

The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393

P.O. Box 2269

Walnut Creek, CA

94595

JANUARY 1992

Editors note: This is the first in a series of kinder, more gentle news missives. I will attempt to provide you with reading that is both informative and humorous (where appropriate) with a dignity that is commensurate with the high ideals and principles of our organization. Reflecting the quality of your newly elected board of directors, this publication will strive to raise Chapter 393 to levels of excellence here-to-fore unimaginable. (Larry, where did you put the shovel when you went out the door?)

CHAPTER MEETING

January 22, 1992 The 4th Wednesday of every month @ 7:30 PM; Old Buchanan Terminal Building, Concord Airport. **Bring Chairs.** Furthermore, we request that each member affix to the appropriate position of said members upper-body apparel his or her odoriferous personal appellation element.

1992 OFFICERS

PRESIDENT	Glenn Werner 676-8786
VICE PRESIDENT	Jim Lewis 283-3870
SEC/TREASURER	Callie Joyner 680-6820
NEWSLETTER EDITOR	Will Price 254-2267

PROGRAM

On the reverse of this page you will find a message from your newly elected president Glenn Werner. He has very eloquently stated his feelings regarding our Club and some of the things we should consider. Read it and give some thought to what he has to say. Then come up with some of your own ideas regarding what we should and should not be doing as a Club. Your Board has scheduled an open forum (in place of a speaker) for the forthcoming meeting so that we can hear and benefit from the thoughts of each of you, the membership. So for the next meeting, bring your thoughts, suggestions, criticism, and whatever. If you like our Club **exactly as it is**, then say so! (Note: Knives and guns must be checked at the door.)

HELP!!!

Being the only person on the ballot for news-letter editor, I think I was railroaded into the job. My biggest

apprehension is that I am new to aviation and the CCR scene so really do not have connections vital to gathering information for preparing a good newsletter. To this end I **NEED YOUR HELP!!!** Whenever you hear or read something you feel would be of interest to the membership, let me know. You can call me at home anytime between 7:00 AM and 9:00 PM--phone number is:

(510) 254 2267

If I am not home, leave a message on my answering machine: either the entire item of interest or your phone number for a return call. (No anonymous hot tips unless they relate to the stock market.)

DEADLINE

If you would like to write something for the Cleco, please do. So send anything you want at least 10 days prior to the next general meeting, and I'll be happy to get it out to our entire readership.

LOCAL POLITICS

Most of you have probably read that Nancy Fahden has just announced that she will not run for another term as a county supervisor (her term ends in 1993). She thus joins Robert Schroder who will not be seeking reelection. With two of the five seats up for grabs, it seems to me that now is the time for the aviation community (including EAA Chapter 393) to begin letting potential candidates know that we are here and that we want reasonable consideration given to our concerns. We should let them know that we and our friends comprise a fair number of individuals who will be marking ballots (and attempting to influence others) when the time rolls around. You can voice your opinions on this matter at the next meeting.

FIRST FLIGHT!!

Congratulations to Will Price for the first flight of his Lancair 320. A crowd of well-wishers (and finger crossers??) gathered at the Port-a-Port for the big event on Saturday January 4. Mike deHate (flies out of Livermore) did the test-pilot honors and was delighted with the way it flew. Several Glassair (or is that Grassair, or Grossair, or something like that?) builders were there and expressed complete disbelief that it actually flew. Good work Will---Will, Will Price??? Hey, that's me--my goodness.

President's Message

Since I've become the president elect for Chapter 393, I've talked with many of you to determine ... "What do I do now?" and based on what you've told me, I believe I know the direction we will take.

The meeting format seems to work well with an informal but orderly introduction time. This, I've been told by many of you, is probably a key ingredient in the recipe for this very successful EAA Chapter. I've been a member of two other EAA Chapters, and those meetings had no introductions and were not as informative as our format.

Another key ingredient is active builders and involved non-builders, which make this Chapter one of the 'building-est'.

The business of politics, as it affects us, is clear to those of you I've talked to. Our individual involvement is important because it seems our local government elected officials have tumbled their moral gyro. Just as we should be responsible citizens of our country and our earth, by not using its resources without a thought of replenishing them, we should not take for granted the freedom of flight, which is, in my opinion, one of our most sacred freedoms.

