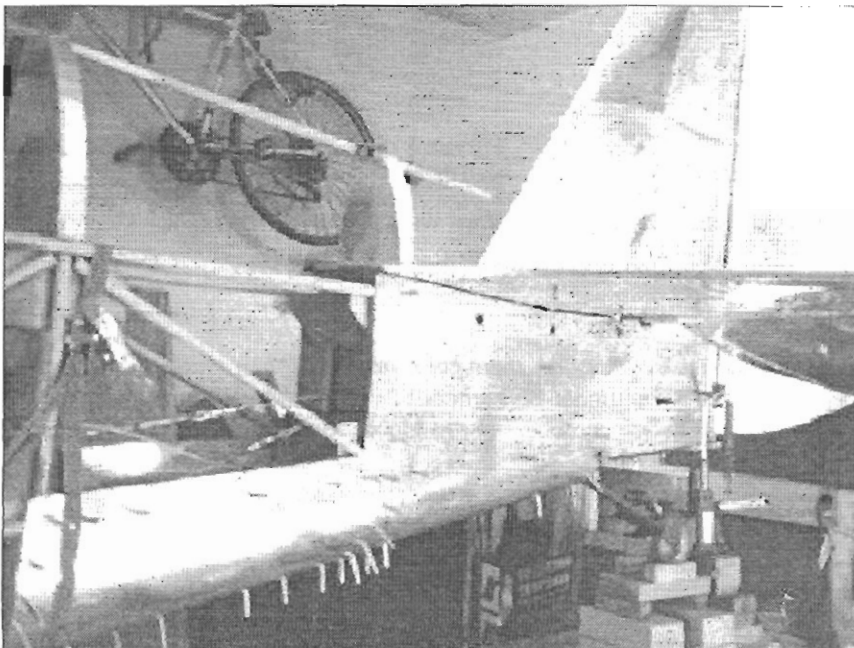
I began construction on my P40 about 3 years ago. Why a P-40? Ever since childhood I've been captivated by pictures of the snarling shark's mouth. It's a natural attraction to anyone's eye. When I became older I read and learned about the American Volunteer Group (A.V.G.) or **Flying Tigers** as they are commonly called. It turns out the reality behind the allurements was more captivating than my childhood dreams. In my adult years I've had the pleasure of meeting several of the Tigers including Robert "Bus" Keeton. Bus resides in Danville just down the road a bit; yes we have a real tiger in our own back yards!

So, how does a WWII aviation history buff satisfy his fighter pilot bravado and keep a little bit of history alive for others to see at air shows and fly-ins? He buys a real P-40 or replica, right? In my case, wrong! I couldn't afford a spinner on a real P-40 and replicas for sale are as scarce as honest politicians. I had to build if I wanted to fly anything that looked like a P-40. I couldn't sell-out and just paint a shark's mouth on a plane, we've all seen it on everything from ultralights to jets. There is the Loehle P-40 of wood and fabric (I thought long and hard about ordering one) but it is slow; and I just couldn't stand the thought of being in a "fighter" and having a Cessna 150 or Tomahawk fly circles around me. Fighter Pilot Ego you know.

Then the Rowley P-40 came along. This aircraft had the construction and performance parameters that make it a good builder's choice regardless of its looks. Metal construction of welded steel trusses joined to an aluminum tube truss held together via gusset plates. (No MIG/TIG welding of aluminum necessary) and all wrapped in a .020 aluminum skin. The main spar in the wing and horizontal and vertical stabilizers are spruce. The landing gear retracts straight back for simplicity. With 2 S.I.'s 100HP engine cruise should fall in the 100-120 MPH range depending on how good a job I do. To top it all off the stout little bird is capable of mild aerobatics, now that's serious stuff for a would-be fighter jockey!

When it is all said and done, the plane will sport an A.V.G. paint job of 2nd. Pursuit Squadron ala Bus Keeton and be christened "Jiggle'n Jan" after my lovely and sometimes jiggling wife Janet. I love my wife, I love to build, I love to fly, and I love aviation history. Wow, all four in one project! Sometimes life gets pretty darn good!

