

# The GeeCO

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

JULY 1992

## YOUR 1992 SLAVES

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

## CHAPTER MEETING

August 26, 1992 The 4th Wednesday of every month @ 7:30pm. Can you believe it??? We are still at the Old Buchanan Terminal Building, Concord Airport. Although we have been promised plenty of chairs, it might be a good idea to bring your own--no telling what kind of a slip-up there might be. Also, wear your \$ & @ % *BADGES please!*

## PROGRAM

Leave it to Jim Lewis who is in charge of arranging speakers. He really came through again. This time he has booked the nationally known Gerry-and-Will show. These renown speakers will present an outstanding program of the Oshkosh adventure. Jim wants you to know that Johnny Carson was willing to come out of retirement in order to book them for an exclusive appearance but Jim beat Johnny to the punch.

Mr. Gerry Greth will present you with a detailed description of his heartbreaking adventure with his Cirrus that ended up in Wyoming. He has numerous thoughts on the whole Oshkosh mania.

Mr. Will Price will fill you in on performance levels you can expect from a Lycoming 360 when the crankshaft breaks over the mountains. Whether you ask him or not, he will undoubtedly throw in his story about his encounter with the Gee Bee on his return from Oshkosh.

Be aware that Jim tried to get the Walnut Creek Performing Center to handle the anticipated huge crowd but the facility was already booked. Remember, the door closes when the room is full, so be sure to get to the meeting early.

## MINUTES OF BOARD MEETING 8/12/92

The meeting was called to order by President Glenn Werner. After the long lull with everyone going in different directions, we almost had to reintroduce ourselves to one another. Only a couple of items on the agenda.

Glenn has been contacted by Stan Feldman of the Boy Scouts of America regarding involving Explorer Scout posts becoming involved with our EAA chapter. If we are truly interested in promoting sport aviation for young people, this might be a real opportunity. Glenn was directed to speak with Mr. Feldman to get more details and to arrange for him to attend one of meetings for a brief presentation and questions/answers.

The other item on the agenda was our meeting place. As we all know, the future of our current room has been in question with the changes going on. Glenn will inquire about the availability of the room and, if a problem arises, look for alternatives.

The meeting was adjourned to Glenn's garage for a critique of his "emerging" Lancair.

## SPECIAL THANKS

As some of you know (and others will learn the next meeting), I had a crankshaft break--yes, **break**--north of Medford, Oregon when flying home from Tacoma. The incident occurred 1 1/2 weeks before departure from Oshkosh. Obviously, Oshkosh was down the tubes, right? Wrong. With help from a number of people, I managed to make it.

The first I wish to acknowledge is Chuck Wentworth of Wentworth Aircraft. To make a long story short, he *loaned* me a Lycoming 360 even though he had people standing in line to buy it. The charge to me: I paid the air freight. I met him two weeks later at Oshkosh (for the first time) and he gave his reason for loaning me the engine: I sounded so desperate over the phone that he simply couldn't turn me down. In one of the earlier newsletters I had recommended him as a real gentleman to do business with. If you are interested in salvaged parts, I enthusiastically recommend him.

Wentworth Aircraft  
3015 Cedar Ave S.  
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(612) 722-0065

The next regards an FBO. Most of us builders tend to look down at FBO's as being outrageously priced

considering what we can buy through mail-order outlets and other places advertised in Trade-A-Plane. Well, let me tell you, my attitude has seen a significant change in that respect. Everyone at Medford was just great in helping me get things back together. In particular, I initially used the services of Southern Oregon Skyways (also called the Jet Center). They brought a mechanic out there on Saturday in an attempt to get my Lancair back in the air (no luck, of course). On Monday when the full extent of the damage had been ascertained, they helped me make arrangements for a private hanger in which to work and were there whenever I needed help the whole time. On Saturday when I needed some exhaust pipe studs, one of the other FBOs dug around and found them. I can't say enough about these people.

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### INTERCEPTED FROM THE AIRWAYS

*Mooney 666RG:* San Carlos tower. Mooney 666 Romeo Golf at Coyote hills with Zulu, requesting straight-in for runway three zero.

*San Carlos Tower:* Mooney 666 Romeo Golf, San Carlos Tower. Confirm that you are north of the airport and requesting straight-on for three zero.

