

The C eCO

Experimental Aircraft Association • Chapter 393 • Concord, CA

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AUGUST 1995

YOUR 1995 OFFICERS

PRESIDENT	Fred Egli 935-7551
VICE PRESIDENT	Lisle Knight 527-6846
SEC/TREASURER	Louis Goodell 682-4198
EDITORS	Ken & Linda McKenzie 283-3119

MEMBERSHIP MEETING

Regular meetings resume August 23, 1995, (the 4th Wednesday of every month) @ 7:30pm, Old Buchanan Terminal Building, Concord Airport. Please wear your badges to help those of us who don't know everyone. Also, please bring chairs — we never seem to have enough.

BOARD MEETING

The board meeting is scheduled for 7:30 p.m., on the Wednesday following the Membership meeting at Fred Egli's house. If you are interested in attending or have a matter you wish to discuss, please call any of the Chapter Officers.

AUGUST PROGRAM

This month's program will be a "debriefing" of our members who attended Oshkosh this year. Slides, photographs and videos will round out the stories that should be entertaining for all.

CHAPTER PICNIC - Saturday, July 15

On Saturday, July 15, Chapter 393 held its annual picnic on the lawn next to Navajo Aviation. I think that this year's picnic was the best in memory. The weather was sultry, verging on hot. We had a good turn out and a lot of great food.

A special thanks to Don Baldwin for providing a large sawhorse table to set all of the food out on. Pete and Melody Wiebens, Toni Tiritilli, and Bob Belshe also deserve credit for organizing and purchasing the hamburgers, hotdogs, drinks, etc. If I have inadvertently overlooked anyone, please do not take offense, I was having such a wonderful time that I forgot to jot down any notes about the festivities. And finally, Fred Egli, Lisle and Valerie Knight deserve special recognition for arriving early and staying for the whole day to make sure that everyone who attended had a memorable time.

MINUTES OF THE BOARD MEETINGS

The board met for its monthly meeting on Wednesday, August 3 at Fred Egli's house. Attending was Fred Egli, Lisle and Valerie Knight, Louis Goodell, and Ken and Linda McKenzie. Discussions centered upon establishing a nominating committee for the upcoming elections.

Ken was tapped to attend the next Golden West Fly-In planning meeting. The meeting was scheduled for Sat., August 12 at the Tracy airport.

Ken was also supposed to follow up on the installation of the projection screen in the Terminal Building.

CONGRATULATIONS !!

Bruce Hobbs soloed on Thursday, July 13. I assume that we will soon be hearing about his cross-country flights. Hopefully, this is the prelude to starting a project. Did I hear that he was interested in a Glastar?

TREASURER'S REPORT

As of August 2, 1995 the balance in the Checking Account was \$1,019 and the balance in the Savings Account was \$2,631.

WELCOME NEW MEMBERS

Archie Cobbs and Tony Pimentel joined Chapter 393 at the July picnic. Barry D. Borie joined in June.

Calendar of Events

Chapter Events

Dec 17 - Annual Awards Dinner @ Petar's Restaurant in Lafayette.

Fly-ins & Airshows

Sept 14-17 - RENO, NV - '95 National Air Races.

Sept 29 - SAN JOSE, CA - Reid-Hillview Airport Day.

Sept 30 - PALO ALTO, CA - Palo Alto Airport Day.

Oct 7-8 - TRACY, CA - Golden West Fly-in

Oct 12-15 - PHOENIX, AZ - Copperstate Regional Fly-in.
602-750-5480.

UNCLASSIFIEDS

FOR SALE: 1938 Aeronca KCA (NC21025), almost completely rebuilt. Great project, with A65 Continental engine. 1 of 62 built, 1 of 3 remaining. Asking \$5,000.00. Call Bette Davis at (510) 294-3312.

