

# The C e c c o

Experimental Aircraft Association • Chapter 393 • Concord, CA

Sept. 1989

## CHAPTER MEETING

Sept. 27, 1989                      Wed. 7:30 PM  
Buchanan Terminal Building  
Concord Airport.                      **BRING CHAIRS**

## PROGRAM

Get Cirrus!

Gerry Greth will tell us about the VK-30 Cirrus he is building and the modified Chevy engine he is using to power it. This is one large homebuilt project let alone the engine development. Gerry is making excellent progress and doing great work at the same time. Don't miss this interesting opportunity.

## MINUTES OF AUGUST MEETING

The meeting was called to order about 7:30pm. The minutes were approved, the treasurer's report was read and approved, we discussed various topics, including, magazines, articles, EAA propaganda, AAC & new hangers, elections, the Altitude Nag, Petaluma Air Show, various calendar dates. This was followed by introductions, with lots of Oshkosh and other tales.

A big thank you to Gary Strehle for his interesting and informative program on aircraft painting.

**Elections** for new chapter officers are coming up soon, so you should be thinking about who will lead us into the 1990s.

## NOTAMS

The Glasair Builders Group is changing its name. **Composite Builders Group** more accurately reflects the varied projects under construction by attendees. Along those same lines, another group has developed called the **Metal Airplane Builders Group** (also known as the RV Builders Group). Top level negotiations are underway for the CBG and MABG to hold a couple of joint meetings. The actual method of joining (bonding or riveting) has not been determined. Both groups are an excellent source of firsthand information and experience. Anyone is invited to attend. For information about CBG call Lyle Powell (415)935-1444; about MABG call Greg Tripplett (415)222-6781.

**No Stinking Badges.** We now have custom name tags available, they may have 1, 2, or 3 lines of text for the low price of \$5, \$7.50, or \$10. See Russ Giffin to order yours today.

**Join EAA- See the USA.** EAA national is seeking nominees for a newly proposed group called the EAA Chapter Advisory Council. To paraphrase EAA's announcement: This person should be familiar with EAA chapters and in a position to donate both time and expenses to attend meetings (in Oshkosh). The rewards are the betterment of chapters and all of aviation.

**Dues are due.** If your last name begins with any of the letters L-Z your dues (\$15.00) are currently due.

## LARRY'S CORNER: The Break-In

As promised, here is my final report on the Chrome Cylinder break-in saga. And thank God too!

To recap slightly; it was last Sept., flying to the Reno Air Races, that I found myself 12,000 MSL over Truckee and with 5 pounds of oil pressure. The 40 hour old Chrome Cylinders still had not broken in properly and the engine decided that this would be a good time to really let me know! After checking the rod bearing situation later, I found it necessary to have the Crankshaft ground and polished and of course, rebuild the entire engine.

So, here we are. All the parts laying in front of me fresh and clean. Oshkosh is fast approaching and this sucker is still in Basket Form! Much to my surprise I was able to put it together in just one evening (with out the Jugs). On Saturday (9 days prior to leaving for Oshkosh) I mounted it on the Airplane. Now here is the important part in this whole story: I wiped the cylinders out with Solvent, 3 times. I wiped the pistons and rings down with a clean, solvent soaked rag once, leaving only a trace of WD40 on each.. Then I slid the jugs onto the pistons DRY! Now ask 50 different wrench-types how they would do it and perhaps 3 will tell you to wipe the cylinders dry! The others will tell you many, many other methods. I chose to clean them off dry because it made the most sense. I wanted Cutting Action in that first 15 minutes of engine run. I fired the engine late that Saturday for approx. 30 seconds. I cowled her up and at 6am the next morning I went out there to take her up. Lambert was there (as always) for Moron support (or is that Moral support). We fired it up, first flip! I got cleared to depart and off I went! As per the book, after 15 minutes my temperatures all

started dropping and that engine didn't miss a beat! I flew for another 45 minutes and brought her home for one more look-see! I logged another 2.5 hours that day and everything ran great. By the following Saturday, I had ten hours logged and that sucker was as clean and beautiful as the day I put it in. I changed the oil and the very next Monday was off for Oshkosh. After logging another 30 hours, I'm ready to change to the Synthetic W15/50 and everything is just great in the engine compartment.