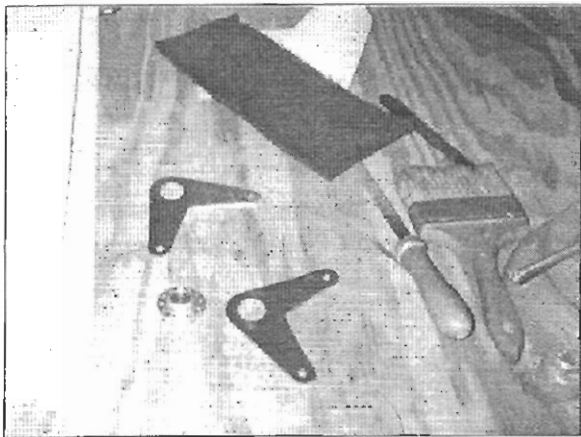
[If you would like to see more stories like Peter's, send them to me, I will print them. Ed.]



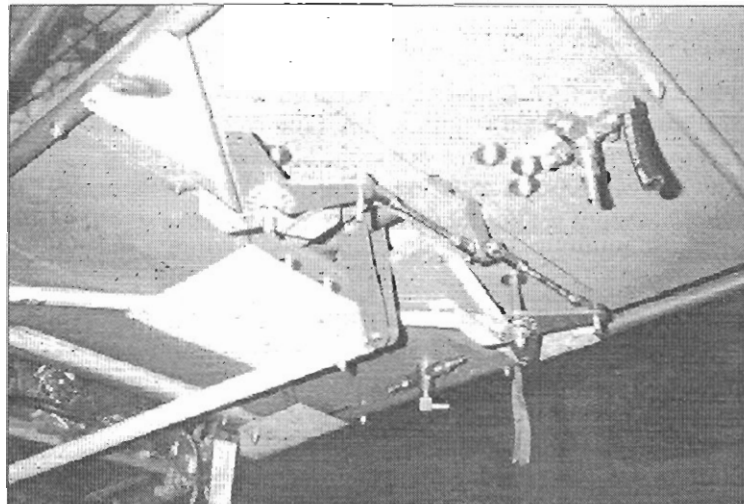
In this photo on the left you can see the aluminum formers with their tabs bent aft 90° that will receive the skins. Also visible are the gusset plates that join the aluminum tube structure together. The rivets are stainless steel (body and mandrel) "pop" rivets. These stainless rivets will tear free right through the soft aluminum skins before they fail structurally.

At right you can see the elevator push-pull tube (lower right foreground), rudder cables, and the elevator cables just after they transit from the tube.

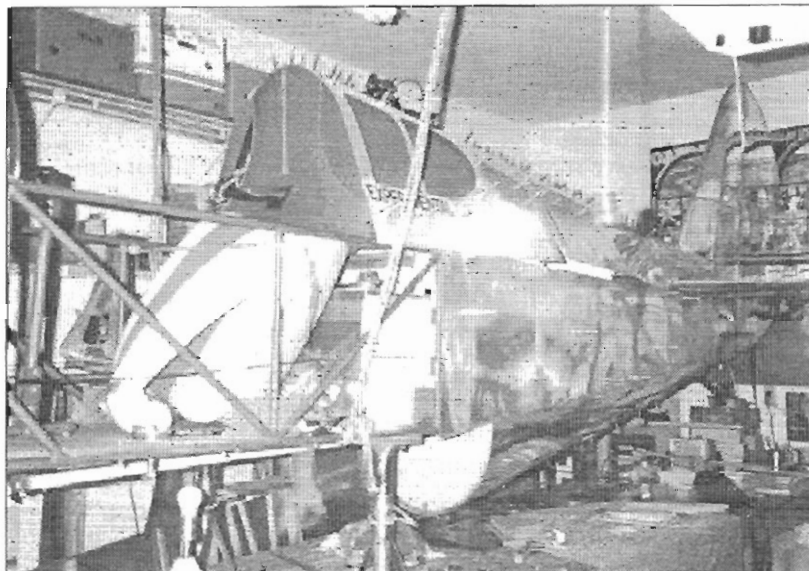
[Editor's note: I would like to thank Peter for the photos and text and I am sorry I couldn't make them appear more clearly in black and white.]



