

The Cleco



Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393 P.O. Box 272725 Concord, CA 94527-2725

JUNE 1992

THE 1992 INNER CIRCLE

PRESIDENT	Glenn Werner 676-8786
VICE PRESIDENT	Jim Lewis 283-7047
SEC/TREASURER	Callie Joyner 671-4871
NEWSLETTER EDITOR	Will Price 254-2267

PROGRAM

June 24, 1992 The 4th Wednesday of every month @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. *Wear your \$ & @ % Badges please!*

In view of the many events taking place (past, present, and future) and the fact that we missed the introductions last meeting, the Board has decided against a formal guest speaker. Instead, some of our own members will go into a bit more details about their projects than usual. For instance, Lyle Powell will tell us about some of the ailments and his cures for his Glasair. If any of you would like to expound about Merced or Watsonville, feel free to do so. If you desire to get even moderately long-winded, give one of us officers a call and let us know so that we can do some schedule planning. We are looking for this to be very informal and having a lot of fun.

NO JULY MEETING

Remember, with Arlington and Oshkosh coming up, we have no July meeting scheduled. You are welcome to show up at the meeting room and reminisce for the evening if you wish. However, the Board members will not be there to sprinkle Holy-water.

Also, brace yourself for the possibility of no Cleco in July. I realize that life will be tough without it but I will really be scrambling getting the bird ready for Oshkosh: the Cleco just might fall victim. However, if you begin to suffer serious withdrawal symptoms, just pick up an old issue and read it. Note that if your back issue is prior to January, you will probably need two or more to satisfy your craving. The reason: Those were written by that other guy whose name now escapes me--was it, Moe, or Curly, or Harpo, or something like that?


Of course, if some of you contribute something of interest and *insisted* that it be in a July issue, I would probably have to come through.

MINUTES OF GENERAL MEETING 5/27/92


In the absence of President Glenn Werner, the meeting was called to order by Vice-President Jim Lewis at 7:45. The first item of the evening pertained to the response of CRAMP to the Board's letter to them. Callie described the letter's contents (a copy of the letter was available for interested members to read). Basically, CRAMP responded to each of the four points in our original letter and made a strong pitch for participation of EAA in the organization. She then described her subsequent discussion with the current president of CRAMP who reiterated the willingness of CRAMP to refund our \$1,000 if 393 wishes no association with CRAMP. Her personal recommendation was that we take our money and get out. It was moved and seconded that 393 terminate its relationship with CRAMP and request refund of the \$1,000, immediately. After considerable discussion, the motion was carried. The secretary will prepare an appropriate letter to CRAMP. (Note: The recommendation of your Board had been for our representative to attend the next CRAMP Board meeting to actually determine whether or not the organization would be a useful place to invest time and money before making a decision on quitting.)

[Editor's comment: Here we go. We jumped into something in an emotional fervor (without investigating) and then reversing course and jumped out (also, without investigating). Perhaps someday we might learn about planned action rather than spontaneous reaction. A late note: Someone made the observation that CRAMP was really only oriented around activities in the South Bay. I just saw something about assistance CRAMP is providing Hayward. Let's get all the facts before we make statements and decisions.]

Because of the time, the remainder of the agenda items were suspended to provide the speaker, Russ Bissinger, an early presentation time. Russ served as a helicopter pilot in the Gulf War and his talk detailed his experiences. His description of night vision goggles and how they were used was fascinating. The talk was complete with both slides and a video on night firing from the Apache helicopters. Thank you for your effort, Russ.



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GLENN WERNER

MINUTES OF BOARD MEETING 6/10/92

The meeting was called to order by President Glenn Werner. Present: Glenn, Jim Lewis, and Will Price; absent: Callie Joyner.

Details of the July 18 picnic were discussed and firmed up. The picnic proper will be preceded by a landing contest (tentatively to be held at the Rio Vista airport). For this event, participants are to meet at Pete Wiebens' hanger at 8:30 AM. The picnic will start at noon in front of the old terminal. There will be an experimental aircraft display so bring whatever you have to show. Come on, everyone--let's be there.

