



Experimental Aircraft Association

CHAPTER 393

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CHAPTER MEETING - WEDNESDAY EVENING, 7:30 P.M.
AUGUST 27, 1986

This promises to be a very interesting and informative evening. Bill Badstubner from the Santa Rosa EAA Chapter will give a talk and show slides on the Silver Hills Air Museum in Bethesda, Maryland. All of you know, I am sure, that this facility is the place where the Air and Space Museum stores and restores all the aircraft that are not on display at the Museum on the Capitol Mall in Washington, D.C. I understand that there are literally hundreds of aircraft there in various stages of (dis)repair. Much of the labor devoted to restoring these planes is donated by such volunteers as Bill, who have the know how to offer an area of expertise that is needed by the museum. Don't miss this show. As I understand it they only allow a limited number of people to visit that

facility, even if you apply, so this is a golden opportunity to see what the insiders see and do. There is just about one of everything that was ever built to fly there, including some that didn't ever fly, at least not very successfully. Please join us and bring a friend and a chair.

I am sure that by now all of you are at least partially aware of what has been going on recently regarding a new ordinance that has been proposed for Buchanan airport. Under these new rules, the powers that be were quietly giving themselves more power than there should be. Well, as a result of several letters, phone calls, and meetings, the County Board of Supervisors has agreed to forget what has been written and has decreed to the formation of a committee made up of interested, capable, and representative individuals, which will start from the very beginning (actually with the document they already have plus all the comments thus far received and those that are forthcoming) and prepare an ordinance that will be inclusive of the need and be representative of all who are involved with the airport and its environs. The only subject the ordinance should deal with is airport safety. As a result of the various pressures, the Airport Advisory Council (AAC), which apparently had been abrogating its responsibility in the process, has taken a more direct role. The AAC held a meeting at Navajo Aviation on Tuesday the 19th of this month, at which there were well over 100 in attendance. The AAC has promised to provide more publicity regarding its future activities. It was a lengthy meeting, with ample opportunity for input from anyone who wished to speak. The end result was that there will be a committee made up of three individuals plus alternates from the AAC, three individuals plus alternates representing the pilots, and the airport manager and attorney Jay White, who is President of the California Advisory Council (CAC), acting as advisors/consultants.

EAA

The AAC meeting was then adjourned so the pilots could make selections. As a result of open nominations from the entire group and a subsequent closed voting process by the nominees, the five individuals selected to represent the pilots are: Joe Kollmann, Jim Sampari, Ken Edwards, Joe Jacoby and Dan Torrey. The AAC representatives are yet to be announced. The committee will have its first meeting on Sept. 2. Anyone wishing to provide input should call one of these individuals or Prez Kay Smith.

 It is dues time folks, for those whose last names begin with L through Z. They were due July 1, so time's-a-wastin'. If you haven't yet paid, see 'Deep Pockets' Ferrero at the next meeting, or mail the \$15.00 to him at the above address.

----- TRIVIA DEPARTMENT

I am sure there are few who are aware of the last air battle of WWII in Europe??? Taken from the July OX-5 Newsletter:

The crew of an unarmed L-4 (Piper Cub) spotter aircraft flying for the 5th Armored Division spotted a Feiseler Storch observation plane flying below them. The L-4 dove (?) down and alongside the Storch and the pilot and observer opened fire upon the German craft with their .45 cal. automatic pistols. The Storch was disabled and forced down in Allied territory and the German pilot and observer were captured.

 The mind of the receiver can only absorb that which the posterior can endure.

 This is the country of the hungry heart. This is the country where the noonday weather, the scent of lilacs, or the summer night, can set us dreaming. We have a kind of distance in our eyes.

----- 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. 4
- 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. 4
- For Sale: Motorcycles. Jan Switalski, 415+228-6399.
 1981 Yamaha Virago 750 \$1,900
 1982 Honda XR200R 900 4
- 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 Pilote, 415+883-7067. 4
- 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. 4

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. 4

Local Hangar Available Immediately. Call 415+254-7843. 3

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.

AUGUST

Board - August 12th

Chapter - August 27th - Bill Badstubner from Santa Rosa Chapter on Silver Hills Air Museum, Bethesda, Maryland.

Activities - August 1-9 - OSHKOSH!!!

August 15-17 Madera War Bird Fly-In

SEPTEMBER

Board - September 9th

Chapter - September 24th - Lyle Powell will talk about propellers.

Activities - September 11-14 - Reno Air Races.

September 19-21 - Columbia. Gathering of Homebuilts hosted by the Chicken Little Air Force. 415 + 581-8718 or 415 + 876-3804.

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

OCTOBER

Board - October 7th.

Chapter - October 22nd - Hal Night, 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.

JANUARY

Board - January 14th.

Chapter - January 28th.

FEBRUARY

Board - February 11th.

Chapter - February 25th.

Don't worry

MARCH

Board - March 11th.
Chapter - March 25th.

folks, this

APRIL

Board - April 15th.
Chapter - April 29th.

will fill

MAY

Board - May 13th.
Chapter - May 27th.

up soon

JUNE

Board - June 10th.
Chapter - June 24th.

enough!

JULY

Board - July 15th.
Chapter - July 29th. (We may want to have it earlier, it's the picnic.)
Activities - OSHKOSH!! - July 31 - August 7.

