

The C eeco

~~Experimental Aircraft Association~~ • ~~Chapter 393~~ • ~~Concord, CA~~

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

JANUARY, 1993

CHAPTER MEETING

January 27, 1993 The 4th Wednesday of every month @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. The last couple of meetings have seen plenty of chairs in the room. However, we have no control over that so be advised to have a chair in your car just in case. *Wear your \$\$\$@% Badges please!*

YOUR HEROS FOR '93

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

PROGRAM

The first meeting of 1993--don't miss it. Our speaker, Wayne Handley, will tell what it's like to fly into a blind canyon too high to climb out of and too narrow to do a 180. Seems he was flying a Grumman AgCat filming for a movie and, through a combination of deep shadows and bright sunlight, missed a turn down in a series of canyons. He crash landed on a 45 degree mountain slope *and walked away*. The fascinating thing he has it on film (which he will show at the meeting). He is also an aerobatic pilot and will relate some of his his aerobatic experiences. Should be great so be sure to get there early to ensure a seat.

CHRISTMAS DINNER--1992

The annual Christmas dinner held December 11 at the Naval Weapons Depot Officer's Club was a resounding success. *The food was even pretty good!*

Following dinner we had another one of Jordan's superb slide shows: this one on Alaska. The entire sequence of slides was beautifully sequenced and was accompanied by a poetic narration from Elaine DeMan. Very well done Jordan and Elaine; thank you for a terrific job and your contribution to an enjoyable evening.

Following Jordan, we had our usual nonsense: the raffle, awards (some serious and others in humor), and Glenn's ever-present sense of humor.

Our Luscombe owner, what's his name???? Dwaine something or other! Anyway, whoever he is he did a wonderful job with his recitation of *The Cremation of Sam McGee*. I'm told by experts that he barely missed a beat. That's even more impressive considering that Jim Lewis did his best at the bar in thoroughly "preparing" Dwaine. Amazing what those Luscombe owners can do. Also, in acceptance of the limited capabilities of his Luscombe (re: the range of his machine appears to be right about the Nut Tree), he was awarded a commemorative Nut Tree T-shirt--donated by the Nut Tree.

The award for EAA 393 airman of the year went to Jordan Coonrad. Over the years, Jordan has been a real stalwart of the Chapter. He's always been available to lend a hand when its been needed; he's served in various officer capacities; he's presented us some great programs. Congratulations Jordan, you received a well-deserved award.

The following individuals received their first-flight awards: Don Best, Ron Robinson, and Mike Parker. Congratulations, you guys--what a fantastic thrill.

Each of the Chapter officers was presented a plaque commemorating his/her efforts. Very nice; speaking for myself and the other officers, thank you.

In addition, some obscure individual (I think his name starts with Will) received a special tribute for his cool action under the most dire of emergencies--a crankshaft breakage in flight. President Glenn recommended that the box of Attends presented be carried in the aircraft to attenuate the consequences of future such failures. To quote the labelling on the box, they are "For bladder control protection that is hassle free." Shucks, I can't reuse them because the instructions say "Do not rinse." Oh well.

Gerry Greth received special recognition along the same vein. We all know that Gerry did the beautiful job on the Cirrus only to have it end up in a cloud of dust in Rawlings, Wyoming (really heartbreaking). To this end, he was presented with a box of dust respirators in the event of future dusty landings in his newly acquired twin. Although presented in the lighter vein, it does represent our affection for Gerry and the outstanding work he did with his Cirrus and in adapting an automotive engine for aircraft use. Have blast with your twin. Gerry.

And, the envelope, please. I saved the best for last--acknowledgement of a job well done. Callie did her usual splendid job of coordinating and organizing for the dinner. We can all thank her for the fact that everything went without a hitch. To my way of thinking, she

deserves some kind of special award for always coming through on these social events.

For those of you who missed the evening (for whatever reason), you missed out on a few hours of real pleasant camaraderie (and a palatable dinner). Better make it next year.

From the President . . .

From time to time you stumble across an idea that really fills the bill to solve a particular problem. It becomes just as exciting telling someone about your revelation as it was implementing it.