Glenn mentioned that there was a lot of interest in his builder's scrapbook when he brought it in a few meetings ago. He urges other members to bring their's in to share with the rest of us.

The last meeting illustrated some poor work by your Board. That is, we need to be careful to keep our schedule within reasonable bounds to ensure that all topics are appropriately covered--there were several agenda items that we never reached. Consistent with our practice of the past, the standard schedule of the evening will be:

Business
Introductions
Break
Speaker

On rare occasions where a speaker *must* leave early, the sequencing will be:

Business
Speaker
Break
Introductions

Jim Lewis will have the responsibility for coordinating with each speaker and giving him/her a rundown on how the meeting is run and the amount of time allotted for the speaker. If you have a potential speaker in mind that you think would be of interest to the membership, please let Jim know.

Regarding presentations to the general membership by a Board member as a representative of the Board, it was emphasized that any such presentation will reflect the consensus of the Board as a whole and may or may not represent the opinion of the Board member making the presentation.


Are you interested in 393 maintaining a tool loan program of tools that are infrequently required (but that you might kill for when you do need them)? How about a tool loan program whereby 393 purchases and maintains a tool inventory of seldom used items? Sounds like a great idea--numerous other chapters do it very successfully. But on the other hand, are **you** interested in being the "tool-master?" Jim Lewis will describe the Board's thoughts at the next meeting.

NEW MEMBERS

Wow! People are hustling in here so fast to join up that I can hardly keep track. So if you have just joined, **PLEASE** give me a call and tell me about yourself. Don't

worry if you think you're boring--I'll be more than happy to lie for you.


Here's one person I don't have to lie about: he's **Roger Picchi**. Roger is a fixture around Buchanan. He currently has his airplanes (yes, plural) housed near Helicopter Adventures. His "collection" consists of a 310R, Super Cub, Stinson Station Wagon, Cessna 421, and a Cessna 182. The 182 is being rebuilt. It seems that someone had turned it into a 180 (on floats) but had never signed it off--another story. So Roger is converting it back to a 182. I asked him why so many. He replied: "I like airplanes." Being curious (my wife calls it snoopy) I asked him how he got started in aviation. He told me that in the 1960s he was practically commuting to LA and getting so many speeding tickets he could hardly afford it. So he bought a 182 and became hooked. For those of you that have noticed the construction next to the Bedford hangers (across from the Port-A-Port), that will be his new hanger. He will have 9,800 square feet and include offices and a shop--tells me he just likes to tinker. The hanger is scheduled for completion in September. Welcome to 393, Roger; it's great to have nice people and you certainly qualify.



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DUES NOT DUED (OR SOMETHING)

As you recall, in an earlier Cleco a list was published of the amount of dues each member owed. In our desire to bring everyone into step for a billing year March 1 to February 28 (to hell with Leap Year), we prorated many of you who were paid up to other dates. The proration came to amounts ranging from \$3 to \$17. For those who brought their memberships up to date by paying the proration, we extend a hearty thanks. Your help will vastly simplify bookkeeping. For those who may have overlooked our request, some of you have become overdue. **PLEASE** help make our accounting lives easier and bring things into step. P.S. If your name is on one of these lists and it should not be, please check with Callie and have her relay it to me. **PLEASE** accept our apology and have mercy on us.

The first list identifies those who come or are coming into arrears; note that you will be "axed" and will receive no newsletter after this one.