This freedom is being eroded by the government that we elected. Airports are being closed at a rate of 10 per month, and political pressure is being used to get the public's co-operation to close these airports. The underlying reason is the almighty dollar. When the land is worth more as a shopping mall than an airport, they close the airport.

So how do we replenish this resource? One way is to get involved (there goes the "I" word) in local politics; to challenge the elected officials to do their job honestly and objectively, representing all interests. Another is to spread the word about our freedom of flight. We must increase our numbers by promoting aviation in all aspects. Spam can flying, helicopters and home builders are all aspects I can get evangelical about!

Why don't we promote our sport to our friends and even publicly to our neighborhoods and schools? With more members and more interest in our club and more pilots flying airplanes, the more clout we will have with local politics.

Freedom is one of the things you can share, and by sharing, enjoy more of it for yourself. The general consensus of all of you is that the EAA and this Chapter should not be the platform for political activities, and here are two reasons why not:

- 1) Politics are boring.
- 2) The EAA Chapter 393 may be vulnerable when political issues get sticky.

So I propose a committee or "Freedom Club" for whoever desires to be involved, and they may exert their efforts in this club. The Chapter should stay focused on the promotion of the flying and building aspects. I think this is the direction that would be more fun for all of us.

I will endeavor to do this job, with input from all of you. And I hope we can hammer out a working plan for the issues facing us.

Just trying to help!
Glenn

THE GOOD AND THE BAD

In our dealings with manufacturers, vendors, and various aviation products, each of us has had experiences that are "unusual." This ranges from a real "yuk" product to super service from someone. In order for other members to *avoid the agony* and *experience the ecstasy*, perhaps we can share some of the significant occurrences. So if you have some tidbit to pass on, let me know and I will print it. If it was an unpleasant experience, try to remain calm in relating it to me. Please no tirades (there are enough people yelling at me already). Just give me the basic facts regarding the nature of the problem.

Ron Robinson and I will kick this off on a positive note. We both bought salvaged engines (360s) from Wentworth Aircraft. Their prices are in line with other salvage companies--we talked to quite a number of them--so do not expect bargain-basement prices. (They are no dummies; they know what engines are worth.) However, Chuck Wentworth (who handles engines) was a real pleasure to deal with. One of the mags in Ron's engine was bad. Chuck took it back and sent another with no question. In my case, Chuck did not send an oil cooler with the engine. I called and reminded him that he had agreed to the cooler in the original price. He said that, in all honesty, he did not remember agreeing to the cooler. But if that was my recollection, no problem. The oil cooler arrived a week later. P.S. My engine even **runs**--see the first-flight description.

We certainly have no reservations about recommending them.

Wentworth Aircraft
3015 Cedar Ave. South
Minneapolis, MN 55407
(612) 722-0065

PERSONAL PROFILE

Several months ago someone in our Club came up with the idea of featuring an interview with a Club member for each issue of the Cleco. I have always felt that was a super idea. We have a lot of people who are doing (or have done) some very fascinating things. When I mentioned this to Don Best he remarked "Hell Will, with all you college educated guys, someone like me isn't very interesting." My comment to Don about the meaning of college degree titles was the following.

- BS - No need to define that; we all know what BS means
- MS - More of the Same.
- PhD- Piled higher and Deeper.

PERSONAL PROFILE--DON BEST

Don, who was raised in Pueblo, Colorado (no wonder he is a little odd) is the guy that drives the red, 1966 Ford Mustang hotrod. His family moved to the Bay Area after his high school. He has lived here ever since with the exception of a vacation in Korea courtesy of the U.S. Marines. After the Korean War, times were tough and he took a job as an unskilled laborer in construction. Over a period of time, he acquired enough skills to get on at UC

in their maintenance department. During his 17 year tenure at UC he did everything from painting, to floor covering, to you name it. When he left UC, he was a maintenance supervisor. Unfortunately, a kidney ailment kept him down and out for two years. After getting on his feet, he and his three brothers bought Big Break Marina (in the Delta). They ran that for 13 years before selling it for a rather substantial profit. From the Marina, they also ran a crane service, a sizeable operation. Occasionally, you will hear him grumbling about taking time off from his airplane building because "they" need him to work on a drilling rig. Let's keep those priorities right, Don.