*Mooney 666RG:* That's affirmative.

*San Carlos Tower:* Cleared as requested. This should be interesting.

The following misunderstood (or mispronounced) ATIS report resulted in a very perplexed pilot.

*ATIS:* San Carlos information Yankee 13:00 Zulu, wind 270 at 15, altimeter 29.92, runway three zero in use.

Notice to airmen: Caution, MOA operating west of runway three zero.

*666RG:* San Carlos Ground, Mooney Six Six Six Romeo Golf, taxi to runway three zero with Yankee. Do I need to talk to somebody about that MOA?

*San Carlos Ground:* Six Romeo Golf, San Carlos Tower. The *mower* should not be a problem. He's cutting the grass alongside the taxiway now.

Hey, this is the third time Mooney Six Six Six Romeo Golf at San Carlos has been referred to in these airways things. Does this guy always have such problems or is 666RG fictitious. Or am I missing some kind of a joke (wouldn't be the first time)?

### GRANDDAUGHTERS ARE SPECIAL

Following is from EAA Chapter 20 (San Mateo); I assume it is the newsletter editor Hank Huddleston talking.

A couple of weeks ago I was happily working away on my ~~BV~~ project in the shop when my eleven year old granddaughter brought her friend out to meet me. The girl asked "What are you doing?" "Building an airplane" I replied.

She licked thoughtfully on her ice cream cone for a few moments and asked "Does anybody else know about this, besides your own family?"

### SEARCH FOR INTELLIGENT LIFE


(from CC Times)

Sure glad I'm not the only one who does stupid things. Perhaps you read the following in the Times a while back.

An electrical engineer decided the best way to get rid of the bees swarming in his kitchen was to suck them up with a vacuum.

But they flew out when he turned it off, so he vacuumed them up again and left the machine running. Deciding to asphyxiate the bees, he held the vacuum nozzle up to the gas on his range. He burned off his eyebrows when the whole mess exploded.

Note: The guy is a member of Mensa, the "smart" club.

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### FROM ELSEWHERE

Here's the opening of a newspaper article that Larry sent me--thought you might find a familiar ring to it. Bet you can't guess which newspaper it came from.

Furious aircraft operators are threatening to refuse to pay a new air safety tax due to become law on July 1.

The 11,000 operators claim they are being "blatantly ripped off" by the Federal Government and say the new tax will send hundreds of them to the wall.

The "Federal Government" referred to is the Australian government. Well, what else is new?

### COMMAND AUTHORITY

In the June issue of the Cleco, Larry Laughlin described his near disaster in accepting clearances from operations when departing the Watsonville fly-in. His comment: "The Pilot is the very last word." The article on the next page was taken from the AOPA Pilot magazine and makes the same point.

# OUT OF CONTROLS

Almost every pilot has seen the television coverage of that United Airlines DC-10 cartwheeling down Runway 22 at Sioux City, Iowa, on July 19, 1989. It was a sight not likely to be forgotten.

The accident was caused by the catastrophic loss of all hydraulic power, which made it impossible to operate any of the flight controls. There are no backup cables with which to manually control a widebody jetliner because even Arnold Schwarzenegger is not strong enough to operate such massive surfaces. (The stabilator on a Lockheed L-1011, for example, weighs 7,000 pounds.)

Captain Al Haynes and his crew discovered that the only way to maneuver their crippled DC-10 was to vary the thrust of the two wing-mounted engines. (The center engine failed explosively. This ruptured the hydraulic systems and caused the loss of all hydraulic fluid.)

Increasing and decreasing the thrust of both engines in unison caused the jetliner to pitch nose-up and nose-down, respectively. Applying power asymmetrically controlled heading. For example, when more thrust was generated by the right engine than the left, the aircraft turned left, and vice versa.

That the aircraft could be steered to a runway in such a manner is incredible. That anyone survived is a miracle.

This accident attracted the attention of Frank W. (Bill) Burcham, chief of the Propulsion and Performance Branch at NASA's Dryden Flight Research Facility at Edwards AFB. He initiated a research program to investigate the handling qualities and effectiveness of controlling aircraft using engine power only. His goal is to develop techniques and technology that might help those who find themselves in similar peril.

