

The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

OCTOBER, 1993

CHAPTER MEETING

October 27, 1993 The 4th Wednesday of every month @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Bring Chairs. *Wear your \$\$\$&€¢% Badges please!*

YOUR 1993 VASSALS

PRESIDENT	Glenn Werner 676-8786
VICE PRESIDENT	Jim Lewis 930-9429
SEC/TREASURER	Callie Joyner 671-4871
NEWSLETTER EDITOR	Will Price 254-2267

PROGRAM

Last month we had Craig Catto (Catto props) scheduled for our speaker but he had to cancel at the last minute because of surgery on his daughter. I am pleased to report that all went well and his daughter is just fine.

So Craig will make another attempt for us and plans to speak at the upcoming meeting. As I mentioned in the last newsletter Craig has been making props since he was a teenager and really know the business. I heard him speak at the Livermore EAA meeting a couple of years ago; he gave a great presentation. He will tell you everything you ever wanted to know about props and then some. After hearing him I promptly ordered. I've been quite happy with the way his little fiberglass covered stick pulls my airplane. He plans to bring one of his new three-bladed ground-adjustable props for us to look at.

MINUTES OF SEPTEMBER 22 MEETING

The meeting was called to order by President Glenn Werner. Callie Joyner described plans for the Christmas dinner. It is tentatively set for Alfredo's in Pleasant Hill on December 17 (1993, of course). The cost is \$25 per person. There will be more details in succeeding Clecos.

Will Price described activities of The Airports Coalition. In particular, TAC has been working as part of an ad hoc committee to evaluate alternate sites for helicopter training. Significantly, this committee is comprised of both airport proponents and opponents. The noise monitoring project and the noise ordinance issue were also discussed. A more detailed summary is included elsewhere in this newsletter.

Glenn talked up the Napa Fly-In giving a strong pitch for 393 participation.

The ensuing introductions brought us up to date on all kinds of activities. Gerry Greth had us all drooling over his description of the Boeing Surplus store up in the Northwest. He suggests if you go up there for a visit that you rent a truck--simply too many goodies at next-to-nothing prices to resist. When he tried to lord over us the great time he had on his windjammer cruise, fellow members sitting nearby dragged him to his seat. After all, half the evening listening to Gerry is more than anyone deserves.

Harry Heckman made some comment about his Lancair but I've forgotten what it was. His big thing was an article about WD40. Seems that the company is now 40 years old. (Will it be WD41 next year?) All the useless little facts that he read to us were really quite interesting. In fact, WD40 formed the basis for several amusing attempts at humor during the remainder of the introductions. Incidentally, the name WD40 comes from Water Dispersent, formula number 40.

Without a doubt, the highlight of the evening came from Ron Carter. Ron has been working long hours lately and has been somewhat worn down so it is understandable that his alertness factor is suffering. But when he inadvertently called his Lancair kit a Glasair, that's bad. I'm sure that the hoots and howls following his faux pas will remain emblazoned in memory for a good long time. Speaking for other Lancair builders and owners, I want all to know that the rest of us can indeed tell the Lancair from the box in which the kit is shipped.

After the break our resident author and composite expert Andy Marshall with the able assistance of Gordon Bowen (Hexcel) talked about our favorite subject, composite construction. (I can't understand why all the aluminum people left.) They did a terrific job of covering a variety of topics of interest to us all. Thanks to both of you for your last minute picking up the ball with the absence of our scheduled speaker.

MINUTE OF BOARD MEETING 10/13/93

The meeting was called to order by president Glenn Werner. Callie Joyner presented the finalized plans for the Christmas dinner. Details are included on the reservation form enclosed with this issue of the Cleco. Glenn will "activate" the committee to select the member of the year.

Glenn indicated that terms of the current officers are coming to an end. The current Board has agreed to act as a nominations committee and will attempt to put together a slate for elections at the November meeting.

President's Message
October, 1993

"Oshkosh-itis" is a term we've come to know as the fever that overcomes us when we are convinced that we are going to get ourselves and our airplane to Oshkosh by hook or by crook. Sometimes it takes both. Well, "first flight-itis" is a similar malady that I have recently experienced, but have a hard time explaining.