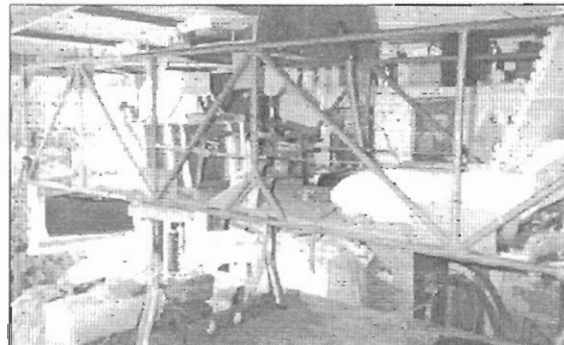
In this photo we see the most recent work done, fabricating the aileron bellcrank assemblies. They are cut from 1/8" 4130 plate steel, drilled to accept the bearings and then ground on the grinder to smooth the shape.



Finally we see the two assemblies mounted to the underside of the floorboard. The 1/4" rod and rodends connect the control stick tang to the bellcrank arms. From there they will actuate push-pull tubes that will in turn activate aileron torque tubes.

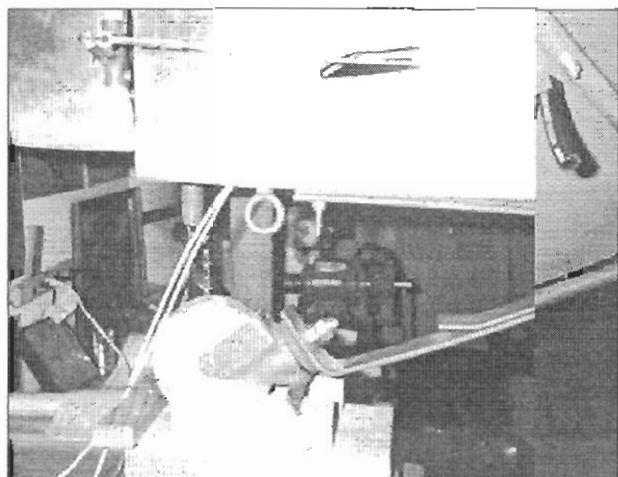
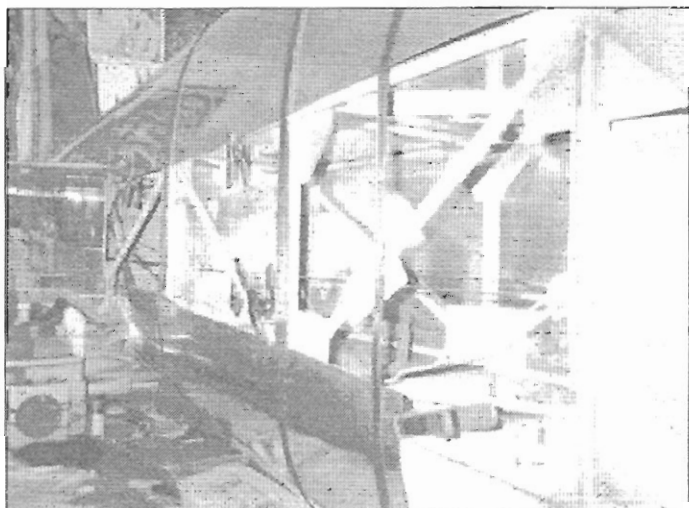


Here is a good over-all view showing the classic P-40 "look-back" window and distinctive tail. Notice the haggage compartment door midway down the turtle deck. Also note the auxiliary fuel tanks below the window.



In this picture of the forward cockpit structure, you can see the main fuel tank and somewhere in there is the main and aux. fuel valves as well as the control stick with fighter grip. [We will try for a better picture on the next update. Ed.]

Below is a close-up of the tail with 14 gauge wire for the future strobe/tail light. The tail wheel mount is spring steel with an industrial strength cart wheel and tie down ring.



Chapter & Squadron Members -

On June 2nd the FAA Chapter Office and the EAA Chapter Advisory Council will be hosting a Chapter Leadership Workshop at the Museum of Flight in Seattle, WA. The Workshop will begin at 9 AM and will end at 4 PM. This Workshop is FREE and will also include FREE Admission to the Museum until 6 PM.