During my recent visit to NASA Dryden, Burcham invited me to fly a visual simulator programmed to investigate the engine-only handling qualities of a variety of aircraft. I was advised that the primary flight controls were inoperative and that I was to attempt landing an F-15 using throttles only. This was extremely challenging and made me appreciate just how difficult it was for Haynes to control his aircraft. Under the circumstances, he did a masterful job. I would prefer not to discuss my performance in the simulator



except to say that I am grateful that the flight was simulated.

Burcham then advised me that I would be given another chance using augmented control, a result of NASA's propulsion-enhanced flight control research. In this mode, control stick (or wheel) inputs are converted into engine throttle commands.

For example, pulling on the stick collectively increased the power of both engines, which caused the nose to rise, and vice versa. Moving the stick to one side or the other operated the engines differentially, which induced a yaw and subsequent roll in the desired direction.

It took some practice to get used to the sluggish aircraft response and to resist the tendency to overcontrol. You have to make small changes and wait for the results. But operating the engines in this mode made it relatively easy to land the aircraft safely, even in turbulence and crosswinds. Burcham claims that it is possible to couple such a control system to the autopilot and execute ILS approaches.

Research into this method of flight control also suggests that the pilot should not reduce power until after touchdown. Fur-



BY BARRY SCHIFF

thermore, he should consider landing gear up. This will derotate the aircraft and prevent a bounce from which recovery might not be possible.

Flight control failure on a jet is rare and is less likely on general aviation aircraft because the flight controls of a light-plane are independent of one another; unlike a widebody jet-

liner, they are not dependent on hydraulic power. Each control is operated by its own cables (except on those aircraft using push tubes).

The only way for a general aviation pilot to lose all primary flight controls is to take off with the controls locked or to freeze them into position in icing conditions. It is not so impossible, however, for one control system to fail.

Loss of aileron or rudder control usually is not catastrophic because one can be used in place of the other. But do not attempt to land on a narrow runway or with a crosswind with this handicap.


The most dangerous problem is the loss of elevator control, and the most likely cause of this would be the failure of an elevator cable. Such a failure, however, would not result in the loss of pitch control even though it might seem that way.

An elevator control system consists of two cables. One raises the elevator when back pressure is applied to the control wheel (or stick); the other lowers the elevator when forward pressure is applied.

Assume, for example, that the down-elevator cable fails. The wheel moves forward, but the elevator does not move. At such a time, nose-down pitch control can be restored by applying substantial nose-down trim, enough to cause a significant nose-down attitude. This essentially restores total pitch control. To raise the nose, apply back pressure to the control wheel as you normally would do. To lower the nose, simply release the back pressure caused by the nose-down trim. Even landing in such a condition is relatively easy.

On the other hand, if the up-elevator cable fails, pitch control can be restored in a similar but opposite manner.

This type of an emergency is rare and explains why many are likely to disregard the possibility. I seriously doubt if Al Haynes ever gave it much thought either. Or perhaps he did. □



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## PERSONAL PROFILE--JIM LEWIS

Eventually I had to get around to Jim Lewis--not because he is so interesting but because he threatened to withhold newsletters from other EAA chapters. He tells me that he was born in Nebraska but moved to Concord at age 4. (Or was he born at age 4 and then moved to Concord?)

Like I said, Jim is not all that much to write home about but his ancestors are really fascinating. It seems that he comes by his flying "genitically"--it runs in the family.

His great grandfather was Frank J. Lewis, a big industrialist of the time. (I was chagrined and Jim distressed when I admitted to never having heard of him.) He owned a bunch of companies and flew his own airplane to get around. He also owned his own train for transportation but thought flying was more fun than going by train.

His grandfather (a bond salesman) owned a Travelair 4000 open cockpit biplane three passenger and was the first person in the Omaha area to use airplane in his business for transportation. Unfortunately, on one of his trips he had a starter problem so hand propped the engine. When the engine caught, the prop turned over striking him in the leg. He bled to death before the doctor could stop the bleeding.

His uncle was instructor in B26 Marauder during World War II and survived some pretty serious crashes. In one of them, he almost burned to death--in fact, he was pronounced dead at the hospital. But apparently he had too many things to do so got up and walked away five minutes later.

His dad was a mechanical engineer who designed and built construction machinery. One of his later projects was designing the machine to bore the BART tunnel hole. He used Jim's slot cars to demo the tube. Jim tells me he has been underground all around San Francisco with his Dad.