[8/95]

WANT ADS FROM THE INTERNET

FOR SALE - 1992 Cassutt Racer:

15' wing
Full VFR Panel
5.5 TT
Wing and fiberglass need paint
Aircraft is done to silver
E-mail for photo's/info
\$ 12, 000.00 FIRM
C-85 w/Sturba Prop
Wheelpants

**Please- serious inquiries only

Danny
(dsheehan@sallie.wellesley.edu)
508-562-5050 5pm-9pm EST

FOR SALE - C-85-12

C85-12, 2110 tt; 1100 smoh; 415 stoh. all accessories incl eng drvn fuel pump and Exhaust stacks. Removed from Fisher Celebrity. also 3 blade heavy duty ground adjustable IVO-Prop. 3500.00 for eng. 600 for prop. 4000 for both.

wviflyer@aol.com (WVIFLYER)

FOR SALE - STEEN SKYBOLT

Private party has 1981 Steen Skybolt,-Lyc 0360 A4A-180HP,Radio, Trans, Encoder,VA intercom,2 Parachutes,Christen Invert.sys.,Pressure carb,Fixed pitch prop.,Spades,2 place, Rear canopy(removable),recent paint,Nav. lights,400 TTAE,Always hangered,Great aerobatic trainer,\$34,000

rweaver@sedona.net (Ron Weaver)

PH 520-284-9158

FOR SALE - BD-5

I have for sale a BD-5 that is not put together. Has all parts and manuals except engine and drive system. If any questions please call me at 502-744-1505, Allen, at Tucson, Az. Only if you are interested in purchasing replies please.

N7IVG@AZSTARNET.COM (Allen)

FOR SALE - Seawind T3000

Death of owner causes sale of nearly finished Seawind. All structure done put in the engine throttle quadrant and do the engine runs and taxi test. For the Serious only \$140,000 as is. For more details:

Precision Design
P.O. Box 96591
Weatherford OK. 73096
405-772-2140

Craig Easter - wceaster@aol.com (WCeaster)

FOR SALE - SUPER EMERAUDE

Super Emeraude project for sale. Fuselage, ailerons, flaps, horizontal stab and elevators, rudder, spar, ribs, fiberglass cowling, landing gear all built and ready for assembly. Lycoming O-290-G, two crankshafts (one new), two camshafts (one new) and Ted Hendrickson prop, Stits through silver and materials to finish. \$6500 obo. Must sell--no reasonable offer refused. (206) 258-4522 Seattle.

gpaint@ibm.net

The following announcements appeared in the August 1995 issue of The Flying Wire, the newsletter for EAA Chapter 124:

(1) Petaluma now has ultralight aircraft landing at the field. Here is a schematic for you to consider. Remember, they don't have radios, so watch out. They are supposed to yield to GA aircraft - but be on the look out when landing and departing anyway.

After traveling to a distant state and doing a thorough inspection of the airplane, he found several "gigs" he wanted corrected before he flew. The builder, believe it or not, got very indignant and refused to make the changes, saying that things were "good enough." The pilot stood by his judgment and did not make the flight until he was comfortable with the airplane.

I hope you are beginning to get the point of these stories: When someone who has been there offers constructive advice about your work. Swallow your pride and re-evaluate your work. Don't jump down their throat.

I tried to demonstrate this last month when the RV Builders Group meeting was held at my place. After everyone had an hour to look over my airplane, I asked if anyone had seen anything that I should change or fix. Having just completed the engine and instrument installation, it was an excellent opportunity for prying eyes to find silly mistakes.

My thanks to the guys who pointed things out.

