



## Experimental Aircraft Association

### CHAPTER 393

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

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CHAPTER MEETING - WEDNESDAY EVENING, 7:30 P.M.  
JANUARY 28, 1987

The program this month is a Chapter Show and Tell. We did this a few years ago, and those who were there are still chuckling. Bring a piece of your toy, past or present, broken or otherwise, and tell us a story about it. Or just tell us a story. At your option the truth may be left outside the door. Here's your opportunity to make the unbelievable become the "absolute gospel truth". Bring a chair and a friend -- especially one who can swear as a bona fide on the spot eye witness that what you are trying to foist off on us is the absolute truth, "believe it -- or not"!!

If you are planning to go to the Sun 'n Fun Fly In this year, the Flight of Eagles is planning a flight similar to that offered for OSHKOSH.

Pres Kay will announce the particulars at the next meeting.

The new Airport Ordinance went to the Board of Supers. with some for and some against approval. Apparently the Co. Fire Marshall had added some rather substantial changes after the latest edition approved by the committee. One was removal of the clause that required a short time between notices of violation to assure the pilot is made aware, thus you could receive a new violation notice every day. The Board tabled the Ordinance until the February meeting. On January 20, the AAC will meet at 7:30 P.M. in the Terminal Building, and the Ordinance will be discussed. Kay will report on that at the Chapter meeting.

There will be another meeting of the AAC on January 27 at 7:30 P.M. in the Terminal Building, at which the requirements for self-fueling with MOGAS will be discussed. A representative of the Fire District will be there to discuss their permit requirements. This looks like a "don't miss".

A note from the tower: When Runways 01/19 are in use; the Tower Controller is now required to give you clearance to cross the parallel Runway. *Do not change to Ground Control until instructed or completely clear of both runways.* In the event they are using 2 Controllers (123.9 and 119.7), you will be asked to contact the other Tower Controller for crossing that Runway. This is awkward for the Controllers too, so please cooperate with them.

At the January Board Meeting, Jan Switalski had an idea that the Board picked up on immediately. On a semi-organized basis, members could let us know that they are working on a certain job, so others, especially those without projects, can watch and/or help. Let's discuss it at the Chapter Meeting.

# EAA

## 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. 8
- 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. 8
- 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. 8
- For Sale: Glasair kit. \$10,750. Norm Alumbaugh, P.O. Box 200, Pope Valley, CA 94567. 707+965-2709. 2
- For Sale: Glasair RG. Much work done. Price negotiable. Tom Pinckard, 415+933-0280. 2
- 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. 2
- 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. 8

## EXPERIMENTAL AIRCRAFT ASSOCIATION

## CHAPTER 393

## 1987 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.

## 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 Wight. All about the airport.

## MARCH

Board - March 10th.

Chapter - March 25th.

As you can see we need ideas for programs!!

Another problem on the horizon is being caused by a number of disgruntled doctors, the Airline Pilots Association and the Air Transport Association, who want the ouster, or immediate resignation, of our FAA Federal Surgeon, Dr. Frank Austin, who has brought modern medicine to the FAA. In looking into the matter, we find a lot of political action going on, providing the press with misinformation, and spectacular pictures of accidents claimed to be the result of poor medical standards. As I've said before, this same group would like to get many of us out of the air through instituting higher medical standards than we have now for commercial pilots and private pilots. They also don't want us to be able to fly past the age of 60. We would appreciate you showing your support to Dr. Frank Austin by writing to FAA Administrator Donald Engen, 800 Independence Avenue, S.W., Washington, DC 20591.

### Rutan on the Legal System

The sensitivities of Burt Rutan have been bruised by lawyers. Liability implications were some of the reasons he abandoned the home-builder business. In an opinionated and colorful talk, Rutan unloaded on the present legal system.

His audience was primed to view attorneys as the villains in general aviation's present melodrama. There is a strong current in the EAA to "fix the product liability mess." In fact, Rutan had to restrain the animosity of the crowd. One listener arose to offer a harangue of our legal brethren: "Do you know the difference between a dead dog lying in the road and a dead lawyer?" he asked. "There are skid marks in front of the dog."

But Rutan recoiled from this joke and defended lawyers—in his way. "Lawyers are not a bunch of unethical people or bad guys," Rutan said. "They are, in general, educated. They, in general, try to do things in ethical ways. It is not the lawyers, it is the environment in which they work."

