



Experimental Aircraft Association

CHAPTER 393

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

Concord, California

PRESIDENT

Kay E. Smith
415/825-4211

CHAPTER MEETING - CHRISTMAS DINNER AND AWARDS
BANQUET - FRIDAY, DECEMBER
19, 1986 (DETAILS BELOW)

VICE PRESIDENT

Richard S. Powell
415/229-1281

Well, I assume that most of you have recovered enough from Randy Alley's "First Flight" party that you are able to read and comprehend this. Quite a bash, I understand!! Over a hundred people they tell me, and they swore they were not seeing double at the time. Sorry I missed it. Out of town, etc. I guess Randy was the happiest one there. He says he's been telling people for eight years that it would fly, and now he has proven it. Congratulations, Randy!!

SECRETARY-TREASURER

Lou Ferrero
415/672-7539

NEWSLETTER EDITOR

Bill deProsse
415/827-0199

The Christmas Party is here!! It will be held at the Elks Lodge in Concord, as it was last year, at 7:30 PM on Friday the 19th. No host cocktails are at 6:00. You really should not miss it. There will be awards, slides shown,

COFFEE HOST

Louie Goodell
415/682-4198

fun, laughter and good fellowship among staunch friends. You must call Rich Powell at 229-1281 (evenings), or 935-8822 (days), to tell him whether you want Chicken Kiev (\$11.50), or New York Steak (\$14.50). You can pay when you get there. Please come, we'd love to see you all.

This is a rather early news flash, but nevertheless it is a hot one: United is planning a round trip charter direct to OSHKOSH this year!! No more dog-legging to Chicago, etc. It will leave on Thursday and come back nine days later on Saturday. And if you think flying direct to OSHKOSH is the best part -- the cost will be only \$229. Of course, you have to take care of yourself while you are there. If you want to sign up or get more info, call our good friend Larry Ford at Chapter 124 in Santa Rosa. His number is 707 + 829-9112.

Three important meetings: The County Board of Supervisors will be conducting a public hearing on the Airport Ordinance at 10:30 AM on December 16 in the County Administration Building, 651 Pine Street, Martinez. This will be its first reading. That same evening at 7:30, the Airport Advisory Committee is scheduled to meet in the Airport Terminal Building. The third important meeting is the second reading of the Airport Ordinance by the County Board of Supervisors at 9:00 AM on January 16, 1987. All interested parties are encouraged, and should plan to attend. These are the biggies folks. We voiced our opinions, now it is time to see what happened.

I see news on the Voyager almost daily now. A week or so ago, it carried a full load of fuel on a 4 and 1/2 hour test flight and was then declared ready for the first non-stop flight around the world without refueling. The new propellers are performing successfully. Best of luck to you Dick & Jeana.

EAA



EAA CHAPTER²

NUMBER 393 OF CONCORD, CA ZIP _____

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

MINUTES OF GENERAL MEMBERSHIP MEETING NOVEMBER 26, 1986

President Kay Smith opened the meeting at 7:35 with a welcome to all. There were 45 people attending. Kay had some old film developed and passed around the pictures - some neat shots of past events and airplanes.

Treasurer Lou Ferrero gave the financial report, which was approved as read, as were the minutes printed in the last newsletter. Reminders of dues for L through Z members -- some long time members have had to be dropped for lack of payment.

Lyle Powell announced that nominations for Member of the Year are being accepted. See Kay, Lyle, Carlos, or John McCombs. Lyle is starting a Glasair Builders Group, to meet regularly to discuss and demonstrate Glasair techniques and ideas. The first meeting will be at Lyle's house on Sunday, December 7. Lyle gave the name and phone number of Ray Flugger (707 + 833-6572), who builds very effective racing car mufflers that are adaptable to experimental aircraft. He also pointed out several articles in magazines, authored by or stories about Chapter members.

We have scales! We took delivery of a simple, inexpensive (\$250), set of hydraulic scales, to be used by Chapter members only. They are kept in Carlos' hangar, and are to be returned there the same day. Instructions for use and calibration are with the scales.

Rich Powell and Kay Smith are playing shutterbugs - trying to get pix of all the club member's projects, flying or not. If we haven't got you, send us some slides or call Rich (229-1281) and we'll arrange a shot. The program at the Christmas Dinner will include a slide show (if they develop).