Name	Exp.Date	Dues	Name	Exp.Date	Dues
LYNN AXELSON	06/01/92	14	PAUL ORTIZ	05/01/92	15
RONALD CARTER	04/01/92	17	STUB PILOTTE	07/01/92	12
QUENTIN DURHAM	07/01/92	12	BRAD POLING	07/01/92	12
JERRY GROVE	03/01/92	18	RUSS PORTERFIELD	06/01/92	14
WAYNE KING	06/01/92	14	DENNIS ROMANO	05/01/92	15
JIM LEWIS	04/01/92	17	KAY E. SMITH	07/01/92	12
Dr. Jim Mandley	07/01/92	12	Wallace Smith	07/01/92	12
LAURENCE MARION	05/01/92	17	NORM SPITZER	07/01/92	12
ANDREW MARSHALL	07/01/92	12	FRANK STORM	07/01/92	12
DR. KEITH MARTZ	07/01/92	12	JAN F. SWITALSKI	07/01/92	12

Charles McMullen	07/01/92	12	DOC WATSON	07/01/92	12
PETE MITCHELL	07/01/92	12	DR. LARRY WELTER	07/01/92	12
RAY NILSON	07/01/92	12	JAMES WILHELM	07/01/92	12

The second list identifies those who we would like to bring into the annual cycle. PLEASE help make our accounting lives easier and bring things into step.

Name	Exp.Date	Dues	Name	Exp.Date	Dues
BRUCE ARRIGONI	10/30/92	7	HOWARD NELSON	08/30/92	10
VERN BOLTZ	12/30/92	3	MIKE PARKER	09/30/92	8
RICK BROPHY	10/30/92	7	RONALD ROBINSON	12/30/92	3
JEFFREY CULVER	10/30/92	7	BILL STAUFFER	12/30/92	3
GERRY GRETH	12/30/92	3	Arthur West	12/30/92	3
PAUL KUNKEL	12/30/92	3	Phillip Young	11/30/92	5
JOHN LORAM	09/30/92	8			


The final list consists of those who have received the axe. If you see anyone on this list who you feel is worth salvaging, bring them back into fold.

BRUCE BAUMRUCKER	JOHN R. McCOMBS
DAVE BEHNE	GREG MILLER
DOUGLAS BLANKENSHIP	NEIL MUNRO
JAY BROADWELL	STEVE PARIS
DAN CANADY	RONALD PARTAIN
IRV EASTIN	LES PORTER
EDWARD FERNANDEZ	LEO F. ROLLEN
RICHARD FORSETH	DAN SANDERSON
MARSHALL FREEMAN	Virginia Schaefer
DR. TOM HOFFMAN	Rick Schell
JORDAN JONES	DICK STUDER
LAWRENCE JONES	HARRY STYLOS
CHRIS KENYON	TONY TIRITILLI
LAWRENCE LANSBURGH	CHRIS VAN WOLBECK
BUD LEWIS	DICK WHITE JR.
CHARLES MARTIN	BILL WOOD
GLORIA MARTIN	JOHN YATES
MIKE MARTIN	

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JIM FOSTER
Owner



PRINTING "FOR THE JOB YOU NEEDED YESTERDAY"

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Note that we have a new advertiser--the people who do the Cleco for us. Jim Foster (the owner) is a real nice guy and his people are super helpful. Let's use their services. Note that their shop is right across from Ned's on Market (even though the address is Willow Pass Road).


CALENDER OF EVENTS

The following calender of events has been assembled from a variety of sources. Please note that I don't guaranty the dates. In some cases I have included phone numbers that you can call for more information. Note that some of these do not have details. If you know more, please let give me a call and I will make corrections and/or additions in the next newsletter.

June 20	Lakeport Fly-In.
June 26-29	Air Race Classic, Thermal, CA to Elk City, OK Call (512) 289-1101