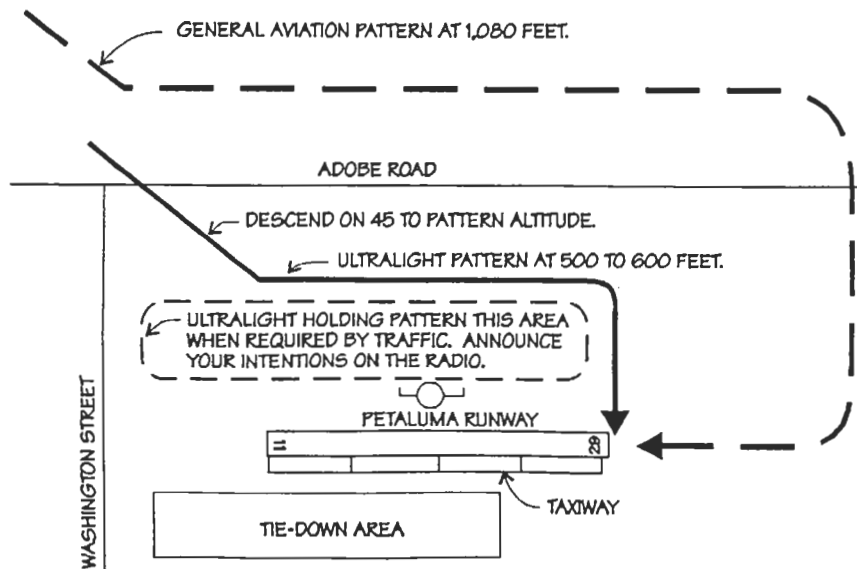
Bill Kenny found some wires lying against a rib where they could chafe. This was easy to correct and I had no problem re-evaluating my work.

Bill Benedict pointed out a tough one — one that really made me want to "be a jerk" rather than make a change. He noticed that my throttle cable bracket was attached to the motor mount, rather than the engine. This can be a problem since the engine can move a considerable amount relative to the mount/firewall. Bill related an incident where a builder had a similar installation and experienced a prop failure just after take off. The engine was jumping around so much that the throttle and mixture were uncontrollable, resulting in an inability to reduce power and land on the remaining runway length. Significant damage resulted.

I wasn't too excited about this change, because I was proud of how solid that bracket was and how it allowed no cable movement through the entire throttle range. It had taken several hours to design and install and it looked like a lot of work to re-do.

Well, I realized Bill was right, so I looked long and hard at everything and was able to do new cable brackets, connecting them to my fuel injector elbow mounting studs. I think this installation is even neater than the first.

Don't be afraid to offer your project for scrutiny now and then. You may find out some things that never occurred to you. You may find a few things that touch your pride or ego, too, but think about the consequences and don't be a jerk!



(2) Del Ott at Oakland FSDO is retiring. Since the FAA is not replacing his position, it was recommended that anyone who know Del, call him and ask if he'll consider being a designee and help out by signing off our homebuilts.

Lifted from EAA Chapter 663, August 1995 Newsletter

DON'T BE A JERK

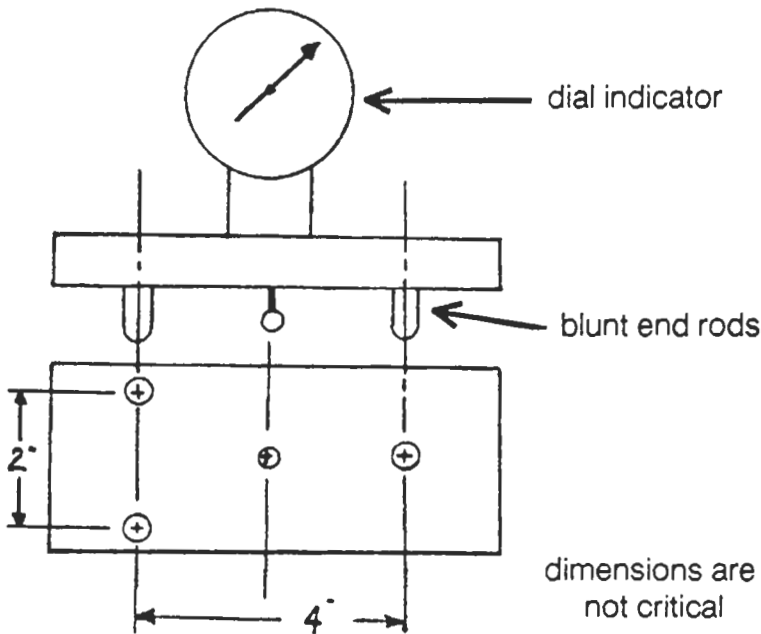
From the RVator, by Don Wentz

Over the life of my project I have had occasion to talk about home-building with builders of all types and abilities.