The problem: The Lancair's lower cowl would not accommodate the larger engine's carburetor air box and carb heat valve.

Possible solutions:

1. Install the standard engine.
2. Install a horizontal slide-body type carburetor.
3. Install fuel injection.
4. Modify the lower cowl.

I chose to modify the lower cowl and in doing so, decided to add an air scoop dedicated to provide air to the oil cooler.

So, after cutting away everything that looked like it wouldn't fit into the scheme, I made the next step to build a form around which I could lay up several layers of glass to make a mold. Out of the mold I could produce a reasonable likeness of the original form. It is the form material to which I would like to dedicate this article.

The product I chose, apparently manufactured in France, is in the form of a white powder, coarser and denser than micro, that you mix with water to get a putty-like consistency. The stickier or sloppier the mixture was, was dependent on the powder to water ratio. The mixture can be applied with a spatula over a wire frame which is bent to the shape you would like to form to be. You have to mix small batches and work fast as the mixture "sets up" in a very few minutes. I found I could extend the pot life for short periods by adding more

water, but that is limited too, because when the "stuff has had enough" it gets unworkable. Cure time is long however, and the desired shape can be manipulated during the cure time. I used a Sure-Form type wood plane and a potato peeler to work this miracle stuff into the shape I had first formed in my mind. After the cure, (36 hours in my cold garage) the form was easily sanded and low spots were filled with more applications of the "stuff" until I had a smooth paintable surface to lay up the mold.

I've done some research on the miracle product from France and I found that it has been around for a long time. It has been used in many prestigious places, like the Vanderbilt mansion in Hyde Park, New York, where they used this miracle powder stuff on the ceiling of the library. It was applied to the ceiling over chicken wire, then carved and stained to look like hand rubbed walnut. (I wonder if they used a potato peeler?)

You would expect such a miracle product to cost a lot more than \$1.49 for a five pound box. You can even get it in twenty-five pound bags at a lower cost per pound . . .

I think if more people knew about it, and the price were higher, the demand would be ten times more, and sales would soar (citing the New York Deli seafood salad rule). I intend to continue my research and hope to determine the country or countries where it is manufactured (or mined) and other possible uses for it.

. . . just trying to help.

Glenn A. Werner

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RAFFLE PRIZES

Remember, in order for the raffle to be successful, previous raffle winners must bring a prize for the next raffle. So those of you members who won at the Christmas party (Gerry Greth, Lou Goodel, and Lyle Powell, I'm told) or anyone who won at the preceding meeting and forgot, please bring a prize to the upcoming meeting.

ABOUT DECLARING AN EMERGENCY

This relates to my much publicized engine incident north of Medford, Oregon. When the failure occurred I saw some loss of oil pressure and engine power. However, the engine appeared to run reasonably well. So I did not feel the need to declare an emergency (if I had *only known*). In retrospect, there is no question I should have taken such action.

So when I saw an article in the *NORCAL Aviation Review* on declaring an emergency, it really caught my eye. Even if most of you saw it, the article is really worth repeating--so here it is.

Why Not Declare an Emergency?

From *NORCAL Aviation Review*
by Ray Steinkraus, Sacramento FSDO

During recent discussions with flight instructors and other pilots, an issue was brought to my attention that reinforced some of my feelings for a long time. That is, many pilots are afraid to declare an emergency!

Trying to ascertain why this is, I asked other flight instructors and pilots why this may be. Here are some of the more common reasons:

- I may have to talk to the FAA (even if you have to, you will find this is not such a horrible thing and is physically painless).
- I may get in trouble or be embarrassed (this is especially true during flight in marginal weather or if they get lost).
- I must write a report to the FAA (a review of FAR Part 91 will show that a report is only necessary when asked for and in most cases is not).
- Other people will think I'm not a good pilot.
- Other people will think I'm afraid.
- What is happening may not be that serious and I don't want to bother anyone. [Editor's note: This is the trap I fell into.]
- I may have made a mistake and I don't want anyone to know.
- It may make my passengers nervous.
- *My instructor said* (sadly this is true in many cases) not to declare an emergency unless it is really, really serious, because you may get in trouble!

