

The Cleco

Experimental Aircraft Association • Chapter 393 • Concord, CA

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

NOVEMBER, 1993

CHAPTER MEETING

SPECIAL--EARLY MEETING DATE

It's November in case you hadn't noticed. Remember, we meet on the **third** Wednesday because of Thanksgiving. **So the next meeting is November 17.** Same time and place: @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Bring Chairs. *Wear your \$\$\$@% Badges please!*

YOUR 1993 LIBERATEES

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

PROGRAM

This is it, fellow 393'ers--election time. Be certain to be at this meeting so you can cast your ballot for the next elite group that will lead your organization. Regarding our program, Jim Lewis is still in the difficult process of attempting to select the top candidate for the honor of addressing us at the upcoming meeting. As of this date, he has not completed his series of interviews. However, he insists that his selection will be someone that nobody will want to miss. So be there--two big reasons--elections and a great speaker.

MINUTES OF MEETING--OCTOBER 27

The meeting was called to order by President Glenn Werner. In view of the fact that our guest speaker, Craig Catto, lives in San Andreas, his presentation was scheduled first.

To say that Craig's dissertation on propellers was outstanding would be an understatement. Not only did he give us some insight to the many considerations in designing a prop but he also brought two examples of his own product. One of them, a ground adjustable composite three-blade was a very impressive piece of work. It was an overall terrific presentation.

The primary focus of the business portion of the meeting was the nomination of candidates for office for the next two-year term. The nominations (in alphabetic order) are as follows:

President: Fred Egli
Harry Heckman

V. President: Larry Laughlin
Lisle Knight

Sec. Treas. Jeff Culver
Louie Goodell

Editor Ken/Linda McKenzie

THIS IS IT

With the holiday season fast approaching and no meeting in December (we have the Christmas dinner) I'm combining the November and December issues into this single rag. Hence, this is the last Cleco authored by yours-truely that you will need to endure. It's been fun. I am offering a special thanks to those of you who helped out and contributed articles and to those of you who gave me the honor of an interview. Also, I must thank those who served as the recipients of my sometimes distorted sense of humor, all the time showing a stiff upper lip without giving me a fat upper lip. In that respect, I have searched my conscience, and must confess that I have absolutely no regrets and, if anything, was much too kind.

RAFFLE WINNERS

Last month's raffle prizes were won by **Don O'Neal** and **Bill Milnack**. You guys please bring something for the next raffle; anyone else with something to donate can contribute as well.

WE HAVE A YUK AMONG US

Big news on the West side of the airport! Jim Lewis flew his Yuk for the first time. I understand he rolled it almost all the way to Byron where he was to fly off his time. Got that taken care of including some aerobatics of up to 7 Gs. The FAA signed him off so he is ready to go. Congratulations to you and your Yuk, Jim.

What's that you say, Glenn?? It's called a *Yak*, not a *Yuk*? Oh well, makes no difference.

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CELEBS IN OUR MIDST

This month you were going to be treated to a full four-page description of what it's like to be rich and famous--oops, I mean famous. After all, a full-page picture of my yellow work-of-art in November *Flying* magazine.

But then I saw the special on KQED about home-building/EAA that included a nice interview with our own 393's Phil Jenkins and Bob Decker. What a bummer! Not only did the program show them building their second Glasair but it also showed their first one, both on the ground and in the air. (And *Flying* magazine didn't even include my name with the picture.) Bob told about the joy of working with a partner in building and mentioned the "synergy" created. (Hell Bob, I'll bet you don't even know what the word means.) Now if that whole thing doesn't bug me--a real work of art just around the corner and they feature a couple of broken-down ex-airline pilots and a Glasair. Oh well--life seems to be full of catastrophes.

Oh-oh--my wife just told me she won't let me out of the house on such sour grapes. Soooo, congratulations you two; it was a great interview and you came across real well.

ABOUT THE NEW AIRSPACE DESIGNATIONS

I found the following announcement for the EAA Chapter 20 (San Mateo) meeting rather amusing.

Next Meeting: There will be a discussion of the new air space system. Roger Williams was telling me that the FAA put together a very elaborate video of the difference between the existing airspace system and the new one. Then they realized that no one understood the existing one anyway. I guess the best policy is that if the chart has some funny looking marks on it you should talk to someone before you fly there.

Now that sounds like good advise.

HIGH PUCKER ENVIRONMENTS--CASE 237

Saw this in the General Aviation News and Flyer--thought it "interesting" enough to be included here.

After takeoff for a local flight the pilot of a Beech Bonanza F33A was informed that what appeared to be a nose gear assembly was lying on the runway. Ground personnel confirmed that it was indeed the nose gear assembly from the Bonanza. An emergency landing was made with no injuries and only minor damage.

I think being told that my nose gear was laying on the runway rather than being tucked into the wheel well would significantly raise my pucker level.

GETTING RAMPED

From IFR, May, 1993

We've all heard the horror stories. A pilot's out for a Sunday afternoon joy ride and the next thing he knows, some over-zealous FSDO inspector has him spread-eagle against the airport fence for having an out-of-date sectional. Or how about the airplane that was grounded on the spot because the loran's VFR-only placard was too faded to read?

Does this stuff really happen? Sad to say instances very much like these have occurred but they are both very rare and their harshness has been exaggerated in the retelling. A few months back, we asked readers to tell us about their ramp check experiences, good and bad. We heard from about a dozen readers by mail and phone.

In general, we would say that most of those who responded considered the ramp check to be, at minimum, a non-event and in some cases, a surprisingly positive experience. Still, there were a couple of sour notes, too.