Six months ago I made a prediction that I'd fly my Lancair by August. This prediction was a motivator to keep me working toward a goal. Having never built an airplane before, I could only guess whether it was a reasonable goal or not. But motivated I was! So I worked nights and weekends, every available minute (and some minutes that weren't available) until the airplane needed to be moved to the airport. There all of the final assembly took place. Safety wire and cotter pins, checking and re-checking wiring systems and hydraulic lines, systems that worked flawlessly one day and plagued with gremlins the next. But finally I decided that the gremlins in all the critical systems seemed to be in abeyance for the time being, so I decided that the plane WAS ready to fly.

But there were some of you, watching from a distance, that started to express some concern saying "Are YOU ready to fly?" My ego answered . . . "Sure! I flew a Stinson across the country! . . . Twice! . . . Besides, what could be so hard about flying this overpowered dragster? Besides, that Stinson had a tail wheel . . . I've got lots of tail wheel time." But you weren't convinced and suggested I get some stick time in a complex airplane. Pete Wiebens and I flew his 150 Cessna around for two hours, and Pete made many suggestions how to improve my ham-handed flying techniques so that my overcontrolling tendencies wouldn't be magnified by a faster more sensitive airplane.

Will Price introduced me to "pilot induced oscillation" (PIO) when he let me fly his Lancair, driving home the point that this is no Stinson. John Allen offered to let me fly his Piper Arrow, which was extremely helpful and John, thank goodness was extremely patient. Bob Decker and I flew his Glasair the next day and I noticed that these airplanes were actually getting used to me. Their speed and controllability and their landings were really improving!

The next day, after ironing out a few of the gremlins, I was burning with anticipation. I was ready to go do this thing. I called my wife and told her "The time has come . . . I'm leaving." Through the stunned silence on the other end, she finally realized that I meant "the ground". Lew Miller offered to fly chase with me as I made the first test hop. Aside from the canopy popping open on takeoff (which makes the cockpit very windy and dusty) the flight went well with no major problems. An absolutely flawless landing and an "Attaboy" from the tower, and the first flight was a success.

A success, due in large part to our flying fraternity, who offered help and advice during the plane's construction, and those who helped me hone my flying skills in spite of my ego. I was relieved and elated that the plane actually flew before the projected goal, but as I drove home from the airport that evening, I felt as if a tremendous weight had been lifted from me. I no longer had the self-imposed pressure of achieving the goal to deal with any more. I have about a thousand things to do before the plane is finished, but that evening, without having any dinner, I flopped onto the bed and slept until morning. I had just had a bout with "first flight-itis".

Just trying to help,

Glenn

RICHARD S. POWELL



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EAA's PROPOSAL FOR MEDICAL CERTIFICATION

EAA has recently submitted a proposal to the FAA that they describe as follows. *"The specific proposal recommends that pilots with recreational, private, commercial and airline transport certificates that limit their flying to recreational flying privileges would be required to self-certify their medical conditions rather than carrying a third class medical certificate."* According to the document we received the primary controlling regulation would be the recreational limitations (1) no more than four-seat aircraft, (2) no more than 180 horsepower, (3) no more than one passenger. The recreational category includes numerous other limitations (e.g. no retractable landing gear) but the document we received was not really clear about them with the exception that the 50-mile radius was definitely to be eliminated. We will keep you posted as more information comes out.

NEW MEMBERS

It is always a pleasure to welcome new members to our Chapter. This meeting we corralled three live ones.

Stephen Bassi	Castro Valley (Long-Eze)
Al Humbert	Berkeley (looking)
Craig Wilson	Kensington (Long-Eze)

Welcome to 393; we look forward to seeing your smiling faces at the meetings.

RAFFLE WINNERS

Well how about that! A new member (who had just paid his dues 30 minutes earlier) was the first winner--Stephen Bassi. The other two winners were Vic Perez and Jim Lewis. Regarding raffle prizes, we had a little shortage so Andy Marshall donated two copies of his composite book. Thanks for coming to the rescue, Andy. That makes two rescues in one evening for you.

You winners remember to bring a prize for the next meeting (purely voluntary, of course). That's the way we keep money coming into the treasury to provide for the all-expense paid Christmas vacation to Miami for your officers (rental car included).

P.S. The Luscombe owner who forgot to bring a September prize had better not forget an October prize or else it will be the Luscombe.