To register call 800-236-4800, ext. 4876, e-mail chapters@eaa.org or fax (920) 426-6560.

This Workshop is not just for Chapter Leaders, so make sure and register to invest in the future of your Chapter or Squadron. These workshops are an interactive learning experience that will help take your Chapter to the next level! The workshop topics will be:

- Designing a Strategic Direction for your Chapter
- Building a Strong Chapter with Higher Member Performance
- Creating Chapter Activities to get your Chapter Off the Ground
- Supercharging your Chapter with New Members
- Taking care of Chapter Business

We will be sending more information on the workshop in the near future. If you would like more information on the Museum of Flight, including directions, please click on this web address: <http://www.museumofflight.org/>

P.S. Chapter Newsletter Editors please post this information in your Chapter Newsletter.

Troy A. Toelle
EAA Chapter Field Administrator
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Attention EAA Member,

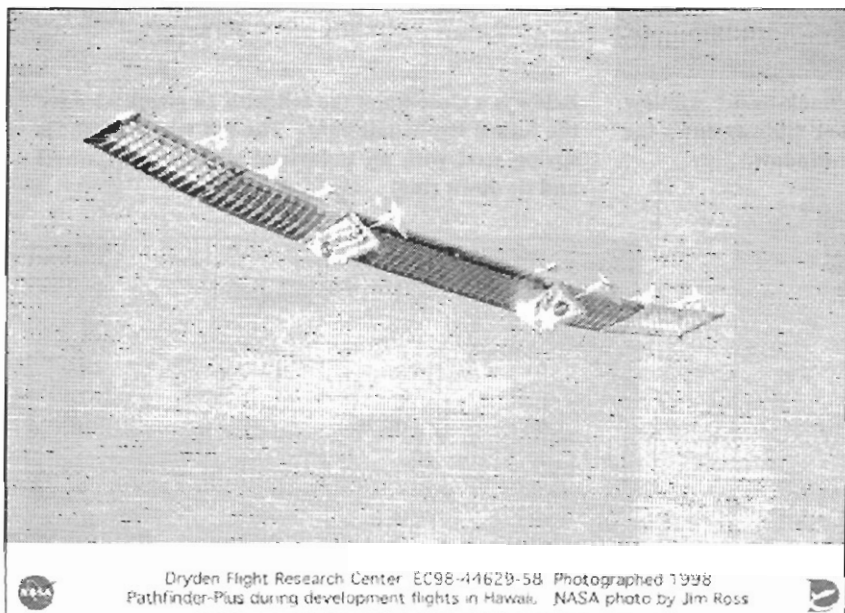
It has come to our attention that various Chapter Members and Leaders have received e-mail notices from an individual claiming to be from Nigeria and proposing that you help them in bringing a large sum of money into the United States.

THIS IS A SCAM!!!!

Do not under any circumstances give them any personal or chapter related banking information. Their goal is to obtain your banking account information and take your money. Do not respond to them in any way.

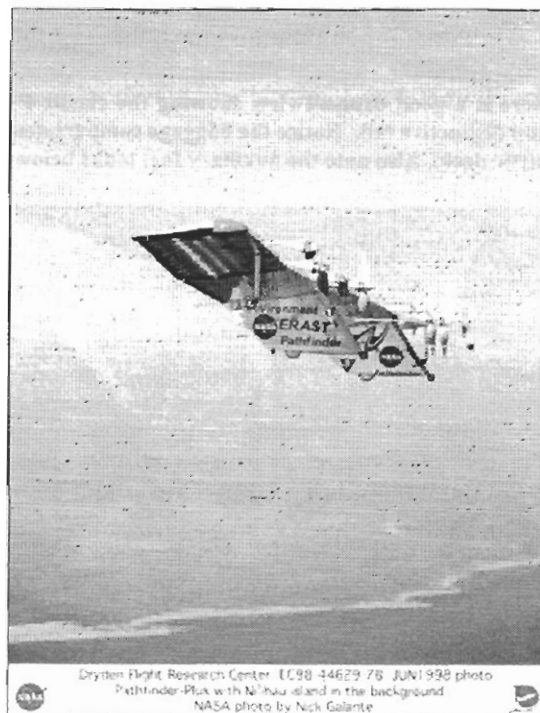
EAA is making every effort to alert our Members about this SCAM. Please advise all your Chapter Members and fellow EAA'rs to not respond to these individuals. Their intentions are to steal your money.

