

The Cleco

Official Publication of the Experimental Aircraft Association
EAA Chapter #393 POBox 272725 Concord, CA 94527-2725

JULY 1997

CHAPTER MEETING:

Meetings normally begin at 7:30 PM on the 4TH Wednesday of the month in the terminal building at the end of John Glenn Drive. July is different- read the box below.

FREE LUNCH

Well, almost free! Traditionally, the meeting before Oshkosh is replaced by a picnic. On July 19 we will meet on the lawn next to Navajo Aviation at 1100. Hamburgers, hot dogs, buns, plates, utensils, and drinks will be supplied by the chapter. Each member brings a pot-luck dish, such as salad, hot dish, chili, or dessert. If you did not sign-up at the June meeting, give Bruce Seguire a call. There may be a shortage of seating, so bring along a couple of lawn chairs.

The next regular meeting will be on Wednesday, August 27. No speaker is scheduled for this meeting, instead we want to hear about your trip to Oshkosh or Arlington. Bring pictures. If you have slides or video to show, let Bruce Hobbs know and we will get a projector.

CHAPTER MEETING MINUTES :

June 25, 1997: The meeting was called to order at 7:30 PM by President Bruce Seguire. It was moved and seconded to accept last month's minutes as per the Cleco.

Our speaker was Mel Toponce. Mel shared some of his experiences as an Air Force pilot. Sounds like they mixed a lot of hi-jinks with the serious buisness of aviation.

Bruce passed around a sign up list for people to indicate what food they would bring to the picnic.

TREASURER'S REPORT:

Bank Balance	Checking	1958
	Savings	<u>2768</u>
		4726

Louis reports we now have 109 paid members. If you are one of the few who haven't paid yet, you probably aren't reading this.

Pete Wiebens reported on the meeting of the Airport Advisory Committee he attended where the new airport manager Dave Mendez was installed. The committee is planning to review usage of hangars on the field and may try to reduce the amount of non-aviation activity going on. They may reinstate fire inspections for hangars. We will need to get a group to attend meetings from time to time to show that there are many people interested in the how the airport is run. A long discussion of county airport politics ensued.

Duane Allen reported that 232 youngsters were flown in 42 aircraft at the Moffet field Young Eagles day.

Lisle Knight reported that 56 Young Eagles signed up for flights at our EAA booth on Father's day. Many thanks to **Pat, Tracy, Fred, and Bruce** for helping man the booth. Young Eagle flights will be on July 20, the day after the picnic.

Navaho Aviation is now giving a fuel discount to EAA members. Just tell the truck driver you are an EAA member.

Ken McKenzie reported that the Golden West Fly-in board has committed to hold the event at Castle for at least the first 5 years. The Merced people think the 1998 fly-in will be at least twice as big as Watsonville. 100 warbirds from the Confederate Air Force have already promised to be there.

BOARD MEETING

Board meetings are held in Bruce Seguire's hangar at 6:30PM on the Wednesday after the chapter meeting. All members are welcome. This month's board meeting was held on July 9.

Present were Bruce Seguire, Bruce Hobbs, Bob Belshe, Louis Goodell. Topics of discussion were organization of the annual Chapter picnic on July 19, Fathers day airshow, future speakers, and the nomination of next year's officers.

FLY-OUTS

Only three aircraft went on the June 28 fly-out. Bob & Sally Belshe in their Lancair 235, Ray Nilson & Dwain Duis in Ray's Christen Eagle, and Scott Achelis in his RV6A flew to Auburn for lunch. Weather was clear and smooth. Sally, Scott, and Ray are all former teachers, which made for some interesting conversation on the patio at Auburn.

The next fly-out will be on Saturday following the meeting (July 26.). Come to Bruce and Nancy's hangar on the West ramp around 10:30 a.m. Phone (510) 825-0766.

MEMBER NEWS:

CONGRATULATIONS to **Vi Egli**, who passed her private checkride on July 3!!