During World War II, his dad was an instructor in SNJs. Following the war, he flew his own Cessna 210 out of Concord. He had a special love for the Mooney.

His last project involved a waste management sight. He went up to take some pictures and ended up crash landing the airplane, which was ultimately destroyed in the ensuing fire. Speculation was that he had suffered a heart attack.

With all this "tradition" of flying in the family, you would think that Jim would be wild about flying from day 1. Not so. He did fly frequently with his Dad but it was no big deal. He says that flying was just a way to get from one place to another--like driving in a car only faster.

When he finished high school, he was much like the rest of us: "What do I do now." So, what the hell, nothing better to do than go on to college. You would never guess where he went to school: *Lewis University*, where else. If you think the name has a familiar ring, you're right. *Lewis University* was founded by his great grandfather as an aviation school. Eventually it became full four-year institution. In any case, Jim completed (in 1973) a 2-year program in aviation maintenance. Although the school had a four-year program, he simply couldn't handle two more years of Lockport Illinois, a most boring place be.

He came back to the Bay area with his A&P and worked in general aviation at Livermore airport. After a couple years he threw in the towel--pay was horribly low and the responsibility was distressingly high.

Since he liked cars much more than he liked airplanes, he went to work at Walnut Creek Honda. Also, made more money on cars than airplanes. After a time he moved on to a BMW dealer. In 1980 he took a deep breath and started own business, *Motoring Performance*, which he runs to this day. His favorite jobs are those in which he does major modifications to cars. He puts in new drive trains and new suspensions, all to make cars handle better and go faster. In some cases the mods are for racing and in others just for ordinary road driving.

When I stopped by his shop the other day, I saw two Deloreans. One is in for repair (it was in a crash so he is putting in a new front frame section) and the other is his. He bought his a few years back to cannibalize for parts when he had two Deloreans in for extensive repairs. Now he is building his back up again.

Auto racing had always been a keen interest to him so when he went to the BMW dealer he also started racing. He has raced sport cars (road racing--which is his primary interest) at more places than he can remember including Laguna Seca and Sears Point. That's not to say he was a slouch at circle-track racing. In fact, he won the compact auto racing series (California circle track racing) two years in a row. For power, he focused on rotary engines because of reliability and the fact they are relatively maintenance free. He made up somewhat for their relatively low acceleration by fine-tuning his suspension systems, his real strong point.

When I asked him about other interests, both vocational and avocational, he mentioned a few. For instance, when going to college he took a fireman training course and worked as a volunteer fireman. He also completed an emergency medical technician program and worked in that capacity while in school.

When I asked about other fun activities, he lit up. For a time, he got hung up on water skiing which "consumed" him for quite a while. He tells me that he was barefoot skiing at a time when there were not many people doing it.

Snow skiing (my activity) strikes him as a lot of fun too. However, a couple of factors dampened his interest. First, he doesn't like to get cold--need I say more on that factor? Second, he broke his leg--I think that requires no further comment either.

Oh yes, there's more. He tried sky diving about 15 years ago and thought it was really great. But after 10 jumps decided that he simply did not have enough time for another activity. In those days, they were using the standard 29-32 foot circular chutes. He would really like

to try it with one of the modern chutes that provide so much more control.


Oh yes, must not forget his better half. His wife is a scuba diver--Jim has never tried it--he already has too many activities. His latest progeny is his two year old son.

After two hours of listening to him talk (it was 11:00 PM) I was wondering how in hell I was going to get him out of the house so I could go to bed. After some polite suggestions that he get his back end out the door, he was about ready to leave. But then, much to my dismay, he said "Hey, you haven't asked me about my flying." I said, "Nobody in the Chapter gives a damned about your flying." He said "That doesn't matter one bit, I ain't leaving until you take down notes about my flying interests." My gawd, to think I have to do 16 more issues of this thing.

