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# EAA CHAPTER

NUMBER \_\_\_\_\_ OF \_\_\_\_\_ ZIP \_\_\_\_\_

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

E.A.A. CHAPTER 393 - P.O. Box 723  
CONCORD, CALIFORNIA 94522

### CHAPTER OFFICERS

President	Carlos Amspoker
Vice President & Program Chairman	John McCombs Kay Smith, Alternate
Secretary-Treasurer	Bob Graves Russ Giffen, Alternate
Airport Liaison	Virginia Schaefer
Coffee Host	Louie Goodell
Newsletter Editor	Barry Hill Jim Wilhelm, Alternate

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NEXT MEETING: WEDNESDAY, JULY 28

The annual summer picnic at the terminal building, Buchanan Field. We've been guaranteed warmer weather than the May picnic! Come early (anytime after 6:00 PM), stay late, drink beer, eat chili and hot dogs, tell lies, listen to quite a few, and have a good time.

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REGULAR MEETING, 23 JUNE, 1982

The meeting was called to order by President Carlos Ampoker.

New Members: John Allen, Lionel L. Henderson, Jack Purdue, Anthony Tiritilli

President Carlos recapped the last meeting which was the annual picnic. A fine time was had by all, and thanks are due to those who organized and took care of all arrangements. The highlight of the evening was ten or so members getting an exciting ride in the Woody Pusher.

Carlos opened discussion on the recent controversy regarding the future of the airport. Lou Ellis read two letters, one for each side of the issue (leaving 32L as a future non-precision approach runway or designating it as a precision approach runway. In any case, 19R would be a precision runway. A lengthy discussion followed after which the members present voted to go along with the recently submitted airport plan, and the Chapter Board of Directors specifying 32R as a future non-precision runway.

Dick White Sr. reported on the Woody Pusher. Through additional efforts we can now arrange for other members to fly the Woody Pusher providing they have 500 hours total time, 25 hours tail-dragger time, and received a check-out from Captain White. Cost is \$10 per hour dry.

Lyle Powell and others reported on a very successful CAFE 400 contest. Details will be forthcoming as to winners and their scores.

Future fly-ins were announced with dates and the programs offered.

The first Vari-EZ crash resulting from structural failure was discussed. It appeared obvious that the real cause was improper construction techniques.

Introductions and project status reports were given.

After a break, an excellent talk was given by Tom Tellefsen covering graphite structures and their proper application in aircraft design and construction.

The meeting was closed by President Ampoker.

Respectfully Submitted,

  
Robert Muir Graves

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