It was a welcome surprise to see former member **Rick Young** and his lovely friend **Sherri Lewis** at the meeting. Rick reported good progress on his second Harmon Rocket project, and extolled the virtues of his new home, Payson, Arizona. He invited all of us to visit him after the Copperstate fly-in. Rick and Sherri have been flying all over in his RV6. Aviation writer Ed Wischmeyer is going to do a pilot report on Rick's first Harmon which should appear in print soon.

Bob Belshe reports that the O-235 from his Lancair has been retired after 19 years and 1700 hrs (240 hrs in the Lancair), and the IO-320 should be here early in August. Much to do before it flies again: exhaust system, fuel system, lower cowl modifications, new 3-blade prop and spinner.

Harry Heckman is ready to fly! Taxi tests completed, new oleo front strut installed, and FAA inspection of his Lancair 290 is scheduled for July 14, test flight soon after.

Doug Page is remodeling his house, and still working on his RV6A project.

Scott Achelis gave an interesting Young Eagle ride at Moffett Field. His 12 year old passenger suddenly grabbed the stick on takeoff.

Pete Wiebens finally has his Glasair III flying. He reports 230kts true at 9500 feet.

Keith Martz reported on his trip to Mexico, getting fuel, getting through customs, etc. Sounds easy, but remember Keith has been flying to Mexico for years.

Chris Kenyon is building a house in Santa Cruz instead of flying these days.

Dwain Duis is flying his Luscome several times a week and enjoying every minute of it.

Dick Rihn's one-design is coming together, the fuselage has just arrived from Los Angeles.

Fred Egli is now upholstering the inside of the top half of his Lancair IV fuselage before mating it with the bottom.

Late News: July 14, 1997. DAR Dave Morss flew over from San Carlos in his Lancair 320 today to inspect and license Harry Heckman's Lancair 290. The squawk list is short, but will take 2 or 3 days to clean up. Unfortunately, test pilot Dave Morss is very busy, and may not be able to come back to fly it until after Oshkosh.

PRESIDENTS MESSAGE

An interesting flight with Glen and Linda Werner on a photo mission not only turned out a fun evening but some great pictures. The flight was great with little puffy clouds and lots of sunshine. A trip over the Golden Gate and then on to Jonseys for supper at Napa. I'll bring some of the pictures to the meeting. Linda has a steady hand and an eye for the right shots.

The following Saturday as people started to assemble for the Saturday AM fly-out, Nancy and I took off on a weeks trip to Colorado. First stop was Tonopah, NV and on to Grand Junction, CO for gas. An hour later got us to Granby, CO in the heart of the Colorado Rockies.

No rental cars were available in Granby so we flew over the mountain to Longmont, where they were hosting the Western Regional EAA Fly-In. Couldn't find Larry Laughlin anywhere! There was a good turnout and an aerobatic show and fun was had by all.

Nancy drove our rental car back up and over the mountain from Boulder to Granby and I flew the Swift. That was a most interesting flight - - - With a wing loading of about 15 and power pulled back, rising air pushed me to 17,000 feet and then dumped me into smooth air across the top and then back into rough air to get down on the other side of the mountain. For those of you who have not been to the Boulder area, you take off at 5,000 feet and immediately have to climb to 13,500 to clear the mountains going west. On landing at Granby (8,200 feet), I had 3 locals betting that that taildragger pilot wasn't going to make it.

On the way home a week later, we had a smooth trip from Granby by way of Leadville, CO (9,927 feet -- just had to land there for the certificate!) then on to Richfield, UT for gas and overnight. Sunday got us home for lunch and back to the old grind on Monday.

Looking forward to a great picnic this Saturday the 19th at the usual spot next to Navaho Aviation on the lawn. Also the Young Eagles Flight on Sunday morning -- see details inside newsletter.

TECH TOPIC

This is not really a technical article, but it expresses the feelings that I think many of us get, and I thought many of you would enjoy it. The writer is a homebuilder, who calls himself Badwater Bill. This letter appeared in an internet newsgroup where people are discussing their fears related to flying.

