

ACTIVITIES AND EVENTS WILL INCLUDE--highly publicized:

1. Extended business hours and open houses.
2. Static displays of special interest and antique aircraft.
3. Continuous movies and entertainment.
4. Food and beverage vendors.
5. Shuttle bus service from remote points.
6. 10¢/pound scenic and demonstration flights.
7. Drill teams and bands.
8. An Air Force fly-by of C-141 and C-5 aircraft from Travis AFB.
9. Hot air balloon ascensions (tethered).
10. Ultra-light aircraft demonstration and display.
11. Helicopter demonstrations and rides.
12. Historical displays.
13. Hangar dances.
14. More than one hundred booths and displays of both air aviation and non-aviation nature.
15. Prizes, awards, and raffles, and MUCH, MUCH MORE!!!

EAA CHAPTER 393

REGULAR MEETING, 27 APRIL, 1983

The meeting was called to order by President Carlos Amspoker.

There was no raffle and no introductions since we wanted maximum time to listen to Tom Hamilton on the Glasair .

The minutes were approved as printed in the Newsletter. The Treasurer's report was read and approved as follows:

Savings Account . . . . .	\$339.02
Checking Account . . . . .	910.16
Headquarters Fund . . . . .	<u>79.23</u>
Total	\$1328.41

The latest information on the T-Hangers is \$16,000 for the hanger, \$75 per month for rental, \$500 deposit required to get in. The County plans are not completed (supposed to take one month), then construction will start. Probably ready August ???

16-27 May is Airport Week.

Christy Barden reported that the Hanger Dance will be on 21 May; 20 piece band, beer, wine and soft drinks to be available. There was discussion as to how to create a bar for EAA drinks (perhaps upstairs in Navajo Aviation). Wives should bring hors de oeuvres.

Rich Powell reported on the CAFE Race; 24, 25 June, 1983. Need volunteers as per last year. 7 May, 11 AM, there will be a meeting for volunteers at Sonora County Airport.

Organization is going well. New scales etc.

New magazine was put out by Massachusetts Institute of Technology, called Technological Review featuring Carlos and his 'EZ'.

There will be an Aircraft Swap Meet, 14 May at Natomas Airport.

Many other meetings and fly-ins were announced.

Our Chapter was asked to vote on the most popular homebuilt.

Jackpot is having an EZ race for several classes; 2-4 July, 1983. First place--50% of entry fees; \$10 to enter. (Your secretary/treasurer has spent a great deal of time in Jackpot and recommends it as a place to visit!)

An EAA Reference Guide was shown by Carlos.

John McCombs reported the Spencer Aircar is to be disposed of as the result of a succesful bid from a man in Mobile, Alabama. He is sending a buddy out to check his purchase on 6 May. Will need volunteers to load on to his truck.

The meeting was turned over to Tom Hamilton for a very informative discussion and slide show on the Glasair.

Respectfully Submitted,



Robert Muir Graves

FOR SALE: Radair 360 Com unit and a partial Acroduster Kit. Contact Carlos if you're interested in seeing. There will be an open auction on both. Bids will close on July 1st for the radio and on September 1st for the kit.

The Woody Pusher has been sold and flown to its new home in Colorado. Net monies from the sale will revert to the Chapter Treasury.

In case you haven't seen the June issue of DISCOVER Magazine, you might enjoy playing with one of their brain twisters. No fair looking at the answer until you have at least worked up a good sweat over the answer.

Tom Swift took off in his new experimental airplane and flew 1,000 miles north, 1,000 miles west, 1,000 miles south, and 1,000 miles east, returning to the precise spot from which he had departed. He then took off from the same location as before, but this time he flew only 500 miles north, 500 miles west, 500 miles south, and 500 miles east before he landed. Where did Tom land? (Believe it or not, he did not land on the spot where he started from.) This is not a trick question based on a verbal quibble, and there are no obscure physical laws involved. The rotation of the earth is not to be considered, and Tom was more than 160 miles away from both poles at all times. A rough but acceptable answer can be given without any numerical calculation.