He flew a little while in college but ran out of money so stopped. (Ho hum, who cares.) Later, when he went to work (and became a productive member of our society) he flew incidentally while a mechanic at Livermore. Nothing really grabbed him about flying, but his younger brother was hung up on it and dragged Jim in. Eventually, they bought a Spezio two-holer (1987). Since he now owned an airplane, he decided to take flying lessons. Listening to him talk about the entire fiasco was like something from the Marx brothers. Shortly after buying the airplane, his brother took it out for some high speed taxi tests to get the feel of how it handled. The next thing Jim knew, it was 25 feet in the air. Lo and behold, his brother couldn't land it--the damned thing just wouldn't cooperate like the Cessna to which he was accustomed. After about 45 minutes, he finally got it on the ground (barely). He tells this story with a big smile on his face, laughing all the time. In any case, they made a fine pair. They owned an airplane that Jim could not solo it because he had no license and his brother could not land. Eventually, the brother ground looped it and washed his hands of the whole thing. Jim eventually got his license and had a ball flying the airplane. There is another entire scenario regarding Jim and that airplane but you have to ask him--I ain't talking.


His next step was the Mustang II (I had just joined the Chapter when he bought it). He enjoys that airplane to this day. He belongs to 393 because his friend Dennis Colomb dragged him to a meeting. Now look at him: a member of the powerful board of directors.

After showing him that I had entered all of his comments into my computer, I finally got him out of the door. (It was after 11:30.) I must admit (begrudgingly) it was fun listening to you, Jim. You're great to work with on the Chapter Board, as well.



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**GLENN WERNER**

## TALK ABOUT BEING TICKED OFF

From the Atlanta Journal

### Irate Student Pilot Shoots Plane After Crash-landing

John Dawe was so angry after crash-landing his plane in the woods of southern Louisiana that he pulled out his 357 caliber Magnum and shot his Cessna in the tail.

"That was just out of frustration more than anything else," said Mr. Dawe from his Sugar Hill home Friday. "It couldn't hurt the plane anymore."

Federal Aviation Administration (FAA) officials investigating Thursday's crash were perplexed when they discovered a bullet hole in the single-engine plane.

"He admitted that he got mad after the incident and shot the airplane," said FAA spokesman Joe Bradley. "He even tried to burn it, but with no fuel around he couldn't do that."

Mr. Dawe, a student pilot flying without a license, was 1,800 feet above the ground when his Cessna ran out of gas. He guided the plane through thick fog and darkness and then crashed in brushy woods 12 miles east of Amite, La., authorities said. The plane was destroyed--even before he pulled his revolver.

Mr. Dawe, 34, suffered three broken ribs. His passenger, Peter Cowley of Doraville, suffered cuts and bruises.

"I'm a Georgia boy," said Mr. Dawe. "I've been beat up worse fighting over women."

The FAA is considering civil penalties and could revoke Mr. Dawe's student pilot's certificate because of the unauthorized flight, said Mr. Bradley, director of the Flight Standards District Safety Office in Baton Rouge.

Mr. Dawe, a student in Air Center Gwinnett's FAA-approved flight school, said he has completed his final exams and has been waiting for three weeks to receive his pilot's license.

He blames air traffic controllers for the crash, saying he tried to land the plane for 1 1/2 hours before the crash but wasn't given the necessary clearance.

Mr. Bradley said controllers tried to direct the plane to three airports but couldn't because of bad weather and poor visibility.

He admits to shooting the plane in frustration but denies trying to set it on fire.

"We were going to shoot the gun in case someone was looking for us," he said. "So why not shoot the plane and put it to rest?"

### THE LEARNING CENTER--VOCABULARY

We always need uplifting of the knowledge level in this rag, so I found some definitions for you. Forgot to note where they came from, but it was some soaring publication.

**ACCELERATED STALL:** A horse trailer.

**AIR BRAKES:** A convenient device in the aircraft cockpit which is used to prevent mid-air collisions; also helps to put the aircraft into a skid.

**AIRCRAFT FLIGHT REPORT:** A loud noise which terminates the flight; usually follows a rapid descent.

**AIRFOIL:** 1) clear plastic wrap; 2) a very light sword.

**AIRPORT:** Air on the left side of an aircraft; opposite of "airstarboard."

**AIRSPACE:** Parking ramp for airplanes.

**BAROGRAPH:** Map of local taverns and nightspots.

**BEACON:** Popular breakfast meat.

**BUFFETING:** Eating at a diner where the guests serve themselves.

**CANOPY:** Cockpit relief container.

**CHANDELLE:** A source of light, usually made of wax.

**CHORD:** A short piece of string used to raise and lower a belly-board.

**COURSE:** Short for "of course."

**CRAB:** What a pilot's spouse does every weekend of summer.

**CROSSED CONTROLS:** What the instrument panel looks like before the required eight hours are up after alcoholic indulgence.