On the family side, Don and his wife Jennie have one son and three daughters (ages from 25 to 38). When the children were young, Don was an avid skier and shared his love of the sport with them. During his marina days, he and his family became avid fishermen (fisherpersons???) and caught more than their share of rock fish. His real bragging specimen was a 65 pound ling cod--a ferocious looking beast. If you can believe it, he actually tried to convince me that it followed another fish up that he had hooked and was reeling in. As the big guy circled in for the kill on Don's fish, Don scooped them both out of the water with his net. Now is that a *real* fish story or not??? Come on Don, I wasn't ahind the door when the brains was passed out.

To spice up the marine aspect of his life a bit more, he took up scuba diving. (I am surprised he didn't try to convince me about arm-wrestling a 200 pound ray.)

Right now he has one real focus in life--**flying**. (Now that shows me something.) His Glasair RG is in Port-A-Port 1-14 and looks to me that it is not very far from the first engine run-up.

As of the date of this interview with him, he was working furiously preparing for the ground school exam. After that is out of the way, he plans to work nonstop on his private license. Sounds like the route I took: start building an airplane then realize "Hey, I need a license to fly."

You're a helluva nice guy, Don; hang in there.

SO LONG DEL, HELLO TOM

As most of you know, Del Ott no longer serves us as our Aviation Safety Inspector working out of Oakland. Losing someone who has proved himself both technically competent and fair (to say nothing of having a sincere interest in promoting our end of sport aviation) was a real disappointment. However, perhaps my positive experience in working with his replacement Tom Tesseny can allay some of our concerns. In mid-December (on a Thursday), Tom came out to my hanger for the inspection. After an initial check, he expressed concern that I had a few items (critical) that were not ready. In our discussion, his emotions showed through in that it was evident he really wanted to approve the airplane for me. In the end, I completely agreed with him that everything should be ready. He scheduled me for the following Tuesday, the first open date on his calender. My overall impression? I think he is quite capable **and** is a genuine human being. He seems to be very interested in what we are doing as amateur builders and appears to respect our knowledge and abilities as builders. For a new inspector, I think we did okay.

THE BIG MOMENT

For many, preparing for the inspection may be old hat. For me, it was a learning experience (as will undoubtedly be the case for some of you). On the last pages of this newsletter, I have summarized my thoughts--based on my experience--regarding preparing for the inspection. This is for those of you who are as naive as I was regarding the inspection procedure.

OH NO!! NOT MORE OF HIM

So you thought you had heard the last of Larry Laughlin, did you? Sorry but he is much like a nagging headache that will not go away no matter what you do. It pains me to set aside a portion of the Cleco and entitle it "Larry's Column" but I caved in when he threatened to "accidentally" wipe out the computer copy of our membership mailing list.

Larry's Column

The Christmas Dinner went pretty well, didn't it? We got lucky with Callie's fine organizing ability, Jordan's great slide show, Pete's "steady forward" leadership, and every one else's help. It was a great way to end the year and a great close to the "two year officer's stretch." We also brought in the new leaders for 1992/93 (Glen Werner as President, Jim Lewis as Vice President, Callie Joyner as Secretary/Treasurer, and Will Price as Editor). The future of our club looks as bright as ever and should be more fun than ever, too!

ΩΩΩΩΩΩΩΩ

Advertising in the Cleco: Those who are displaying business cards on the back side of our Cleco (and helping to support the club's printing expenses, etc.) should send their money in now. It's \$35 per year; \$69.99 for two years.

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Everyone wants hanger carpet: I get so many requests for "reasonably good, used carpet for the old hanger" that I can't keep track. I've started a list of those in need. Please call my place of business

» » » » » **Carpet Doctor Co.** « « « « « «
510-741-3000

and ask to be put on the list for "pull-up." All I need is your name, phone(s), and the approximate size you're looking for. I'll contact you on a first come, first served basis as pieces become available, and we'll make the necessary arrangements. Oh, by the way - it's all FREE!

Editor's Note: I hope you realize that the act of accepting this "generous" offer will obligate you to supporting the appearance of his column even after I get the membership list on disk.