Most pilots have experienced a situation when they could not decide whether or not to declare an emergency and may have been influenced by one or more of the factors listed above. Now, here is a list of good reasons to declare an emergency.

- You and your passengers may soon be in serious jeopardy unless you get some help.
- It is better to declare an emergency sooner than later, because you may be too busy or have trouble contacting someone later.
- Having help gives you more options for dealing with a situation, and enlists the help of a whole team of people on the ground.
- You can deviate from regulations to the extent necessary to meet the emergency and have priority over other traffic.
- During an emergency you may need help after landing for fire or medical reasons. These services will be more immediately available.
- You can cancel the emergency declaration if your situation improves.

If you really think about it, the reasons for declaring an emergency make good sense, and may even save your life!

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DOWN ON THE RANCH

As many of you know, Gerry Greth has backed off on the Cirrus and purchased a Comanche twin. Gerry tells me that he now has over 40 hours on it and that it is fun, fast, and **reliable**. Basically, he says that it is really a neat airplane and that he has a love affair going with it (hell of a lot better than "another" woman--probably cheaper, too).

The Cirrus, engine and all, has been sold to an individual in Maryland. I was at Gerry's hanger when the new owner had it loaded on a trailer and started it on the way. I felt a little tug at the heart strings along with Gerry upon seeing it drive off. Let's hope the new owner puts half the effort into producing something unique that Gerry did.

Regarding building again, Gerry says don't count him out (good news). My God, Gerry you're as crazy as the rest of us. Some time in the future, he would like to build a Glasair or an RV and develop a V6 for it. Great idea!

ΩΩΩΩΩΩΩΩΩΩ

There's bad news and good news regarding Ron Robinson and his Glasair. The bad news, as most of you probably know, is that Ron had to make a wheels-up landing on the grass strip between runways because his nose gear would not come down and lock. All went well

until he came to a crossing taxiway. The raised asphalt surface bounced the aircraft into the air pretty well.

The good news is that neither Ron nor the airplane was seriously damaged. Upon inspection, Ron has determined that the gear failed to come down and lock because a down-solenoid had blown. Fortunately, it will be easy to rectify. Concerning damage to the airplane, it was only slight. As you might expect, the prop was bent because of windmilling as he came in. The prop people say that one blade was okay but the other was bent too much to be repaired. He has ordered the new prop and expects delivery in 6-8 weeks. He feels that the airplane should be about ready to go by then.

Concerning the culprit nose gear, Ron is making certain to eliminate that bug. First, he is installing a heavier, continuous duty solenoid. He is also installing a stronger free-fall spring to be certain there is enough oomph to get the gear down against the wind load. (Is he *really* putting a railroad boxcar suspension spring in there???) Finally, he will be putting in a hand pump system as a last resort. That sucker ain't gonna get him again.

You've got our sympathy, best wishes, and moral support all the way, Ron. Get it back up there.

oooooooooooo

In the "minor news" category, Jim Lewis feels that he has really arrived. Through continuous fine tuning, he has reached the 200 mph plateau (201 at 4,800 feet). Of course, when he reported this to me, he didn't treat it as "minor news."

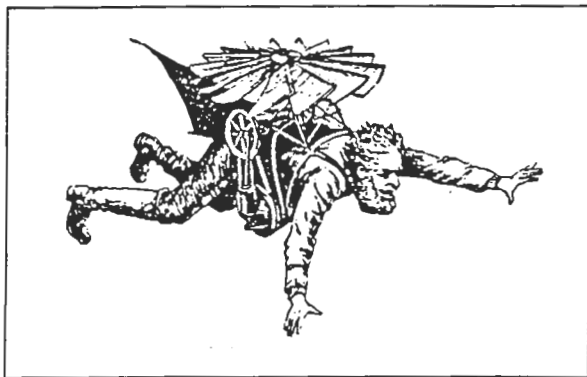
oooooooooooo


I've been told that Chris Kenyon received FAA approval for his RV. If the weather clears, perhaps he will have his first flight to report at the upcoming meeting.

oooooooooooo

Poor ole Pete Wiebens; nary an issue of the newsletter goes by that he doesn't get some well-deserved criticism or ridicule (or both). His landing gear continue to mistreat him in the worst way--correct that--Ron's treatment was the worst. They just don't act the way they are supposed to. (If you want details, ask him; I could care less about Glasair landing gear.) He is still struggling to reproduce the problem in the hangar with his plane on jacks.