**DOWN WASH:** Where geese are laundered.

**DRAG:** 1) a race; 2) what the pilot's spouse thinks of their loved one's sport.

**FAR's:** Opposite of NEAR's.

**FIN:** 1) Characteristic appendages on fish; 2) A native of Scandinavia.

**FLAPS:** What one does with one's arms when one is suddenly without an engine.

**FLARE POINT:** The end of a felt-tip pen.

**FLY:** Usually found in soup.

**FSS:** Sound made by a tire after a less-than-soft landing.

**FUSELAGE:** How old a fusel is.

**"G":** A mild form of the expression which usually follows a stall on final.

**GO-AHEAD POINT:** Command given by a hunter to his not-so-bright dog.

**GROUND LOOP:** A loop-the-loop performed below 200 feet AGL, usually not successful, hence the name.


**HANGAR:** A large wire bent into a triangular shape which is used to hang up aircraft.

**HEADING:** A maneuver used in soccer in which the head is used to divert the direction of the ball.

That's the first installment; the second half comes next month.

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Owner



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## DUES NOT DUED (OR SOMETHING)

**CURRENT CLECO RECIPIENTS:** Please read over the list which follows and help us bring everyone up to date.

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 have come into arrears and have been "axed". If one of them is a friend, please bring them back into fold.

Name	Exp.Date	Dues	Name	Exp.Date	Dues
LYNN AXELSON	06/01/92	14	PAUL ORTIZ	05/01/92	15
QUENTIN DURHAM	07/01/92	12	STUB PILOTTE	07/01/92	12
JERRY GROVE	03/01/92	18	BRAD POLING	07/01/92	12
JIM LEWIS	04/01/92	17	RUSS PORTERFIELD	06/01/92	14
Dr. Jim Mandley	07/01/92	12	DENNIS ROMANO	05/01/92	15
ANDREW MARSHALL	07/01/92	12	KAY E. SMITH	07/01/92	12
DR. KEITH MARTZ	07/01/92	12	Wallace Smith	07/01/92	12
Charles McMullen	07/01/92	12	NORM SPITZER	07/01/92	12
PETE MITCHELL	07/01/92	12	FRANK STORM	07/01/92	12
RAY NILSON	07/01/92	12	JAN F. SWITALSKI	07/01/92	12
			DOC WATSON	07/01/92	12
			DR. LARRY WELTER	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. If your expiration date is 8/30, this is the last issue of the Cleco you will receive.

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			

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## 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.

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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## HOW TO SURVIVE AN FAA CALL

Here is something I came across in the wide variety of stuff that ends up on my desk. It is a list of common-sense rules to follow for staying happy if the FAA calls regarding an alleged no-no; appears to be some very sound advise--read it carefully. It was put together by: Ed Wischmeyer, Southwest Stinson Club

**Rule 1:** Never talk to the FAA. If somebody wants to talk to you about a flight or about an incident, find out who they are and where they work. If they are from the FAA, tell them to put any questions in writing. Then politely say good-bye and hang up or walk away.

**Rule 2:** Always fill out an ASRS form, at the slightest provocation. It is your only defense against the

immature, deliberate abuse perpetuated by the FAA. Get a fistful at the airport--Keep 'em ready.

**Rule 3:** Never hand your license to anyone. The FARs only require you to show your license. Do not let it out of your hand, as this can be considered voluntary surrender. Before you show your license to anyone, verify their credentials, and write down who asked, when, where, and why.

**Rule 4:** Never confess anything on the radio. If ATC accuses you of an airspace violation, don't ever say that you are sorry (you would be confessing a violation). Say that your navigation shows no such intrusion, but what heading would they like you to fly?

**Rule 5:** Don't ever phone the tower in a hurry. Put the plane away. Go home. Have a snack. Call your aviation attorney. Then call the tower, and take notes as to when you called, whom you talked to, and what you talked about.

**Rule 6:** Don't show anyone your logbook. If the FAA requests to see your logbook, you have to show it to them within a reasonable length of time. You do not have to show it to them on the spot. Don't do it. Have your lawyer check your logbook before you show it to the FAA.

