



Experimental Aircraft Association

CHAPTER 393

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

Concord, California

CHAPTER MEETING - WEDNESDAY EVENING, 7:30 P.M.
SEPTEMBER 24, 1986

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IN MEMORIAM

General Aviation and everyone at Buchanan Field suffered a terrible tragedy on Friday afternoon, September 12, 1986. Dr. Don Walker, a long time Chapter 393 member, and Dr. Frank Sooy were lost in the crash of Don's Eagle on departure from Rio Vista. Our deepest sympathy to Don and Frank's families and to their many friends. We will miss them.

The program for this month's meeting is a talk on propellers by Lyle Powell. He has been experimenting with a new one, and maybe he'll tell us all about how it works. Bring chairs and friends - especially a young friend. Prez Paul

says the future of General Aviation lies not in us but in the next generation and the one after that, and he cautions us to get more young folks involved in what we do.

It's dues time again, for the L through Z's. You gotta pay Lou \$15 or wonder where your newsletter went next month. I love to send it to you; but it costs money, so please send money....

TIP OF THE MONTH

Many pilots and mechanics are not aware that there is a preferred sequence for tightening exhaust nuts. On four-stud hold-downs, locate the two studs furthest from the propeller; of these two, begin tightening with the nut/stud that is closer to the crankshaft. Continue with the stud located diagonally opposite the first one. Then work on the nut/stud that is on the propeller side as well as on the crankshaft side; then go diagonally across to the last remaining nut/stud. Alternately cinch each nut in the pattern described, taking up the nuts in at least three cycles, to equalize stress. In a six cylinder engine, start with the middle jug on each side, tightening nuts in the order indicated before going to the rearmost exhaust pipe, then the front most - unless you have production type aircraft, then you tighten as called out in your service manual.

Bill Bainbridge of B&C Specialty Products, 518 Sunnyside Ct., Newton, Kansas, 67114 (phone 316 + 283-8662), has developed a starter for the Lycoming O-235 through O-360 that weighs 10.2 lbs., about 8 lbs. lighter than the Prestolite. He has lightweight alternators, too.

Marvel Shebler carburetor AD #66-05-04, which exchanged the brass float for a composite, has been revoked because the composite breaks down. Check your model & serial # against new AD's & alerts.

EAA



EAA CHAPTER²

NUMBER 393 OF CONCORD, CA ZIP

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

GENERAL MEMBERSHIP MEETING AUGUST 27, 1986

The meeting was called to order at 7:40 P.M. by President Kay Smith, with greetings, especially to new faces. There were no minutes from the previous meeting (it was the picnic). The Treasurer's Report was given and approved. Dues for the latter part of the alphabet are due - please send to Lou at Chapter P.O. Box or be dropped. Kay reviewed calendar events - Madera, Reno Races, etc. Programs for 1987 are open - suggestions are welcomed by any officer.

There were two rounds of appreciation applause - to Pres. Kay for getting people to take action on the Airport Ordinance beedeggle, and to Lyle Powell for all his improvements in the Glasair which make it a safer and better flying airplane.

There was mention of how valuable Chapter membership has been to several people - especially because of the large "cross-reference" of information available from so many enthusiasts.

There were comments on the proposed ordinance and how it almost got through, and how the committee now selected to help draft the new ordinance is good representation of the pilot groups. There were several suggestions from members about issues that should be addressed and some discussion on those issues followed.

Introductions were made, followed by the coffee break and then a slide show was presented on the Silver Hill Air Museum, which does all the restoration work for the National Air and Space Museum. The program was put on by Bill Badstubner, a member of EAA 124 in Santa Rosa, who spent part of his summer vacation attending the seminars on restoration work. Thanks, Bill!

Rich Powell, VP

PRESIDENT'S MESSAGE

As you are all aware, it has been rather busy in airport-land of late. I suppose you all want to know what is going on with the (WARNING - the following may not be suitable for children or those of a delicate nature - adult supervision is advised) O-R-D-I-N-A-N-C-E! The 'Dirty Dozen' (less a few), have been revising, deleting and adding words for several weeks.

