



Experimental Aircraft Association

\$ 25 *Matsuda*

CHAPTER 393

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

\$ 15⁰⁰

Concord, California

PRESIDENT

Kay E. Smith
415/825-4211

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

VICE PRESIDENT

Richard S. Powell
415/229-1281

Election of officers for the next two years will be a major agenda item for this meeting. We have nearly a full slate -- still looking for someone to do newsletter. So be sure to be there to vote. Anyone who would like to do the newsletter, please call President Kay. Believe me, it is a fun job, and you can make of it what you will. I just happen to be into computers, but all you need is a typewriter and a pair of scissors to clip material from other newsletters and notices. We share our letter with about 20 other Chapters, and I note they clip my material just like I clip theirs.

SECRETARY-TREASURER

Lou Ferrero
415/672-7539

The program for the meeting this month will be Remo Galeazzi describing what it takes to build a Grand Champion Sport Biplane. Remo won the award at OSHKOSH (P. 47 in the mag.). A good show, see you there.

NEWSLETTER EDITOR

Bill deProse
415/827-0199

COFFEE HOST

Louie Goodell
415/682-4198

award at OSHKOSH (P. 47 in the mag.).

If the front of this newsletter has a "Dues are Due" stamp on it, you owe dues. There are exactly 15 of you, and unfortunately this will be the last month we will be able to carry you on the mailing list. So please mail it to the address above, or give it to Lou at the next Chapter meeting.

The weather/climate change is upon us, so let's talk about carb heat.

1. Tests by Lycoming indicate that carb heat can be applied continuously at power settings below 75%. Above that the onset of detonation is hastened. However, if doing so, you must re-lean to offset the over-rich condition created by the less dense incoming air. Warm air is less dense (contains less oxygen molecules) than cool air and carb heat will bring on over-richness and make exhaust gas temps drop.
2. Unless you have a carb air temp gauge, never apply partial carb heat when there's high humidity. Do it all the way or not at all. Partial carb heat can have the effect of warming a supercooled venturi (and incoming supercooled ice crystals) to the point where ice will form and stick in the carb instead of passing through unnoticed.
3. Always remember that carb heat air is unfiltered air which is an invitation to premature overhaul. Periodically check to see that your carb heat control is indeed in the "off" position when not in use.

Phases of a project: Enthusiasm, disillusion, panic, search for the guilty, punishment of the innocent, praise & honors for non-participants!

EAA

LIGHT PLANE MAINTENANCE

Back to Basics

Clean Your Carburetor Screen & Bowl

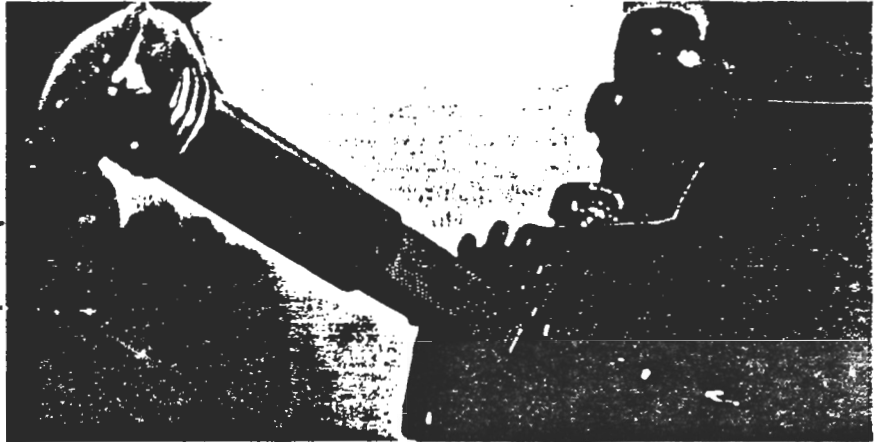
A friend of ours who flies aerobatics tells an interesting tale about the first time he looped his Citabria 7ECA. Our friend had just bought the (used) plane and was anxious to "wring out" his new purchase. But somewhere off the coast of California near Palos Verdes, upside down in a loop, the engine quit. And it never restarted.

