



Experimental Aircraft Association

CHAPTER 393

P.O. BOX 2269, Walnut Creek, CA 94595
Concord, California

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CHAPTER PICNIC - WEDNESDAY EVENING - 6 PM to ?
JUNE 23, 1986

This will be the ANNUAL PRE-OHSKOSH PICNIC!! Come one, come all!! Members and families, that is -- this is an official function of the local Chapter, and we have the same insurance problems as everyone else. It looks like it's going to be a great affair, as usual. We sure have a lot of fun in this club, don't we? Fly-ins, parties, picnics, great meetings and get-togethers. That's what happens when there is lots of active participation. Keep it up just as it is, and the club will continue to be a pleasure to us all. I digress. At the picnic there will be lots of hot dogs, chili, beer, soft drinks and all the trimmings. It'll be on the green by the Buchanan Field Terminal Bldg. where we have our regular meetings. See you all there. Just bring an empty stomach and the usual cheerful smile, and be ready for a good time.

The CAFE 400 was up to its usual standards again this year. Actually, it seems to get better each year. There were some very interesting planes there, and we saw some outstanding flying. In order to keep from obstructing the parallel, pilots had to accomplish their base leg and land at or above the numbers. There was plenty of runway (except for the White Lightning which lost its brakes, so Jones had to do an intentional partial ground loop at the end), but who practices that kind of flying on a regular basis? It was very interesting watching the planes sliding and slipping trying to line up and slow down at the same time after they turned for that short (spelled SHORT!!!) final. But there was no danger, and everyone appeared to be having a really good time. I know I did, as a volunteer. An interesting new event this year was the Triaviathon, which is the Vmax/Vmin ratio divided by the Time to Climb, in minutes. The results are quite revealing, as you will see - I will print them, along with the regular CAFE 400 results, on later pages.

It is DUES time again, folks. The lucky ones this time around are those members whose names begin with the letters L through Z. As you will recall, we divide it in half, with the A through K's due in January and the L through Z's due in July. We do not bill you, so please consider this as your notice and pay \$15 to Lou Ferrero at the meeting or by mail at the Chapter address noted above.

Prez Paul was a great co-pilot at the CAFE 400, by the way, according to Rich Powell. Paul reads the Sectional like nobody Rich has seen. He looks at it and firmly announces "We are right here", and there is just no question about it. Rich says that with Paul along, who needs Loran?

EAA



EAA CHAPTER²

393

CONCORD, CA

NUMBER _____ OF _____

ZIP _____

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

GENERAL MEMBERSHIP MEETING JUNE 25, 1986

President Kay Smith opened the meeting at 7:30, and welcomed visitors and guests. She went over old business, and the Treasurer's Report was given, seconded and approved.

Kay reported on several recent fly-ins, including the well-attended Buchanan Field Airport Day (good exposure for GA and the airport).

She announced that dues for the latter half of the membership roster (L - Z), are now due. Please send \$15 to Lou Ferrero, Chapter 393, P.O. Box 2269, Walnut Creek, CA 94595. She asked that dues be paid promptly, as this is our only revenue source for events, support to National EAA, insurance, newsletter costs, etc.

Kay announced that next meeting, July 23, will be the occasion of the Annual Picnic, in front of the Terminal Building.

Coming events were covered - fly-ins, CAFE 400, Oktoberfest, Livermore (at which experimentals and homebuilts are actively encouraged this year).

Introductions were made. There were several guests and new members. This was followed by an excellent program on engine (specifically cylinder and top end), rebuilding; which was given by John Schwaner, President of Sacramento Sky Ranch, P.O. Box 22606, Sacramento, CA 95822, phone 916 + 421-7672. John obviously has the "precision craftsman" approach to the business (would you believe .00001/inch accuracy?), and had to answer many inquiries by the members. Many thanks, John -- we'll have him back in the future for further advice deeper into the engine.

Respectfully Submitted,

Rich Powell, VP

TRIVIA DEPARTMENT

Taken from the June 20, 1918 Coshocton Tribune, Coshocton, Ohio:

TWO THOUSAND U.S. PLANES IN FRANCE TODAY
Indianapolis, Ind.

The United States has 6,000 airplanes completed and 2,000 flying over the trenches of France. This was the declaration of Rep. Scott Ferris, Chairman of the National Democratic Convention, addressing the Democratic State Convention here this afternoon.

(Wonder what other tid-bits of mis-information Scott gave out that day?)

Did you hear that Dwain Duis got First Place for a WWII trainer at Merced? Congratulations Dwain. Couldn't happen to a nicer (or funnier), guy.