ALTERNATORS NEED COOLING TOO

from EAA Chapter 170, San Louis Obispo, CA

I suspect that a good many of us homebuilders are using those small "Honda type automotive alternators" rather in place of that big and heavy Prestolite. Experience shows that they need to be kept cool to give reliable service.

These alternators have diodes which are usually in the opposite end of the alternator from the drive pulley. In their automotive use, they have a cooling fan installed which draws air through the alternator. This means that cooling air enters at the diode end and is drawn through and out by the fan. If a positive airflow is not provided, the diodes can get hot enough to destroy themselves, and thus the alternator.

Cooling air can be provided by ducting cool air from a high pressure source such as an outside airstream, or preferably, the upstream side of the engine cooling system. Unfortunately, just ducting air to the vicinity of the alternator does not insure adequate air flow to the diodes. Feeding the air into a sealed shroud over the diode end of the alternator would do the job, but this is difficult because all the electrical wire attached here.

The main thing is, keep this in mind for your installation. Work out some way of insure the alternator gets fed plenty of cool clean air, and it should give you good reliable service.

CONGRATULATIONS--FIRST FLIGHT

Jordan Coonrad and Elaine DeMan have their first one out of the hangar. So it's congratulations to both of them on the birth of their daughter--a most exciting time.

LITTLE KNOWN AVIATION FACTS

Excerpts from "From the Mouths of Babes Come the Darnedest Things", by Harold Dunn printed in the General Aviation News & Flyer, First April Issue)

When anybody says plane, what he is saying depends on whether he is saying it to a pilot or a carpenter.

Until it is decided whether ramjets are rockets or jets, we must continue to call them ramjets.

RPMs are how fast airplanes are going when they can no longer be measured in miles per hour.

I know what a sextant is but I would rather not say.

A visa is a passport permitting an airplane to leave a country. For round trips you need a visa versa.

Jet planes can fly faster but helicopters can fly straight up and down, so it is about six of one and one for all.

Airplane has a plural known as squadron.

Go find a jet plane and look at it. Does it have a propeller? If it does, that is not a jet plane you are looking at.

Jet planes have airplane mothers and rocket fathers.

One thing you should always do when you get ready to find directions from the north star is hope it is night time.

The main value of stalling in an airplane is yet to be discovered.

An elevator is on a plane when it is not in a building.

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CORROSION REPORTS

From Hangtown Strobe, EAA 512, Placerville

Reports continue to be received concerning the rapid corrosion possible from various flame retardant fabrics used in aircraft interiors.

The latest report involved a Jetstream 3101 which had tapis 357 Ultrasuede installed in the interior of the cabin. Extensive corrosion was found on panels and stringers where the material had been attached. Reports have been received on a wide range of aircraft, including amateur-built, with corrosion from the salts (usually bromide or a chloride salt) which is used to increase the flame retardancy of materials.

Everyone should be cautioned that fabric which has been treated with any of the above salts can be extremely corrosive when exposed to moisture of any nature. Corrosion occurs very rapidly and is difficult to detect without removing the material. In general, the more synthetic material in a fabric, the more salts required to provide the desired flame retardancy.

Metal surfaces contacting the interior fabric must be properly treated in order to avoid corrosion. Zinc chromate primer will not provide the required corrosion protection, therefore, the use of acid etching and wash primer treatment is necessary.

CORROSION PROOFING MATERIALS,

by Lawrence Savage from the Lake Flyer
From Hangtown Strobe, EAA 512, Placerville

CARE Product 1900 is a clear corrosion preventive compound that I use for my airplane. The material is manufactured to meet MIL-C- 85054(AS) by Care Laboratories, Inc., 2314 N. American St., Philadelphia, PA 19133. Phone (215) 739-0434. CARE has offices in 29 countries around the world.

It is a product developed by the Navy for use on aircraft operating from aircraft carriers. I consider it to be far superior to anything else I have encountered. I have used it on many of my airplanes and find that despite the fact that I have used most of them is salt water, they invariably incur less corrosion than those of some of my friends who do not operate their airplanes in salt water and have not used this treatment. I caution that it is only for use on non-moving parts because it imparts an almost epoxy-like finish over the metal that is impervious to nearly everything.