Our friend made it down okay, gliding into Torrance Airport for a perfect deadstick landing. A thorough investigation into the cause of the engine failure disclosed a clogged carburetor jet. (The 7ECA is powered by a Lycoming O-235-C1 with Marvel-Schebler MA-3-series carb.) "What had happened was, the carburetor bowl had accumulated considerable sediment over the years," the Citabria owner explains. "And no one had ever drained it out. So the first time I went upside down, all the gunk in there dislodged and got in the fuel and clogged up the jets." The plane's previous owner, it turns out, only flew straight-and-level. And the plane's previous mechanics had never removed the carb bowl drain plug.

This isn't the only example we've heard of a plane making it through several annuals without the carburetor bowl plug being removed. (Our own 1968 Cessna Skylane, when we bought it, had been through nine annuals without a bowl draining.) Likewise, fuel-inlet screens seem to get missed quite often at annual time, even though it is a 100-hour item.

So why not check these things yourself? FAR Part 43 allows you to check fuel screens as "preventive maintenance," without a mechanic's signoff. (Appendix A even allows pilots to "replace prefabricated fuel lines," so that if your carburetor is of the type that requires fuel-inlet-line removal in order to access the screen, you can make and break that connection.)

This is one of few times you'll want to put your fuel selector in the "off" position. Do this before going any farther. If you don't, fuel will flow in a continuous stream during the following steps, creating a fire hazard and making you smell like a garage attendant.



On the MA-4-5 carburetor, the main fuel screen is behind a 7/8-in. hex plug. Lockwasher should have one tab bent down, one up.

Next, uncowl your plane and kneel down next to the carburetor (or injector body). Look for where the main fuel delivery line connects. On the MA-4-5 carburetor (Cessna 182, Piper Dakota, etc.), the fuel inlet screen is behind a big brass plug located on the opposite side of the carb from where the inlet line connects. (TCM fuel injectors also have a brass plug.) MA-3 series carbs lack the 7/8-in. hex plug; here, it's necessary to disconnect the fuel inlet line to get at the fuel filter.

Bend back tabs as needed on the lock washer under the hex, if you're dealing with a brass plug. *Save the washer*—Facet Aerospace (makers of the Marvel carbs) has decided, in its infinite wisdom, to stop selling these lock-tab gaskets on an individual basis, instead providing them only in \$300 rebuild kits. (See Service Hotline, January '87.) If you act quickly, you can probably buy a handful of these jewels from your local FBO for \$1.00 apiece. Go do it, if you can.

Otherwise, set the washer aside, pull straight out on the screen assembly, and examine the fine-mesh screen for contamination or damage. Swish the screen around in a clean jar or Maxwell House can filled with acetone, MEK, or other unused solvent. Then blow out the screen (carefully) with compressed air.

Put the screen back in its hole, being careful not to cock it over, and

snug the fuel-line connection to finger tight plus a flat, or torque the brass hex until it's tight, as appropriate. (Facet does not list torque values for these items.) When in doubt, have a mechanic show you the right way. The important thing is that nothing leaks when you turn the fuel back on in the cockpit.

But wait. We're not done yet. Remember the bowl drain plug? Look for it. (It's a tiny square plug at the bottom of the bowl, facing the propeller.) Clip the safety wire on the plug, grab it carefully with slip-jaw pliers or a small *croissant* wrench, and untighten it. Be ready for a cup of fuel to run out. (If you want, you can turn the fuel on for a few seconds to "rinse out" the bowl with fresh fuel.) After cleaning the threads on the plug, apply a small amount of Loctite to the threads and reinstall the plug. Safety-wire it after you've determined (with the fuel on) that there are no leaks. (Again, Facet gives no torque value for this item—you'll just have to use common sense.)