Pemmican Supreme for your survival kit: 1 cup hickory smoked, crisp dried beef; 1 cup pecans; 1/2 cup crisp, dried pitted dates. Grind all three separately, then blend and grind together. Pack in 3 oz. bars in baggies and then aluminum foil. Any mold that develops is harmless and can simply be scraped away, if you find it unappetizing to the eye.

CHAPTER 393 MINI-MART

- For Sale:** Quickie kit. No construction started. 18 H.P. Onan engine. \$2,500 or make offer. May consider selling foam and glass cloth from kit. Jan Switalski, 415+228-6399. 3
- Hangar Space:** Share a Port-A-Port Exec. III. Ideal for Vari-Eze or small Bi-plane. \$150 per month. Pete Wiebens, 415+933-7517. 3
- For Sale:** Motorcycles. Jan Switalski, 415+228-6399.
1981 Yamaha Virago 750 \$1,900
1982 Honda XR200R 900 3
- For Sale:** Midget Mustang, 75 TT, Lyc. 0-235 100 H.P., full elec. with starter, NAV/COM, strobe, wet wing, 1,000 plus mile range, Imron paint. 160 MPH cruise on 5 gal. auto fuel per hour. \$9,500. Stub Pilotte, 415+883-7067. 3
- Wanted:** For Quickie 200 project: Mid-time keystack 0-200 with accessories. Also one wing core foam block, NAV/COM, electronics, electrics, 500x5 wheels and brakes, instruments, 4" tailwheel, threats, prayers, encouragement, and whatever else you have cluttering up your shop and appropriate to a Q-200. Quentin Durham, Orinda, 415+254-7843. 3
- For Sale:** 1959 Cessna 150J Commuter. 870 SMOH, stock equipment, blue and white. Has STC for auto gas. At Buchanan. Lic. N6522 is up this month. \$6,000. John Fick, 415+946-9715. 3
- Local Hangar Available Immediately.** Call 415+254-7843. 2
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You know it's a bad day when the Suicide Prev. League agrees with you.

EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER 393

1986 CALENDAR

CHAPTER MEETINGS - The 4th Wednesday
of every month - 7:30 P.M. at
Buchanan Field Terminal Building
EVERYONE IS WELCOME! Bring Chairs!

BOARD MEETINGS - On the dates
listed below (usually the 2nd
Tuesday each month) - 7:30 P.M.
at Navajo Aviation. Chapter
members are welcome.

JULY

Board - July 8th

Chapter - July 23rd - Annual Pre-OSHKOSH Picnic, directed by Sasha Munir.

Activities - July 4-5 - Bridgeport 4th Fly-In. Camp for the night.

July 12 - Grass Valley Fly-In and Avionics Swap Meet.

July 17-20 - 17th Annual Northwest EAA Sport Aviation
Fly-In Convention, Arlington, WA. This used
to be the Evergreen Fly-In.

July 26-27 - Livermore Air Show. An open air show. They
are encouraging more experimentals this year.

PLEASE NOTE: There will be no Hollister Fly-In this year. The liability
insurance problem, again.

AUGUST

Board - August 12th

Chapter - August 27th - Ron Sorenson will speak on the pleasures of
running an FBO.

Activities - August 1-9 - OSHKOSH!!!

August 15-17 Madera War Bird Fly-In

SEPTEMBER

Board - September 9th

Chapter - September 24th - Member show and tell. Introduce a part, an
occurrence, or something about aviation.

Activities - September 11-14 - Reno Air Races.

September 27-28 - Fifth annual Humboldt County Air Show
and Fly-In, Eureka/Arcata.

OCTOBER

Board - October 7th.

Chapter - October 22nd - Hal Wight, Manager of Buchanan Field.

Activities - October 3-5 - Benton Field Oktoberfest Fly-In. This is the
one that used to be at Redding Sky Ranch. Doreen and Curly
Medinas are running it again! Sausages, sauerkraut and a
live band! It's the N'west one of the 4 Redding airports.

NOVEMBER

Board - November 11th.

Chapter - November 26th - Doug Cline will tell us what he looks for in a
plane and what he prepares for when he is making
a first flight in a new homebuilt.

DECEMBER

Board - December 9th.

Chapter - Annual Christmas Celebration and Awards Banquet - Friday
December 19th at the Concord Elks Club - Club Room.

