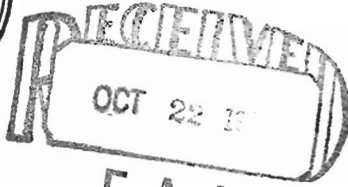




Experimental Aircraft Association

CHAPTER 393

Concord, California



Handwritten initials: e-b p

PRESIDENT

Dick White, Sr.
415/837-2874

V.P.- RAE

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415/825-4211

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Rich Powell
415/229-1281

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Virginia Schaefer
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COFFEE HOST

Louie Goodell
415/682-4198

E.A.A.
CHAPTER MEETING: WEDNESDAY, OCTOBER 24, 1984 AT 7:30 p.m.
BUCHANAN FIELD TERMINAL BUILDING - EVERYONE WELCOME - BRING
CHAIRS - BRING CHAIRS - BRING CHAIRS - BRING CHAIRS!!!!!!!!!!
Program: DR. JIM MANDLEY speaking on Competition Aerobatics.
Jim is an experienced competitor, having brought home many
awards and honors in the advanced category, with his beautiful
Eagle. Also, the Rio Vista Chamber of Commerce awarded a
trophy for the best impromptu aerobatics demonstration at
the Rio Vista International Fly In and Bass Derby - guess
who won! He is a most informative and entertaining speaker!

Don't forget to get your slides of your project/homebuilt/spam
can or whatever to Sasha by the first of December, to be viewed
at the Christmas Banquet. If you can't make the October or the
November meeting, mail them to Sasha Munir, 1305 Boulevard Way,
#309, Walnut Creek 94596. Warning: the SPY will furnish a
replacement slide of 'your' pride and joy if you fail to supply
your own.....

Having a quorum of Board members present, the October board meeting was held at Rio Vista Saturday afternoon (around the beer keg). As the President would be out of town and the President of Vice otherwise occupied, the regular board meeting was cancelled.

Rio Vista - we had a good turnout of people and planes - would you believe three Eagles, three Ezes, the Prez' Glasair, Dick Jrs' Acro and lots of other good stuff. The 180 knot Nifty, Thrifty One Swifty was there, too. Just about everyone did fly-bys and several had difficulty keeping their birds right side up...it was a good show and a good showing. The radio control club was also well represented with a large assortment of very nice flying machinery - the favorite seemed to be an aerobatic smiling face which had all of us smiling at its antics. While I am certain the Chamber of Commerce had a great deal of difficulty making selections from among the excellent representation of what the experimental movement is all about, the following were chosen as trophy winners: Judges Favorite Homebuilt: SASHA MUNIR and her Eze, Best Composite: PREZ WHITE flying Corinne's Glasair, Best Tube and Fabric Homebuilt: DICK WHITE, JR. and the Hyper AcroSport, Helpful Harry Award: BILL DEKKER and his outstanding bright red Stearman for flying it both right side up and right side down all day long (much to the delight of those present), and last but not least, the Best Impromptu Aerobatic Show to a real Pro: JIM MANDLEY in his Eagle. Either the Eagle or the good D.D.S. is confused on a more or less permanent basis - they can't seem to stay right side up for more than five feet at a stretch! Contests: Flour (or TP in some cases) Bombing: Bob Graves in his Aeronca 11-BC won with only one bomb while others had two and tho' the SPY says he cheated (bribed the judge), John McCombs won the Spot Landing trophy in his mechanics Cessna 120! Many thanks to Sasha Munir, Rich Powell, Dick White (and super-duper potato salad maker Corinne White) and everyone who assisted a very tired little ol' Kraut maker - me!



