

The Citeco

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393 P.O. Box 2269 Walnut Creek, CA 94595

DECEMBER 1990

CHAPTER MEETING

AIN'T NONE!

Well, OK. We had a meeting of sorts already: Our Annual Christmas Bash at the Concord Naval Weapons Officer's Club. Friday Evening, Dec. 14, 1990. More on that meeting in our January newsletter.

MINUTES OF THE NOV 28th MEETING

The meeting opened up with a bash! A bash meaning bashing my last editorial about Toni & the Solar Power program. At least one of our members thought my writing was a little too strong regarding what ended up to be a fairly weak program. For what it's worth, I was the one that invited Toni and I felt entitled to speak freely about the turn of events. My intent was strickly a "tongue in cheek" review and I was laughing at myself as much as anything. Man, I sure got some controversial reactions from my writing. As Pete said, at least I know everyone is reading our avrag. Wow! You know, when I first joined EAA Concord some of the guys in the club were pretty tough on old Larry. I won't mention any names cause I don't want to hurt Norm's feelings, but some of the funny comments about Larry & his new Vari-eze stung a bit. It wasn't until much later I discovered Norm Spitzer's brilliant sense of humor. He and the others that I thought were just a little "too critical" turned out to be among

those in the club that were always there, willing and able to assist me when I needed them the most. They were just having a little fun at Larry's expense.

The moral of the story is: Don't pay much attention to the jokes folks. That's often all they are. So, where was I? Oh yeh, the meeting: We went on with a little business by our president Pete; Gloria read the Treasurer's report. Both the Treasurer's report and the minutes of our last meeting were accepted and approved by all. Pete announced the arrival of our Official EAA 1991 Calendars. Most of the box was gone by half time - \$5.00 each. Glenn Werner was kind enough to present the Phone Tree concept and strangely enough, a lot of people signed on, (more on the Phone-Tree later). Lyle introduced a little news regarding one of our long lost members, "John Ellis". Mr. Ellis donated a large collection of old photos to the club through Lyle's trusted hands. Very interesting pieces. While Lyle was up he presented a good pitch and justification for NEW CLUB SCALES! Following Lyle's pitch and a brief discussion, the members took a vote and lo & behold, we're going to buy new scales. (Don't you wish our US Congress was so efficient?) Since Lyle was hot on getting the vote, he proposed a gesture on our club's part to invite John Ellis to our Club's Christmas Dinner, all expenses paid and chauffeured by Lyle himself. And again, another unanimous vote for Lyle. Next was Virginia Schafer giving us a brief report on Byron Airport and

MINUTES OF THE NOV 28th MEETING
(Con't)

the progress being made to further develop the strip. President Pete introduced two new members to the club:

Victor Jones of Antioch. Victor is building a Q-200 and reports that he bought this project after some one took a chain saw to the old style canard to narrow it down for shipping. We'll look forward to his progress on this unique home-built.

Our other new member is Ed Vallejo. Ed has been helping Lyle on the Glasair 3. Welcome new members!

Pete also pointed out our newest addition to the Club - a very fine glass photo cabinet built and donated by our member Eric Schuldt. This beautiful cabinet matches the Ninety-Nines cabinet mounted in the Old Terminal Lobby and Pete is going to install it in close proximity. Finally, EAA Concord Chapter #393 will be able to post a selection of membership photos and such for all to see. We will keep changing the display during the upcoming years, so please feel free to contribute old and new photos, newspaper headlines about our club, etc. Just bring those things you think would be fun to display to the meeting, write the return name and address on the back or attached somewhere, and we'll see to it that potentially 200 million Americans see it. By the way, Eric's fine craftsmanship is shining through more than ever. He pays attention to detail and is willing to spend the time it takes to do so. His welding is equally beautiful! Fine work Eric, thanks again! Our meeting moved on with our "intro-session". Everything moved along pretty good until we got to Norm Spitzer. Norm told us about his recent excursion to Russia and being aboard the Russian airliners. As he often

