



Experimental Aircraft Association

CHAPTER 393

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

Concord, California

PRESIDENT
Kay E. Smith
415/825-4211

VICE PRESIDENT
Richard S. Powell
415/229-1281

SECRETARY-TREASURER
Lou Ferrero
415/672-7539

NEWSLETTER EDITOR
Bill deProsse
415/827-0199

COFFEE HOST
Louie Goodell
415/682-4198

CHAPTER MEETING - WEDNESDAY EVENING, 7:30 P.M.
OCTOBER 22, 1986

There will be something special and new for the program this month. There is a new video magazine out called AILERON, which covers subjects related to flying. Courtesy of Vince and Rosemary Bohn, we will be presented with selected portions of the magazine. It is a new concept, at least to me, and I am eagerly looking forward to it. Come and bring a friend. Remember, we should be spreading the fun among others, who may be new recruits.

There are two other critical meetings this month, as well. One will probably already have been held by the time you get this; but it is still well worth mentioning here. On Wednesday, October 15, at 7:30 P.M. in the Terminal Bldg., there will be a meeting concerning mogas. This subject is coming more and more to the fore. It has been around for a long time, but it is being spurred on now by the demise of 80 octane, and it is a subject about which we, as a club, need to get our ducks in line. At the October 7th Board meeting, it was decided that Kay will write to Headquarters in an effort to get input and ideas on how to deal with the question which is really twofold -- use in airplanes and storage/dispensing of it on the airport.

The other meeting has been called by the AAC "Dirty Dozen" Committee on October 21st, the night before our Chapter meeting. It is an open meeting and will also be held in the Terminal Building at 7:30 P.M. The subject of this meeting will be a review of the "final rough" draft of the pending Buchanan Airport Ordinance that has been so much on our minds and in our hearts of late. There is also supposed to be a review of the Airport Access Plan that we have all heard about, but none of us has seen. That should be very interesting, too. Please plan to attend this meeting. It is important that we get good coverage, because the end product is sure to affect us all.

The FAA proposes to require a metal data plate and 12 inch 'N' numbers on the exterior of all aircraft that penetrate an ADIZ or a DEWIZ. This is being promoted by U.S. Customs, and is obviously some grand-standing that will have little or no effect on drug traffic; but which will affect private aircraft owners. EAS is trying to get exemptions for fabric-covered aircraft, antiques, classics and homebuilts.

They come and they go. I understand the Red Baron at Sacramento Exec. has closed because fewer pilots are willing to go into that congested area; but a new restaurant has opened at the Marysville Airport. Has anyone tried it?





EAA CHAPTER

393 CONCORD, CA
NUMBER _____ OF _____ ZIP _____

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

GENERAL MEMBERSHIP MEETING SEPTEMBER 24, 1986

The meeting was called to order by President Kay Smith at 7:40 P.M. There were 47 attending. Minutes from the previous meeting were approved as printed. There was no Treasurer's Report, as "Deep Pockets" Lou Ferrero is recuperating from surgery at Mt. Diablo Hospital. A plea for dues was made - letters L through Z.

A "Transportation Faire" is taking place Saturday in support of one of the city traffic ordinances on the ballot in November. The Chamber of Commerce has asked for airplanes to display.

Kay covered upcoming calendar events, and asked for ideas for 1987 programs.

Kay spoke of the Oakland ARSA - it is alive and kicking, a meeting concerning it will be on September 25th at the Hayward FAA office.

Kay also described progress on the Airport Ordinance and how much sweat goes into drafting a new set of rules and regulations that are considered reasonable and fair by all concerned. She said the typewritten version was different from the rough draft they had agreed on. We are really going to have to watch closely what turns up in the final version.

80 octane will no longer be available at Buchanan, probably after November, and autogas is unlikely to be allowed at the pump due to too many legal and liability problems.

Introductions followed, and an excellent program on propellers by Lyle Powell gave us all a better understanding of what keeps us going in the air. Thanks Lyle!

Rich Powell, VP

FRESIDENT'S MESSAGE

The last time I raved about the weather, it turned immediately into one of the nastiest storms of the century. I'm going to chance it: the weather is GLORIOUS!! LET'S GO FLYING!!