Dear Jim:

When you talk of not wanting to fly with someone who might exhibit fear, I think you are being short sighted. You obviously have never flown hang-gliders or you would have learned how to deal with fear directly. I think there was one point in my life when I was addicted to adrenaline. My blood pressure shot up, I got extremely alert and I worried a lot about dying just before flying off a 12,000 mountain in Utah or the Owens Valley. That was late in my flying career too.

When I was a kid and first started learning to fly, I had no fear. I just loved going up and flying. When I was about 20 years old and had a couple hundred hours, all of a sudden I was terrified to fly. It seemed to hit me out of nowhere. You

can ask Bob O'Rings Seals about it. He was older, had more time and was a flight instructor. We had long talks about it and guess what? I was amazed that he had fear too. I bought a Stinson 108-1 about that time and the palms of my hands would sweat before I'd go flying. It was uncontrollable and irrational. I forced myself to go up no matter how scared I was because I remembered how wonderful it had been when I wasn't scared. I sort of got over my intense-fear by studying and getting ratings. I got a commercial, CFI, CFII, multiengine, Multi-CFI, seaplane, glider, balloon, and finally an ATP. I was still scared. After I got my ATP, I bought a turbo-210 and that really did it. I'd be cruising over California at FL 200 at night just watching those cities go by me 4 miles below. I'd think about what I'd do if I had a fire and that the Earth was really about 30 minutes away from me if something happened. I'd just sit there and screw my way through the air all alone and it would work on me. I'd tell myself, "Jesus Bill you've got every rating there is to do this, you're well trained, why doesn't the fear go away." Bobby O'rings and I had a lot of talks about it. I almost thought I was in therapy with my older buddy. The times when fear really worked on me was after sunset or at those times when you sort of bored through the sky IFR in an embryonic fluid, not really seeing the ground or the sky, just looking into a gray media and wondering if you are a part of the Earth or not. In the winter, high in cirrus at night, you'd always get static electricity phenomenon, sparks shooting out of the windshield rivets and a blue arch of light on the tips of your props. In clouds if you'd turn on your landing light it looked like a million stars coming right at you, from the ice crystals, almost like going warp-9 through the center of the universe. It was beautiful in it's own way but at midnight all alone at 17,000 feet over the Sierras, it produced intense fear.

As time went on and the thousands of hours built up, the fear went away. I've got about 6000 hours now and I think the fear sort of went away at about 2000 hours, except for flying hang-gliders. I had an ATP and 5000 hours when I first tried to fly hang-gliders. I was also 35 years old. The fear all came back when I went for that one. The hang-gliders are just so vulnerable to the sky, you are almost a passenger with little input. The guys who had never flown anything else loved it. To me, it was like being in severe turbulence about 30% of the time. Something would happen to you and you just had no control. Many times, the "Great big hand of the big blue sky," would just pick me up and throw me insanely into some awkward condition. This is severe turbulence, you know, like when you have NO control. Most of the time however, when conditions were smooth, I loved hang gliders and I think it was the most spiritual form of flight I ever experienced. One day I just realized the risk/benefit ratio was just not there for me anymore. So after about a year and a couple hundred hours of defying death, plus a couple crashes, I just simply had to quit.

I think, too, as you get older the adrenal glands don't put out as much as they do when you are young. Doing flight-test I get on edge at times. I think that's one of the reasons I do it. Not the only reason, or even the major reason, but one of the stronger reasons. It can be like combat at times however. You know you are alive and you sweat and solve problems at a

mental acuity that is rare in normal life. I'm 48 years old now and I'm finding that I don't get the thrill out of things that I did even 10 years ago. I like a little fear once in awhile. If you don't think I had some moments in Jess's RV-6a with that Chevy Vortec installation, then you don't understand. Once, early-on, during a full power run down the runway, some coolant belched out of the overflow onto one of the headers and vaporized. The cockpit filled with white smoke from the burning ethylene glycol (Prestone) and I thought I was on fire. I remember that I calmly killed the fuel pumps, then the power, turned the fuel-selector switch to off, then I bailed out of the damn thing.