General Meeting of September 26, 1984

Club President Dick White opened the meeting at 7:30 and greeted all. There were 58 attendees. Minutes from previous meeting were approved as printed in newsletter. Treasurer's report was given and approved. Dick read an urgent message from EAA urging everyone to contact FAA Administrator Engen and Sec. of Transportation Dole and strongly recommend Dr. Stanley Mohler to be the new Chief Flight Surgeon. Vote was taken to send a telegram from our EAA chapter stating our position. A letter is to follow up the telegram. Dick Rutan and Jeana Yeager are promoting the Voyager program in an effort to raise money for their distance record flights, including the ultimate goal for the Voyager, around the world non-stop and unrefueled. They are soliciting donations to join the "Voyager Impressive People (VIP)" club, and selling T-shirts and the like. Virginia Schaefer, our Airport Liaison information source, reports that Westair is doing well, occupancy running better than expected. The noise complaints around the airport are a small, but steady, trickle coming from various areas as the number of aircraft operations continues to rise. Please do all you can to reduce noise when operating at Buchanan. Work continues on a reliever airport in the Byron area- more meetings and such. Virginia also reports that Buchanan is receiving about \$1 million per year over the next several years for several overdue maintenance projects- repaving and resealing mostly. Rio Vista Oct. 6th, Kay Smith reports the list of people planning to attend is growing, and if the chapter has a good turnout, should be a great mini fly-in and Oktoberfest to add to Rio Vista's Bass Derby week-end. Introductions followed, and several first flights are on deck: Roland Douglas, Norm Spitzer, and Norm Alumbaugh all hope to have first flights in their Glasairs in Oct. or Nov. Coffee break was followed by a program on metal and metal-working, specifically, how to do it right and only have to do it once. Thanks, Rick!

Rich Powell, Secretary

SOAPBOX

This is an open letter to the chapter membership. I think that we as a group, representing the essence of EAA - that of promoting the designing and building of aircraft and participation in sport aviation - should seriously consider donating to the Voyager program. This project is important to the homebuilder - it is a show of what the dedicated private individual(s) can do, given the freedom we enjoy in this country. Voyager could have become a "company" project, paid for all or in part by one or several large corporations that would likely turn it into the usual billboard for advertising. They have instead appealed to the aircraft community in order to keep it a "grass roots" effort. In light of the financial stability and reserves that Chapter 393 enjoys, I think we should all consider voting a donation to the Voyager program to see this huge undertaking carried to conclusion.

THE PRESIDENTS MESSAGE

The 1984 activity year is rapidly slipping away. During November and December your Chapter Officers and Board Members will be planning the schedule of programs and chapter activities for 1985. It would help us a lot to get as much input from the chapter members as possible. It would be nice if you could write a note or otherwise contact one of the officers and let us know how you liked the chapter meetings, programs and other functions we had this year. Don't be bashful - - - it's your chapter and you should help shape it.

If anyone knows someone that would be informative or just plain entertaining as one of our chapter programs, let us know. After we have received and considered all of the member input, the Board will produce a proposed calendar of activities and meeting programs similar to the activity calendar we used this year. We will present this calendar for your approval and/or modification at the January chapter meeting. So - please give us your thoughts - - and its better if you write us a note.

FOR YOUR GENERAL INFORMATION

- *General aviation is the largest air carrier in the world.
- *General aviation carries approximately 120 million people intercity every year.
- *General aviation transports more people than do 22 airlines combined.
- *General aviation flies more miles (five billion) than do the airlines (three billion).
- *General aviation makes more than 87 million flights a year - the airlines about 5 million.
- *General aviation makes 44% of the instrument approaches at towered airports - the airlines make 38%.
- *General aviation has a fleet of airplanes totaling more than 211,000 (98%) - the airline fleet totals 2,300.
- *General aviation serves people from more than 15,000 airports in the United States - the air carriers operate at approximately 450.
- *General aviation conducts more operations than do the air carriers at five of the top ten and 79 of the top 100 busiest airports in the United States.
- *General aviation uses only approximately 10% of all aviation fuel consumed in the United States.

****The sky is not crowded. All of the airplanes in the United States could be in the air at the same time and altitude over the state of Nevada and each would have more than one-half square mile of airspace around it.