Kay gave a calendar update, including known programs, and also an update on the AAC meeting and Ordinance progress (autogas still a major hang-up). Also reviewed what the monthly raffle is all about (\$ for EAA Foundation Museum pledge).

On the Christmas Dinner - please mail in reservations early, or at least call Rich Powell to reserve space and pay later. We must know by Saturday, December 13 for the Lodge, but we will reserve a few extras.

Introductions followed, and after a break, a program was given by Doug Cline concerning first flights. Some good stories, fortunately all happy endings. Thanks Doug!

Rich Powell, VP

PRESIDENT'S MESSAGE

HO! HO! HO! I just had a chat with Santa - how do I know he was the "real" thing, you ask? We had a near miss and that was the strangest aircraft I ever saw! Anyone know what kind of power plant he has? (See the cartoon of the month, Kay - Ed.)

Flash! The elves told me the old boy is planning to join our Chapter! Seems he feels some of us might be able to help redesign his craft for more speed. Wonder who he might be thinking of???

Anyway, I wish you and yours health, happiness, wealth, and years of nothing but CAVU!

Kay

CHAPTER 393 MINI-MART

- 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. 7
- 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. 7
- For Sale: 1959 Cessna 150J Commuter. 870 SMOH, stock equipment, blue and white. Has STC for auto gas. At Buchanan. Lic. N6522. \$6,000. John Fick, 415+946-9715. 7
- For Sale: Glasair kit. \$10,750. Norm Alumbaugh, P.O. Box 200, Pope Valley, CA 94567. 707+965-2709. 1
- For Sale: Glasair RG. Much work done. Price negotiable. Tom Pinckard, 415+933-0280. 1
- For Sale: Rob Cook's VE. 0-235L2C. 500 hours new. Minimum time to finish. Full panel/stereo, 1,000 mile range, 36 gal., electric starter. LE gear, landing light & trim. Day: 800+772-2590, Eve: 415+372-8125. 1
- 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. 7

Three hunters hire a small plane that lands them in a wilderness where they stalk caribou. The pilot says, "I'll return in a week, but remember what I said last year: Planes like this can carry only three hunters and one caribou." When he returns he sees the three hunters - and three caribou. The hunters say, "Last year we slipped you \$100 and you let us load three caribou." The pilot says, "OK, but this year it is \$200." The hunters grumble but pay and jam the caribou aboard. The plane lumbers a few feet aloft - and plows into some trees. The hunters are scattered through the branches and one shouts, "Where are we?" Another answers, "About a hundred yards from where we crashed last year." (Thanks, Chapter 499, Santa Maria - Ed.)

BARF IN THE SUN

By Jay Wright

The sight of Frank Tallman doing aerobatics in his magnificently restored Grumman J2F "Duck" brought back some fond memories. As soon as my 17th birthday rolled around, I enlisted in Naval Reserve Squadron VS-15R so I could be near those wonderful Navy planes. One of those wonderful planes was a Grumman JF-3.

Not many people realize that the "Duck" series was a 4-place plane. In addition to the pilot and radioman in the cockpits, there was a cozy little cabin in the belly just large enough for two not-too-large men sitting side-by-side. There were small sliding windows for visibility, and access was via the radioman's cockpit -- after swinging his seat out of the way. The "Duck" did present one problem for the cabin passengers; the sliding windows were far from airtight and the engine exhaust manifold was located just right to dump a good blast of adolescent smog right into the cabin.

In straight and level flight the cabin was fairly fume free, but in any type of turn the hapless occupants got a good lungful and often became quite queasy. This, however, was a small price to pay for a plane ride.

In 1939 man-made Treasure Island appeared in San Francisco Bay and a World's Fair -- officially the San Francisco International Exposition -- was opened. The Naval Reservists flew every other Sunday and one flight was always scheduled to circle low over the fair to thrill the taxpayers. We whitehats would check in early at the flight shack to try to get our names on the flight schedule for a ride. We preferred to ride in a Curtiss SBC-4 or a Grumman SF-1. The "Duck", especially in the belly, was low man on the totem pole, but did beat hell out of staying on the ground.