As promised, "some" of you will find your current membership cards in the October newsletter. Unfortunately, after two years of newsletters, weeks of typing "ordinance stuff" and not a few membership cards, my typewriter is on its back with its little feet up in the air. It does wimper now and then, but it refuses to type. As soon as I get it back from the repair shop (if I ever get it there), I'll resume harrassing politicians and typing membership cards.

IMPORTANT

There are two meetings this month that we should attend. Both will be informative and will afford you with the opportunity to ask questions and get answers.

1. Wednesday, October 15th - Buchanan Field Terminal Building - 7:30 P.M. - a public forum with the "Dirty Dozen" (give or take a few), on mogas. By October 31, 1986, there will be no more 80 octane at Buchanan or Napa. I've heard rumors that the Federal Fuzz or the State Fuzz may notify the General Aviation public that unleaded mogas must meet ATSM-D439 to be sold in California. The oil companies will tell us it does, but they won't put it on paper - why? You guessed it - LIABILITY!

2. Tuesday, October 21st - Buchanan Field Terminal Building - 7:30 P.M. - "the ORDINANCE" - the Aviation Advisory Committee has scheduled a more or less final review of the Ordinance. As I have said all along, I'm not "100% delighted" with all of it but it is a million percent better than what we almost got stuck with. There are several items of interest on the agenda - it would be to your personal best interest to attend.

Finally, I recently attended a meeting of representatives of all Bay Area aviation groups with the FAA. This meeting was arranged by Jay White, President, California Aviation Council. The proposed Oakland ARSA (the one we fought to a draw in late 1985), has come up again. It is scheduled to go into effect on April 7, 1987. However, it has been GREATLY modified and I personally think we can live with it. More info at the next Chapter meeting.

Happy CAVU!

Kay

TIPS PICKED UP HERE AND THERE

Painting or varnishing anything that will come in contact with fuel, such as carburetor floats and wingspars -- It has been found that some brands of polyurethanes get sticky and are generally susceptible to alcohol and other fuel products. It is suggested you buy a small can of your favorite brand and test it with the fuel you are using before you apply it.

Changing the oil filter without spilling a drop -- Hang a plastic grocery bag, that has handles and no holes in the bottom, under the oil filter. Hook the handles over engine accessories and remove the filter.

There has been a rash of fuel thieving lately. SEE the gas in your tank before you fly.

Remember, when there is no tower, no one can "clear" you for takeoff. The line-boy who was trying to be helpful on the UNICOM will not be standing next to you in front of that FAA desk. "Pilot's Discretion" is the rule when there is not a qualified and authorized Air Traffic Controller on the radio.

Want to build your own G Meter? Get one of those diet scales that reads in either grams or ounces. Mount it somewhere where you can see it in your cockpit. Take off the flat plate on top and attach a weight that brings it close to an even number, like 100 grams. Do the fine adjustment with the screw, and then seal the screw from vibration with crazy glue. That's all there is to it. When you are flying and the pointer shows 300 grams, you are at 3 G's!

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
- Non-A&P mechanic with 10 years experience. From race cars to military Beechcraft, Hueys, Ultra-lites and Vari-ezes. Low rates, high detail. Also paint design. Call Ron Caldwell, 415+451-6086, evenings. 1

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 - Clips from new video magazine, AILERON, courtesy
of Vince and Rosemary Bohn.

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 - Chapter show and tell. Bring a part and/or tell
your scariest flying story.

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.

QUIZ OF THE MONTH

Remember the quiz I gave you at the beginning of the Summer? It was about how to survive in the desert. Well, the time has come for my winter quiz. I know the weather is beautiful, but we are now in what is called False Summer or Indian Summer (depending on where you came from), and cold toes are just around the corner. So it is time I popped the Winter Survival quiz on you.

You were flying over the northern part of the Sierras with a friend in the dead of winter, and the bug that had been working its way through the fuel line finally got to the right place and your engine quit. You were able to land on thin ice near the edge of a lake. The two of you scrambled out of the plane and ran for shore, breaking through just as you got near, so that you are wet up to the waste. The plane broke through and sank shortly thereafter. You were not able to contact anyone before the crash landing, but ground sightings indicate you were 30 miles south of your intended course and approximately 22 air miles from the nearest habitation, with the terrain in between best described as hills, barren top mountains, innumerable streams, marshes and lakes. There are no roads. The immediate area is covered with small evergreen trees (1 and 1/2 to 4 inches in diameter). The circumstance just happen to be such that you will not be missed by anyone for 2 weeks.

