



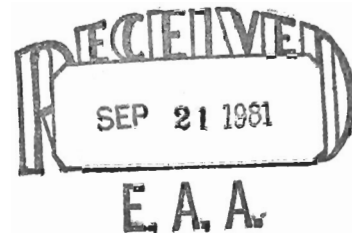
# EAA CHAPTER

NUMBER 393 OF CONCORD, CALIFORNIA ZIP 94522

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

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

NEWSLETTER - SEPTEMBER 1981



### CHAPTER OFFICERS

- Carlos Ampsoker - - - - - President
- John McCombs - - - - - Vice President
- Richard Harrison - - - - - Sec./Treasurer
- Virginia Schaefer - - - - - A/P Liason Coordinator
- Dick White Sr. - - - - - Woody Pusher Project
- Louie Goodell - - - - - Coffee Host
- Dwain Duis - - - - - Newsletter Editor

XX

NEXT METTING: Wednesday, September 23rd - 7:30 P.M.  
 at the Buchanan Field Terminal Building. Bring a folding chair.  
 Our Special Program will be presented by Lyle Powell and Rob Cook.  
 Their topic will be the building of the GLASAIR and the QUICKIE II.  
 Eighteen of our members are building the Glasair plus several are  
 building the Quickie II. This informative program should be of  
 great interest to our members.

XX

### Message From Our President:

September is the month when our Nominating Committee and Chapter members present candidates to the Chapter. The candidates for Chapter Offices will be voted on during the October meeting. A nominating committee will have selected two candidates for each of the Chapter Offices. Nominations will also be accepted from the floor. The Chapter Officers elected at the October meeting will serve for two years. The two year term is a request from E.A.A. Headquarters. Your full participation in the democratic process of selecting candidates to serve your Chapter is not only important but vital to the ongoing growth of Chapter 393.

MINUTES FOR AUGUST 1981

Carlos Opened the meeting and asked that all our guests introduce themselves.

The minutes for June and the treasury report was accepted.

Virginia Schaefer reported that Donn Flinn has left for Saudi Arabia and the County is looking for a new airport manager. The County has decided not to refurbish the 'clover leaf' hangar into a maintenance hangar but may build a new hangar for that purpose. There was discussion of forming an airport user group and a hand count was taken of those interested. The Airport Advisory Committee meets the third Tuesday of each month at the terminal.

Kay Smith reported that Bette Davis is recovering from her injuries.

We still need a program for November, if you have any ideas, please see Carlos.

A nominating committee has been formed, they are Rich Kelley, Norm Alumbaugh, and Randy Alley.

Lyle Powell reported on the C.A.F.E. 250 results and of plans for next years race.

Introductions of members present followed by a coffee break.

The Program for the evening was Stan Derrick, maker of wood propellers. He gave us some good info. on the principals, design, and care of wood props.

Rich Harrison Secretary/ Treasurer

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NEW MEMBERS

James Garvin  
PO Box 901 Orinda 94563

Jack Gillette BD-5  
742 Rosewood Dr. Walnut Creek 94596

Sasha Munir winner of CAFE 250 in Prod. Fixed Singles  
1305 Boulevard Wy. Walnut Creek 94596

Bruce Patton 284-1260  
4135 Coralee Ln. Lafayette 94549

THE BFR IS FOR YOU!!!!  
by Dwain Duis

Resist if you want but it's the law. Over five years ago the FAA mandated the Biennial Flight Review or a flight check-up for every pilot. Even though the BFR hasn't done exactly what it was supposed to do (cut down the accident toll) it is here to stay and designed to reduce accidents. No amount of hanger flying will make it go away. I've heard of a few guys who are good buddies with an instructor who will sign them off without even a check ride, but that's not the purpose of the BFR. The BFR is supposed to and can keep pilots from getting into trouble in airplanes. That was and still is the real purpose of the Biennial Flight Review.

The BFR is not a check ride. It is an endorsement in your log book by a certified flight instructor that you are a proficient pilot. It should be a review of the highest rating you now hold. Sometimes we pilots go for weeks and months without flying and let's face it we are not "up to snuff" on our proficiency. We have a tendency to sort of let down. Most of us need and should take an occasional check ride with a good CFI to check up on our skills. Next month we will cover what to look for on your next Biennial Flight Review. Good Luck and Safe Flying!!!!!!