So what can I say? Its certainly been an experience. One I hope to be spared of again anytime soon. I ended up spending about \$670 on the rebuild and a lot of time asking questions. But it all worked out in the end. My little Cont. 0-200 is running like a rocket and I plan on keeping it that way!

Larry Laughlin

## DEADLINE

The deadline for material for "The Cleco" is 10 days before the general meeting. Mail to Jordan Coonrad, P.O. Box 2878, Alameda, CA 94501 or call 415-769-9766. FAX 415-769-9770.

## CALENDAR

Sept. 27	Chapter 393 Meeting
Oct. 10	393 Board Meeting
Dec. 16	Christmas Dinner



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**Glasair TD**, complete kit (s#336) for sale. No work started. \$7500. Call Bill Hansen, 415-849-4889

**RV-3**, 80% assembled. Virtually all parts to complete inc. "O" SMOH Lyc. 0-290-D2B (135 HP) engine. \$9,500. Call David Heal at 707-838-0261.

**Quickie project**, 65% completed, 34 hp engine, 2 props, nav lights & more. Over \$9500 invested. Open to any reasonable offer. Call John Lockheed @503-482-0980. No time to finish.

**For Sale:** Long-EZ plans, also main and nose landing gear struts. Unused. Call Peter Todebush @415-881-8741 or leave a message.

**Hanger/shop refrigerator.** Ugly, works, free. Ask nicely and I might even deliver. Leo Van Galen 921-4518

**Christen Eagle II.** 130 hours since new. Excellent condition. Standard Eagle plus 6.5 gal. aux. fuel tank. Shared hangar available to buyer on East ramp at Buchanan Field. Call Marsh Freeman at home (415)837-4563, days (415)397-1881

**Glasair FT**, 180 hp, constant speed prop, IFR. One third partnership with R. Alley & E. Lester. This is a finished, flying, go places airplane hangered at Concord. Contact: Herb Jenkins at 206-867-9633 (office), 206-881-8994 (home) or Randy Alley at 415-6893168 (hanger), 415-685-4959 (office) or 415-825-1247 (home).

**Wanted**, good or rebuildable altimeter and tach for 0-235 powered Q-235. Call: Quentin Durham 415-254-7843.

**Comanche 250 exhaust system** Complete except for heat muff. Excellent condition. Spinner & back plate. Keith Martz (415)933-1424.

**Vari-Eze** with 0-235-L2C (500hrs SN), LongEZ gear, landing light & trim system. Extra fuel, night legal, VOR & Terra 720 radio. Needs canopy, prop & minor finish work. Call: Rob Cook, 415-934-0400 (days) or 415-372-8125.

**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.

**PRO-SEAL KITS**, Fresh stock! See Rick Lambert or call 676-9377 or pick yours up at the meeting for only \$22.00! This is "The Rubberized Epoxy" and a must for anyone working on Fuel, Brake, & Oil Lines! (you'll wish you had some at some point; please don't ask to borrow my supply). An equivalent kit is sold for \$30+ @ Air. Spruce Co.! 2-part, 1-pint kits only \$22.00, till sold out (8 kits in stock).

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

**RAFFLE PRIZE**

Remember, if you win one, you should bring one to the next meeting.

**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 FAX 769-9770
- Coffee Host Louie Goodell (415) 682-4198



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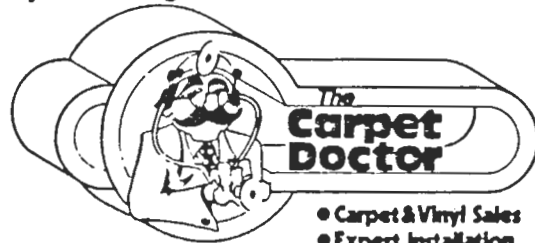
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The **C**eco

EAA Chapter 393  
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DUES ARE DUE! 07/90

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