One sunny Sunday I was scheduled for the Fair flight in the belly of the JF-3. I shared the stateroom with another young man whose name I clearly remember but shall never reveal. While all three planes departed Oakland at the same time, the progress of the "Duck" is best described as "stately", and we arrived after the SBC-4 and SF-1 had left. They had succeeded in attracting the attention of the strollers below, and the grounds around the Reflecting Pool were thronged with people. We made a number of tight circles at low altitude over this densely populated area -- and with each turn we cabin occupants breathed in chestsfull of CO, CO₂, and other fumes of internal combustion nature.

My seat-mate soon reached the point of no return. He snatched off his all-purpose white hat and filled it to the brim with his breakfast, lunch, old chewed fingernails, long-forgotten pencil erasers, and other half-digested things. The odor of this combined with the engine fumes I was breathing, almost set me free.

"Get rid of it!" I gagged.

"Where?" he moaned.

I pointed to the window. As we completed our last circle, he slid open his window and flung his hat into the sunlight, giving many spectators an unforgettable momento of their visit to the San Francisco International Exposition.

(From EAA Chapter 20's January 1971 Gluepot -- the marvelous newsletter of which Quent Durham was the esteemed editor.)

This is the best response I've seen to Ann Lander's comment that small plane pilots are "fat cats".

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December 3, 1986

Ann Landers
P. O. Box 11995
Chicago, Illinois
60611

Dear Ann,

I feel your response to the letter from the wife of an air traffic controller that was printed in the San Francisco Examiner on Sunday, Nov 16 was neither fair nor accurate. I am also the wife of someone involved in the general aviation community. My husband is building his own plane and that apparently, makes him a 'fat cat' by your definition. In truth it only makes him a man who loves to fly as much as some men love to play golf, ski, or sail. The costs are comparable. The variances in minimum costs and possible maximum costs are comparable, too.

As it is far more common that several people own a single airplane jointly than that a fat cat owns his own, my husband joined a club that consists of 30 members who share the expenses of 3 planes. The club he joined is no 'fly by night' operation, it was established in 1939 and two of the founding members are still active in the club. He eventually wanted to have his own plane so he bought a kit and started building. That was approximately 3600 design-build hours ago. He hopes to fly this airplane this spring but does not intend to give up the camaraderie of the club or the access to planes that hold more than the two people the kit plane will hold.

Many great strides in the very short history of aviation have been made and are still being made by the innovative minds of those who spend their own time and money on their projects and openly share their ideas with each other, even to the benefit of commercial air travel, Ann. The men and women in the general aviation community are, by and large, not careless or foolhardy nor do they have a death wish. The people I've come in contact with are very responsible people who are keenly aware of the need for safety. To have a constant source of safety information they join organizations like AOPA (Aircraft Owners and Pilots Association) and EAA (Experimental Aircraft Association).

Air safety is not solely the responsibility of the air traffic controllers, the commercial airline pilots, or the private pilots. Private pilots have extensive training on procedures to use to safely intermingle their light aircraft with large commercial traffic. For the most part private pilots prefer not to mix it up with the larger aircraft because clear air turbulence from the larger aircraft can remain five minutes after the aircraft is out of sight and that turbulence can destroy a light plane. Therefore, they tend to avoid heavily congested commercial areas by choice. However, the skies and airports do not belong to the commercial airlines, during peak hours or any other time, any more than the freeways belong to the bus lines and trucking companies.

The most recent accident that is being cited as a reason for more control, involving a small plane and a commercial airliner, is a classic example of the 'fat cat' catching the blame because he's the least 'fat' and least powerful of the involved parties.

The media and unfortunately, you too, Ann Landers, are quick to place blame on the private pilot when in fact there were a trio of errors that caused the collision, the avoidance of any one of which would have averted the disaster. We have all been made acutely aware that the pilot of the small plane (a plane which could be purchased for the approximate price of a new cadillac or modestly priced sailboat) was in air space he shouldn't have been in, due to any of a number of possible errors. The commercial aircraft, with two 'professional', 'qualified' pilots in the cockpit, and with benefit of all the newest high-tech electronic equipment available was 3 miles off course. The air traffic controller wasn't on top of either the general aviation traffic or carefully following the course of the commercial airliner. There was no 'fat cat' to pin it on if you are willing to look at the real truth of the matter.