As a final reminder: *Be sure to turn the fuel back on in the cockpit before flying.* And be sure to record what you did in the ship's maintenance records. Chances are good—if you read back through previous log entries—that yours will be the only entry that mentions the fuel screen and bowl plug by name.

Better that than a "deadstick" notation in your *own* logbook.

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.

OCTOBER

Board - October 13

Chapter - October 28 - Remo Galeazzi on his Grand Champion Homebuilt.

- 5Oct 31-Nov 1 - 3rd Annual Artemis Hunt Balloon Rally & Masquerade Ball, Tracy Airport. Yvonne Lyckberg, Balloon Excelsior, 1241 High St. Oakland, CA 94601.
Nov 7 - March AFB, Riverside. Thunderbirds will perform.
Nov 8 - Edwards AFB open house honoring USAF's 40th. Thunderbirds and AF Flight Test Center aircraft. 805+277-3510.
Nov 13-15 - Comanche Fly-In, Concord. Pat Rowe, 805+934-2123.
Jan 23-24 - Combat Heritage Foundation Airshow, Holtville, CA. Current & vintage military air demos. 619+280-6699.

CHAPTER 393 MINI-MART

- For Sale: Glasair kit. \$10,750. Norm Alumbaugh, P.O. Box 200, Pope Valley, CA 94567. 707+965-2709. 8
For Sale: Glasair RG. Much work done. Price negotiable. Tom Pinckard, 415+933-0280. 8
Hangar Space: Half a 40' T hangar at Livermore Airport for sub-lease for 1 1/2 years at \$80/month. Call Lisle Knight, days: 415+524-8844, eves: 415+799-0600. 5
Service Offer: Precision welding (TIG), aluminum, stainless, 4130. Eric Schuldt, 1820 Baldwin Dr., Concord CA 94519, 415+827-0259 6
For Sale: Quickie Kit, Single place Rutan designed composite. No construction started. \$1,900/offer or trade for motorcycle or?? Jan Switalski, 415+228-6399 or 228-1336 2
For Sale: Glasair windshield 3/16". Make offer, Steve Macica, 415+792-7510. 1
Wanted: Anyone who wants someone to share their flying expenses to any of the air events, call Andy Anderson, 415+525-1813. 2

CLASSIFIEDS FROM AROUND AND ABOUT:

Chapter 52, Sacramento

Lyc 0-320 with 0-480 chrome cyl, 160 hp, no access, OSMOH, \$5,500; Cont 0-200, 65hr SMOH, chrome cyl, logs mags, carbs, stacks. From a Varieze. Phil Chase 916+363-5375

Chapter 71, Bakersfield

Lyc 0-235C, 108 hp, 60 SMOH, \$3800. Darrel Johnson 209+2527967. Lyc crossover exhaust for 0-320/0-360, \$300. Matt Mathews 805+833-9041.

Chapter 90, Modesto

Runout 65/75 hp Cont, complete, \$800. Mike Williams 209+523-2493.
Maxair Duster, 2 place ARV, mint condition. Gene Berry 209+524-1822.

Chapter 126, Seaside

Goatskin G1 Navy, size 40, never worn, \$150. Jim 408+394-0439.
1948 C-170A. New paint, wheel pants, hangared. Jim 408+384-7046.
Lyc 0-320, 554 STOH, no mags, \$1,800. Lowell Ridge 702+786-2584.
Escort 110, asking \$150. Mike Sorrels 702+827-3947.

Chapter 167, Napa - Solano

"T" and 50x40 hangars at Nut Tree, \$150-\$300/mo. Bob 707+422-3473.
"T" hangars at Sonoma Skypark, \$125/mo. 707+996-2100.
1834 or 2100 VW wanted for KR-2. Selling 1300 for KR-1. 707+447-4349.
1939 Luscombe. Jerry Butler 707+422-4809.