ΦΦΦΦΦΦΦΦ

What's happening with C.R.A.M.P.: Well, I was going to assist CRAMP in a few projects; however I ran into a few snags. One of the snags is my lack of time. By all means, if anyone would like to assist, please contact me, Grace Ellis, or Toni Schmidt in San Jose area (1-408-225-5664). We need a few more volunteers to help spread the load here. It would appear that the PACE Project is going to go ahead no matter what we do to fight it, (as objecting

pilots and all). The irony is that few lenders are willing to get involved; we don't need another shopping center and more empty stores; and the Board of Stupidvisors is going ahead (as in head-strong) with the concept no matter how "unsafe" it is to the pilots and citizens of Concord. CRAMP's got some good ideas to continue the fight, but CRAMP still needs your help. **Please** feel free to jump in any time to help protect our interests.

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Larry's Column Finis

BUILDER SUPPORT GROUPS

For information about the Composite Builders Group, call Lyle Powell at 938-3217. 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 at 769-9766. Lyle reports that this group represents the core of the EAA (at least those mostly interested in a very informal gathering of composite builders).

For information about the Metal Builders Group, aka: the RV Builders Group, contact Greg Triplett, 3557 Helen Drive, Pleasanton, CA 94588. Greg's phone number is 462-8633. God knows, anyone involved in building a metal airplane needs this kind of informal support group throughout the project.

UNCLASSIFIED ADVERTISING

These cost nothing and will be run for 3 issues, maybe. Drop me a note with the words you want published here, and I'll see to it that it gets in the newsletter. Please note that this space is an area reserved for sharing items to sell or trade in our group. It is **not** intended to be used for commercial advertising.

FOR SALE - LIGHT PLANE HYDRAULIC PRESSURE SCALES - A REAL BARGAIN \$300.00 or best offer. Contact any #393 Officer for more information.

FOR SALE - GLASAIR SHARE
Why build when you can be flying? One third interest in good flying, 4 year old, 450 TT, Glasair. Local contact Ed Lester 415-932-4511 092891

FOR RENT
Space in the large Port-a-Port (three aircraft per hanger). \$165 per month. Contact Pete Wiebens at 933-7517. 012292

FOR RENT
Two spaces in a large hanger (F3, East Ramp, Buchanan). Prefer low wing aircraft (to avoid moving other aircraft for entry/exit). Contact Bob Graves at 939-6300 (office) or 939-6303 (home). 012292

The END

Preparing For FAA Inspection of Your Newly Completed Aircraft

The first thing to remember is that the end result of the inspection is an airworthiness certificate which allows you to fly the aircraft. Thus, it should be ready to fly, period. For instance, there should not be dangling wires needing to be tied up nor castle nuts to be pinned at a later time. Specifically, you will need:

1. Your aircraft registration (with the N number).
2. A completed *Application for Airworthiness Certificate*, FAA Form 8130-6. This is available from the Oakland FSDO office.
3. Your builders log with photographs of your progress to verify that you are indeed the builder of the aircraft.
4. Your weight and balance summary. For my airplane, I did two separate weighings to get the following empty and minimum configurations. Then I calculated the corresponding cg locations and extrapolated from there for the maximum configuration.
 1. Empty aircraft but with full oil.
 2. Minimum configuration which (in my case) consisted of a full header tank and me in the cockpit.
 3. Maximum gross weight including passenger and baggage.The inspector will want to know how your numbers compare to the limits for the aircraft--be sure to record the limits on your worksheet.
5. An aircraft logbook in which you have recorded your runup checks, taxi tests, and so on. The inspector records the airworthiness approval in this logbook. It is the one you will use for all future work. I understand that EAA sells logbooks specifically oriented to the needs of a homebuilder.
6. The experimental aircraft placard (with your name, etc. as builder) affixed to the inside of the aircraft. I ordered two of these (not inscribed) from Spruce. Since the weight and balance of my airplane will change slightly with upholstery and final paint, I inscribed my placard using a Dremel vibrator. Then I stuck it on an interior bulkhead with RTV. When I complete the airplane, I will have the other placard inscribed and permanently mounted.
7. The aircraft identification placard with the N number, etc.. This is the one commonly attached beneath the horizontal stabilizer. You can order this (fully inscribed) from Spruce. However, since I did not want to permanently mount this until after final paint, I cut out a small piece of thin aluminum, inscribed it using the Dremel, and stuck it in place with RTV. Interestingly, the FAA inspector expressed concern that I might have a problem in removing it without damaging the primer--says a lot to me about the inspector as someone who really cares.
8. The word "EXPERIMENTAL" in two-inch high letters as required by the FAA.
9. Labels on all switches, breakers, and lights on the panel.
10. The passenger warning (re: experimental aircraft) on the passenger side of the panel (available from Spruce).
11. Your N number affixed to the panel.