Brenda Anderson, Chapter Administrator, banderson@eaa.org



Dryden Flight Research Center EC98-44629-58 Photographed 1998
Pathfinder-Plus during development flights in Hawaii. NASA photo by Jim Ross

You are probably wondering why I use this sort of stuff in the EAA newsletter. Because I don't get enough input from the members.



Dryden Flight Research Center EC98-44629-76 JUN1998 photo
Pathfinder-Plus with Niihau island in the background
NASA photo by Nick Galante

BUSINESS VERBS:

to schmooze = befriend scum
to pitch = grovel shamelessly
to brainstorm = feign preparedness
to research = procrastinate indefinitely
to network = spread disinformation
to collaborate = argue incessantly
to freelance = collect unemployment

ENTERTAINMENT NOUNS:

agent = frustrated lawyer
lawyer = frustrated producer
producer = frustrated writer
writer = frustrated director
director = frustrated actor
actor = frustrated human

COMPOUND WORDS:

high-concept = low brow
entry-level = pays nothing
highly qualified = knows the producer/owner

COMMON PHRASES

You can trust me = You must be new
It needs some polishing = Change everything
It shows promise = It stinks rotten
It needs some fine tuning = Change everything
I'd like some input = I want total control
It needs some honing = Change everything
Call me back next week = Stay out of my life
It needs some tightening = Change everything
Try and punch it up = I have no idea what I want
It needs some streamlining = Change everything
You'll never work in this town again = I have no power whatsoever

General Membership Meeting Minutes, 4/25/2001

Board members present: Bob Belshe, president
Tracy Peters, VP - Lou Goodell, Sect/Treasurer
Duane Allen, NL editor - Pat Peters, YE coordinator
Bob called the meeting to order at 7:38 p.m.
25 members and guests were present.
John Havins, a visitor, was here about a year ago.
Bob mentioned that members are lax in paying dues.
[The database shows 40 unpaid as of this printing].
Pat talked about young eagles. See the past newsletter.
Seventy kids have signed up for IYED, June 9th. If enough pilots aren't available from 393, then he will recruit pilots from Sacramento Chapter 52.
Tracy introduced guest speaker, Ted Shulgin of T.A.Shulgin Co. [See my notes about him on page 3. Ed.]
There was no board meeting in April, therefore, no minutes.

I mentioned there might not be a IYED at Moffett this year due to security forces costs. The Airport Manager has gotten FAA past that hurdle. It will happen but on the 16th. and not on the 9th. as everywhere else is doing. [Duane, Editor]

[Thanks Scott for this one. How true it is. Ed.]

Little Billy and his Dad were down at the airport watching planes taking-off and landing.
Little Billy looks up to his Dad and says,
"Dad, when I grow up I want to be a Pilot."
His Dad looks down at him and says,
"You can't do both son."

There have been some Young Eagle flights happening since I last printed this table, here it is updated. This month we have a new name on the list. Can you find it?

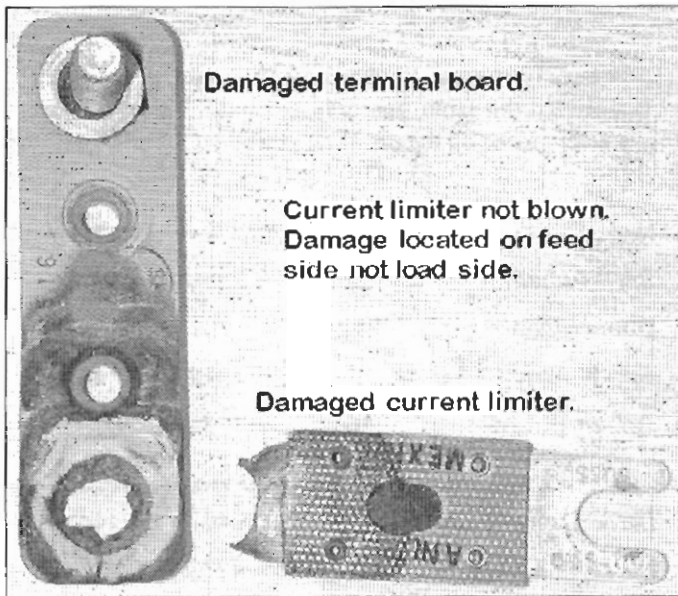
Good going guys.