The Ordinance Revision Committee, consisting of Barry Basse, Aviation Advisory Committee (AAC), Chairperson and Member-at-Large appointed to the AAC by all five County Board of Sups., and also a member of #393; Ron Sorenson, Navajo Aviation, on the AAC representing the FBO's, and friend to/member of #393; Cliff Howard, appointed to the AAC by Sup. Nancy Fadden, Mooney driver, and my tie-down neighbor on the East Ramp; Bill Rutherford, a flying club member from Antioch/Pittsburg area appointed to the AAC by Sup. Tom Torlakson; Harold E. Wight, Airport Manager; Joe Kollmann, supporting by hook or crook, with three aircraft in tie-downs on the North side of the Field, and a new #393 member; Joe Jacoby, Airport Bum and C-180 owner/driver; Jim Sanpair, DC-10 driver for a living and C-180 owner/driver for the fun of it; Dan Torrey, labor relations specialist and flying club member; Ken Edwards, aircraft salesperson and Bonanza owner; Randy Alley, State Farm Insurance and Alley Aircraft Works, AKA 'AAW', and long-time #393 member; and Kay Smith, Airport Bum, owner/driver of the world's greatest 'Nifty Thrifty One-Swifty', and Shameless Agitator. Last, and very definitely NOT least, Jay C. White. Mr. White is President of the California Aviation Council, a retired 'cattle truck' (747), driver and a well known and respected practicing aviation attorney. Jay provided excellent legal advice and his presence kept tempers under control. Jay donated his time to serve as mediator and we all owe him a tremendous THANK-YOU!!

As I said, we all worked very hard. And we are pleased with the results. None of us are overjoyed with the entire ordinance. It had to be a 'give and take' situation and the end product is a million percent better than the one with which we began.

At this point, the result of our work is being prepared to go to the County Counsel for review. We seriously doubt that there will be many changes (if any at all), as they are not pilots and know little about anything aviation related. When the Counsel has reviewed it, it will come back to us for our review and then it will be available to the aviation community for comment BEFORE it goes to the Sups. for approval.

I suggest that you keep your copy of the original proposed ordinance. If you see an area that you are not completely pleased with in the new version, compare it to what you had and what you were almost forced to live with. All in all, we are very pleased and I assure you that in the future, nothing at Buchanan will ever again be run through the works as 'Top Secret'!

Happy CAVU!

Kay

TRIVIA DEPARTMENT

THE CO-PILOT

I'm the Co-pilot, I sit on the right. It's up to me to be quick and bright. I never talk back, for I'll have regrets. I have to remember what the Captain forgets. I make up the flight plan and study the weather, pull up the gear and stand by to feather, make out the forms and do the reporting, and fly the old crate while the Captain is courting. I take the readings and adjust the power, put on the heaters when we're in a shower. I give him his bearings on the darkest of nights, and do all the book work without any lights. I call for my Captain and buy him a Coke, and I always laugh at his corniest joke. And once in awhile, when his landings are rusty, I always come through with "By gosh, but it's gusty!" So all in all, I'm a general stooge, as I sit on the right of the man I call "Scrooge." I suppose you think that is past understanding, but maybe some day he'll give me a landing.

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. 5
- 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. 5
- For Sale:** Motorcycles. Jan Switalski, 415+228-6399.
1981 Yamaha Virago 750 \$1,900
1982 Honda XR200R 900 5
- 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. 5
- 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. 5
- 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. 5
- Local Hangar Available Immediately.** Call 415+254-7843. 4

MORE OSHKOSH STATISTICS

It took 5.72 tons of ice to cool the nearly 300,000 Cokes that were sold. 8.2 miles of snow fence barriers were erected using 8,200 fence posts. Over 35,000 feet of banner rope was used in temporary barriers. 700 portable toilets were used (EAA is Waste Management, Inc.'s largest single client in the U.S.); and the toilet paper tally amounted to 11,140,000 sheets. It had world's largest temp. phone installation, 323 business and pay phones. There were 7 official radio frequencies and 2 CB channels assigned. There were nearly 40,000 campers in Camp Scholler. We've come a long way baby, since that first convention at Curtiss-Wright Airport in Milwaukee in 1953! (What I wanna know is, who counts the tp?)

EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER 393

1986/87 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.

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 - OSHKOSH review!! Don't miss it!

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.
October 4-5 - Salinas Air Show

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.

Don't worry

Chapter - February 25th.

MARCH

Board - March 11th.

folks, this

Chapter - March 25th.

APRIL

Board - April 15th.

will fill

Chapter - April 29th.

MAY

Board - May 13th.

up soon enough!

Chapter - May 27th.

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