"Let me compare the attorneys in this country to another group that's about the same size, and that is the group that's made up of burglars and rapists." The audience clapped. "Just a minute," Burt cautioned, sensing his intent was misunderstood. "If you knock off a K-Mart for \$25, you will probably go to jail if you are caught. And if you are a professional rapist, you have to live knowing that if you are caught, you will go to jail." Rutan concluded that it is surprising that there is a profession in which you can do the same sort of things to

people and not be punished for it. The profession is, in Rutan's opinion, quite ironically, the law.

### VariEze Lawsuit

He related a story how attorneys had harassed a VariEze builder whose only crime was to sell his airplane to an individual who proved to be incompetent to operate it. The buyer crashed the VariEze, killing himself and a passenger. The deceased's attorneys claimed the builder was negligent in manufacture, among other charges.

Rutan said that the builder was really not at fault. But for two years, the man had to pay a lawyer to defend him. It turned out that he "got ulcers, he had to sell his car, he was downgraded, he was demeaned, he was financially ruined, his health was destroyed. Yet, if you knock off a K-Mart for \$25, gentlemen, you go to jail."

Just before the statute of limitations ran out, Rutan was also named in that lawsuit. "What's the normal thing you do when you get sued?" Rutan asked. "Go out and get a lawyer, right? Now what's the lawyer going to do for you? If he could get the thing (case) thrown out tomorrow, what does he get? See what I'm talking about, the environment?"

### Intimidation

"The complaint calls you the worst guy since Hitler. It is intended to scare you. If you are not scared, they've got a problem."

Rutan wanted to correct the mistaken complaint; he wanted to explain to the lawyers what had really caused the accident. He called the builder and told him, "I'm not going to get a lawyer, but I think I

can help you out." Rutan then wrote a letter that compared what the attorneys were doing to the man's family with the standards of ethics of the Bar Association. "Believe it or not, they have ethics—they are not laws that they put guys in jail with, (although) they should be—they are written ethics. Never enforced. Almost never, never enforced."

Rutan's letter to the lawyers told them how mad he was at being unfairly sued: "I'm so mad that I'm going to do 20 things to you, and 16 of them are in this letter." Rutan said the lawyers responded with, "Everything you say is hogwash . . . but it is possible that we might be wrong."

Rutan and the builder then flew to meet with the lawyers and explain what really caused the accident and why they were not at fault. Surprisingly, they convinced the attorneys to drop the case. But the catch was that Rutan and the homebuilder had to agree not to sue the lawyers back. Reluctantly they accepted. The lawyers "are still out there practicing law," Rutan said. "I'm mad as hell about that."

It is Rutan's opinion that the legal system allows lawyers to harass and intimidate people without regard to facts. Yet the same system allows these lawyers to be virtually unaccountable for the consequences of their actions.

Rutan warns that the legal system must be changed, or we will lose the freedom to enjoy aviation, among other things. Rutan repeated an observation his brother Dick had made earlier, "When you give up responsibility for your life, you give up freedom."



Shoe

### LIABILITY INSURANCE FOR FLIGHT INSTRUCTORS

A CFI dispatched a student on a solo cross-country. On completion of leg two, a winter storm moved into the area. The student called the CFI several times and was told to wait for the storm to move east. A local CFI told the student the same thing. But the student ignored the advice, took off and had a fatal accident. The student's widow sued the CFI, charging inadequate flight instruction. Although he was found not guilty, the instructor had to pay more than \$15,000 in legal and expert-witness fees -- out of his own pocket. This and many other examples have prompted NAFI, the National Association of Flight Instructors, to initiate a program whereby instructors can obtain liability insurance for protection against lawsuits and claims for both property damage and personal injury. Under this program, instructors are covered against all claims even when they are not in the airplane. The policy is for \$100,000, plus all defense costs, for a premium of \$250 a year. To obtain this protection, you must be a NAFI member. The program is being organized by Bernie Geler, NAFI's Executive Director and former FAA Chief of General Aviation. You can contact Geler on Duane Cole's booth (C-19) in the south exhibit building here at Oshkosh, or write to NAFI, Ohio State University Airport, box 793, Dublin, Ohio 43017; telephone 614/889-6148.

# EDITORS CORNER

(#124 - SANTA ROSA)

A few months back Dwayne Green and I were visiting Sonoma Skypark where more than a few Luscombe freaks are known to hang out. In the course of a casual conversation with a Mr. Al Longone it was revealed that he was in possession of the original log book of one James Duncan, a student pilot flying an Aeronca Chief over Kahuku point, Hawaii the day Japan attacked Pearl Harbor. (He was not flying a Stearman as shown in the movie Tora Tora Tora.)

