



Experimental Aircraft Association

CHAPTER 393

Concord, California

February, 1989

CHAPTER MEETING

February 22, 1989 Wed. 7:30 PM
Buchanan Terminal Building
Concord Airport.

PROGRAM

Weather

Bruce Britos, an "In Flight Advisory Services Specialist" will talk about weather and related services for aviators.

MINUTES OF JANUARY MEETING

The meeting was called to order at 7:30 pm. There were 53 people in attendance.

The previous month's minutes were approved, the treasurer's report was read and approved, and the following subjects were discussed: Lou Ellis has the chapter scales; the Christmas/Awards Dinner will be held at the Naval Weapons Station; the winner of the raffle is responsible for bringing the next month's prize; EAA merchandise will also be available at the meetings; raffle proceeds went to Flight for Peace; there will be a chapter roster in your Feb. newsletter, Airport Day will be June 18th (sponsored by the FBOs); everyone was urged to write a letter regarding the modified version of NPRM 88-2; RV builders are forming a local group.

Thanks to Bill Larkins for his program.

DUES ARE DUE!

If your last name begins with any of the letters A thru K your dues, a mere \$15.00 a year, are due. If you are not paid up within 90 days this could be one of the last 393 NL's you read. Still not sure when to pay? Check your mailing label.

PRESIDENT'S MESSAGE

If you haven't already done so, please write to the FAA regarding the Mode C petition (Docket 25753). This modifies the 88-2 TCA rule to allow VFR non-mode C under the wedding cake layers (no clearance necessary), and makes a buffer zone around current TCAs. EAA has issued an emergency letter to chapter officers asking for a better response from pilots than they have had. Send one to your senator and congressman, too.

GENTLEMEN, "START YOUR PENS"

The EAA/AOPA/HAI "buffer" petition has been issued as an NPRM. with a deadline for public comment of Feb. 27, 1989. EAA HQ urges each of you to write...immediately... in support of the petition to create a buffer zone under the outer layers of TCA's, extend the deadline for manufacturing and installation of Mode A/C transponders and raise the enroute Mode C floor to 10,500 feet MSL. Send your comments, in duplicate to: FAA, Office of the Chief Counsel, Attn: Rules Docket (AGC 204), Docket No. 25753, 800 Independence Ave. SW, Washington DC 20591.

NOTAMS

Name tags, don't forget to wear them to the meetings, that way we will know who you are. The following people may pick up their name tags at the next meeting: Dan Canady, Robert Dahl, John Diegoli, Jordan Jones, Paul Kunkel, Larry Lansburgh, Ken McKenzie, Harry Stylos & Ken Yoskowitz.

If you win the raffle prize you are to supply the prize for the next month.

The 99s are sponsoring an Aviation Safety-Education Seminar/Accident Prevention Program: DENSITY ALTITUDE. April 1st, 10:00am to 12:30pm at Navajo Aviation, Concord. RSVP 415-932-5620. There is no charge & refreshments will be served.

UNCLASSIFIED

Fly Baby for sale, less than 100 hrs TTSM & recover, by A&P. Cub yellow & international orange, similar to GB. "Great Toy" \$6500.00 Call Neil Reid at 415-927-7700 or 415-664-2296.

For Sale: Gary Grover's SCAMP, sgl place alum tri-gear biplane. 90% complete incl rigging, VW Eng. Needs minor sheet metal. prop, insts and radio. Call Pat Campbell, 415-689-7212, Concord.

PRO-SEAL KITS in 1 pint, two part kits! For only \$17.00! (Aircraft Spruce sells Pro-Seal equivalent kit for \$30 +) Great for sealing any pressure line. Resist Fuel, Oil, break-fluid, etc. This is The Rubberized Epoxy! Limited Supply on hand. Call Rick Lambert @ 676-9377.

Tri-Q/Q-200 Needs new type canard built, fuselage finished to painting, nice panel, no firewall forward. \$3500.00 Ron Partain, 415-779-0442 or 924 Flintrock Dr., Antioch, CA 94509

Wanted: prop hub for a taper shaft, A-series Continental. Call Dennis Colomb (707)429-0693.

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

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

Precision welding. Aluminum, stainless, 4130. Eric Schuldt, 1820 Baldwin Dr., Concord, CA 94519. (415)827-0259.

Soft-Com Headsets with-out the Intercom Unit (still avail. from Soft-Com). They work great and \$75.00 for the two pair is a bargain! Larry Laughlin @ 758-3532.

Lyc. 0-290, 125 hp. G model converted to D, no crank or mags, best offer. Jordan Coonrad (415)769-9766.

Note. Unclassifieds are free. Call Jordan Coonrad at (415)769-9766.

