



EAA CHAPTER

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● A LOCAL CHAPTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION, INC. ●

E.A.A. CHAPTER 393 - P.O. BOX 723
CONCORD, CALIFORNIA

NEWSLETTER - FEBRUARY 1981

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- Carlos Amspoker - - - - - President
- John McCombs - - - - - Vice President
- Rick Harrison - - - - - Sec./ Treasurer
- Virginia Schaeffer - - - - - A/P Liason Coordinator
- Dwain Duis - - - - - Editor

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NEXT MEETING: Wednesday, February 25 - 7:30 P.M. at the Buchanan Field Terminal Building. Our Special Program will be Dr. Lyle Powell - "Aerodynamics IV - Lecture on Drag". This program will be of special interest to everyone and especially those who want to know what to do to make your airplane fly faster.

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OUR WOODY PUSHER PROJECT: Those who have been following our Chapter Project need to know that the weather has been a problem of late on our almost completed chapter airplane. The comming weeks we hope will give our diligent builders the needed break in the weather to complete the special painting chores required to move the Woody Pusher towards its final completion. Our accolades go to Captain Dick White Sr. and his faithful crew for their special efforts. If you have been following this project you are aware of some of the misfortunes and tribulations that sometimes occur when building an airplane.

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IMPORTANT NOTICE: Beginning in March 1981 the Board of Directors will be meeting on the second Wednesday of each month instead of the third Wednesday. Everyone is invited to attend these business meetings on chapter business. The meetings are

held at the Buchanan Field Terminal Building at 7:30 P.M.

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ITEMS FOR SALE OR TRADE:

Robert Moore - 235-8084 is interested in building a Q-2 The two place Quickie. He would like to invite anyone interested to join him in this project in return for part or half interest in the completed airplane. Sharing this project with another could be a benefit to both parties. Call Robert at the above number.

Ross Nemetz - P.O. Box 528 - Alamo, CA 94507 - phone 837-1672 has a Lycoming 0290 G for sale. Crankshaft, rods and camshaft, oil sump, tubes & starter all modified plus some extras all for \$1,000. The engine is unassembled but ready for your inspection.

Dwain Duis - 939-4224 has complete plans plus all wood parts for a Birdman TL-1 for sale for \$150. Your chance to build an airplane very cheap.

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POLISH YOUR PILOT SKILLS
by Dwain Duis

Aimed at the 50 hour private pilot -- who is able to carry passengers but still has a lot to learn -- he gets a little startled when the radio squawks, maybe nervous when making a cross wind landing and does not like to practise stalls..... But wait maybe this could apply to the 100, 200, 300 hour pilot too. When it comes to pilot proficiency, when was the last time you went up for an hour of serious practise airwork. When did you last practise stalls or 720's in a 45 degree bank or how about your short field landings. You'd be amazed to find out just how many pilots really practise improving their pilot skills. Some pilots operate out of short fields but most of us like those long wide landing strips. When was the last time you checked out in a tail dragger, or even bothered to learn how to recover from a spin. The answer according to many veteran flight instructors, is few. You can do something about it. First -- stop just boring holes in the sky. Decide to learn something new about flying. Why not find out where you might need some improvement. Pick out a good flight instructor and have him put you through the wringer. Have him test you on your pilot skills. Tell him you want to know your weak spots and then ask his help in making improvement. Then go out and practise. Than come back for another check ride. See if you don't like yourself a lot better and I promise you you will be a safer and better pilot. In our next article we will mention some ideas to help you be the kind of pilot you really ought to be.

Following are two safety items from a Government Bulletin which should be of interest:

OIL FILTERS

Oil filters, a necessity of simple construction, and easy to change. Why do they cause so many problems?

AC oil filter, Model OF51A, P/N 25010539, installed on Lycoming TIO-540-S1AD, was leaking at the seams and lost six quarts of oil. Total time on the filter - 5 hours.

Champion Aviation filter, Model CH48110 (no engine or aircraft identified), spin on type, torque nut broke from filter before recommended torque was reached. New part, original installation.