CAFE 400 RESULTS

5

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GW	HP
1 8	2,283,279	Q200	Sheehan	400/2	173.0	40.68	1200	100
2 46	2,090,328	Rutan Vari-Eze	Hertzler	400/2	154.9	42.76	1200	80
3 17	2,024,210	Vari-Eze	Savier	400/2	168.5	37.28	1200	100
4 4	2,009,355	Smith Beech	Smith	1181/6	192.6	13.90	3600	300
5 1	1,994,873	White Lightning	Jones	705/4	206.4	18.64	2400	210
6 27	1,808,728	Q200	Wallrath	400/2	173.8	32.04	1250	100
7 33	1,772,227	Loewen/Mooney M20J	Silver	725/4	167.7	21.00	2575	200
8 34	1,640,444	Rand KR2	Alderman	400/2	165.2	30.96	1200	100
9 21	1,623,343	Lancair 235	Neibauer	400/2	159.8	31.95	1400	118
10 3	1,607,865	6P-4	Pereira	400/2	210.6	22.41	2000	200
11 12	1,606,495	Mooney M20K	Morgan	780/4	184.0	16.06	2900	210
12 19	1,598,144	Piper Malibu	Gates II	1170/6	184.6	11.74	4118	310
13 29	1,562,262	Loewen/Mooney M20J	Loewen	694/4	168.7	19.01	2740	200
14 32	1,508,010	Mooney M20K	Terhune	800/4	176.8	15.55	2900	210
15 7	1,491,719	Ellison Long-EZ	Ellison	400/2	193.9	23.05	1425	160
16 16	1,479,565	Glasair FT	Powell Jr.	400/2	174.4	26.10	1800	180
17 20	1,478,370	Cessna 210L	Rust	1184/6	167.7	12.14	3800	285
18 26	1,477,927	Mod Squad/Mooney M	Jacob	632/4	166.1	19.65	2575	200
19 23	1,458,301	Hansen Falco F.8L	Hansen	400/2	172.6	26.06	1880	160
20 36	1,427,247	Mooney M20I	Osenbaugh	800/4	156.9	17.09	2775	200
21 54	1,418,404	Quickie	Turner Jr.	200/1	126.4	62.92	660	50
22 39	1,380,880	Van's RV-6	Grunsvan	400/2	175.7	24.13	1600	160
23 15	1,326,467	Beech S35	Lovato	886/5	183.1	12.13	3300	285
24 25	1,320,882	Long-EZ	Kelly	400/2	196.4	20.08	1500	160
25 22	1,297,871	Celerity	Burton	400/2	179.1	22.14	1800	160
26 44	1,296,786	Glasair TD	Korpi	400/2	152.6	27.04	1650	160
27 37	1,277,431	Long-EZ	Spencer	400/2	155.3	26.04	1420	115
28 14	1,276,598	Beech S35	Gilmore	910/5	174.6	12.14	3300	285
29 35	1,253,062	Beech A-35	Loepering	800/4	167.0	13.88	2850	225
30 9	1,192,229	Maher Velocity	Hunter	726/4	170.9	13.80	2250	180
31 47	1,165,089	Beech V35-B	Goodman	875/5	172.7	11.56	3412	285
32 49	1,132,380	Vari-Eze	McPherson	380/2	151.5	24.77	1210	90
33 30	1,128,786	Mooney 231	Dell'Ara	711/4	162.7	14.10	2900	210
34 28	1,074,360	Beech B-33	Perrin	701/4	173.9	12.49	2700	260
35 42	1,072,745	Cessna 177R6	Mitchell	774/4	150.1	13.92	2600	200
36 45	1,071,064	Cessna 177R6	DeRosier	734/4	154.7	13.92	2800	200
37 11	1,033,370	Cessna T2066	Davidis	1042/6	167.9	9.32	3616	310
38 52	938,361	Cessna 177R6	Magurn	735/4	140.4	13.75	2800	200
39 10	923,461	Van's RV-3	Ewing	200/1	176.4	27.01	1225	180
40 63	859,070	Cricket MC-15	Josephson	200/1	108.7	46.05	450	30
41 41	810,163	Piper PA 28 181	Morgan	724/4	128.8	13.39	2550	180
42 58	778,447	Cessna 152	Seeley	388/2	122.9	21.77	1670	110
43 55	638,492	Piper Warrior PA28	Beauchamp	592/4	120.8	13.29	2325	160
44 59	600,140	Cessna 152	Melgoza	380/2	114.7	18.57	1670	110
45 60	551,853	Cessna 152 TD	Wirth	359/2	112.0	18.36	1675	110
46 64	534,261	Luscombe 8E	Norris	354/2	98.9	20.99	1400	85
47 61	530,885	Piper PA38-112	Arnold	389/2	107.6	17.47	1670	112
48 62	483,598	Piper PA38-112	Lowell	376/2	102.2	17.44	1670	112
49 57	438,797	Piper PA28-140	Robinson J	400/2	115.8	12.92	2150	150
50 51	304,816	Citabria	Alperstein	275/2	121.7	11.17	1650	150
-- 2 -	0	Machen Superstar I	Harnett	0/6	231.4	0.00	6750	700
-- 40	-1,892,294	Seeley/Mooney M20E	Powell	785/4	172.3	20.45	2650	200