I think I just found a solution for Pete but don't remember where I saw the ad. Perhaps it was from Trade-a-Plane. Anyway, maybe he can trade in his Glasair for one of the following.





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TAXI CLEARANCES

Most of you are probably well aware of the newly required readback on all holding instructions. None-the-less, I will repeat it here. That is, whenever you receive a clearance with **runway holding** or **hold short** instructions, you must read back those instructions. The following is a typical example.

Incorrect

Tower: Cessna 123, turn left at taxiway Charlie, hold short of runway one niner left.

123: Cessna 123

Correct

Tower: Cessna 123, turn left at taxiway Charlie, hold short of runway one niner left.

123: Cessna 123, hold short of runway one niner left.

If you simply acknowledge with your call numbers, the tower will request you to readback their hold instructions.

CONCERNING OUR ADVERTISERS AND FURNACES

As you all probably remember, I have plugged our advertisers on several occasions; they help us out by paying for ads so let's help them out by patronizing. Anyway, I followed my own advise and had Glenn Werner install one of the new high efficiency gas furnaces in our home. The furnace is really amazing. It has all kinds of smart stuff in it such as variable blower speed and flame level, both controlled by a microprocessor. Our old furnace used to come on and blast hell out of everyone, then go off. This one operates at different levels and is **so** much more comfortable. Furthermore, it is so efficient that it does not even use a conventional smoke stack. It has a PVC vent that discharges out the side--kind of like a dryer vent. This winter, we have noticed a significant decrease in our gas bill.

Regarding Glenn, he came through in the clutch. After the installation crew finished (it was the first job for a new crew), Glenn came over and gave it his own microscopic inspection. Spotting a few items that did not measure up to his standards, he came back a few days later with appropriate tools and made it right.

Needless to say, I'm happy with both the furnace and the service from Glenn and his operation. If you're contemplating a new furnace, look for Glenn's card in the Cleco.

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ABOUT PAINTS AND RESINS

Tidbits stolen by Ryan Young
from PROFESSIONAL BOATBUILDER

I remember Gerry Greth saying he got a lot of useful info out of a trade publication for the Speed Shop industry. In the same line, I have been getting a lot of gems out of *Professional Boatbuilder*, which is a trade magazine for the people manufacturing various aquatic money pits. The same crew puts out *WoodenBoat*, which is one of the classiest magazines around on any subject.

Anyway, PBB has lots of info on composites, painting and finishing, small shop production techniques, environmental compliance & worker safety, etc. How do you get this magazine? Lie. (Editors comment: Please, we cannot condone a suggestion to lie. A slight distortion of fact is okay, but please no lie.) Tell them you're a fiberglass fab shop. Tell them you're a boatbuilder. Have an "imaginary" company name ready. If they believe you, they send the magazine free. I suspect that if you pay \$24.00/year for their PBB PLUS edition, which adds a 12 page insert section of extra hot tips, they will be less picky about it. Professional BoatBuilder Magazine, P.O. Box 78, Brooklin, ME 04616-9988. Two articles in the last issue addressed "Spraying Linear Polyurethanes" and "Secondary Bonding". With apologies to Sam Devlin and Bruce Pfund, the respective authors, here are some of the less obvious tidbits.

Secondary Bonding

"Once full cross-linking has occurred, any bonds between the cured (part) and any new layers of glass are essentially mechanical. Now, the resin is just acting as glue, and there's no chemical interaction between it and the cured substrate."

Most of the article deals with polyester resin systems, but here's some comments on epoxies:

"If you're looking for a good GLUE, with is what mechanical secondary bonding requires, soft and stretchy resin (epoxies) beats the hard and brittle stuff (polyester) almost every time."