June 27	Pilot Appreciation Day, 11:00 a.m. to 1:00 p.m., east ramp maintenance hanger, Buchanan Field
June 27-28	Truckee-Tahoe Airshow. Call (916) 587-8527 or (916) 587-4540
June 27-28	Lions Air Show Ukiah Call (707) 462-3239 Days or (707) 462-2015 after 6 P.M.
July 3-6	Lancair Fly-In/Central Oregon Air Show. Redmond, Oregon. Call Neico Aviation at (503) 923-2244
July 4	Oakwood Lake Resort Airshow, Manteca. Call (209) 632-2689
July 4	Reid-Hillview Airport July 4th picnic. Hosted by airport & EAA Chapter 62. Call Larry at (408) 238-0194.
July 8-12	Arlington, WA Fly-In
July 11	Saturday Special Event, Chino Airport Air Museum. Call (714) 597-3722
July 15-16	Evergreen Fly-In
July 15-16	Madera Fly-In
July 18-19	Air racer/Warbird Fly-In, Nut Tree. Call (707) 447-4476 or (510) 866-2881
July 25-26	Airshow '92, Santa Paula airport.
July 26-27	Livermore Air Show, Livermore Airport
July 31-August 6	OSHKOSH
Aug 7-9	Palms to Pines Air Race, Santa Monica, CA to Bend, OR. Call (310) 397-2731
Aug 14-16	Gathering of Warbirds, Madera.
Aug 29, 30	Pacific Coast Air Museum (Sonoma County) Open House
Sept 4-6	Gathering of Taildraggers, Georgetown.
Sept 12	Chico Airshow and Antique fly-in, Chico Muni.
Sept 17-20	Reno Air Races. Call (702) 972-6663
Sept 25-27	West Coast Splash-In, Clear Lake. Call Stan/Betty Sinn (408) 246-2460
Sept 26	Reid Hillview Airport Day. Static displays, breakfast, EAA booth. Call (408) 727-4892
Sept 26-27	Reedley, CA Airshow
Sept 28	Ukiah Airshow, Ukiah Muni Airport.
Oct 3-4	California International Airshow, Salinas.
Oct 11	Stockton Airshow
Oct 11	Mather AFB community guest day.
Oct 11	Beale AFB open house
Oct 11	NAS Fallon open house, Fallon, Nevada.
Oct 16-18	Moffet NAS open house.
Oct 17	Santa Barbara Airport Day (50th anniversary)
Nov 8	Half Moon Bay Fly-In and Airport Day. Call Joe Reid (415) 726-3417.

Again, if you have corrections, updates, or more details, please let me know. WP



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EXCITEMENT DOWN ON THE FARM

Most of you are probably aware that Lyle Powell has flown his Glasair (several times). Congratulations Lyle, we expect to hear about your trials and tribulations at the upcoming meeting.

Last week I stopped into see Gerry Greth's white Cirrus: he had it painted. Today I stopped by and WOW--almost blew me out of the hanger. Real shame that someone spilled that purple paint all over the side of the fuselage. Way to go Gerry. Keep at it, we want to see you at Oshkosh.

Congratulations also to Don Best. His test pilot did the first taxi test on his Glasair. Right now he has his fingers crossed that he gets his N-number before his scheduled June 29 date with the FAA inspector. Oh yes, one other item. Don is now working hard on his private license. Took him a while to keep from getting psyched out doing stalls but he's making great progress now.

My Lancair and I are progressing. It has been down for the past month getting upholstered and prepared for painting. The painting should be finished by the Wednesday meeting. The yellow primary color is on it now and is REALLY YELLOW. Before I took it down, the computers and I had made up: they do what they are supposed to do and I smile. The remaining bugs are minor but will probably keep me my attention for a while.

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JOHN THORPE PASSES AWAY

One of our members gave me an article regarding the passing of John Thorpe (age 79). Many of you who have been around aviation for years probably knew him. The magazine Private Pilot referred to him as "a leading father-figure in aviation circles." In a career spanning 50 years he worked for such notables as Boeing and Lockheed. In our part of the ballpark, he designed homebuilt aircraft, having the Thorp T-18 to his credit. His Sky Skooter was made in Kentucky and sold in Europe. An amusing personal item is that he and his wife-to-be eloped to Nevada in his Sky Skooter. Ah, the stuff that legends are made of.