One was a local tube & rag builder who, being recognized as something of an expert on his particular type, was asked to go look at a project and offer his input. Not only was he not offered lunch, gas money or anything else, the helpee did not, how to say it, gracefully accept the tendered suggestions, choosing instead to take them as personal attacks on his craftsmanship.

Another case involved an experienced builder and pilot, who performs as a test pilot for hire for those builders smart enough to realize they are not up to a first flight.

do they have to be? — (5) Where do they have to be located? — (6) Where can I get them?"



From: Tracy K Ryan:

"The FAA requires that all aircraft crossing the border either out of or into the US display registration numbers of at least 12" in height. Yes you can use the peelable numbers you mentioned. We had to do this on our Bonanza some years ago when we went to Belize in Central America. Look in Trade-A-Plane there are advertisers in there with what you are looking for."

From: Steve Shaffer

"This is correct, however, I went to Baja in February in a Bonanza with the small numbers and customs didn't say anything about it. I'm not however suggesting you try it. Perhaps the easiest way is to use masking tape to make the numbers. This is just as legal as pre-formed numbers."

From: Tom flies1

"I frequently fly to Mexico for weekend trips (down the Baja) and have had NO trouble with customs on return using Poster Paint. It's water based, comes off easily with water and a light rub with a rag. I keep a roll of black electrical tape with me in case of a bad rain, but haven't had to use it yet. The only time I used tape on my Bonanza was coming back from Central America. We put it on in Guaymas and I'm sorry I did. It was much harder to get off than the poster paint. Just pick a color that shows up well against your background color. No trauma."

From: Ron Natalie

(2) "They are needed to leave the US too. It's any time you go through the ADIZ or DEWIZ (too cold for me).

(3) "Yes, in the case of the ADIZ markings, you may use temporary markings. I think that the peel and stick vinyl numbers you see advertised (and really probably any sign shop can make) will be sufficient."

(4) "12" tall,

(c) Width. Characters must be two-thirds as wide as they are high, except the number "1", which must be one-sixth as wide as it is high, and the letters "M" and "W" which may be as wide as they are high.

(d) Thickness. Characters must be formed by solid lines one-sixth as thick as the character is high.

(e) Spacing. The space between each character may not be less than one-fourth of the character width."

Laminar Flow and Surface Roughness

While visiting with Klaus Savier last winter he mentioned how to measure surface roughness so it could be determined if air flow would be laminar or not.

He explained that waviness of .001" per 1" of distance is superb! .005" per 1" of distance is pretty good and anything rougher than that will be non-laminar. That all sounded fine but I didn't know how to determine my waviness measurement. Klaus explained that one could make his own measuring device with a dial indicator and a small block supported above the surface by three rounded end rods.

Construct the block as shown and insert the dial indicator in the center. Move the assembly 1" in any direction and hope to stay under .005" change if laminar flow is desired. If waviness is excessive - get out the sand paper/micro fill.

Klaus reports you can also feel excess waviness by moving your flat hand over the testing surface rapidly with light pressure.

Subject: Re: Big N-Numbers for Mexico?

Jack Taylor wrote:

"I am planning a trip to Mexico. (1) What is the rule for large N-Numbers? — (2) My understanding is Mexico doesn't care and they are only required for re-entry to the United States? — (3) The paint job on my plane is still good and it has the small numbers. Is it OK to use peelable or tape on numbers temporarily? — (4) How big

(5) "if displayed on the vertical tail surfaces, horizontally on both surfaces, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multivertical tail. However, on aircraft on which marks at least 3 inches high may be displayed in accordance with Sec. 45.29(b)(1), the marks may be displayed vertically on the vertical tail surfaces."

Having a 45 year old aircraft exempts me from having to have anything other than 2" numbers otherwise.