"Epoxies are basically no different from polyesters and vinyl-esters. Once they are cured, the secondary bond is mechanical rather than chemical. Our recommendations are the same - make sure the surfaces are properly sanded with moderate grit abrasives and that they are dust-free and dry before laminating."

Talking about bonding to "green" epoxy laminates: "With epoxies, excess amine curing agents migrate to the laminate surface, where they react with water and carbon dioxide to form the 'amine blush'. This layer is water soluble, and we recommend scrubbing it with a ScotchBrite pad and water before laminating resumes."

"Peel Ply does just what is supposed to, sealing the resin surface from contamination and evaporative monomer losses. However, that means the resin directly under the Peel Ply cross-links more thoroughly, reducing the potential for chemical secondary bonding. Although the Peel Ply fabric leaves a nice, textured surface, we got very disappointing secondary bonding results." (This was with a polyester resin system)

"The test itself is simple. We make a laminate and let it sit at ambient conditions for the test interval. Half of it is sanded if we want to test for abrasive prep benefits. We lay a thin, creased section of Mylar film on one edge of the sample, then apply the second laminate over the film. The Mylar 'wedge' acts as a release line at the edge of the secondary bond line. We let the coupon cure, usually for 24 hours; then we forcibly tear it apart with a wedge, using the mylar as a starting point. If the tear line between the two laminate layers is 'hairy', with lots of exposed glass fibers, we consider the bond acceptable. But if the interface is smooth, or even shiny, we're less pleased...."

"We haven't noticed a difference resulting from the aggressiveness of the surface preparation. Just a 'brush' sanding that runs a few mils into the surface appears to be all that's necessary. What's more important is that the whole surface be abraded."

Spraying Linear Polyurethanes

"-AVOID PREPPING THE SURFACE WITH TOO FINE A GRIT OF SANDPAPER. I have found that it is best to prep only as far as 220-grit for most LP systems. A hull sanded with 320-grit or higher has too little 'tooth' left on the surface for the LP to Grip..." He relates a horror story of trying to paint a hull sanded to a mirror finish. You guys sanding your composite airplanes to a mirror finish take heed. [Editor's Note: See my comment under the following description of Deltron.]

"-AVOID WATCHING THE COVERAGE OF YOUR PAINT. It is a distraction. Instead, learn to watch only the 'wet edge' of the paint film...."

"-EXPECT SOME MEASURE OF FAILURE WITH EACH FULL-BOAT PAINTING JOB. The point is, unless you use these paints constantly, then you are always adjusting to the variables involved...." "Always carry a 2" foam brush to smooth out obvious runs by stroking up & down, not horizontally."

"-KEEP A RECORD OF YOUR WORK. It takes nothing less than time and experience to build your knowledge of an entire paint system. I keep a journal..."

Larry Kett Laughlin



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One more note on paint before I go. Stits sells a really keen epoxy based chromate primer for metal that's tough as nails. Not so well known is that most auto paint mfg's do too. PPG Ditzler for one. They even have a low-VOC water-borne version that's environmental friendly, although all chromate paints are viewed as hazardous wastes. Chromate is a real bad actor biologically. Beware of residual oil, amine blush, styrene or fingerprints when spaying the new water-borne paints - oil and water don't mix, and the paint will bead up.

A summation of Sam's comments on specific paint systems:


Awl-Grip: Absolutely needs to be accelerated (he recommends always accelerating, regardless of system, unless brushing). User-friendly product guide. Some colors have a tendency to run.

IMRON: Wide availability and range of colors. Thin, dark colors require many coats, and some colors run.

Sterling: Wide product range, but limited colors, flows better than any competing product, very good for brushing or roller-brush technique (ask me, this is the way I'll be painting my airplane), user-hostile product guide.

Interthane: Very durable, nice low VOC (Volatile Organic Component, I.E. solvents that evaporate and cause smog, among other things) formulations, marine sources only, limited color range.