GOOD STUFF FROM PHIL & BOB

Remember Phil Jenkins and Bob Decker? They are the two guys (that I enjoy ridiculing) who are building their second Glasair in the Port-A-Port. But shame on me--they really have some good ideas. They other day I was at their hanger and they were had one of those Seal-a-Meal gadgets that you use to seal plastic bags for the freezer. You can imagine that I laughed like hell when I saw them filling the bags with water and sealing them.

Then they weighed each one and wrote the weight on the side of the bag. They had a bunch of them laying around, all about 10 pounds. Glasair builders are really weird, thought I. But they aren't so dumb. They use them as weights to hold down a skin after they bonded it into place. Very clever, guys--got to hand it to you. By the way what do you do with the water after you're finished?

Next, we started talking about aluminum tubing and they really opened my eyes with their knowledge. Following is a set of rules regarding tubing that they live by.


1. All tubing must be made of a long hole surrounded by aluminum which is concentric to the hole.
2. All tubing must be hollow throughout its entire length.
3. The O.D. of the tubing must be greater than the I.D.. Otherwise, the hole will be on the outside.
4. They obtain all of their tubing without anything in the hole so that they can put fuel or hydraulic fluid in it later.
5. Any piece of tubing over 12 feet long must have the words "Long Tube" painted on each end so that they will know it is a long piece of tubing.
6. When ordering fittings they are always careful to specify the direction the fluid will be going to ensure that they get the proper fittings.
7. When installing tubing in their Glasair they feel that every tube must go somewhere and connect to something.
8. Before testing installed tubing for leaks, they make certain they have plenty of absorbent paper towels, a mop, and a bucket handy.
9. All tube flares are made at the end of the tubing. They have found that flaring in middle weakens the tubing.
10. There are three classes of tubing: right wing, left wing, and fuselage. These classes **are not interchangeable**. for instance, do not use wing tubing in the fuselage.
11. The rule by which they live when installing tubing is that all tubing **must be installed at least two times**. They simply do not permit a correct installation the first time.

Thanks guys for sharing your knowledge with us.

EDITOR'S MESSUP

Last month I printed Ryan Young's write-up on his selection of the Sonera. As some of you noted, the article abruptly ended far before it was even finished. The fact is, it wasn't finished! You read the first half of article. I split it into two installments because of its length. But then I forgot to indicate that it would be continued next month. Pardon me Ryan and all you readers who were confused. (What the hell, you're so damned confused already that a little more won't hurt.)

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WHY A SONERAI? PART 2

by Ryan Young

So now we enter into the vortex of competing designs. A lot of the thinking I just laid out was not as clear when I started this exercise as it is now, so bear with me as I confuse myself.

An article on the "Super" (Rotax powered) Quickie in Kitplanes really started me hot on the trail of a project. Super efficient, finally a decent engine for this airframe and cheap, less than \$(SA)10K. So I got the conversion plans and sent away for the newsletter, which is excellent, and covers all Quickies, Q-2, Q-200 & Q-235's. Several things became clear: I couldn't build a Quickie from the plans, which do not include details of the metal parts, I might not be able to fit into the airplane (a problem with many designs, & I'm not that tall) and there wouldn't be enough room in the panel for a transponder & VHF xcvr. The top speed now nibbles at the original Vne besides.

Reading the newsletter quickly convinced me that a Q-2 wasn't for me. The span loading of the original design looks a little too high given the power loading, and the ground handling was peculiar at best. The tri-gear versions with bigger engines look OK, but there's a lot of modification involved in that route. With the builder gone, support is up to the user group, which looks strong.

On to the Avid Speedwing/Aerobat. From my viewpoint, a better airplane than the Kitfox, which was a copy-cat design, at least at first. The latest Kitfox looks much improved. Cockpits of the versions I sat in & flew were also pretty tight, although compared to the Sonerai, they weren't so bad. Avid newsletter is a bit of a disappointment. The real sticking point here was coming up with what for me was a big chunk of cash up front.