All of the above is gleaned from Part 45 of the FAR's.

Copperstate Regional EAA Fly-In

Copperstate EAA Regional Fly-In and Air Show will take place on October 12, 13, 14, and 15 this year. Location: Williams Gateway Airport, Mesa, AZ. Large paved tie-down areas, giant runways, free motor home parking and camping areas available. Many forums, workshops and demonstrations. Aerobatics and Fly-Bys. Warbirds, Homebuilts, Antiques, Ultralights, Spam Cans, Engines, Kit Plane vendors, AN hardware vendors, etc, etc.

The arrangements for ultralights will be vastly improved over last year. They will be parked on the main parking ramp with the showplanes, antiques, homebuilts, etc, and fly from one of the main runways at allotted times.

John L. Wolfe, President EAA Chapter 128

Custom Checklists

I recently received a brochure from a company called Turn & Bank Checklists that claimed to make a checklist specifically for my airplane. I called and ordered their "workbook" and to be honest with you, I was pretty impressed. The workbook was nicely done and very easy to follow. It walked me through all the steps needed to complete a checklist that addressed all procedures unique to me and my Skyhawk. As I worked through the workbook, I filled out the worksheet that came with it and sent it back to the company. You can include all kinds of useful information on these checklists. Some of the things I included were performance specs for my plane, Class B airspace minimums and requirements, my most commonly used communication and navigation frequencies, transponder codes, flight plan filing sequence, and light signals (something I never remember) in addition to the regular Skyhawk checklist procedures. These checklists are also heavily laminated (so they won't fall apart anytime soon) and I can jot down any other useful info with an erasable pen. It is really a handy little addition to my cockpit. The workbook is free and can be ordered by calling their toll free number (1-800-665-3747) and once you complete the worksheet, return it along with your money (\$17.95). It took them about a week to finish it and send it back, but it looks and works great and was

well worth the money. Anyway, I just thought all you other pilots and aircraft owners would like to know about these checklists. If you are interested, please call them, not me, as I am just a satisfied customer. (I'm not sure if they have an e-mail address.)

Have a good one!
Drew Jackson
Skyhawk N65505

Editor's Note: I'm assuming that the following is in jest, but it is just weird enough to be real - L.

Huge underground homes are available in the form of de-commissioned Nuclear Missile Bases! With over 15,000 square feet of floorspace with high ceilings, all built to withstand nuclear blast and 25 to 30 or so acres of surrounding land, the serious homesteader, commune, person needing large storage, church or just a single family wanting to get away from it all would be well served to investigate this special offering. Also of mention is the fact that these structures require little heating and no air conditioning, due to the earth over construction. Small industry is possible due to a large drive in shop area.

Located in Kansas (close to Kansas City) where the cost of living is low and the problems of the big city are far away, these properties are being offered starting at the price of \$85,000 dollars. To reproduce them would run into the several millions! The government only built so many of these and once they are gone, no more will be built!

For more information about how you could own these magnificent underground estates please call Tim at (913) 273-0452!

Liability Law Strikes Again

The friendly system of tort law that costs all of us 20% or more on everything we purchase has destroyed one of the few economical sources of AN fasteners and probably much more.

Bob Buchanan <<crbgood@ncw.net>> reports that Boeing Surplus has posted a sign at the shop that AN fasteners are no longer available there due to liability concerns. Additionally, the good old protectors of the environment have also made their presence felt. The 1/4" Aramid and Graphite 4 x 8 foot honeycomb sheets that used to cost \$125 @ at Boeing Surplus have been pulled off the market because they were declared "an environmental hazard".

God help us when the government watchdogs discover that oxygen is corrosive and hazardous to our health in large doses. We will all have to learn to breathe some other environmentally correct air instead.

John L Wolfe
EAA Chapter
Sponsor of Copperstate '95



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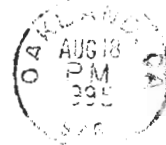
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(/)Dues Paid, to 2/28/96

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