STUFF FOR SALE - TRADE - WANTED - LUSTED AFTER - WHATEVER:

Commodore Navigator Flight Calculator - Model N-60 (the fancy one) - cost \$160 - will take the first \$50. Ken Berger 415/465-8694

1941 Culver Cadet - 90 HP Franklin 480 SMOH - Some damage, good rebuild project - Asking \$4,000 - Nick Panagiotou 415/482-2636

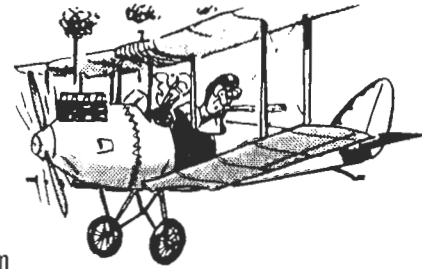
Quickie kit - 18 HP engine - no work started - \$3,100 - Jan Switalski 415/228-6399 or 415/228-1342

Glasair retract project - Jim Englesby 916/583-2179

Glasair taildragger project - Rick Lambert 415/798-6670

Porta-port (or part thereof) for rent - Pete Wiebens 415/933-7515

THE SPY IN THE SKY - Knows All - Sees All - Tells Some!



There MUST be something in the AIR! The SPY has learned: by the time you read this Carlos Amspoker will be a Grandpa (again) and in the spring both John McCombs and Lyle Powell will be Grandfathered again. Logically, expecting a visit from THE big white bird (no, no, no you clowns, not a Glasair!) are Secretary/Treasurer and Mrs. Rich Powell! Congratulations everyone, tho' I'm really not to sure what choice the grandfathers had!

SALINAS - A beautiful day with sunshine and breezes for the large crowd on hand to see some really 'far-out' flying! The Canadian Pride of SNOWBIRDS were very impressive, as usual. They put on a superior show, especially after you have gotten a close look at the boys flying those Tudors - none of them are old enough to shave! Leo Loudenslager had everyone on their feet as he whized around in his Lazer 200....he is always a spectacular event in himself. Mr. Airshow, Art Scholl drew oohs and aahs from everyone with his Chipmonk....some time ago he took Johnny Carson for a flight and Carson said he 'wanted to throw up, but couldn't because he didn't know which way up was'. The Eagles Team are the best there is when it comes to team aerobatics....those side by side snaps on takeoff got everyone on their feet, but fast! Jim Franklin (of Big Black Waco fame) did a VERY nice routine in his (black, also) Aerostar, ala Bob Hoover and his Shrike. Everyone 'in the know' kept looking around for the Waco - the SPY spotted it on the ground in Watsonville....probably resting. Your SPY also observed a well known member standing by the Budweiser stand, drooling....had to fly and couldn't imbibe, poor baby!

NUT TREE - Lots of Warbirds, Pitts and Eagles to grace the overhead on an absolutely perfect day....was nice to wander around (an unknown, of course!) to look and the planes on the ground and people watch. Quite a few chapter members were observed stuffing their faces with pancakes and loafing on the ramp. The show was good, with many area pilots doing their thing (and ours) very well, especially Don Carter and his rare Bucker (sp?). An altogether enjoyable way do spend a day.....

RIO VISTA - ALL THE DIRT THATS FIT TO PRINT! The day started early for some...saw Kay Smith (of Kraut and Sausage fame!) speeding into Rio Vista International at about 8:00 a.m. - most of the crowd began arriving around 10:30 with all those who were able doing fly-bys and aerobatics (safe distance and legal altitude, one and all) for everyone to enjoy. Three eagles were a nice surprise - Jim Mandley (beautiful routine), Marshall Freeman and Don Walker (who IS remarkably well preserved, I might add) with his 'GRANDSON' in the front cockpit! The Eze group did some nice fly-bys and thrilled the groundpounders - would you believe this day and age, there were some in attendance who had never seen an Eze before! The White boys (Sr. & Jr.) brought part of the family airforce...the Speed Machine Glasair and the won't stay right side up Acro... both of which saw a lot of flying, to the delight of those viewing same. Flour bombing and spot landing was a scream....your SPY witnessed at least one member in the process of being arrested for theft of County property. Your newsletter editor has photos and negatives for sale to interested parties....of the arrest and other events! A large number of chapter birds were seen in and out at various times during the day..... some aircraft arrived at dusk for the picnic and overnigher....fortunately the local law enforcement boys arn't to concerned about rowdy pilots and lots of noise (doubt if Elton or Anna Eddy got ANY sleep) as long as they are remotely reasonably behaved.... and that is what the overnight crowd was....REMOTELY reasonably behaved! There must have been two dozen people on the ground, in hangars and tents. Several sissys took rooms at local motels. Everyone seemed to enjoy the day...and the Chapter does owe a big THANK YOU!!!! to Elton and Anna for a lot of work and worry (plus lack of sleep). Maybe next year we can do something like this again....with more participation and a lot more chapter help....several people worked very hard to pull this off and they enjoyed it, too!