Chapter 261, Greenfield

Several Pitts' for sale at Santa Paula Airport. 805+525-0111.

Chapter 338, San Jose

Seahawk kit, less engine, radio & insts. \$11,000. 408+353-2549.
Lyc. 0-290-G 125 HP, disassembled, new parts ready, \$1,800, 408+226-9515.
Starduster Too, Lyc 0-360-A1A, 170 TTSN. 415+948-5812.

Chapter 376, Fresno

Mooney M-20 project, lotsa IFR; also BD-5 kit. N. Comfort 209+431-5533.

Chapter 427, Chico

Delta Hawk, 50 TT, \$5,000. Brian Carpenter 916+532-9249 or 896-3065.

Chapter 654, Redding

Mustang II, 412TT, 160 Lyc, full panel. 916+842-5648.

Chapter 663, Livermore

BD-4 fuselage framed, no skin. Also, 35 yrs. worth of a/c parts,
hardware, instruments. Call for list. Jim Mathers 415+447-7627.

Join the California Aviation Council. Their motto "Preserving California Aviation", speaks for itself. They can be reached at 1-800-533-1949.

Just in case you're thinking of trying to match Mathias Rust's unauthorized flight to Moscow in a C-172, here's how the Russians are playing it (or, How To Make Good In The Soviet Union). They've sent everybody in air defense to the salt mines and have named Gen. Ivan Tretyak to head Soviet air defenses. He's the general who is believed to be responsible for the shooting down of the Korean air liner in 1983, killing all 269 on board. Rust, incidentally, received four years in a labor camp.

Be advised: EAA Chapter members who are not members of the national association will soon be drummed out, according to a letter from Henry Ogradzinski, EAA's director of policy and planning. "In my opinion, any Chapter member who is not an EAA member is a person we cannot count on," Ogradzinski wrote, "... he is not pulling his own weight."

Chapter member Bob Gonzales has been working diligently to retrieve B-17E #41-2446 from the swamps of Papua, New Guinea, to be added to the Travis AFB Historical Society Museum. The plane was only 2 months old when it slid in on the swamp grass on February 23, 1942, and it is in remarkably good shape. It is: 1, the oldest intact Boeing built B-17 in existence; 2, the only remote bottom turret in the world; 3, accepted by the AAF on December 6, 1941, and; 4, all but one crew member has been accounted for. Bob has sole rights to the plane in his dealings with the New Guinea government -- all he needs right now is to raise funds to pay for the trip he took out there this summer to negotiate and look the plane over. He still needs about \$5000. When he has finalized the agreement with the PNG Government, then he'll need \$200,000 to bring her back. He is not only looking for donations, but also has some goodies for sale -- approximately 4 hours of VCR he took on his trip there this summer for \$35 (add \$1.50 for mailing), and a set of 20 pictures 3.5 x 5 for \$15. The museum is at P.O. Box 1565, Travis AFB, CA 94535, phone 707+438-5605/5598.

SCOTT'S FIRST LAW: No matter what goes wrong it will probably look right.
 SCOTT'S SECOND LAW: When an error has been detected and corrected, it will be found to have been correct in the first place.
 PROPWASH: A bucket of stuff for washing propellers.
 PYLON: All aboard!
 RICH MIXTURE: Seven parts gin - one part vermouth.
 STALL: Explaining to the bank when you will make the next payment on your ship.
 Thanks to CH. 71, Bakersfield.

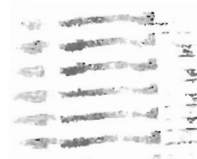
True Air Force Tales

By Bob Stevens

IT WAS A DARK and STORMY NIGHT. A PARTY AT THE O CLUB BROKE UP LATE (FOR THE MORROW WAS A STAND-DOWN)



EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393
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DUES ARE DUE

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LARRY K. LAUGHLIN
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