11:26:39, 30 Jun 1986

AIR RECREATIONAL VEHICLES

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 63	859,070	Crickel MC-15	Josephson	200/1	100.7	46.05	450	30

EXPERIMENTAL SINGLE SEAT

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 54	1,418,404	Quicke	Turner Jr.	200/1	126.4	62.92	650	30
2 10	923,461	Van's RV-3	Ewing	200/1	176.4	27.01	1225	180

EXPERIMENTAL, TWO SEATS

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 8	2,283,279	O200	Shaehan	400/2	173.0	40.68	1200	100
2 46	2,090,328	Rutan Vari-Eze	Hertzler	400/2	154.9	42.76	1200	80
3 17	2,024,210	Vari-Eze	Savler	400/2	168.5	37.28	1200	100
4 27	1,808,728	O200	Wallraih	400/2	173.8	32.04	1250	100
5 34	1,640,444	Rand KR2	Alderman	400/2	165.2	30.95	1200	100
6 21	1,623,343	Lancair 235	Nelbauer	400/2	153.8	31.95	1400	118
7 3	1,507,865	GP-4	Perreira	400/2	210.6	22.41	2000	200
8 7	1,491,719	Ellison Long-EZ	Ellison	400/2	193.9	23.05	1425	150
9 16	1,479,565	Glaserair FI	Powell Jr.	400/2	174.4	26.10	1800	180
10 23	1,458,301	Hansen Falco F-8L	Hansen	400/2	172.6	26.06	1800	150
11 39	1,380,880	Van's RV-6	Grunsvan	400/2	175.7	24.13	1600	150
12 25	1,320,882	Long-EZ	Kelly	400/2	196.4	20.08	1500	150
13 22	1,297,871	Celerity	Burton	400/2	179.1	22.14	1800	160
14 44	1,295,786	Glaserair TD	Korpi	400/2	152.6	27.04	1650	150
15 37	1,277,431	Long-EZ	Spencer	400/2	155.3	26.04	1420	115
16 49	1,132,380	Vari-Eze	McPherson	380/2	151.5	24.77	1200	90

EXPERIMENTAL, THREE OR MORE SEATS

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 1	1,994,873	White Lightning	Jones	705/4	206.4	18.64	2400	210
2 9	1,192,229	Maher Velocity	Hunter	726/4	170.9	13.80	2250	180

11:26:50, 30 Jun 1986

PRODUCTION, SHOREROOM STOCK, RETRACTIBLE GEAR

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 19	1,598,144	Piper Malibu	Gates II	1170/6	104.6	11.74	4118	310
2 20	1,470,370	Cessna 210L	Ruat	1184/6	167.7	12.14	3800	285
3 36	1,427,247	Mooney M201	Osenbaugh	800/4	156.9	17.09	2775	200
4 15	1,326,467	Beech S35	Lovato	886/5	183.1	12.13	3300	285
5 14	1,276,598	Beech S35	Gillmore	910/5	174.6	12.14	3300	285
6 47	1,165,809	Beech V35-8	Goodman	875/5	172.7	11.56	3412	285
7 28	1,074,360	Beech B-33	Perrin	701/4	173.9	12.49	3000	260
8 42	1,072,745	Cessna 177RG	Hitchell	774/4	150.1	13.92	2800	200
9 45	1,071,064	Cessna 177RG	Oberster	734/4	154.7	13.92	2800	200

PRODUCTION, UNLIMITED, RETRACTIBLE GEAR

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 4	2,009,355	Smith Beach	Smith	1181/6	192.6	13.90	3600	300
2 33	1,772,227	Loewen/Mooney M20J	Silver	725/4	167.7	21.00	2575	200
3 12	1,606,495	Mooney M20K	Morgan	780/4	184.0	16.06	2900	210
4 29	1,562,262	Loewen/Mooney M20J	Loewen	694/4	168.7	19.01	2740	200
5 32	1,508,010	Mooney M20K	Terhune	800/4	176.8	15.55	2900	210
6 26	1,477,927	Mod Squad/Mooney M Jacob	Loeberling	637/4	165.1	19.65	2575	200
7 35	1,253,062	Beech A-35	Loeberling	800/4	167.0	13.88	2850	225
8 30	1,128,786	Mooney 231	Dell'Arca	711/4	162.7	14.10	2900	210