I use it in the small aerosol cans (#1900) for such items as door handles, cleats and other exposed items that corrode easily, and in the gallon container (#1910) for interior spraying. I include the interior spray as part of every annual inspection and it is extremely effective. In addition, it has the advantage of leaving no oily smudge like some other preventatives.

The manufacturer maintains that it is even superior to the zinc chromating as a primer, and it has the advantage of being transparent so that one can readily observe any impending corrosion.

Another CARE item I find useful is product 2023 for short term use on any equipment, including electrical and electronic components. It has extremely low surface tension that permits displacement of moisture and atmospheric contaminants. High capillary action causes quick dispersion for total protection. It meets MIL-C-8109C(AS).

I also use product 1005, available in spray or bulk containers, a quick cold-galvanize 95% zinc coating as a simple, versatile technique for zinc coating to permanently safeguard steel equipment. It offers the protection of hot dip galvanizing, forming a tough, flexible coating of zinc metal which bonds and sacrifices itself to protect any base metal. It dries in 30 minutes and can be top coated after a 24 hour cure. It meets MIL- P-26915A AND MIL-P-21035, and passed over 3000 hours salt spray testing.

DISCOVERY OF HEAVIEST ELEMENT

From EAA 170, San Luis Obispo

The heaviest element known to science was recently discovered by physicists at the Doldrums Research Center. The element, tentatively named Administratium, is constructed with no protons, 75 vice neutrons, 125 assistant neutrons and 112 assistant vice neutrons. This gives it an atomic mass of 312. These 312 particles are held together by a force that involves the continuous exchange of meson like particles called Morons.

Since it has no electrons, Administratium is inert. However, it can be detected chemically as it impedes every reaction it comes in contact with. According to its discoverer, a minute amount of Administratium caused one reaction to take over 4 days to complete, when it normally would occur in one coffee break. It also possesses a strange characteristic of occasionally blowing small things up and all out of reasonable proportions.

Administratium has a normal half life of approximately 3 yrs, at which time it does not actually decay, but instead undergoes a reorganization in which assistant neutrons, vice neutrons, and assistant vice neutrons exchange places. Some studies indicate that the atomic weight actually increases after each reorganization, however the mechanism that makes this possible remains a mystery.

Research at other laboratories indicate that Administratium occurs naturally in the atmosphere. It tends to concentrate at certain points such as government agencies, large corporations, universities, and can actually be found in the newest best maintained buildings. Scientists point out that Administratium is known to be toxic at any level of concentration and can easily destroy any productive reactions where it is allowed to accumulate.

Attempts are being made to determine how Administratium can be controlled to prevent irreversible damage, but results to date are not promising.

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PERSONAL PROFILE--FRED EGLI

By George if I didn't find another live one for this month--it's amazing what one can find at the bottom of the barrel. And this guy, Fred Egli, was born in Burrrrrrkly, no less. What a cross to bear. Can you believe it? Raised and lived almost his entire life in the Bay Area.

When I asked him what kind of a student he was he immediately wanted to talk about the pictures hanging on the wall of my office. Finally pried it out of him--ROTTEN. He did get an A in geometry but was at the other end of the spectrum with most everything else. He also admitted that he practically had to buy his way out of high school. Seems that when graduation time came he didn't have enough units so he went to a private school for a summer and a semester--had no desire what-so-ever to go back to El Cerrito High to finish.

At least good ole Fred had *something* worth telling me: He was interested in airplanes for as long as he can remember. He was constantly building models.

His military career was really something to behold. First, he tried to get into navy aviation. He and 30-40 others took the written tests; he and two others were called back for physicals. Unfortunately, no 20-20; goodbye young Fred. He was so ticked off that he tried to join Marines. Rejection again because of no 20-20. (Getting monotonous, isn't it?) Finally he got into the Navy (1946) with a burning desire to get away from home and get out and do something. Finally, away from the Bay area--to San Diego for boot camp where he was selected for electronics school. Wouldn't you know it--he joins the Navy to see the world and is sent to Treasure Island for electronics school. Almost a year of that before seeing the world. Graduation and off he goes back to San Diego where he is assigned to the aircraft carrier Boxer based at **Hunters Point**--oh no. But a transfer request gets him to the Princeton in Bremerton. A few weeks later the Princeton (together with Fred) is moved to--you guessed it--Alameda where he ended his career in the Navy.