Here is your situation: You are both dressed in insulated underwear, socks, heavy wool shirts, pants, knit gloves, sheepskin jackets, knitted wool caps and heavy leather hunting boots. Together, you have \$153 in bills and 2 half dollars, 4 quarters, 1 nickel and 3 new pennies; 1 pocket knife (2 blades and an awl which resembles an ice pick); one stub lead pencil; and a Sectional Chart. The daily temperature runs between 25 and 36 degrees, though it can fall as low as zero and get as high as 50. There are about 7 inches of snow on the ground, and the area gets about a foot of new snow every two weeks. By the way, exposed flesh will freeze at 10 degrees with a wind of about 20 MPH, and at 20 degrees with a wind of 45 MPH.

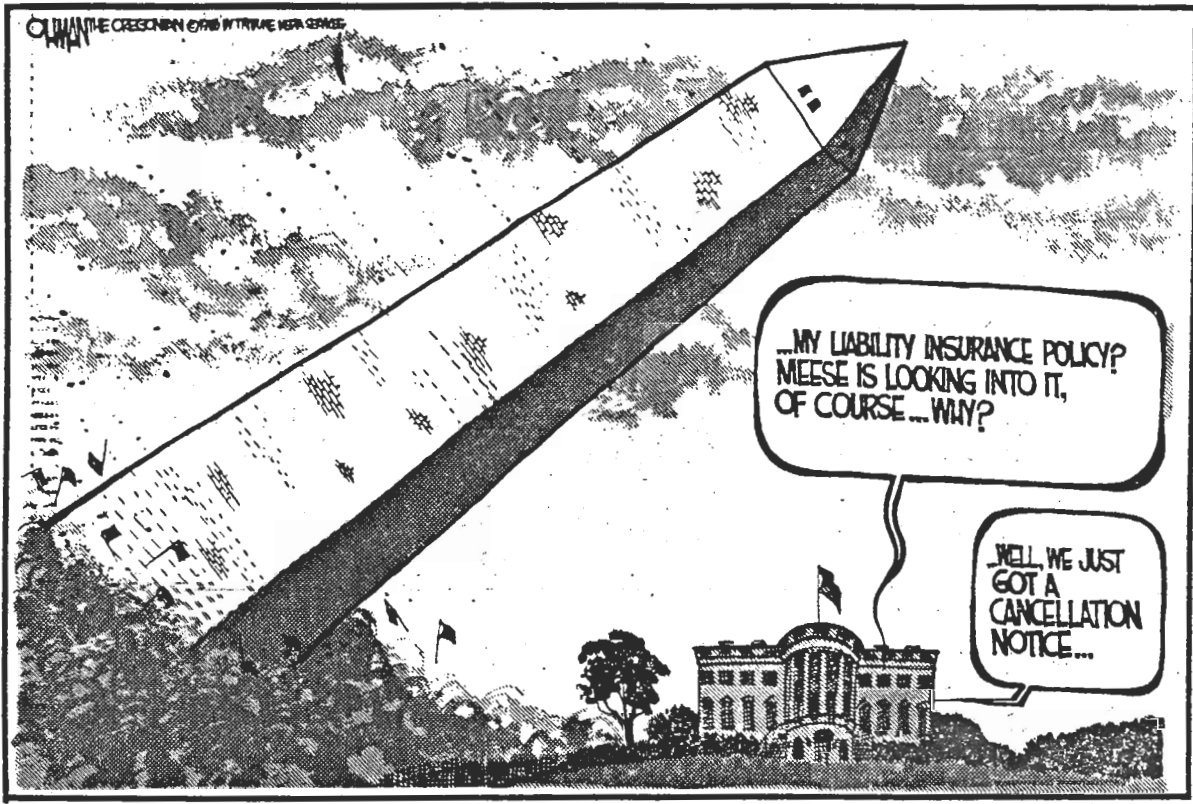
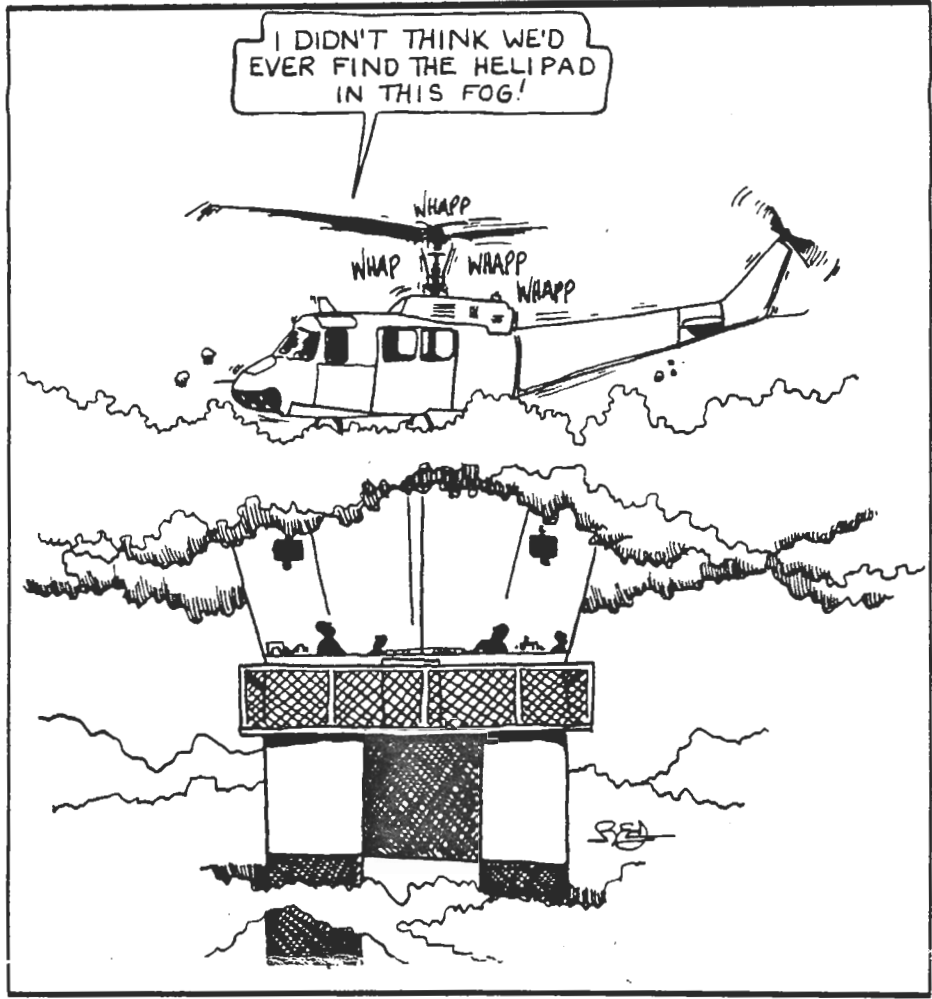
The only rule is that you will stick together, whatever you do.