DELTRON (not actually a LP): Very easy to apply, will not run, simple system, very quick cure, buffs out and repairs very well. Not as durable as LP's. < Ryan's comments from Oshkosh info gathering: Deltron cracks on fabric, even with the flex additive. Cracking may also be a problem with composites that see a lot of flexing, like EZE landing gears. Stits still looks the best for fabric. Also, when using Deltron with HVLP gear that heats the air, use the reducer for the highest ambient temperature to slow down the cure, or else your doom from orange peel is assured. >



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Editor's Note:


I used PPG Concept on my Lancair. (Ned of Ned's Auto Paint tells me that Concept is essentially like Deltron except that it gives a high gloss without clear coating.) Regarding sanding, the PPG people are very specific about sandpaper to use for the final sanding. That is, use 400 grit *or finer* for dry sanding, and 500 grit *or finer* for wet sanding. This does indeed give a mirror-like finish on the primer but everything seems to work well if you use PPG products throughout (i.e. primer, sealer, and top-coat).

Concerning flexing, I have a very thin 1-bid gap sealer for my flaps. This sees quite an intense bend and has not

shown any compression cracks. Of course, the flaps are relatively infrequently lowered and raised.

I recently made some modifications and did some spot repair and touch-up. The paint blends beautifully--you can't tell the touch-up from the original. However, be advised that this paint contains iso-cyanate which is deadly stuff. To use it you need a breathing apparatus as the standard charcoal filter **will not filter out the bad stuff.**





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THE JOY OF WORKING ALONE

Adapted from the Los Angeles Times

Dear Sirs:

I am writing in response to your request for more information concerning block #11 on the insurance form which asks for "cause of injuries" where I put "poor judgement." You said you needed more information so I trust the following will be sufficient.

On the date of injuries, I was working alone trying to retrieve an aircraft engine out of the third story of a storage building when I realized the 320 pound engine was too much for me to carry down the stairs. So, I decided to put it on a platform and lower it by a pulley which was fastened to the top of the building. I secured the end of the rope at ground level and went to the top of the building and loaded the engine onto the platform and swung the platform out with the engine on it. I then went down and untied the rope, holding it securely to ensure the slow descent of the engine.

As you will note on block #6 of the insurance form, I weigh 145 pounds. Due to my shock at being jerked off the ground so swiftly, I lost my presence of mind and forgot to let go of the rope. About the second floor, I met the engine coming down. This explains the bruises and lacerations of my upper body.

Regaining my presence of mind again, I held tightly to the rope and proceeded rapidly up the side of the building not stopping until my right hand was jammed in the pulley. This accounts for the broken thumb.

Despite the pain, I retained my presence of mind and held tightly to the rope. At approximately the same time, however, the engine hit the ground and was jarred from the platform. Devoid of the weight of the engine, the platform now weighed about 50 pounds. I again refer you to block #6 and my weight--145 pounds.

Predictably, I began a rapid descent. In the vicinity of the second floor, I met the platform coming up. This explains the injuries to my legs and lower body. Slowed only slightly, I continued my descent, landing on the engine. Fortunately, my back was only sprained, and the internal injuries were minimal.

I am sorry to report, however, that at this point, I again lost my presence of mind and let go of the rope. And as you can imagine, the platform crashed down on me, thus accounting for the head injuries.

I trust this answers your concern.

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SO LONG, JOHN McCOMBS

I have just been informed by Glenn that John McCombs, a long-time member of 393 passed away Saturday the 16th. Apparently he was feeling fine on Friday and succumbed of cancer on Saturday. John owned a Pacer tail dragger that he kept on the West ramp. Our condolences to his survivors.

IT REALLY HAPPENED

Concerning accidents, several years ago there was an article in the Oakland newspaper about an admission to the Merritt Hospital. It seems that a do-it-yourselfer decided to repair his shingled roof after a rain. Because the roof was slippery, he tied a rope around his waist, then threw it over the peak of the roof and down the other side. He told his son to tie the end to something solid. The kid tied it to the bumper of his mother's car. Good and solid, right? Wrong; Momma decided to go to the grocery store. Dad was whipped over the top, down the front side of the roof, and onto the driveway. I seem to remember that the article said that ole Dad was pissed.