does, Norm told everyone great stories and incredible stuff about his travels. He kept it all too brief, but very interesting. You had to be there. Then on around to others including Will Price's introduction of a new RV-6 builder and potential member. He was riffled a membership application immediately. Jim Lewis brought in the Raffle Prizes and Pete made the announcement accordingly. Our half-time break brought on a frenzy of ticket buyers, madness really. All the while Jordan was trying to get set up for his slide show. This club is getting just a little out of hand folks. Lets try to control ourselves and keep the pushing and shoving down near the raffle can you all! Boy! Second half kicked off with the raffle prize awards. Congratulations Mark Bley for winning the Helicopter Book and to Paul Kunkle winning the clip lights. Guess what guys: You get to provide the raffle prizes for our January meeting. Each should bring something worth about \$10-20 to the meeting, and don't forget your receipt. Following the raffle was our featured program "Jordan Coonrad and his traveling slide show of Alaska". Man alive, you know when you've got a HOT Speaker attending when 99% of the membership is still there after the break. Jordan had standing room only and for good reason. Jordan kept a fine pace moving through the slides. His humor helped keep even the sleepest member up and wide-eyed (evening slide shows are tough for those of us that get up at 5:00am every morning). And to the very end, Jordan's excellent work was unparalleled and truly an adventure. Thanks Jordan for a great show, let's do it again later in the year! We all went home feeling we got our money's worth.

Side Line - PROGRAM - "SWAP-MEET"

Round up those treasures you've been waiting to sell and bring them to the January meeting. Tag them with your name and asking price please.

FLASH - FRANK ROBINSON WILL BE HERE

Who is Frank Robinson? Does the Robinson R-22 Helicopter mean anything to you? How about the new 4 place piston driven helicopter called the Robinson R-44? For those that are interested or those that fly helicopters, a special event is coming to CCR. Frank Robinson, the founder and designer of what many pilots believe to be the "ultimate personal aircraft" is going to be here speaking Friday night, Jan. 18th @ 7:30. Helicopter Adventures, Inc. (based here at Concord) is hosting the program held in the Walnut Room of the Shredding Hotel. Frank's program will be approx. 2 hours long covering the R-22 and his new 4 place R-44 Helicopters complete with an accompanying slide presentation. The success and the significant impact this guy has made on general aviation speaks for itself. HAI has made 20 seats available for interested EAA members (thank you Patric Corr). Call me, Larry K. Laughlin, at (415) 741-3000 if you would like to attend.

BOSE OR NOT TO BOSE

Yes, the BOSE headsets definitely work! I put them in the Vari-eze and sure enough, they make you feel as though you are riding in a glider. On first rolling the Eze down the runway, I was kind of surprised. I throttled up and started rolling down the runway, but I couldn't really hear the engine rev up! They are lighter weight and with less headband pressure too. Won't you know it,

as luck would have it and right after I wired them in to the airplane Norm Spitzer dropped by. Norm was kind enough to tell me about the \$99.00 special BOSE was having through December! I nearly bought it too - hook, line, and sinker! No way Norm, two pair of these babies with two interphase units will still cost you around \$2,200.00 and change. For me, they are worth it. And Norm, as far as I know, there is no bargain coming up in the near future (nice try buddy).

FIRST FRIGHT

Congratulations goes out to Fred W. Egli of Walnut Creek. After many, many years of rebuilding, he finally flew his Bellanca 14-19! Good Job, Fred - How about some pictures for our new photo cabinet?

NEW RATINGS

Better late than never: Unlike the Ninty-Nines group, we have not been recognizing our membership's added or new pilot ratings every month. After working so hard on my helicopter rating, I can appreciate how anyone feels when they get their first and/or additional ratings to their ticket. Indeed, it's a proud feeling of accomplishment and one we can all share in, (God knows your Mom & Dad rarely approve). So, starting today I will keep a list of those pilots in 1991 that obtain new ratings and we will recognize them during the year and again at the end of the year. Don't keep them a secret.

Congratulations, Will Price. He is now both a licensed private pilot and a Glider Pilot.

HEY BABY

Jim Lewis is now Daddy Jim. Congratulations to Jim and Paula.