Name	Missions	Pilot ID	Last Flight
Scott Achelis	52	7330	10/29/00
Duane Allen	217	1707	6/10/00
Randy Alley	1	7942	5/14/94
Robert Belshe	16	17771	7/2/99
Fred Egli	46	19833	4/14/01
Dave Cunningham	2	30457	4/14/01
Louis M. Ellis	19	4232	9/23/00
Ollie Fraser	5	11207	11/19/94
Timothy C. Glenn	23	17740	4/14/01
Harvard Holmes	7	27873	4/14/01
Phillip Jenkins	27	16873	4/14/01
James Lewis	1	4228	7/17/93
Keith L. Martz	47	17773	4/14/01
Scott Newman	41	5800	9/23/00
Mike Parker	1	4112	6/27/93
Tracy Peters	26	16788	5/11/99
Russell Porterfield	75	6130	10/1/00
Dick J. Rihn	33	23253	9/23/00
Ron Robinson	19	9955	9/23/00
Bruce Seguire	17	16830	7/8/00
Guy L. Shields	5	29828	9/23/00
Steve Snider	26	27874	9/23/00
Anthony Tiritilli	37	16829	4/14/01
Pete Wiebens	23	4231	4/14/01

An exciting day in ACE-ASIA by Duane Allen, Cleco Editor

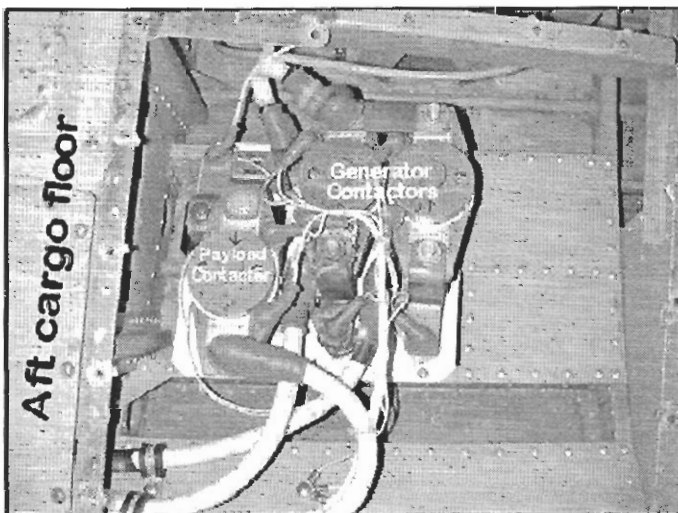
As I mentioned earlier, using the wrong material can cause serious consequences. For instance notice in this photo how using steel washers for spacers in a high current circuit overheated the washers, thus melting the terminal block, the current limiter and aborting a research flight over the sea of Japan.

The CIRPAS Twin Otter was about 170 miles from Iwakuni when the experimenters' load dropped off line. The pilots, one of which is also the aircraft avionics technician quickly determined the problem appeared to be only the payload and not a generator or controller problem. They aborted and returned to base.



Roy was quite sure the current limiter (shown above) had blown due to an equipment overload. However, after removing some research equipment in the aft cargo bay and removing part of the floor (see below) we were all surprised to see the end of the current limiter missing and the terminal block melted.

