



Experimental Aircraft Association

CHAPTER 393

Concord, California

January, 1988

CHAPTER MEETING

January 27, 1988 Wed. 7:30 PM
Buchanan Field
Terminal Building

PROGRAM

How to Avoid a Pain in the ARSA & TCA

Everything you wanted to know about the ARSA and TCA but were afraid to ask. Bay TRACON will be sending a "procedure specialist" to give us the full scoop and demystify the sky over the bay.

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PRESIDENT'S MESSAGE

Happy New Year! I hope you all enjoyed a happy (and healthy) holiday season. The only glitch seemed to be a extended period of gloomy weather precluding much flying - we'll make up for it in the spring, right? Lots of things to look forward to in 1988, among them several member's completed projects nearing the first flight phase, new designs about to hit the market, keeping the FAA's airspace grab under control, and a year of EAA chapter meetings where we get to meet the gang and talk about our flying (and near flying) machines. The latter seems to be one of our favorites, and I think our introductions at the meetings are one of the best ways to keep in touch with each other's progress. I'm looking forward to Chapter 393

having another good year, helping each other further their projects and enjoying it along the way.

Rich Powell

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VIEWPOINT

It looks like I've been handed the gauntlet. Ever since I joined the Concord chapter of EAA 9 years ago, I've witnessed this newsletter get better with each new editor. I hope to continue this tradition but I need your help.

We're looking for technical tips, amusing (or harrowing) building or flying adventures, inside stories, items for sale and calendar events. Most important, we want you to participate.

This column, Viewpoint, is for you and your opinions. Not everyone is able to attend the chapter meetings and this column will provide a forum for communication within the entire chapter. I'm kicking it off with a plea for you to participate. Surely you have an opinion on some aspect of EAA, the homebuilt airplane industry, aviation in general, or even this newsletter. Please let us know what you think, no holds barred, and send your opinions to Jordan Coonrad, P.O. Box 2878, Alameda, CA 94501.

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Dues are due. Dues are due.

I'LL BE THE JUDGE OF THAT

Name the Newsletter and win a 1988 Joy of Flight Calendar. Plane Talk; Slow Flying; The Fabricator; Hangar Flying; Flying Wire; Hangtown Strobe and Carmel Valley Updraft have already been used. Call or send your suggestions to Jordan Coonrad.

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HATS OFF TO RANDY ALLEY

Randy wore out his shoes stepping up to the podium at the Christmas Dinner. Randy picked up two (not one, but two) First Flight Awards for finishing his Glasair and his StarDuster II. Most of us would be happy with one. So who do you think was named Member of the Year? Way to go Randy.

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DUES DUES DUES DUES DUES DUES

Your dues are due now if your last name begins with A-K. Reasonable terms. If you don't pay up within 90 days we'll have to drop you from the roster. Fifteen bucks. That's all we ask. You can pay at the meeting or send your check to EAA - Chapter 393, PO Box 2269, Walnut Creek, CA 94595. Do it today, before you forget.

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MISSING IN ACTION

The chapter podium and gavel are rumored to be under repair. Would the member who volunteered for this special mission please report on his whereabouts and progress ASAP.

The Woody Pusher photo album is overdue. Would the member who borrowed it please bring it to the next meeting.

The chapter scales are not missing. They are in Randy Alley's hangar. If you need to use them you can call Randy at 825-1247.

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NEWS FLASH

Speaking of TCA's. San Carlos EAA (Chapter 20) is putting together a one-time deal for blind encoders, transponders (?), installation and certification. The cost of the encoder with hardware, wiring, and manuals will be about \$230. If you want more information contact Mike Dunlap at 794-8768 or leave a message on his machine. Don't worry if he doesn't get back to you right away. He'll call when he has the information. He may be at our January meeting so you can talk to him then.

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FOR YOUR INFORMATION

The next time you're booking a flight on a commercial airline you might want to consider this. According to a report in In Flight Magazine, American Airlines has petitioned the FAA to limit general aviation operations during a 4 to 6 month runway reconstruction period beginning this month at LAX. According to Jay White, president of the California Aviation Council, Robert Crandell, president of American Airlines, advocates that general aviation aircraft utilize reliever airports even though they are not available. Perhaps we should use a reliever airline.

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"The one who says it can't be done should never interrupt the one who's doing it."