The same problem faced my mad crush on a Pulsar. If I had a spare \$(SA)25K, I would build this airplane, no question, it's a great design. The cockpit is roomy, the kit well thought out, just a beautiful design. Mr Brown may have made it a little too light for amateur construction, they have had a few problems when people don't follow the instructions to the letter. His previous design, the very attractive single-seat Starlite (no longer made), had several airplanes crash from flutter when surfaces were poorly built and/or repaired. Newsletter is very good, I still subscribe, I love to get "airplane mail".

Back to the KR-2. I have had an affair with this airplane for a long time, I saw the first edition of the plans before the design was announced. My father worked with Stu Robinson at McDonnell Douglas, and we used to run into Ken Rand at Meadowlark Airport, before Ken died and the airport was closed. I have all the issues of the newsletter back to 1975! I finally decided not to build on after seeing too many overweight, out of CG airplanes. I also had questions about the wing structure, and crashworthiness. I cannot fit in a standard KR-2, and would have to modify the turtledeck, canopy and cockpit to make it work for me. Mods to the basic design of any airplane take time and money. Finally, my shop doesn't have enough room for the woodworking tools I would need, I don't like working fiberglass, and airplanes in which the designer was killed make me nervous.

Vari-eze's: The one's I looked at for sale were all what I considered to be grossly overweight, and I like to fly in & out of short fields. Building a Long from scratch seemed like too much money, admittedly it would be fast, but

you're still maintaining and feeding an O-200 or O-235 (or O-320).

In a minimalist phase I looked at the Hummelbird. The spousal equivalent, when pressed, said "Look, if you're going to spend the next 3 years building it, I want to fly in it at least once". I couldn't find anything I hated about this airplane, and if I was really, truly single, this might be my airplane of choice.

Back to the KR-2. I have had an affair with this airplane for a long time, I saw the first edition of the plans before the design was announced. My father worked with Stu Robinson at McDonnell Douglas. I have all the issues of the newsletter (which is quite good) back to 1975! I thought long & hard about this airplane. Plans are now pretty good, lots of pre-molded parts, VW engine for low fuel consumption, overhaul costs and reasonable first costs. I even flew to Arizona one weekend to look at a project for sale. I finally decided not to build one or buy one after seeing too many overweight, out of CG airplanes. I had questions about the wing structure, and crashworthiness (fuel in a fiberglass bucket in the cockpit, wood fuselage). Finally, I cannot fit in a standard KR-2, and would have to modify the turtledeck, canopy and cockpit to make it work for me. Mods to the basic design of any airplane take time and money. Finally, my shop doesn't have enough room for the woodworking tools I would need, and I don't like working fiberglass.

There were others. Here is a partial list: Protech PT-2, Blanford STOL V-6, Wittman Tailwind, Dragonfly, BD-4, Minicab, Zenair Zodiac, RV-6. Too slow, too much hype and possible mis-information, still tickles my fancy, another good choice I didn't choose but parts and plans are iffy, too Bede, too much work, too much money & too slow, and too much money.

The more I looked at KR-2's the better the Sonerai looked. Same VW engine, roughly similar top speed, better useful load (using book gross weights and real life empty weights), steel tube fuselage far better in a crash, I fit in the airplanes with the raised turtledeck, a standard option. Parts and plans available from several sources (original supplier went under), good newsletter, not much fiberglass to sand.

But what really, really made my decision, after all this thought? I saw a project for sale at the Nut Tree swap meet, flew up to Ukiah to look at it, the previous builders had neither screwed it up, or nor done anything I wouldn't have, and I had the \$3000 burning a hole in my pocket. I got a welded fuselage, gear, wheel pants, complete hardware kit, complete wing kit, fuel tank, etc. Saved 50% on materials and a year of labor.

I'm still gathering information, I read everything I can on VW engines, I still subscribe to every relevant newsletter and magazine, I examine every Sonerai I can find on the West Coast, and you know where to find me at Oskosh this summer.

So that's how I moved from dreamer to builder in 3 short years. What's your excuse?



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INTERCEPTED FROM THE AIRWAYS

The following air-to-air was overheard.