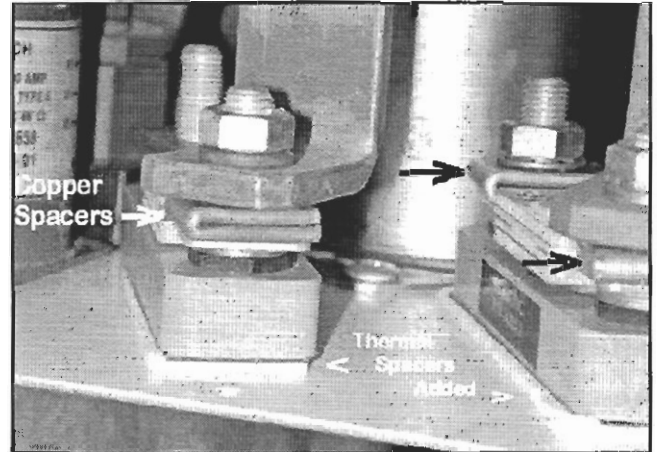
We surmised the high current through the stack of cadmium plated steel washers used for spacers had overheated and



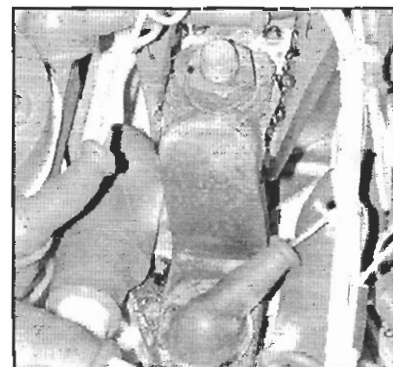
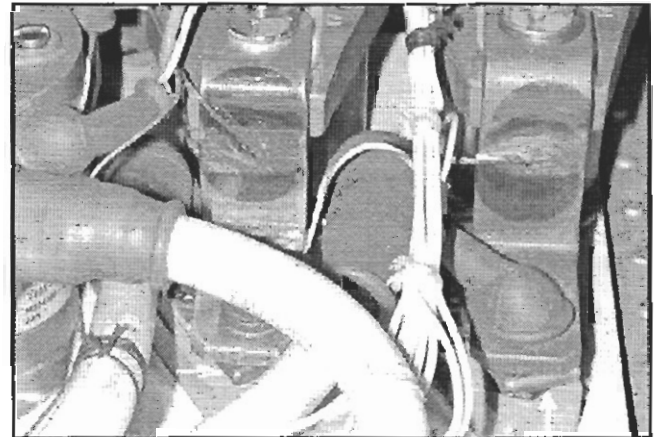
caused the failure.

The washers had been used to fill the space above the connection point due to the lack of space to mount the current limiters at right angles or in-line.

I suggested we make some spacers from sheet aluminum. One of the scientists suggested maybe another scientist Brian might have some copper tubing. After checking with Brian, he came back with about 2 ft. of 3/8 in. soft copper tubing. We pounded it flat with a hammer on the hangar floor, bent it 180° to make it ~3/16 in. thick then drilled and cut it to length. As you can see in the following photo, it was repaired and successfully tested.



They went so far as to add thermocouples (below) on the bus bars to monitor for heat in the future missions. After a power runup with full load, the temps only read 92°F and the repair was pronounced successful.



This closeup shows the heat damaged bus bar and contactor before removal for repair.

Reggie had brought a spare contactor to Japan. I believe that is called experience.

FOR SALE - TRADE - WANTED LOANER ITEMS

Glasair III SOLD: Lyle Powell's Glasair III Serial #3002 has been sold. A Delta Airline pilot, from Austin Texas, bought it. We hope he enjoys it as much as Lyle did. "SCOOT" went to a good home.

George Fraine's **Kitfox** went to a good home in Arizona. Anyone else have an airplane for sale? List it here.

For Rent: 1/2 of hangar on West ramp : # F-18. Ideal for a building project or for storing a high wing airplane. Hangar now houses a completed Questair Venture. We also have many power tools and other equipment which facilitates metal working, including a solid steel table 13 feet long, with a 1 inch thick solid aluminum surface for jiggling wings, etc. Hangar has a completed loft and running water with a sink.

Northwest facing doors provide cool working conditions in the summer. Rent is \$160. per month.

Contact: **Bruce Milan 925 254-4780.**

For Sale: Stainless steel tuned cross-over exhaust system for Lycoming IO360 engine. Aircraft Spruce P/n 33276, cost \$1165. Two mufflers, both with heat shrouds for cabin heat and carb heat. Used 5 hours, make offer.

Call John @ 510.548.1011.