Roman Rule

SOURCES

While annulling the Ercoûpe we discovered that the Goodyear magnesium wheels had corroded internally and needed to be replaced. A call to the local distributor revealed that replacement wheels were still available (this is a 40 year old plane) and would cost \$2,000 each. GULP. A Cleveland "conversion" was going to be a mere \$500 for the pair. Better, but still not good. Inspired by the balance in my checkbook I made a few more phone calls and found a pair of serviceable wheels at a Sacramento airplane wrecking yard for \$35.00. SOLD. Herewith is a partial list of junkyards. If you know of any others please let us know. Also let us know if there are any to avoid.

Faeth Aircraft Dismantling
7501 Elder Creek Road
Sacramento, CA 95824
(916)383-5403

OK Aircraft Parts
11125 Guibal Ave.
Gilroy, CA 95020
(408)848-3377

Nagel Aircraft Sales
25320 Curtiss Way
Torrance, CA 90509
(213)326-9303

National Aircraft Parts Sales
3170 Cherry Ave.
Long Beach, CA 90807
(213)426-8309

Aircraft Salvage
Route 1, Box 315A
Omak, WA 98841
(509)826-4770

These addresses and phone numbers are current as of Jan. 18, 1988.

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FLYING IN THE FACE OF CONVENTION

Dr. Lance Meagher of Cannon Beach, Oregon plans to fly his Stinson Voyager around the world. But there's a catch. Dr. Meagher has ALS syndrome (Lou Gehrig's Disease) and, with the exception of some facial muscles, is completely paralyzed. He plans to control the plane (which is currently under reconstruction) with his facial muscles. We'll have more details on how in a few weeks. Meanwhile, he'd love to hear from fellow pilots. Write to him at P.O. Box 296, Cannon Beach, OR 97110.

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CALENDAR

January

23-24 Combat Heritage Foundation Airshow. Holtville, CA. Current & vintage military air demonstrations. Phone (619) 280-6699.

27 Chapter 393 Members Meeting. Details on page 1.

February

9 Chapter 393 Board Meeting. 7:30 PM Navajo Aviation, Buchanan Field. Chapter members are welcome.

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UNCLASSIFIED

Glasair kit. \$10,750. Norm Alumbaugh, P.O. Box 200, Pope Valley, CA 94567. (707)965-2709.

Glasair RG. Much work done. Price negotiable. Tom Pinckard. (415)933-0280.

Glasair windshield 3/16". Make offer. Steve Macica. (415)792-7510.

Precision welding. Aluminum, stainless, 4130. Eric Schuldt, 1820 Baldwin Dr., Concord, CA 94519. (415)792-7510.

125hp Lycoming Engine. 0SOH. No reasonable offer refused. Phone Jordan Coonrad (415)769-9766.

Anyone who wants someone to share their flying expenses to any of the air events, call Andy Anderson (415)525-1813.

Note. Unclassifieds are free and easy. Just call Jordan Coonrad at (415)769-9766 or leave a message.

OFFICERS

President Rich Powell (415) 934-9396

Vice President Bill deProsse (415) 827-0199

Sec./Treasurer Russ Giffin (415) 935-2887

Newsletter Editor Jordan Coonrad (415) 769-9766

Coffee Host Louie Goodell (415) 682-4198

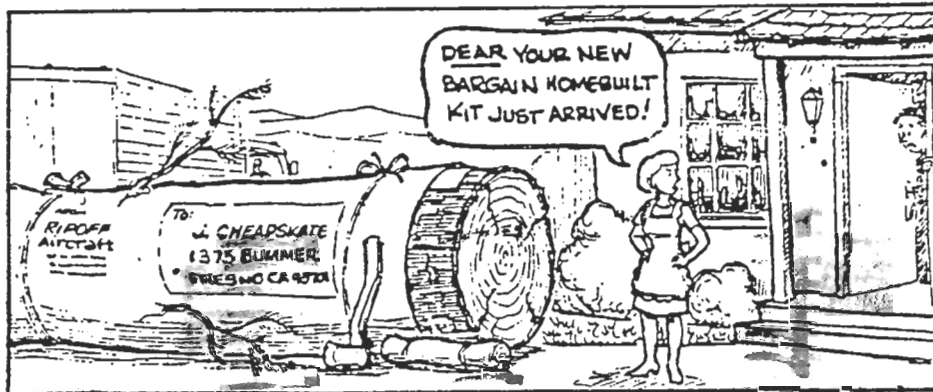
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"No two identical parts are alike."
Beach's Law

"There are two kinds of tape: the one that won't stay on and the one that won't come off."

Teleco's Second Law



EAA Chapter 398
P.O. Box 2269
Walnut Creek, CA 94595