VFR Cruising Altitudes

In the Federal Register for June 10, 1986, there is a petition that proposes to change the VFR cruising altitudes from the customary even and odd altitudes plus 500 ft. The new idea would use the present semi-circular arcs of 0 - 179 degrees and 180 - 359 degrees but they would be divided up into four segments of 90 degrees each. For magnetic headings of 0 to 89 degrees VFR pilots would fly at odd altitudes plus 600 ft. For magnetic headings of 90 to 179 degrees pilots would fly at odd altitudes plus 400 ft. In the same manner with headings of 180 to 269 degrees the proper altitudes would be even thousands plus 400 ft. and from 270 to 359 degrees pilots would fly at even altitudes plus 600 ft.

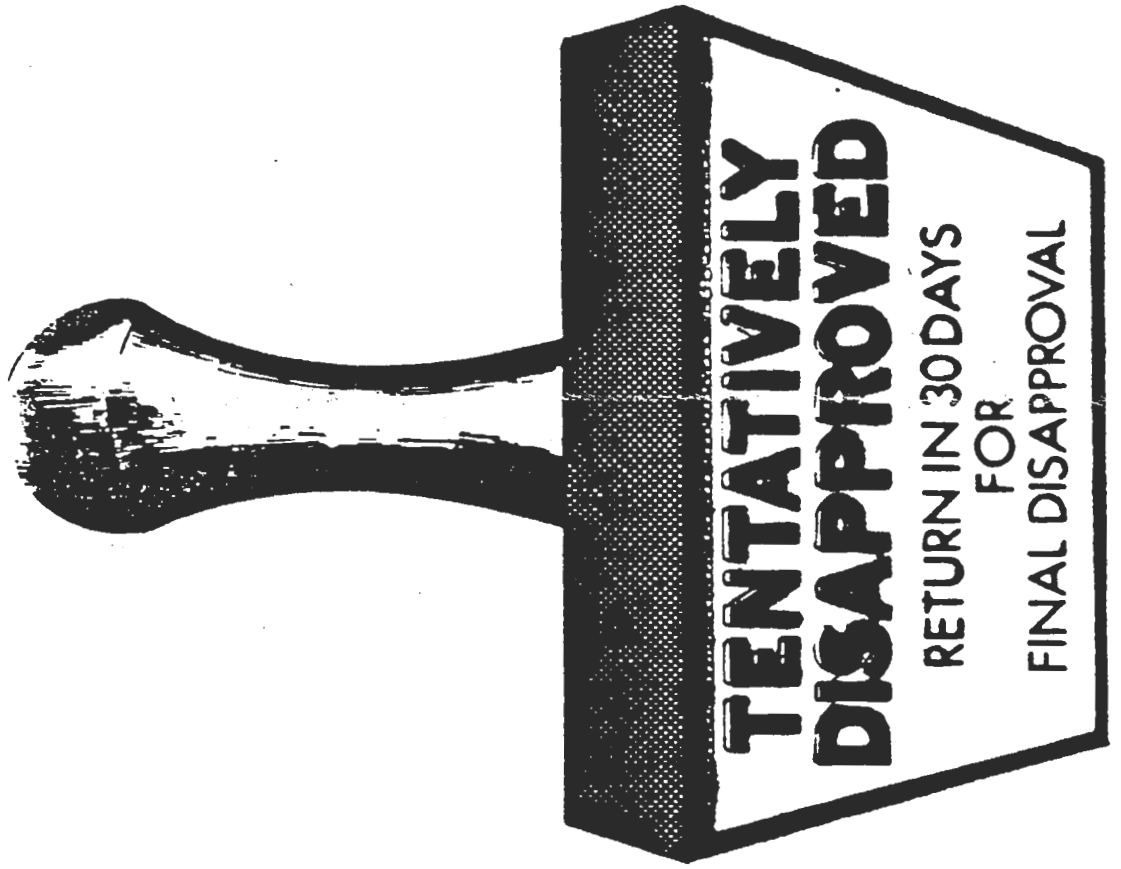
According to the FAA this idea is designed to reduce the possibility of near misses or collisions between VFR aircraft. The trouble is that there are more numbers to remember and that the theory is based on the assumption that everyone has an accurate altimeter always set to the correct barometric pressure and that all compasses are compensated the same with no differences in magnetic headings from one aircraft to another. Obviously, none of these assumptions is true so the whole idea appears to be impractical. Frankly, it is surprising that an experienced airman at the FAA would permit such an idea to be seriously considered. EAA has filed comments on behalf of all Chapters opposed to the petition.

Some statistics on OSHKOSH 86:

There were an estimated 15,000 transient aircraft, 1,741 registered show planes, 1,424 foreign visitors from 66 different countries, and a record 938 members of the international press corps. The FAA recorded 64,348 aircraft movements during convention week.

Dick Rutan and Jeana Yeager attended and praised the support they have received from EAA members throughout the world. "This is where our roots are, this is where it all began. Our main support came from here and the ground we stand on. Imagine 12 days around the world in a homebuilt airplane. Boeing and Lockheed look out. Here comes EAA."

Did you know there are now 699 active EAA Chapters?



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