PRODUCTION, SHOREROOM STOCK, FIXED GEAR

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 41	810,163	Piper PA 28 181	Morgan	724/4	128.0	13.39	2550	180
2 55	838,492	Piper Warrior PA20	Beauchamp	592/4	120.0	13.29	2325	160

PRODUCTION, UNLIMITED, FIXED GEAR

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 11	1,033,370	Cessna T206B	David	1042/6	167.9	9.32	3616	310

TWO PLACE TRAINER

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
1 58	776,447	Cessna 152	Sealey	388/2	122.9	21.77	1670	110
2 59	600,140	Cessna 152	Melgoze	380/2	114.7	18.57	1670	110
3 60	551,953	Cessna 152 TD	Wirth	359/2	112.0	18.36	1675	110
4 64	534,261	Lucombe 8E	Norrie	354/2	98.9	20.99	1400	85
5 61	530,885	Piper PA38-112	Arnold	389/2	107.6	17.47	1670	112
6 62	483,598	Piper PA38-112	Lowell	376/2	102.2	17.44	1670	112
7 57	438,797	Piper PA28-140	Robinson J	400/2	115.0	12.92	2150	150
8 51	304,016	Citabria	Alperstein	275/2	121.7	11.17	1650	150

EXHIBITION AIRCRAFT

#/RN	Score	Aircraft Type	Pilot	Wp/Seats	Speed	MPG	GV	HP
2 -	1,092,296	Macan Superstar I Harnett		0/6	231.4	0.00	6750	700
40 -	1,092,296	Sealey/Mooney M20E Powell		785/4	172.3	20.45	2650	200

1986 CAFE 400 TRIAVIATHON RESULTS

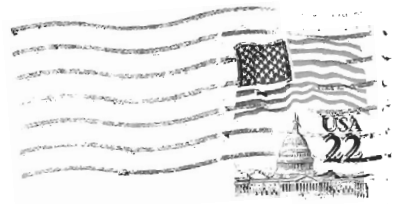
Score	Pilot	Aircraft	TTC to 5000'	Ave. FPM	Vmax	Vmin
1.96	Jim Ewing	180 RV-3cs	2.15 min.	2326	216	51
1.49	George Pereira	GP-4	2.78 min.	1796	237	57
1.36	Dick VanGrunsven	RV-6 proto	3.03 min.	1648	198	48
1.27	Mike Smith	Smith Bonanza	3.03 min.	1648	219	57
1.06	Ed Kelly	160 Longeze	3.26 min.	1531	214	67
1.05	Burt Rutan	Defiant 180cs	2.60 min.	1923	215	79
1.04	Rich Powell	Exp Mooney 20E	3.60 min.	1389	210	56
1.00	Steve Alderman	Turbo KR-2	3.53 min.	1415	198	56
0.93	Clark Gates II	Piper Malibu	3.76 min.	1327	225	64
0.92	Brent Silver	Loewen Mooney	3.83 min.	1304	201	57
0.83	Coy Jacob	Mod Squad Mooney	4.13 min.	1210	207	60
0.69	Paul Loewen	Mooney 201 mod	4.46 min.	1119	200	65
0.61	Garry Korpi	Glasair TD 160	5.13 min.	975	195	62

\$500 first prize awarded to Jim Ewing.

Note: Score is computed as Vmax/Vmin ratio divided by the Time to Climb in minutes. TTC is abbreviation for Time to Climb. All flights were conducted solo with minimum required fuel. The Barograph in use mounted on the wing produces about 3 mph loss in Vmax for the larger aircraft and as much as 7-8 mph loss for the smaller aircraft. Vmax was sustained for 30 seconds and Vmin was sustained for 10 seconds. No compensation for outside air temps was applied. Test day 6-27-86 had OAT ranging from 78-85 degrees Fahrenheit. No flutter of the barograph or pitot static swivel probe was experienced.

The transducers for the barographs were donated by Microswitch, a division of Honeywell, through Mr. Don Miller. Special thanks to Mr. Del Ott and Mr. Al Strickfaden for their assistance and expertise in this method of measurement. Pitot "missiles" built by Cris Hawkins to FAA engineering drawings. Barographs designed, tested and operated by Steve Williams of Hewlett Packard. Barographs built by Frank Braal, John Long, Dwayne Green, and Brien Seeley. Barographs were mounted on wing boots/holsters fabricated by and flight tested by Ed Vongehr on his Piper Warrior. Also special thanks to Andy Marshall for staffing and donation of super stick Orcotape and to John Long for installing this equipment on each aircraft.

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EXPERIMENTAL AIRCRAFT ASSOCIATION
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