Hangar space for rent. Part of my hangar, West ramp near MDPA clubhouse. Will take a Pitts size biplane or a low wing like a RV. Available now until I finish my RV 9A, which should be about Jan. 2003.

Ray Nilson 925 672-5139 email nilson@pacbell.net

EAA Books and Videos available at half price.

The EAA is having a half-price sale on all items in the EAA Book/Video catalog. These items must be ordered by the chapter in a single order before June 30. If you were planning to order anything, now is your chance. Contact Bob Belshe. See page 2 for contact address or phone number.

Did you ever notice when you blow in a dog's face he gets mad at you? But when you take him in a car he sticks his head out the window!

Steve Bluestone

Have you ever noticed.... Anybody going slower than you is an idiot, and anyone going faster than you is a maniac?

George Carlin

You have to stay in shape. My grandmother, she started walking five miles a day when she was 60. She's 97 today

and we don't know where the hell she is.

Ellen DeGeneris

I think men who have a pierced ear are better prepared for marriage. They've experienced pain and bought jewelry.

Rita Rudner

I would love to speak a foreign language but I can't. So I grew hair under my arms instead.

Sue Kolinsky

I'm not into working out. My philosophy: No pain, no pain.

Carol Leifer

I have a great diet. You're allowed to eat anything you want, but you must eat it with naked fat people.

Ed Bluestone

The second day of a diet is always easier than the first. By the second day you're off it.

Jackie Gleason

I went into a McDonald's yesterday and said, "I'd like some fries." The girl at the counter said, "Would you like some fries with that?"

Jay Leno

I date this girl for two years -- and then the nagging starts: "I wanna know your name..."

Mike Binder

Advertising: The science of arresting the human intelligence long enough to get money from it.

Stephen Leacock

The reason most people play golf is to wear clothes they would not be caught dead in otherwise.

Roger Simon

You have a cough? Go home tonight, eat a whole box of Ex-Lax, tomorrow you'll be afraid to cough.

Pearl Williams

I'm desperately trying to figure out why kamikaze pilots wore helmets.

Dave Edison

If it weren't for electricity we'd all be watching television by candlelight.

George Gobel

Don't spend two dollars to dry clean a shirt. Donate it to the Salvation Army instead. They'll clean it and put it on a hanger. Next morning buy it back for seventy-five cents.

William Coronel

For more on ACE-ASIA visit this link: <http://photojournal.jpl.nasa.gov/cgi-bin/PIAGenCatalogPage.pl?PIA03404>

**Notice to Young Eagle Pilots,
would be young eagles and any other interested parties!**

EAA Chapter 393 will be celebrating **International Young Eagles Day (IYED)** June 9th at Buchanan Field Airport, Concord, California by giving **FREE** airplane rides to youngsters between the ages of 8 and 17 inclusive.

Pat Peters, Chapter 393 Young Eagles Coordinator, is expecting 70 or more kids to fly. Pilots and ground crew volunteers are much in demand. If you can help, please call Pat or send him an email. His phone number is 925-930-6447. His email is PNPeters@aol.com.

Operations will take place at the base of the tower on John Glenn Drive starting about 9 a.m.

The goal of the Young Eagles Program is to give one million kids airplane rides in the ten years preceeding the celebration of the 100th anniversary of the Wright Brothers' first flight in 2003 and the EAA's 50th anniversary. For more information, visit <http://eaa393.org/yeagles.html>

San Jose Chapter 62 along with help from other Bay Area chapters will be participating in their 8th annual young eagles event at Moffett Field on June 16th, thanks in great part to Geary Tiffany, NASA Air Field Manager. It would not be happening if it weren't for his undying support. Thanks Geary. For information on the Chapter 62 event, contact Ron Palermo, Chapter 62 YE Coordinator. His phone number is 408.267-2030. Or you can contact me [Chapter 393 newsletter editor & NASA employee] or Chuck Seberg, Chapter 62 acting President. Chuck's number is 510.521.6970. My phone number at NASA is 650.604-5812. You can also reach me by paging 510.446-0987. Please type in your area code and phone number. Sometimes I have to call several area codes to find the right one if you only use your seven digit number. [Duane, The Cleco Editor]

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