First pilot: Say John, how would you like to do a formation roll?

---Long pause---

Second pilot: I've never done a roll before.

---Long pause---

First pilot: Darn!! I haven't either. I thought you could show me how.

Flying IFR from Seattle to Oakland a pilot when handed over from Seattle Center to Oakland (over the Siskiyou Mountains) heard the following.

Cessna 345: ...Oakland, would it be possible for us to get the Crater Lake tour?

Oakland: Cessna 345, standby.

[A minute or so later, the following travelogue came on the air]

Oakland: Crater Lake is the world's tallest, deepest,...

Flying from Tallahassee to Cairns Army airfield in Alabama at 7000 feet, an army pilot had this exchange.

Tallahassee: Army Mike 7016, traffic is a Boananza at 2 o'clock, 8000 and paralleling your course. Contact Cairns on 133.75.

RM7016: Roger, we're looking for the traffic. [After looking up and out the right side of his aircraft for the Boananza with no success, the pilot called Cairns.]


RM7016: Cairns approach, Army Mike 7016 maintaining 7000.

Cairns: Army Mike 7016, radar contact, traffic is a Bonanza at 10 o'clock.

RM7016: 10 o'clock? All right sir, we have the Bonanza. Tallahassee said it was at 2 o'clock.

Cairns: Well, Tallahassee's on Eastern Standard Time and we're on Central.

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FISHERMEN ACT

(From: Contra Costa Times, Jerry Gandy)

Nagel and Buelman are happy to see that some judges are doing more than letting poachers off with light fines.

"After trials of murderers and robbers," Nagel commented, "a judge might think a fishing case is insignificant. Once I had a district attorney ask me what a striped bass is."

Now fishing violation cases are prosecuted more vigorously and judges are placing a greater value on fish. The DFG representatives believe attendance by anglers at trials helps their cause.

"You can't write a judge and tell him to throw the book at a poacher," Nagel said, "but you can write to a district attorney and your presence in the court shows that the public is concerned."

"I was happy to see those two rows of blue shirts," said Buelman, referring to a trial attended by members of the California Striped Bass Association in their club colors.

United Anglers of California is another group taking that approach.

UAC member Larry Silva was upset after learning that nine commercial fishermen in four boats caught more than 6,000 pounds of rockfish in illegal gillnets while using the cover of a heavy fog in a restricted zone. They were detected in the act by DFG radar.

"It seems that we hear of many poachers being arrested, but few who get punished," Silva complained. "Some district attorneys don't feel as though fish and game violations are real crimes. I wanted to let them know that the public wants to see these poachers punished."

Silva contacted other anglers, bait shops and clubs, resulting in a flood of 50 letters and petitions with more than 1,300 signatures to the D.A.'s office expressing outrage at the gillnetters' "flagrant disregard of the law."

Now UAC has formed an enforcement committee, chaired by Silva, to monitor court cases throughout the state.

Editor: Pilots should be as concerned about their rights and privileges as fishermen are about theirs.

AVIATION AS EXPLAINED BY ELEMENTARY SCHOOL STUDENTS

from California Aviation

The first female aviator was Kitty Hawk.

Roger Wilco invented the language of communications.

The history of aviation is getting longer and harder all the time.

Orville Wright was born in 1871, probably on his birthday.

Charles Lindbergh was the first to fly to Paris. He did it by the airplane method.

Lift in an airplane is the same as thrust, only just the opposite.

The navigator figures out the latitude and longitude. Latitude tells him where he is and longitude tells him how long he can stay there.

The three main crew members on a plane are the pilot, navigator and percolator. Navigators look something like people.

A rocket has no moving parts, except itself. Straight up.

Only two great problems yet remain in our conquest of Mars. They are getting there and getting back.

So far planes have only been able to fly in circles of no more than 360 degrees. This could be the next big breakthrough in air travel.