CALENDAR

Feb. 22	Chapter 393 Meeting
March 7	Glasair Group Meeting
March 8	Chap. 393 Board Meeting This is a WEDNESDAY.
April 9-15	Sun 'n Fun EAA Fly-In
June 18	Airport Day

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

Aircraft Wiring Diagram for the Homebuilt

(EAA Chapter 723)

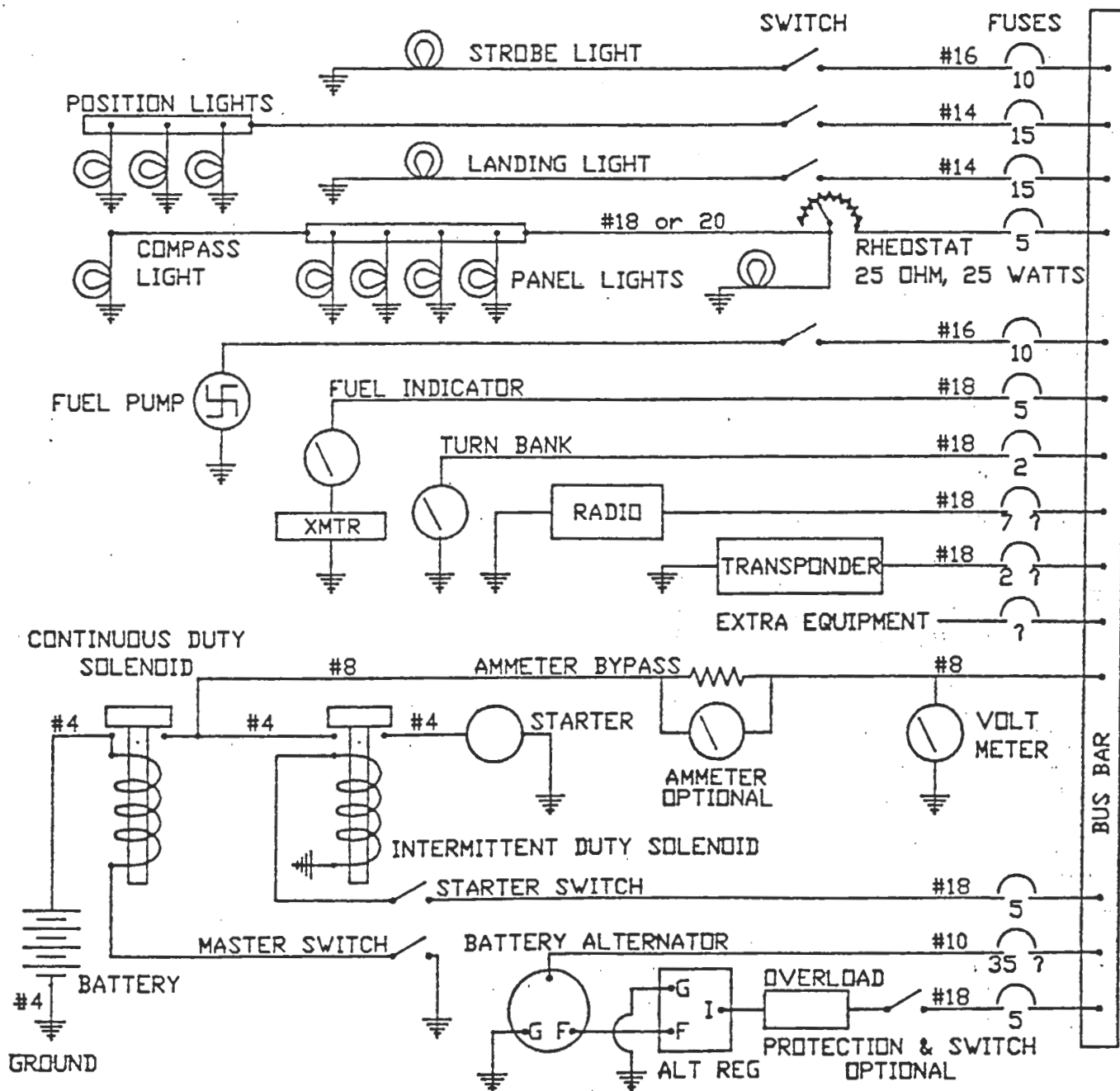
By Carl Wright

For those who are interested in building a homebuilt, you might find that following wiring diagram will help you with your project. This is the wiring that I used on my RV-4 which I've been flying for about two years. It may not work on a jet aircraft but it should work on most any homebuilt. The diagram is simple and easy to follow. Some of the fuses shown have a question mark following the amperage. This indicates that the fuse amperage required depends on the equipment used. For example, I have installed a Terra transponder in my RV-4. You might,

however, install a Narco transponder which might require a fuse with a different amperage. This is true for the radio and the alternator I have used. The fuse amperage for your alternator will depend on the amperage of the alternator you install.

Some of you may not want on your airplane some of the lighting and navigation equipment that I have indicated in the diagram. If this is the case, go to the bus bar and remove the equipment from the diagram at that point. On the other hand, adding equipment not indicated in most cases means just a hook up to the bus bar, proper grounding to a common grounding bus bar and the correct wire gages and fuse. The grounding bus bar is not shown in the diagram. It is like the power bus bar shown and is the common point for all grounds shown.

Make certain that the charging system components and wires are adequate for the loads imposed upon it. Check an electrical handbook or electrician for details.





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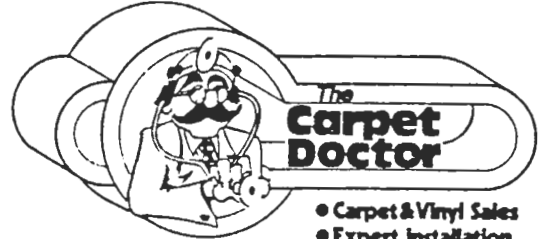
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DUES ARE DUE! 12/89

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