HAPPY & SAFE FLYING

THE RENO AIR RACES - El Cheap-0!

What is oranges for one may be lemons for another -- but if a different angle on a big aviation event is of interest -- please read on. Most pilots, I believe, would like to see the Reno Air Races every year. However, the big weekend crowds, the expensive accomodations and the general hassel where large numbers of people congregate sort of dampens the fun. It can be a bit of a struggle getting to and paying the price to see the "heavy iron" race around the pylons on that big race weekend.

Since I had decided to see the races but like most didn't give it a thought until the Monday before---you can guess what the response was when I tried to call for reservations. Hotels and motels were booked. Some even a year in advance. A couple of pilot cronies suggested I forget the whole deal unless I wanted to sleep in my car.

The idea occurred to me that perhaps Thursday and Friday might be open so I gave it a try. Sure enough! Rooms were available and some at half the price of weekend rates. Cranking up my Dusenber (a la Volkswagon Rabbit) I drove to Reno and got a delux room for thirty-six bucks and a prime rib dinner for \$4.95. I decided to try my luck at one of the slots. I know I was lucky, but this quarter machine kept spitting out its contents and finally paid out fifty bucks just to get rid of me. I'm not much on gambling and certainly should know better than to expect to win but once in awhile its fun to try if you keep it light. The casino wasn't crowded and a cocktail waitress was at my elbow with free drinks. The clubs provide those expensive toys for your entertainment so if you'er in them either eat, drink, gamble, see a show or move on. As one fellow remarked, "what else is there to do?". For your own good fortune you better know when to walk away. During this time I was aware of the usual activities. No lines at the resturants, no crowds for the shows and extra room at the bars and gaming tables. Come Friday nite when the race fans arrive things would be different.

Up early Thursday morning I had a leisurely breakfast (delux for \$1.99), strolled to the bus which pulled out half empty for Stead where the races are held. On the bus I met a gentleman who comes over from Hawaii every year to see the races. His wife had decided to go shopping so he had a spare ticket which he gave to me. He kindly added his impressions about attending the races and this is what he said, "Thursday and Friday are the best days. Never buy a reserve seat. It is too confining and not worth the price. The crowds haven't arrived yet so in the pits you can easily walk among the planes and talk to the pilots". I thanked the gentleman for his kindness and set out to see if he was right. Sure enough! there was Bob Hoover, big as life discussing race tactics with one of the pilots. When I enquired about his yellow P-51 he told me it was still in Ohio being repaired due to an inflight fire. He was being loaned a local P-51 so he could start the various races. Further on I visited with the miget racers who told me of some legal mods to get more out of their engines. The pressures weren't on yet and the pit crews were cordial.

Looking at each plane, many uncowed, I was really enjoying myself. I even tried to determine which was probably the fastest and which one would win in a race. Wondering back toward the stands, I stopped at a place where the FAA was giving short rides in a link trainer. You will be convinced your senses can get screwed up and an instrument rating is the way to go. Sitting almost alone in the stands I watched several races. There was plenty of activity between the races too. Good aerobatic routines, flybys of military jets and the new Lear Fan made a couple of passes in front of the stands.

By 3:30 in the afternoon I'd had a busy day so caught an early bus back to Reno. Another evening on the town and to bed at a reasonable hour.

The weather at Reno this year could not have been better. Blue skies, a few clouds, temperatures in the low 80's, a very light breeze, plenty of sunshine and lots of planes.

On Friday, about 10 A.M. the bus for Stead was about two thirds full. One inconsiderate lady put her gear on the front seats so no one could sit there (wonder what those overhead racks are for lady!). The bus wasn't crowded and no one complained. The line at the gate was short and again plenty of room in the bleachers. Things were getting organized. Display booths were up and there were interesting things to see and buy. By 11 A.M. the Miget racers were purring around the pylons. The AT-6's and SNJ's roared around a bit later and at times the competition between number four and five in a race was as interesting as watching the guy leading the pack. During the second lap of the Unlimiteds pilot Bob Love, in his P-51, caught the prop wash of the guy in front of him as they rounded the first pylon. His wings went past the verticle and he continued to roll one complete revolution and didn't even lose his position in the race. All that at two hundred feet off the deck. A lesser pilot would have lost it, I believe. The manuever was so smooth and so beautifully executed that the race announcer missed it.