In 1956 Duncan showed up at Petaluma Airport for flight instruction. The log book shows several hours under the tutelage of George Justman, owner of Justman Flying Service. A letter to Mr. Longone from Justman confirms Duncan as the student pilot in the air over Pearl that December morning.

12-7-41	Aeronca 65	NC33838	Cant. 65	XC. HNL	Haleiwa + Kahuku	G.W. Tomberlin C. 49110
I hereby certify that the foregoing entries are true and correct.						PAGE TOTAL
Signed: <i>James Duncan</i>						TOTAL FORWARD
Pilot's Signature						TOTAL TIME TO DATE

LAST ENTRY BETWEEN DEC. 7, 1941 AND MARCH OF 1956. DUNCAN EITHER GAVE UP FLYING, THINKING NO DOUBT THAT IT WAS MUCH MORE DANGEROUS THAN HE HAD ANY REASON TO EXPECT, OR MORE LIKELY WENT INTO THE SERVICE.

Justman writes: "Yes I knew Jim Duncan and found him to be a very nice person and accomplished pilot. Many times he related his experiences in HNL on December 7, 1941... As for his whereabouts I am not able to tell you where he might be."

Jim Duncan is also identified as the student pilot in the air at the time of the Pearl Harbor attack by Walter Lord in his book "A Day of Infamy", published in 1957. According to Lord the aircraft was fired on and hit during the confrontation. "Two planes had come up from below, firing and passing so close that ...he saw

5.

Longone has located the sister ship to Aeronca NC 33838 but has not been successful at finding the airplane itself. "I haven't been able to find James Duncan yet, but I would think that, being the first American to be fired on in World War II would give his logbook some significance. And that 'knocker', 65 deserves to be in the Smithsonian for what it went through...if it still exists."

If anyone has information or is interested in involving themselves in the search for Jim Duncan and the wily Aeronca NC 33838, contact Al Longone, 27 Sunol St., San Jose, Ca. 95126.

-GENE HILL

## CAFE 400

Welcome to the seventh annual Comparative Aircraft Flight Efficiency (CAFE 400) competition, where an aircrafts design and performance is tested over a predetermined course. The CAFE competition measures a combination of speed, payload carrying ability and fuel burn in a formula which balances two-place airplanes with six seaters, and causes most aircraft to achieve their highest score if they fly at around 72% power setting. This years event, scheduled June 26th and 27th will again be in Santa Rosa, California at Sonoma County Airport, in the Heart of the beautiful "Wine Country." The event promises to be the best yet with promoters and contestants alike, drawing upon 6 years of race experience. We are looking forward to an efficient and smooth running event to "showcase" General Aviation's best aircraft and pilots.

The "87" event will take place over the same course as last year with demanding climbs from Sea Level to over 7000 feet with a cruise leg over 200 miles long at any altitude the pilot selects over scenic Northern California. The competition will provide the same classes as the 1986 Race: Production Modified, Production Showroom Stock, Experimental Single Seat, Experimental Two Seats, and Experimental Three or More Seats. The Race formula will be ((Speed) 1.25 X Miles per Gallon X (Payload) .75.

The "Triaviathon", a competition where Time-to-Climb, Maximum Level Speed and Minimum Level Speed are evaluated, will be run again this year on Friday June 26. Last years data reflects the design parameters (shortest time to climb, maximum and minimum air speeds) of the many different aircraft entered and their modifications for better performance. Look forward to a mid-year "Triaviathon" grudge match between Reno Air Racers, "Dreadnaught", "Furias" and "Tsunami", details in the February newsletter for the date and time.

Race Kits will be available February 1, 1987, with "Program" dead-line entry June 1, 1987. This year we will be having a race program, if you are interested in advertising or writing an article to be featured please drop us a line. Race Kits (\$3.00) and a special videotape (\$7.50 rental) will be available from Race Chairman, Ed Vongehr, 16466 Willow Creek Road, Occidental, CA 95465. Phone (707) 874-3078.

The CAFE Foundation values input from contestants which improves the safety, accuracy, and enjoyment of the event. Your ideas are welcome and appreciated. Please write or telephone. GOOD FLYING!