See, all that practice finally paid off. A baby Boy. Jim says the baby never sleeps (no kidding!).

POT LUCK WEIGH-IN

Now that we've ordered our new scales, why not put them to good use? We're scheduling a Weigh-in party for February or March 1991. We'll have the use of Pete's Hanger on the West Ramp. We'll also have the scales and food. Now all we need are the airplanes. Everyone can come over with their pride and joy and we can all participate weighing them in (ah, the truth will finally come out). Your documentation can be upgraded and correct use of the scales will be established for future reference. Some of us will be surprised by the figures too! We may very well invite the local Dynamic Prop. Balancing Company down at the same time to give those who want it, discounted super Prop. balancing too! A great group even! And look, even if you don't have an airplane but you would like to drop by for a little food and measure, come on over! (Maybe we'll weigh you in without your airplane).

WHO'S NEXT

Well, there is no confirmation, but Glenn Werner has probably flown the Kolb Ultra-Light by now. This will be his second restoration in 1990. You know, Glenn can't be sleeping much, he doesn't have time for that. How about some pictures for our new glass cabinet Glenn?

THE RAFFLE

As mentioned earlier, Mark Bley and Paul Kunkle won the Nov. Raffle prizes and they will be providing the Jan 91 raffle prizes.

CHAPTER #393 FLY-OUTS FOR 1991 and the PHONE TREE "FLY-OUT" PYRAMID

WOW! I think this is going to work! A lot of people signed up to be on the Phone Tree. Once again, here is how it is suppose to work: If you are one the phone tree, you will be notified about specific local events (Fly-ins, Airshows, other EAA club events, assorted flying group meets, etc.). If you want to tag along or not is your option at that point. In any case, the one thing left for you to do is to pass on the same information to the two other members listed below your name on the phone tree. Obviously, it's not perfect, but it's close. Hopefully everyone involved will have answering machines or a message center of some sort listed. If you would like to give it a try and get on the list, contact me, Larry K. Laughlin @ (415) 741-3000 or drop me a note and we'll get you on there. The Phone Tree will be printed and distributed in the newsletter accordingly.

DEADLINE

So, if you do decide to put something in (Unclassified, articles, U-Know: stuff like that), get it to me 10 days prior to the Gen. Meet. date and I'll try to fit it in.

NOTAMS

New Applications for membership will be available at the next meeting. Take one and give it to your friend who has been thinking about joining EAA Local. We need the new blood (none of you like to write or anything). If you know of someone who might be interested in joining, and you don't have an application, give them Gloria's telephone number below. She'll mail them an application.

ALL ABOUT FUEL - FAA PUBLICATION

This reprint provides information about aviation fuels and the safety precautions that need to be observed during aircraft fueling.

The introduction of turbine-powered aircraft into the civil aircraft fleet during the 1950's caused many changes in the marketing of aircraft fuels. As the air carrier and military fleets were converted to turbine-powered aircraft, the demand for aviation gasoline (avgas) decreased drastically. Aviation fuels now represent a relatively small portion of the petroleum industries by-products and therefore the production of avgas in multigrades is no longer economically feasible. During the past few years, we have seen 91/96, and 115/145 octane fuels disappear from the market. In 1971 the oil companies began development of a single grade avgas that would meet the needs of all reciprocating powered aircraft.

80/87 vs 100LL

When the 80/87 began to disappear from the avgas market and 100LL was introduced to take its place, operators expressed concern about the service life expectancy of their low compression engines. Some operators experienced accelerated exhaust valve erosion and valve guide wear from the use of highly leaded 100/130 (green) avgas in their engines that were rated to use a minimum grade 80 octane fuel. The engine manufacturers were quick to provide aircraft owners with amended operating procedures and maintenance schedules which helped minimize the engine malfunctions resulting from the use of high lead 100/130 avgas. Experience of the past ten years has proven that low compression aircraft engines can be operated safely on 100 low lead avgas

without difficulty, providing they are operated and serviced in accordance with the approved aircraft owners manual or other officially approved document.