Missing Certificates

One respondent related the following story. "A buddy and I flying a twin Comanche stopped at Idaho Falls to refuel. We were immediately approached by a man who identified himself as an FAA representative from Casper. He advised us that this was to be a formal ramp check and noted the list of credentials required for such a check. Unfortunately, I had inadvertently left my wallet in the trunk of a rental car at our previous stop. He then proceeded to scrutinize my logbook for instrument currency, medical, and so on. When he finished, he said that everything was in order but that I was in violation not having my medical and certificate on my person. In view of my attitude and everything else being acceptable, he let me off the hook."

Another respondent had this to say. "I had a CFI/Glider and was getting my fixed wing ASEL add-on. As such, I didn't have a student pilot certificate but was flying solo on an endorsement in my logbook. As luck would have it, the day the Feds were doing ramp checks, I left everthing home, including the logbook. As it turned out, the inspector bought my explanation for not having a student license and didn't even require me to get my logbook. He did give me a stern warning."

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Then Again...

Although FSDO inspectors don't have the authority to physically bar you from taking off, they can certainly make life difficult if you decide to launch without the required paperwork. Here's the experience of another pilot.

"About 15 years ago a fellow flying club member was ramp checked on a cross-country flight about 200 miles from home on a Sunday afternoon in the Southeast. He had somehow forgotten to take his pilot certificate and he had to be at work on Monday. The Feds adamantly refused to allow him to take off without the little white sloop of paper proving him to be "of wings blessed." He had to take an airliner home and then have a friend fly him back to retrieve the plane later in the week."

Chart Check

There's no regulatory basis for an inspector to check for current plates and charts, although most seem to do it. Our best advice is this: "If you're going to fly around IFR, it only makes sense to have current charts, if only to avoid thumping into something hard because you had the wrong data. Reason two: someone might ask as relayed by one pilot.

"I routinely fly into Portland, Oregon to visit my daughters. On one trip when I taxied to the FBO a young woman in a neat trench coat and a large ID card hanging around her neck awaited me. The FAA lady introduced herself and asked for my certificate and medical. She noted that it included MEL and instruments, then asked to see my charts, remarking that she noticed I flew an ILS approach. My Jepps were complete and current, which was what she was looking for. She recorded my name and certificate number and we had a short, friendly conversation about ramp checks. She thanked me and was off. Altogether, it was a courteous and brief examination."

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HUMOR IN THE AIR

Cessna 1234: San Carlos Tower, this is Cessna One, Two, Three, Four. I'm going south to the east of the airport and would like to practice some hit and runs.

A considerable pause ensued while everyone attempted to control their laughing.

San Carlos Tower: Cessna One, Two, Three, Four, San Carlos Tower. I don't know about hit and runs but you are cleared for touch and go.

Tower: Alpha Charlie climb to and maintain 4,000 feet for noise abatement.

Aircraft: Tell me how at 2,000 feet I can possibly be creating undue noise.

Tower: At 4,000 feet you will miss the twin coming at you at 2,000 feet and that is bound to avoid one hell of a racket.

Student pilot: Unkown airport with a Cessna 150 circling overhead, please identify yourself.

From the United Kingdom comes the following story.

A twin engine aircraft with fare-paying passengers on board had a serious engine fire in flight. The captain of the aircraft, realizing he had to inform both the airport of the hazard and the passengers of their impending diversion, regrettably operated the transmit/intercom switch the wrong way. On one hand, ATC was mildly amused to be told, "Hello everybody, we're just going to make a landing at a nearby airport so you can all have a nice cup of tea." On the other, the amusement was not shared by the passengers who were told over the intercom "Mayday, Mayday, Mayday, Golf Xray Xray engine fire. Emergency landing. Please have all emergency services including fire and ambulances available."

A GOOD SAMARITAN

Those of you who "live" on the West side of the Field probably noticed the heavy grading which took place in the vacant lot across from the airport office. For a while, it looked like big-time construction was coming down the pike. Upon inquiring, I was told that 8,000 yards earth were being moved to an area over near Tosco to prepare a site for kid's baseball fields.

Most everyone knows of Jerry Alves, the contractor (and pilot) who is building the new hangars next to the Port-A-Ports. It seems that Jerry moved his equipment and men in and did the job free of charge--a fine community effort. Way to go, Jerry--just felt that it should not go unnoticed among our airport population.

A COMMENT ON ADMINISTRATIUM

I recently sent a friend in Washington DC a copy of last month's article on the new element Administratium. To my surprise, he is well aware of the substance and included the remarks on the next page in a recent letter to me.

RICHARD S. POWELL



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Hi Will:

Thanks for information on the latest study of Administratum. I was happy to learn that more work was going into the problem but distressed to find that no progress has been made. You know, of course, that the element was first discovered in Washington, D.C., and that this city continues to host the highest concentration of it in the world. And it is not confined to the Federal Government. It exists in very heavy concentrations even in the professional associations that live here. It appears that the only way to avoid its conflicting influence is to avoid all organisms that spawn and nurture it. That is, the only solution is to get the hell out.

A LONG TRIP

Just read something about a guy that had his trip home extended more than he ever anticipated. Seems that he was flying from London to Oakland via Los Angeles. As the plane taxied to the ramp in LA the stewardess announced that Oakland-bound passengers assemble in the lounge. He did; he boarded; and he was off. About an hour later he overheard someone say: "May as well settle down--we've got 13 hours to go." On questioning this, he learned the plane was going to *Auckland*, New Zealand, not Oakland. Upon being notified of this minor error, the steward almost died laughing. Our hero finally ended up in Oakland--after Tahiti, Auckland, Honolulu, and LA. That flight must have taken almost as long as it would take for a Luscombe to fly from LA to Oakland direct.

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