There is no simple, off the cuff answer to the issue of air safety because it is not a simple issue.

The regulations under which the private pilot flies on a clear day, allow for a 'SEE AND BE SEEN' philosophy of aviation. Commercial pilots can lose sight of this and assume they have a sterile flight path. That sterile flight path only exists when the weather is so bad that everyone flying is required to use the controllers as their eyes. If the intent of all the instrumentation and air traffic control is to alleviate the need to look outside, why does the cockpit have windows?

There are fewer controllers, yet the FAA and 'concerned legislators' keep expanding the area they feel should be controlled thus encompassing more aircraft per controller even without more aircraft flying overall. The controllers have the capability, with their computers to screen out general aviation traffic and concentrate only on the aircraft they are directly in contact with, relying upon the controlled aircraft pilots to continue to observe other traffic, a necessary but possibly dangerous assumption. Meanwhile the accidents continue to mount up within the expanding areas under their control.

The private pilot's 'clout' you reference does not exist because of being 'fat cats', but because the respect for and preservation of the rights and freedoms of the individual are close to them and they speak as a single voice through their organizations. Oversimplifying the issue as you did, and thus legislating today's Orvilles and Wilburs out of the sky serves neither the interest of air safety nor the future development of aviation.

Sincerely,

Melody N. Wiebens
268 Castle Hill Ranch Road
Walnut Creek, CA 94595

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.

DECEMBER

Board - December 9th.

Chapter - Annual Christmas Celebration and Awards Banquet - Friday December 19th at the Concord Elks Club - Club Room.
No host cocktails 6:00 PM, dinner at 7:30. Call Rich Powell (see first page) for reservations.

JANUARY

Board - January 13th.

Chapter - January 28th - Chapter show and tell. Bring a part and/or tell your scariest flying story.

FEBRUARY

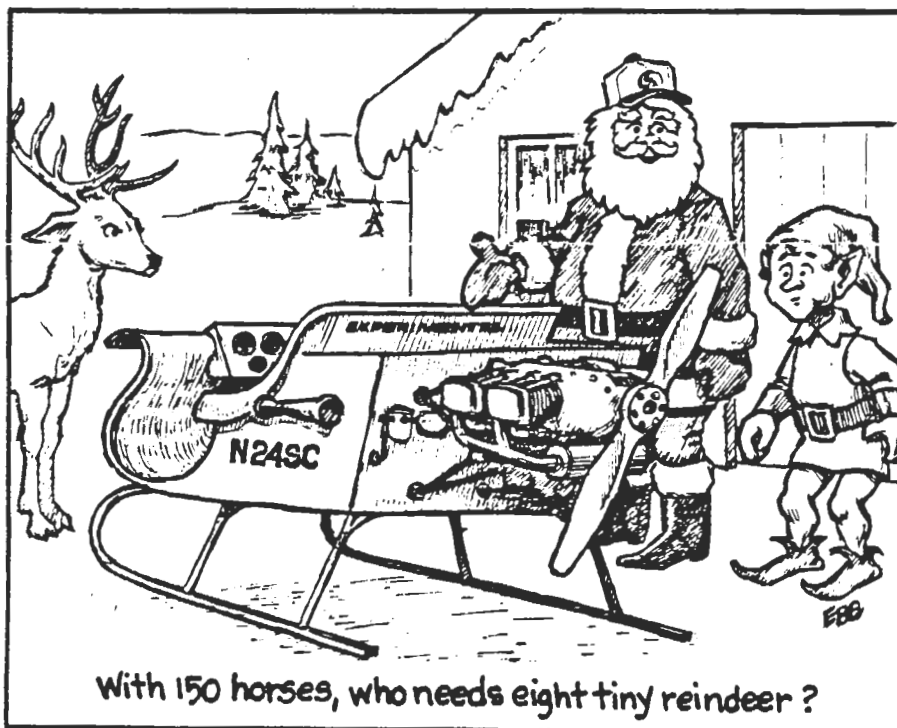
Board - February 10th.

Chapter - February 25th - Hal Whyte. All about the airport.

MARCH

Board - March 10th.

Chapter - March 25th.



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