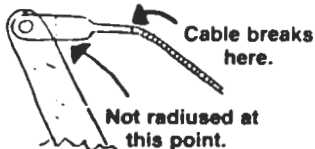
Here is a special offer for EAA members. Shepard & Herlihy Enterprises, (located at the south end of Dunsmuir-Mott Airport-926-2840) offers 10% off on parts and labor if you are a member of EAA. They do all of the aircraft overhaul & maintenance, from homebuilts to warbirds. John and Paul are both members of our EAA chapter. (# 654 - SISKIYOU)

# Technical Tips

## CONTROL HORN TIP

From Zenair News, Jan/Feb 1986

When you think your aircraft is ready, perform a very thorough safety inspection. One of the things the designer has seen is the control horns were not radiused correctly so that at full deflection, the cable end would bear on the horn and kink the cable, which will very soon result in cable strands breaking. Note diagram.



During climbout on a personal pleasure flight the engine rpm began to decrease until the engine failed completely. The pilot attempted an off-airport forced landing during which the aircraft was substantially damaged and both occupants seriously injured.

Investigation revealed that a bogus fuel filter had been installed between the fuel control unit and the fuel injector. The filter was found to be clogged with debris, and during testing it was found that the engine would not run with the filter in place. When the filter was removed, however, the engine ran normally.

**DON'T FORGET WHERE YOU INSTALLED IT..  
DON'T FORGET TO CHECK IT.....**

From the Osprey Newsletter.

Bulging plywood panels are a result of applying plywood which is dryer than it would be if exposed to your prevailing climate. Prevent bulge by getting the plywood out of its dry storage in the box under your bed and into the workshop a few weeks before sticking it on.

Bulges can sometimes be helped by shrinking the panel with an electric radiant heater; then seal it immediately with glass and epoxy.

Tools are half the battle. I tried to get along for a while without a saw and now find it a great time saver. A disk sander for shaping wood and aluminum parts is indispensable. A small Japanese back saw is excellent for long, clean, fast and easy cuts in plywood. A rubber bonded abrasive wheel on one side of your grinder makes it easy to turn out well polished (read fatigue-crack proof) edges on steel fittings.

One other tidbit - the U.S. Forest Products Lab feels it may not be helpful to apply a paint on some types of wood preservative. Too superficial. Try instead to build so that no water will have a chance to soak into any wood fibers.

Regards, Gerry Clinton, 3535 Topping Rd., Madison, WI 53705

Historically the winter months show a sharp increase in the number of accidents that could have been prevented by proper preflight inspection.

Cold and often inclement weather conditions tend to make even conscientious pilots rush through their preflight duties, often overlooking items and/or accepting conditions to which they would normally direct more attention. The unfortunate fact is that cold weather flying poses special problems over and above those found during the "good" weather months, and these problems require *increased* planning and preparation if the flight is to be conducted safely. It takes diligence and self-control to meet this challenge, but then again diligence and self-control are two factors that distinguish a professional pilot from an accident victim.

**Now he won't have to bend steel in his bare hands!**

**Little Giant Brake**

**Made in U.S.A.**

Form boxes, covers, trays and more with this versatile, compact brake bar. It makes clean smooth bends & forms up to 90° in metals up to 16 gauge thickness & 18" width. Adjustment for stock thickness, sharpness of bends & accuracy are quick & easy. Rugged construction & simple design assure a lifetime of trouble-free service. Ideal for one-shot or production runs, shop or lab, schools or hobbies. Shipping weight 4 lbs.

**NEW**

**\$29.95**

Cat T-5250

The brake pictured at left is available from Dick Smith Electronics at 4980 Stevens Creek Blvd. in San Jose. (Near Lawrence Expw.)

It is probably adequate for light gage 2024 T3 aluminum, dead soft 16 gage, and small clips and brackets. The nose radius is too sharp for most aircraft quality 2024 T3 bends but could be increased by some judicious hand filing.

Since the nose piece is secured and positioned with C clamps extra plates with different radii and widths could be fabricated.

**DIVE TO GAIN SPEED (ABOUT 25% ABOVE CRUISING) THEN PULL UP INTO A SHALLOW CLIMB.**

**SELECT A PYLON ON THE HORIZON & ROLL THE FRONT OF THE SHIP AROUND THE PYLON LIKE A WHEEL.**

**USE SMOOTH, POSITIVE, ACCELERATED CONTROL PRESSURE. KEEP NOSE ABOVE HORIZON OR EXCESS SPEED AND CONTROL RESISTANCE WILL DEVELOP.**

**REMEMBER, THE ROLL OUT IS ACCOMPLISHED EXACTLY AS THE ROLL OUT FROM A STEEP TURN.**

**WHEN THE PROPER ANGLE OF CLIMB IS REACHED, START A SMOOTH, UNINTERRUPTED ROLLING-ACTION.**

**AS ROLL CONTINUES IT WILL BE NECESSARY TO APPLY ACCELERATED OPPOSITE RUDDER TO KEEP THE NOSE FROM SWINGING OFF THE PYLON.**