Continental oil filter, Model 642908, installed on Continental IO-520-C on Beech 58 lost 3 quarts of oil in 45 minutes. The filter was ruptured at the top where the wrench cap is spot welded to the filter. Total time on the part - 20 hours.

Filter (manufacturer not identified), installed on a Continental TSIO-520-B engine on a Cessna 401A. Filter element broke up internally. Metal parts contaminated the oil system. Total time on the part - 50 hours.

Problems of these types with oil filters are commonplace. All personnel involved with the manufacture, inspection, installation, and operation of these units should ascertain that their methods are not contributing to the causes.

COMPRESSED AIR

Compressed air is a mechanic's tool as versatile as electricity, and can be as deadly. In fact, it is like a rattlesnake, it hisses before it strikes - or rather when it strikes. When this mechanic heard the hisses, it was almost too late:

USE CAUTION WITH COMPRESSED AIR

"A mechanic with a small cut on his finger washed some parts in cleaning fluid. Then, holding the parts in his hand he blew them dry with an air hose. Shortly thereafter, in great pain, he staggered to his boss, complaining that his body and head felt as if they were going to explode.

"At the hospital, his ailment was diagnosed as air bubbles in the bloodstream caused by the air jet striking the wound. He recovered, but he could have been a fatality.

"Compressed air is no joke. It is a necessary tool in our everyday work. However, we must realize that it can be dangerous, even fatal. It is a known fact that a blast of air at 40 psi can rupture an ear drum at a distance of 4 inches. Worse, it can cause a fatal brain hemorrhage.

"Use of compressed air to blow dust or dirt from body or clothing is a dangerous practice. As little as 12 psi can "pop" an eyeball from its socket. Air can enter the navel through a layer of clothing and inflate and rupture the intestines. Compressed air under 80 psi has been known to strike a small wound on a person's hand and inflate the arm.

"Always wear prescribed personal protective equipment. Continuously check the condition of tools and air hoses to make sure they do not show signs of damage or looseness. A loose air hose carrying 80 psi makes a very effective bullwhip.

"Be cautious. Never look into or point toward any part of the body, the business end of any compressed air apparatus."

Read

MINUTES FOR JANUARY 1981

The meeting was open at 7:40 by Carlos Amspoker, Chapter President.

With no objections from the members, the minutes for November were automatically approved as printed in the newsletter.

The Treasury report was read and accepted.

Virginia Schaefer gave an update on the airport. There have been a number of aircraft broken into and stripped of their avionics in the past few months. The clover leaf hangar by the run-up for 32R is being taken over by the county as the lease has expired. The county is planning to turn half of it into a maintenance hangar for aircraft owners and they would like our suggestions as to how they should set it up.

Kay Smith reported on the Woody Pusher.

Lyle Powell gave a progress report on the Glasair. He should receive his kit soon. (Maybe we could hold a contest- the person coming closest to guessing the number of Glasair Kits ordered by members for this chapter would receive an all expense paid trip to see Lyle's work shop.)

Lyle Powell also told about a fuel efficiency race to be held by the Santa Rosa EAA chapter on June 19 and 20. This sounds like it will be a major event with a number of big names expected to participate. If you would like more information, please contact Lyle.

Carlos talked about the Christmas Dinner and most everyone thought it was the best one ever.

Carlos presented to the chapter an annual special achievement award put together by Randy Alley and Kay Smith. The award will be displayed in the administration building and a new name will be added every year. Stan Markey is the first to be recognized by the award.

John McCombs reported on some new A.D.s and gave to the chapter a binder with a collection of EAA Designee reports.

Introduction of members and guest were held.

Our guest speaker was Frank Ramos who gave an informative talk about Carburetors.

Rich Harrison - Sec / Tres

New Members

Fred Davis 934-7847
1925 2nd Av. Walnut Creek

J. H. Poling 827-1528
1770 Lambeth Ln. Concord

Don Stickle 798-2089
1812 Clayton Way Concord

NOTICE: The next Chapter Fly-In will be the trip to Pope Valley on March 7th. All pilots and crews are to meet at Buchanan Field Terminal Building at 10 A.M. for briefing and departure plans. Chapter members who don't have a ride check in early. Efforts will be made to get you a seat.

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FIRST CLASS MAIL



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