The Canadian "Snowbirds" performed their impressive routine. If this was practise I'm sure Saturday and Sunday would be the same. Also, the Thunderbirds did their routine and they are great to watch. Airshow routines included; Bob Hoover in his Shrike, Betty Stewart in her Pitts, Professor Art Scholl in his Super Chipmunk, Bobby Bishop in his BD-5 Jet, an AT-6 routine by Bob Nottke, The Ray Ban Golds, Leo Loudenslager in his Lazer 200, Frank Sanders in his Seafury, and Bob Herendeen in his Pitts doing eighteen or was it twenty-one inverted spins before he straighten out. For the spectator it was a terrific show. May I mention that drinking water is scarce at the races. There is plenty of beer, cokes, hot dogs, peanuts and ice cream. All ideal for a reckless diet. After the last race I caught the bus back to town. An early dinner at Harrah's included sea scallops in wine sauce, rice pilaff, vegetables, salad, wine and a quiet atmosphere all for \$7.25. The race fans were beginning to arrive and I was leaving. Driving home I reflected on the enjoyable time. Guess I'm a fool to let you in on seeing the races on Thursday and Friday. When the word gets around I'll bet there will be alot more people on those days next year.

Good luck and happy flying,

Uncle Duey

EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393

BOARD MEETINGS - ALL MEMBERS WELCOME
2nd Wednesday each month - 7:30 p.m.
President Dick White's home

CHAPTER MEETING - EVERYONE WELCOME
4th Wednesday each month - 7:30 p.m.
Buchanan Field Terminal Building

1984 CALENDAR

OCTOBER

Board: October 10, 1984
Chapter: October 24, 1984
Program: Dr. Jim Mandley on Competition Aerobatics

NOVEMBER

Board: November 14, 1984
Chapter: November 28, 1984
Program: Steve Blair on the Aerodynamics of Man Powered Vehicles
Scheduled by Pete Wiebens

DECEMBER

Board: December 12, 1984

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CHRISTMAS PARTY - CHRISTMAS PARTY - CHRISTMAS PARTY

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WHEN: SATURDAY, DECEMBER 22, 1984
WHERE: CONCORD ELKS CLUB
3994 WILLOW PASS ROAD
CONCORD

NO HOST COCKTAILS: 6:00 p.m.
BANQUET: 7:30 p.m.

MENU: STUFFED CORNISH GAME HEN - \$12.00 per person
B-B-Q STEAK - \$13.00 per person

Reservations and \$ must be in by Friday, December 7, 1984 - repeat, MUST!

Hand deliver reservations to any officer (checks payable to "EAA, Chapter #393") or mail to: EAA, Chapter #393
P.O. Box 2269
Walnut Creek, CA 94595

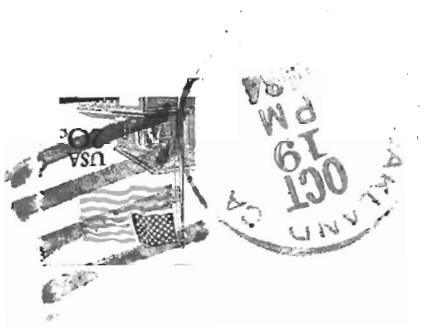
_____ Number of people _____ Number of Cornish Hens _____ Number of Steaks

Name _____

Lots of BIG things are planned - be sure to attend! Get your reservation in early - and attend the October/November meetings to find out (and have your say) in planning our PARTY!

Don't forget to get slides of your homebuild/spam can/project/dream/whatever to Sasha A.S.A.P. - these are for 'show and tell' at the banquet - and remember, if you don't supply a slide, the SPY will help you out.....

EAA HEADQUARTER
WHITMAN AIRFIELD
OSHKOSH, WI 54903



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