**AS THE INVERTED POSITION IS APPROACHED, RELAX THE RUDDER TO NEUTRAL AND GRADUALLY APPLY FORWARD STICK.**

**ENGINE CONTINUES TO ROLL ON PYLON; HOLD POSITIVE AILERON PRESSURE WITH THE ROLL. APPLY TOP RUDDER AS REQUIRED TO HOLD NOSE UP.**

**RETURN TO LEVEL FLIGHT WITH PYLON STRAIGHT AHEAD.**

- For Sale: Cassutt, yellow with blue trim; A65 engine, all cylinders in 70's uses 1 qt of oil each 7 hours; 880 hrs TTAE; 130 mph cruise, 155 mph top, 4 gph, 1300 fpm climb; Cleveland toebrakes. Asking \$4500. Call Kit Sondergren, 1632 Santa Ynez, Sacramento, CA 95816. (916)452-5487
- For Sale: Sonerai II, fuselage mostly completed; gear completed, drilled and polished; includes complete hardware kit, miscellaneous fittings, spar caps and wing ribs; excellent workmanship throughout; \$2000 or will consider trade for RV-4. Jim Peck, 6265 Arlington Blvd., Richmond, CA 94805. (415)237-0948.
- For Rent: Several "T" and 50x40 hangars available at Nutree Airport. "T" hangars rent for \$150 per month and 50x40 rent for \$300. Please call Bob Aspegren (707)422-3473.
- Wanted: 1834 or 2100 VW for KR-2; engine instruments. Call or write with prices. Jerry Pryce, 330 Elsinore Dr., Vacaville, CA 95688-5508. (707)447-4349.
- Free: The following issues of SPORT AVIATION are available for anyone wanting to complete their collection: 1976 - Apr, May, Jul; 1978 - Feb; 1981 - Dec; 1982 - all except Aug; 1983 - all; 1984 - all; 1985 - all. Call Jerry Pryce (707)447-4349.

*This letter was written to illustrate a story Mr. Patterson heard while attending an engine show in Blairsville, GA. It should serve as a reminder to us all about safety precautions in working with engines.*

I am writing in response to your request for more information concerning Block No. 11 on the insurance form which asks for "Cause of injuries" where I put "Trying to do the job alone". You said you needed more information so I trust the following will be sufficient.

On the date of injuries, I was working alone trying to retrieve an old gas engine out of the loft of a four-story building when I realized the 400-pound engine was too much for me to carry down the stairs. So, rather than try to carry the engine down the stairs by hand, I decided to put it on a platform and lower it by a pulley which was fastened to the top of the building. I secured the end of the rope at

ground level and went up to the top of the building and loaded the engine onto the platform and swung the platform out with the engine on it. I then went down and untied the rope, holding it securely to insure the slow decent of the engine.

As you will note on Block No. 6 of the insurance form, I weigh 145 pounds. Due to my shock at being jerked off the ground so swiftly, I lost my presence of mind and forgot to let go of the rope. Between the second and third floors, I met the engine coming down. This accounts for the bruises and lacerations on my upper body.

Regaining my presence of mind again, I held tightly to the rope and proceeded rapidly up the side of the building not stopping until my right hand was jammed in the pulley. This accounts for the broken thumb.

Despite the pain, I regained my presence of mind and held tightly to

the rope. At approximately the same time, however, the engine hit the ground and the jar knocked it off the platform. Devoid of the weight of the engine, the platform now weighed about 50 pounds. I again refer you to Block No. 6 and my weight—145 pounds.

As you would guess, I began a rapid descent. In the vicinity of the second floor, I met the platform coming up. This explains the injuries to my legs and lower body. Slowed only slightly, I continued my descent landing on the engine. Fortunately, my back was only sprained, and the internal injuries were minimal.

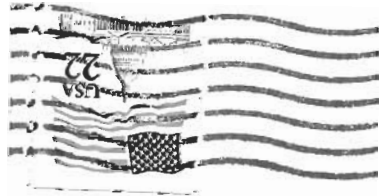
I am sorry to report, however, that at this point, I again lost my presence of mind and let go of the rope, and as you can imagine, the platform crashed down on me.

I trust this answers your concern. Please know that I am finished "trying to do the job alone."

by Berke Breathed



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