The one real positive thing he told me about his Navy stint was that, for the first time, he enjoyed learning--everything from math, basic electronics, and specialized equipment including communication electronics--sonar, loran, etc..

He got out of Navy in 1948 and went to Marin Junior College for engineering. After one semester his grades were high enough to get him into UC where he enrolled in electrical engineering. Vastly overextending himself in

summer school in math courses produced some lousy results so he decided to quit and go to work.

In 1949 there were not many jobs so he joined the Marine Corp Reserve. Duty was at Treasure Island working on amphibians. On a particular June 19 he decided to terminate that relationship so got an agreement from his CO that his discharge would be effective on June 30. On June 24 the Korean War started--great timing--all discharges cancelled. So this time, back to Treasure Island via San Diego to teach electronics.

After his discharge, he went to work for California Research (now Livermore Labs) and worked on the linear accelerator as an electronics technician. One of the turning points in his life came when he was presented with the opportunity for employment with the Duke University physics department maintaining their accelerator and other equipment. While there he worked 44 hours per week and went to school half-time studying EE. He graduated third in class in 1957--quite an achievement for a high-school flub-up.

When he graduated from Duke he returned to the Bay Area and worked for California Research, then for Chevron, then for Aerojet Nucleonics in San Ramon. At Aerojet he helped build the first catscanner (gamma radiation machine); it was used to check rocket motors for the Polaris. (That's a coincidence, as I worked on the Polaris shock isolation system at Westinghouse.)

He finally got close to aviation when he worked as a flight test engineer on a helicopter design for the Filper Corporation. (They did their testing at Buchanan Field in 1966.) It finally got to the point where Fred felt they were pushing the limit to far. When no one would listen to his warnings, he threw in the towel and quit. Three months later a blade came off and killed the test pilot--the end of the project.

After that, he ended up at Siemens where he spent the rest of his career going from head of test and installation of linear accelerators (1967) to vice president of manufacturing and operations from which he recently retired.

Regarding aviation, his first airplane ride occurred when in the Navy; a friend took him for a ride in a Fairchild PT19. Later his eldest brother took up flying so went flying with him--they flew from Sherman Field which was just off Monument Blvd. (It's now a housing tract called Sherman Acres.) Like the majority of us, for years he wanted to get serious about flying but didn't have the money. At Aerojet he organized a flying club and bought a Piper SuperCruiser but nothing ever came of it (engine problems). Finally started lessons in 1962 at General Air. Then joined the 184 Flying Club at Buchanan.

In 1970 he bought a Bellanca Cruisair (1948 model) and spent the next four years restoring it. For some crazy reason he sold it after a few years (doesn't know why). Then he turned around and bought his current Bellanca (which was a basket case). This one took 11 years to restore. He still owns the Bellanca but his real focus is on his Lancair IV the construction of which has just commenced.

Oh yes; there's a better half in the Egli family. His wife Vi goes all the way back to high school. They married when he started at UC. She was also a UC student and eventually graduated in public health (laboratory technologist). After raising a family, she went into primary teaching and then into counselling. She still works two days per week as counsellor at Dublin school

district. Enjoys flying with Fred but is not interested in landing the airplane. Needless to say, she is excited about the IV--even helped install the aft spar.

Oh yes, there is a very human side to Fred that I must mention. Seems that a little 80-year old lady friend of the family was in the hospital recovering from surgery and Fred made a special effort to visit her each day of her stay. One incident that I think really gives an insight to Fred the human being was related to me by a nurse on duty.

It seems that during one visit he spotted a bowl of peanuts on the bedstand. Without thinking, Fred picked up a few and ate them. Well, you know how peanuts are: you don't eat just a few. After a few more (and a few more, etc.) they were all gone. As Fred got up to leave, he noticed that he had eaten them all and was really distressed. "My dear" he said, "I am so sorry for eating all of your peanuts." To this, the little old lady replied: "Fred, don't you fret; I had already sucked all the chocolate off them."

My, now isn't that touching.

Note: Fred and Tony Tiritilli have opposing hangars and share a half hangar.