Regarding the panel labels (the last three of the above items), since I was not ready to put the permanent labels on, I used handwritten ones on fineline masking tape. (Do not use the regular cheap masking tape as it is a bear to get off if you leave it too long.) For the passenger warning and N number I hand-printed on part of a 3x5 card and affixed it with scotch tape.

Applying for an N Number

N numbers are issued by the FAA out of Oklahoma City. There are two ways you can go about it. You can have your number reserved but not yet issued, or you can go ahead and have it issued. I did the former. Why? I am not quite sure now. If you want a short number, *good luck!* I went through the microfiche at the FSDO office but that was a waste of time. It seems that they only list those numbers that have been issued; they do not tell you which have been reserved. If you want a particular number, I suggest that you decide on the number you want plus numerous alternatives then get on the telephone to Oklahoma City and find out if your number is available. (Suggestion: Call before 8:00 AM for extra-low telephone rates.) The people I spoke with were very patient in going over my long list. Then I sent a letter including the airplane make, type, and so on, my requested N number, and a check for \$10. The address and phone number for the people who handle N numbers is:

FAA
Aeronautical Center
P.O. Box 25504
Oklahoma City, OK 73125
(405) 680-4206

Applying for a Radio License

Don't forget: you will need a radio license for you airplane. You make this application to the FCC (Gettysburg, PA) on an *Application for Aircraft Radio Station License* (As nearly as I can tell, the form number is 3060-0040). This Form is available from the FCC office in Hayward; following is that address and phone number. (Note: I never could get through on the telephone so mailed them a hand-written note asking for the proper form.)

FCC
3777 Depot Road
Room 420
Hayward, CA 94545
(510) 732-9046

Other Propaganda

There are two FAA documents available that you might find helpful

1. FAA Advisory Circular, entitled *CERTIFICATION OF REPAIRMEN (EXPERIMENTAL AIRCRAFT BUILDERS)*, AC No. 65-23A.
2. FAA Aviation News Reprint, entitled Flight Testing Homebuilts.

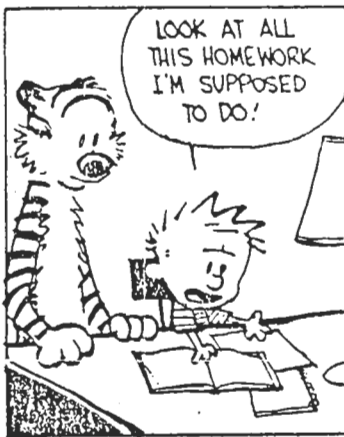
You can get both of these from the Oakland FSDO office.

A Final Note

Another point. I like to know the people with whom I am dealing. So I called our inspector several months before completing my project and set up an appointment to stop by his office to discuss with him my project and what he would be looking for. It was well worth the time and effort: I appreciated his assistance and he seemed to appreciate my desire to do things right. If you need to speak with Tom Tesseney (Oakland office), his number is:

(510) 273-7155.

Calvin and Hobbes/Bill Watterson



I DON'T WANT TO DO THIS GARBAGE! I WANT TO GO PLAY OUTSIDE!



There is no doubt about it--

he will grow up to be a builder!!

The only question is "Will it be a

Lancair, Glassair, or something else???"



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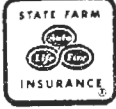
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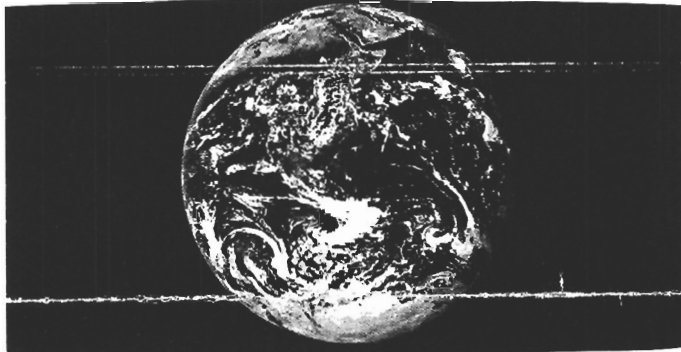


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