**Rule 7:** Record all of your inflight conversations. Get a portable tape recorder and wire it up to record both your transmissions and what you receive. In flight, if there is any question, ask for the controller's initials, the date, and the time. Do not tell anyone you are taping off the radio. (The phraseology is "xxx tower, say your initials, say date, say time.")

**Rule 8:** Always read back your clearances and instructions to the tower or other facility. Not only does this protect your license, it is good safety practice.

## A STORY OF FOUR PEOPLE

(From the International Craftsmen Club)

This is the story of four people named Everybody, Somebody, Anybody and Nobody. There was an important job to be done and Everybody was sure that Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that, because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when actually Nobody accused Anybody.

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If we don't, who will?????????

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When Will asked me to write something up about our Annual Chapter Picnic, I balked a little. Man, that was a long time ago! A lot has happened to me since then and my brain is slightly scrambled (just a tiny bit more than usual). Vickie and I bought an AirPark Lot in Oregon; we bought a Long-Eze, sold a Vari-Eze, and of course the big brain scrambler this week is our impatient countdown to the arrival of our daughter, Heather. Vickie is due on Aug. 20th, so if I don't make the meeting, you may assume I'm doing the daddy thing.

So, one thing I clearly remember about the Chapter 393 Picnic is the 95% full keg of beer that I returned to the liquor store. Either everyone in the club is on the wagon or we all had a Flight Plan filed for just after the party; I don't know. Maybe the "just-say-no" thing is starting to affect us old farts? In any case, this marks the second year we've returned a nearly full keg of beer, so guess what's in store for us next year? Can you spell "6-pack"? Other than our miscalculation on beverage, the food was as plentiful and as great as ever. Callie Joyner and all who helped her deserve another beer for their effort (a thankless job). And we owe thanks to Navajo Aviation for allowing us to display a few homebuilts on their ramp again. Turn-out was light, but spirit was as high as ever. You know, our Annual Pre-Oshkosh Picnic is more than just another reason to eat, drink and party. It is our only chance to gather together in a casual social affair and pass on wishes of "good-luck and safe journey" to all of those heading for Oshkosh. The new planes are shown off by their builders and everyone gets a chance to tell lies to each other. And since we skip our July meeting in lieu of the picnic, we all look forward to the August meeting to hear from our few members that flew back to Wisconsin. It is a tremendous trip and the stories shared are always exciting.

We are all thankful that everyone made it back here safe and sound, especially Gerry Greth. Gerry will share his "flight- to-Oshkosh" story with us. His beautiful Cirrus VK30 is a masterpiece of innovation and unique details. Gerry's incident enroute was one that will surely bother us all. I'm doubtful there will be a dry eye in the room when he's done speaking. Because of our close bonding as Experimental Aircraft Builders, we all share in both the joy and the sorrow of each other's experiences. I believe it's safe to say we all feel a tremendous heart-ache when we hear of a tragic story such as Gerry's. It's especially painful when you consider this man's dedication to the club; his generosity and willingness to help its members; and his countless hours of hard work getting the VK30 ready and on course to Oshkosh. If you haven't heard about Gerry's incident, make it to the meeting and hear it from the man in the left seat himself.

I'll close with this thought: This hobby we are all interested in provides us with incredible challenges. That's why we do it - the joy of the journey in creating an airplane, the excitement of the unknown as we fly it for the first time, the wonder of it all as we rocket uneventfully to our destination in record time. Building and flying experimental aircraft has it all - the "full range, emotional roller coaster". And people like Gerry Greth thrive on it. Gerry is among the elite builders in this hobby. His accomplishments with the VK30 are tremendously innovative and very exciting. Gerry Greth is truly destined for greatness and we're proud he is with us in #393. Gerry has proved out many new concepts with his unique Cirrus. We all look forward to your future breakthrough, Gerry. Don't ever think they go unnoticed.

**Larry Kett Laughlin**



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### COMPOSITE BUILDER SUPPORT GROUP

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.

### 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--WILL NEGOTIATE!!!

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.  
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#### 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  
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The END



In case you cannot tell, this page is blank. The reason it is blank is that I reserved it for comments and/or writeups from **YOU**. Come on, get with it and submit something.

# The C eco

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