EXTRA! THE WIND ACES A TEENY TOO

The Chico newsletter had a short column on the Pancake Breakfast at Paradise. One of their members flew his Teeny Too and had the wind almost fight him to a stand still. He reported that after flying North out of Yuba City for five minutes, he looked out and noticed he was still over Yuba City.

If it gets that bad with the Lancair, I'm in *real* trouble.

Larry's C o l u m

THE PILOT ALWAYS HAS THE LAST WORD

As always, Watsonville 92 was great this year. The fog burned off early and the turn out was heavy with experimentals. The air-show was OK, Sean Tucker being the hands down star of it all and last act of course. Watsonville should lose the R22 Helicopter act though (pretty boring). I'm sure I speak for many builders that after a few years of attending the same airshow circuits, the boredom threshold is reached in only a couple of hours. I was ready and anxious to cut out towards home base as soon as the field reopened, which brings me to this, "I learned about flying from that" type experience:

The winds were pumping along most of the day at Watsonville, averaging somewhere between 8 and 15 knots from the North West. For some strange reason, the ground crew decided that all departures should leave via the intersection of 19 & 26, but on the shorter 26 runway. Last report was 8 to 10 knots right down 26, with something like 2200 ft from the intersection. My Vari-eze likes 3,000 minimum with 3/4 full fuel and a passenger, plus I had around another 400 ft from where I gunned it. Three things I didn't take into consideration were the ambient temperature, the row of very tall eucalyptus trees shielding almost the entire 2200 ft of the far half of runway 26, and the fact that the ground crews estimate of 2200 ft was clearly fanciful (it was closer to 1500 ft., if that). Yes, I got off the ground, but not by a big margin. Have you ever heard the term "sucking-seat-cushion". At the go/nogo point, I felt pretty confident the

Eze had it made and that the airspeed indicator would continue climbing at the same rate as it had been the first 1,000 feet or so. Unfortunately, those tall eucalyptus trees blanked out the winds and at 3/4s down, I was still short 20 knots rotation speed. I retracted the nosewheel and held it down until I reached the very end of the blacktop, at which time I had my 80 mph rotation (I could have yanked it off at 70, but I might have sunk). I heard later that my prop really stirred up the ground off the end of the runway and looked spectacular. Once again, I beat death and vowed to never get my butt in a ringer like that again.

In hind sight (surely my best vision), I should have refused the ground personnel instructions to depart on 26, and opted to use the longer runway. Secondly, I think the operations supervisor that gave the order to have all departures leave on runway 26 should be hung, shot, and made to hand pick the tall grass at Watsonville. I understand there were many close calls using that runway that day, I was just one of the first off. The cross-wind component wasn't worth any consideration and the airport absolutely opened the door for a major catastrophe.

The moral of the story is: The Pilot is the very last word! You really don't have to accept the "marginal runway" if you don't feel you can use it. Secondly, do your homework and take a very hard look at all of the conditions, especially if you are being instructed to go off into unfamiliar territory.

Editor's Comment re Larry's remarks:

Saw a great article about an airliner pilot exercising his pilot-in-command judgement. Didn't have time to get it entered into the computer so you can wait until the next issue.

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.

Regarding the Metal Builders Group, it is my understanding that it has faded into distant memory. If not, someone please let me know. Otherwise, this announcement will be deleted from the Cleco. 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.

UNCLASSIFIED ADS

FOR RENT

RV-4 builder has East Ramp hanger (D-20) to share with other builder. Rent \$130. contact Mike Parker 933-3959 (home), 658-5275 (work).
0592

FOR SALE-PRICE REDUCTION!!!

Sea Hawk project/Glass Goose. All difficult parts completed. Materials, many instruments, and manuals/newsletters required to complete are included. Asking \$16,000; willing to negotiate. Note: This is a real winner. R. L. Giffin (510) 935-2887.
0592

FOR SALE

Q200. Structure complete except tail spring and ---- (couldn't read the note) fairing. Chuck Hull, 440 Mills Drive, Benecia 94510, (707) 745-3323
0592

The END

The Cleco

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