PROPELLER MOUNTING

(From RVator)

Editor's note: I picked up the following from the January issue of the San Luis Obispo Chapter 170 LOW FLYING newsletter. Sounded well worth reproducing here for all who have fixed pitch props.

Lycoming reports there is a right and wrong way to mount your two-bladed propeller. To do it properly, first position the crank so that the timing mark on the rear face of the starter ring gear is at the 12 o'clock position, aligned with the split line of the engine case. Then mount the prop with one blade at the 2 o'clock position. (Editor's Note: if the other blade is not at the 8 o'clock position, then you have probably done something seriously wrong.) These positions are based on you facing the prop flange (from the front of the airplane, that is).

This aligns the propeller as engine designers intended in order to minimize vibration.

SPELL IT RIGHT

Even though a writer, I'm a lousy speller. My word processor and my editors take care of such details. So the correct spelling of the place we keep airplanes never really occurred to me.

Well, it seems that EAA 526, Roseville is in the process of acquiring one of those things. Hence, the newsletter editor decided a little spelling lesson would be appropriate so he dug up the following from his trusty dictionary.

hangar\n: SHELTER, SHED; esp: a covered and usu. enclosed area for housing and repairing aircraft.

hanger\n: 1: one that hangs or causes to be hung or hanged. 2: something that hangs, overhangs, or is suspended. 3: a device by which or to which something is hung or hangs.

Cum onn,.....I new that al the tym.

SOMETHING TO LOOK FORWARD TO

Late breaking bulletin: Larry Laughlin just called and insisted that I get his tidbit in the newsletter even though this edition had already been put to bed. It seems that he was fascinated with the article on the AR-5 in the current issue of Sport Aviation (page 34). Since the builder, Mike Arnold, lives right here in Pinole, he gave him a telephone call. As I understood Larry (in his complete incoherence), Mike indicated that he would be interested in speaking on his project at one of our future meetings. Hey, something to look forward to. Good job, Larry. Regarding kickbacks, the answer is NO to your request for a 25% commission if you get him to join our chapter.

INTERCEPTED FROM THE AIRWAYS

(Mostly from IFR, I think)

A controller is working USA553 and is about to turn him over to Cleveland.

(Note: pay attention to the call numbers.)

Controller: USA353 contact Cleveland Center on 135.6

< pause >

Controller: USA353 contact Cleveland Center on 135.6

< pause followed by the now frustrated controller >

Controller: USA353 you're just like my wife; you don't listen.

Pilot: Center, this is USA553; maybe if you called **her** by her right name **she** might respond.

.....

The following was translated from Jaegerblatt, a German military publication. It describes the conversation between an American jet fighter pilot and the tower at Oberpfaffenhofen, a NATO airbase.

Pilot: Hello, Oberhof... ah tower, standby.

...

Pilot: Ah, Pfaff--Hopf... ah,... Oberhoph-papf... ah, standby.

...

Pilot: Ah, Pfaffober... ah, tower, ah Ober..... ah, oh SHI*, forget it, I'll go to Munich.

.....

Pilot: Las Vegas clearance delivery, Tobago 1234, request VFR at 4500, SW bound departure.

Clearance: Tobago 1234, you'll need to get that clearance from the Bureau of Land Management; we don't issue mining permits. There's a 5000 foot mountain SW from here.

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 SALE

Glasair 3 kit. Fuselage together, horizontal stab and elevator completed. (Editor's comment: There are some other goodies that I did not understand from Glenn's scribbled notes.) Owner has invested \$42,000 in the kit and parts (no engine). Will sell for \$36,000. John Martin (510) 672-8200 (work) or (510) 672-1813 (home). 1092

FOR SALE

Oregon Avionics FLIGHTCOM 401. Complete panel mount hot-mike unit including factory connection schematic. \$90.

Goodyear "floating-disc" brake & 5.00 x 5 wheel, complete with spare brake pads, bearings, & wheel covers. (Good for aircraft under 1,000 pounds.) \$250 obo.

Larry Laughlin (510)741-3000 or evenings at (510)758-3533. 0193

The C eco

Experimental Aircraft Association
Chapter 393
P.O. Box 272725
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