Automotive Gasoline

Leaded automotive gasoline is not recommended as a substitute for aviation gasoline because of the differences in properties and composition of the two types of fuel. Regular leaded automotive gasoline may cause preignition and detonation, vapor lock, and sticking or burned valves when used in aircraft engines. Lead-free automotive gasoline, however, has been extensively tested in aircraft equipped with low compression engines that use low octane fuel by the Experimental Aircraft Association and other Organizations. The Federal Aviation Administration has issued supplemental type certificates (STC) to these organizations permitting the use of unleaded automotive gasoline of 87 minimum antiknock index per ASTM specification D-439. Each make/model aircraft shall be modified and operated in accordance with the instructions, limitations, and procedures contained in the STC when unleaded automotive gasoline is used.

(to be continued in Jan. 91 Cleco)

UNKNOWN AUTHORS (AND WHO WANTS TO KNOW?)

"The great tragedy of life is not death, but what dies inside us while living"

"If you are an American before going into a bathroom and an American after coming out of a bathroom, what are you when you are in a bathroom?"

- European -

"A life is made up of a great number of small incidents and a small number of great ones."

"The fellow that declares he's somebody's fool usually has his suspicions"

OFFICERS

President	Pete Wiebens 933-7517
Vice President	Glenn Werner 676-8786
Sec/Treasurer	Gloria Martin 228-1539
Newsletter Ed.	Larry K. Laughlin 758-3533

CALENDAR 1991

Feb 23	Larry & Vickie to be Married @ Pope Valley 1 PM Saturday
Apr 20	#393's "1040 Fly-Out" Fly with us to Brunch, and shake loose those income tax blues.
Oct 91	To be announced: Another #393 Fly-Out somewhere!

If you are signed up on the Phone Tree, you will probably hear more about the upcoming local stuff.

And for everything else, check your EAA Sport Aviation magazine. They really do a great job regarding fly-in information. I'll try to keep you informed of the local stuff. If you know of something you would like your fellow members to be aware of, write it down and hand it to me or mail it. I'll get it on our special Cleco Calendar.

FEB 23rd POPE VALLEY EVENT

For those of you paying attention to the Calendar above, you'll note a special event is scheduled in February. Larry K. Laughlin (thats me) & Vickie K. Sorenson are to be married this day. I was going to make the announcement at the EAA

Christmas Dinner recently, but couldn't get it together (forgot actually). I met Vickie at the Airport. She, being a prominent member of the Moount Diablo Ninety-Nines, was washing the race numbers off her airplane with Betty Dunn (another wild and crazy Ninety-nine). Prior to that I saw her at one of the check points on the last "Poker Rally" the Ninety-nines hosted. I was flying the Robinson R-22 in the contest to both satisfy my cross-country requirement for license, and to have a little fun in the Poker Rally. Vickie remembered the nut in the Helicopter! The rest is history, and as you might guess, we have a lot in common. Given the facts above, we felt it only appropriate to be married at an airport. Enter now Norm & Evonne Alumbaugh of Pope Valley Lodge/Airport. With their generous assistance, Vickie and I will have what can only be labeled a "fly-in Marriage" at Pope Valley Airport. So to our friends in the Concord Chapter of the EAA and to our friends in the Mt. Diablo Chapter of the Ninety-Nines, Both Vickie & I cordially invite you to attend. You may fly or drive to this beautiful setting above the Napa Valley. If you would like to attend please contact Larry or Vickie by phone (415) 741-3000 or drop a line to 3495 Savage Ave., Pinole, CA 94564. (RSVP required) Sounds like a party!

BUILDER SUPPORT GROUPS

For more information about the Composite Builders Group, call Lyle Powell @ 935-1444. To be placed on the mailing list for the CBG, send your name and address to Jordan Coonrad, PO Box 2878, Alameda, Ca 94501 or call him @ 796-9766.

New Address for the Metal Builders Group/RV Group information is c/o Greg Triplett, 3557 Helen Drive,

Pleasanton, Ca. 94588. New phone
for Greg is 462-8633

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