XX

Notes from Aviation Consumer - April 1981

**Vote for Economy...**

"Ultralight Airplanes ... the New Wave" (February PRIVATE PILOT) confirmed what I long have suspected, that there is a vast market for a basic, simple, inexpensive and fun airplane.

Unfortunately, the manufacturers have all but written off this market and have

decided to pursue the more lucrative business-plane market instead. This is very short-sighted indeed, for already we see hundreds of airports shut down each year as public support vanishes because flying has been priced beyond the means of the average individual. How many are there who can justify a \$20,000-\$30,000 airplane that is flown less than a hundred hours a year? With each airport that is closed, the utility of the airplane is decreased by that much.

Our situation today is not unlike the situation that existed in the early '30s, when the E-2 Cub and the Aeronca C-2 entered the market. Then, as now, flying had become prohibitively expensive for the average individual. The low-cost lightplanes changed all this and opened flying to the masses. This probably was the single most important event in general aviation history, for thousands of airports popped up across the country which led to a general aviation system that became the envy of the world.

I think that today we are on the verge of seeing history repeat itself with the ultralights. Already we hear of a two-place ultralight. Can another low-cost, Cub-like aircraft be far behind? This probably would save general aviation as we have known it.

Charles A. Kordowski  
Palmetto, Georgia

**200-mph, 150-hp Long-EZ?**

I would like to build a homebuilt aircraft, preferably something capable of 200 mph or better. Do Burt Rutan's airplanes beat this figure? (I have a spare O-320 engine that I would like to use in the project.)

I also have a Tri-Pacer that I am considering making a taildragger out of, and installing a 180-hp engine. What do you think of that idea?

Norman Mills  
Lindsay, Ontario

The Rutan Long-EZ, powered by a Lycoming O-235, falls a bit short of the 200-mph mark. Most Long-EZs cruise in the 170-180-mph range. Incidentally, the O-320 is not approved for the Long-EZ, so you'd have to buy an O-235. To best utilize the engine you already have, we suggest the RV-3, a slick single-placer that should easily top 200 mph with 150 hp. (The ultra-refined prototype actually exceeds 200 on 125 hp.) A two-seat version is also available, although performance is not quite as spectacular. Brochure, plans and kit are available from Van's Aircraft, 22730 SW Francis, Beaverton, Oregon 97005.

MINUTES FOR APRIL 1981

Carlos open the meeting at 7:40.

All of the guest were asked to introduce themselves.

The minutes for March were aproved as printed and the treasury report was read and accepted.

Kay Smith reported that the chapter Woody Pusher is now at the airport and is near completion.

Lyle Powell reported that his Glasair project is going faster than he expected. Carlos said he could count 17 kits that have been ordered by members of chapter 393. Again, Tom Hamilton will be here on June 17 with the Glasair.

Carlos announced that the board of directors has decided that due to the number of fly-ins this time of year and the fairly low attendance of our monthly club fly-ins we will not hold any more fly-ins but we will try to publish in our newsletter all other fly-ins we hear about.

Lyle Powell reported that the Santa Rosa Chapter's "CAFE 250" air compition for June 19 & 20 is looking to be an exciting event. The homebuilt category is filled and includes VariEzes, Quickies, Q-2s, the Dragon Fly, the Glasair, and more. More entries are needed in the production aircraft category.

The May meeting will be a barbecue picnic, so come early.

Introductions were held. Norm Alumbaugh reported that his Rotary Turbo BD-5 flew.

Coffie Break.

Our Guest Speaker for the evening was airport manager Don Flynn.

Rich Harrison - Secretary/Treasurer

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New Members - WELCOME

Andrew Marshall 933-4939  
2147 Wilmington Dr. Walnut Creek 94596

Rich Powell 229-1281 Glasair (with Lyle Powell)  
1535 Rolling Hill Wy. Martinez 94553

Peter Wiebens 933-7517 Glasair  
268 Castle Hill Ranch Rd. Walnut Creek 94595