Before you scrambled from the plane you were able to salvage 15 items. They are dry and in good condition. Your task is to rank them in order of importance to your survival.

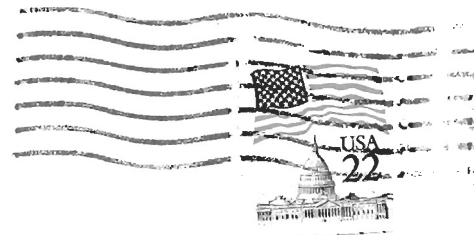
- | | |
|-----------------------------------|--|
| 1. Magnetic compass | 8. Operating 4 battery flashlight |
| 2. Gallon of maple syrup | 9. 1 pair of snowshoes |
| 3. 2 good sleeping bags | 10. Fifth of 151 proof rum |
| 4. Bottle of water purif. tabs. | 11. Safety razor kit with mirror |
| 5. 10' x 10' heavy duty canvas | 12. Wind-up alarm clock |
| 6. 13 matches in watertight cont. | 13. Hand axe |
| 7. 250' 1/4" nylon rope, 50# test | 14. Punctured 14" aircraft innertube |
| | 15. Book entitled, Western U.S. Air Navigation |

Answers next month....

Incidentally folks, Art Scholl's estate has very kindly donated his two place, fixed gear Dehaviland Chipmunk to the EAA Museum. The retractable gear "Super Chipmunk" has been donated to the National Air and Space Museum. He was a marvelous airshow pilot, and it is good to hear his equipment will be well taken care of.



LAFT ASSOCIATION
CREEK, CA 94595



LARRY K. LAUGHLIN
3495 SAVAGE AVE.
PINOLE, CA 94564