Tower: Cessna Four Six Alpha, cleared for the option on Two Four.


46 Alpha: Tower, I've changed my mind; Four Six Alpha will be departing downwind, ahhh-ummmhh, or is this upwind. Ahhh-ummmhh--what the hell, I'm departing the direction I'm going.

Tower: Lear 999, your time of arrival is noted at 1400.

Lear 999: Tower, Our time of arrival should say 1500.

Tower: You're right. I haven't changed the tower clock to Daylight time yet.

Unidentified: I was late for work too.



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A PEEK AT HISTORY

Following are some notable dates in the history of 393 that Russ Giffin dug up for us.

- | | |
|--|---|
| <p>4/28/71
5/26/71
9/1/71
4/7/72

10/75
9/76

Early 1977
1/78
1/82
11/17/81

6/22/83
8/9/85

7/29/92</p> | <p>Organizational meeting at Williams Elementary School.
First raffle--tickets 50 cents.
Membership--25.
Incorporated in State of California as EAA Chapter 393.
Membership: 75; planes underway: 35.
New meeting place: Mt. Diablo High School.
First news letter editor: Dwaine Duis.
Louie Goodell appointed coffee host.
Membership--104.
Woody Pusher (built by Frank Begor, damaged, donated to 393, and rebuilt by members) flies again. First flight by Dick White, Sr.
Woody Pusher sold for \$2,923. Money put into treasury.
Returning from Oshkosh, Dick and Corrine White die in crash of their Glasair at Rawlins, Wyoming.
Gerry Greth loses his Cirrus in landing gear failure at Rawlins, Wyoming.</p> |
|--|---|



FROM THE AIRWAYS

Minnesota Center: Mooney One Two Three Whiskey, Minneapolis Center: fly heading 350 for vectors around restricted area.

Mooney 123W: Minnesota Center, Mooney One Two Three Whiskey--around R-4301.

Mooney 123W: Center, Two Three Whiskey. Do those helicopters at Camp Ripley operate at flight level 190?

Minnesota Center: No, Two Three Whiskey, but the artillery shells do.

It is that time in the cycle again: 393 needs new blood to run the show. Soooo, we are looking to you the membership for volunteers and/or nominations. You can only fully appreciate the ultimate feeling of power and accomplishment of serving as an officer by actually serving.

Having run the gamut, your president Glenn will be retiring from the inner circle. Unfortunately, your other three officers have such heavy commitments elsewhere in their lives that they will not be available. Hence we will be looking at a completely new slate.

Thus you can get in on the ground floor by volunteering as a candidate (or else by nominating someone else--with his/her approval). So if you have the slightest inclination, fill out this form and return it to Callie Joyner either at the next meeting or via mail.

Callie Joyner
3037 Justin Way
Concord, CA 94520

I would like to volunteer myself as a candidate for 393 office

I nominate the following person(s) as a candidate(s) for 393 office

Nominee

Signature of nominee

Nominee

Signature of nominee

If there is an office choice, please indicate which one:

President

Vice President

Secretary/Treasurer

Newsletter Editor.

CLASSIFIED SECTION

FOR RENT

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1093

FOR SALE

Gill G35 battery--brand new--hasn't even had the acid added yet; \$80. Call Vern Boltz 943-2718.
1093

FOR SALE

1/4 ownership in a beautiful 1968 Cherokee 180. 1350 TT, top end has recently been overhauled. Nice interior, nearly IFR panel, good after-market paint. Tied down on East Ramp CCR; usually available. \$6,500. Call Vickie Laughlin (510) 758-3533.
1093

(maybe you can slide another ad in between these)

FOR SALE

Two Osprey II experimental amphibian airplanes. One is newly built and signed off by the FAA to cover and paint. The second is a 230 hour TT, 1991 Oshkosh award winner w/damaged wings, tail, and fuselage. The second has EVERYTHING need to finish the first one: loaded cockpit, including radios, IFR instruments, seats, etc.. Also, it has a beautiful 160 HP Lyc (230 SMOH), prop, cowling, engine pylon, retracts, wheels & brakes, and much more. Save yourself 13,000 hours of building and fabricating. Will deliver pair - \$22,000 obo. Larry Laughlin (510) 758-3553. 1093

The END

The C₁eco

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