No. Fear of flight is something I have dealt with intimately. I've loved and feared to fly most of my life. Flight is not something that we evolved with on this planet. It's something that was introduced just now, geologically speaking. We are not equipped to be mentally free with like the birds who have had millions of years of evolution in the air. The only way we can deal with it is because we have intellect, can talk to ourselves and find a way through the fear. Anyone who doesn't feel fear in flight at times is very unusual. I say this because I've been a flight instructor for many years. I've watched hundreds of students go through pretty much the same cycle of fear. We all deal with it differently, of course, and the first few hundred hours are usually pretty fear-free. As a student progresses, however, there is fear. There has to be. There's increased experimentation whether that be because they are flying in IMC for the first few times, learning aerobatics or just trying something new. As you continue to fly you continue to push things a bit. When you do, there can be fear of the unknown, like you get yourself into something you've never seen before and you have to solve it to get your butt home alive.

Flight is one of the very few places where I really feel in control of my own destiny. Whether I live or die is totally dependent upon me. Sometimes that's on a moment to moment basis too, especially in flight-test. We are all pilots here and a lot of this that I've said, I would not say to a non-pilot. They wouldn't understand it at all. In fact when I go through a tight one and someone asks if I was afraid, I always say, "Hell no. I don't like to think of it as being afraid, I like to think of it as I was being critically attentive to every detail!" That's BS of course, you get afraid!

Bill Phillips (Badwater Bill)

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NOTE TO OTHER EAA CHAPTERS

We are pleased to send copies of the Cleco to number of other chapters. If we are not already on your newsletter mailing list, we would appreciate being added. Send to Chapter 393 Newsletter Editor, 122 Fairfield Pl. Moraga, CA 94556.

FROM THE NTSB FILES:

Here are two reports from recent accidents. The first seems like it was just waiting to happen, how the the second one could happen is completely beyond my understanding.

On June 15, 1997, about 1130 eastern daylight time, an experimental, homebuilt, P51 Mustang, N515JB, struck trees on the takeoff roll at Farnsworth Airport, North Rose, New York. The airplane was destroyed, and the non-certificated pilot was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal transportation flight which was operated under 14 CFR Part 91. The pilot reported that he was destined for Weedport, New York.

The airplane departed on runway 19, a turf runway that was 2415 feet long, and 150 feet wide. During the takeoff roll, the Global Positioning navigation System (GPS) unit which was attached to the right side instrument panel by Velcro, became detached, and lodged in the right side rudder pedals. The pilot was unable to move the rudder pedals, and the airplane departed the right side of the runway, The airplane struck trees, and came to rest inverted. A Federal Aviation Administration Inspector reported that during the examination of the airplane, the GPS unit was not lodged in the rudder pedals, and he was unable to confirm the pilot's report that the rudder pedals were jammed. Additionally, the pilot's student pilot certificate/airman medical certificate was expired over 2.5 years prior to the accident, he did not have a cross-country endorsement, the last annual inspection had expired over one year prior to the accident, and the airplane did not have the special limitations required by special Airworthiness Certificate that was issued to the airplane. Additionally, the FAA reported that although the pilot reported a total time of 260 hours, with 40 hours in type, the times were not documented in the pilot's logbook.

On June 15, 1997, at 1705 eastern daylight time, a Cessna 152, N93908, was destroyed when it collided with terrain during an uncontrolled descent after takeoff from Lee Airport near Edgewater, Maryland. The certificated Airline Transport Pilot and the certificated Airline Transport Pilot flight instructor, the sole occupants, were fatally injured. Visual meteorological conditions prevailed and a Visual Flight Rules flight plan was filed for the local instructional flight conducted under 14 CFR Part 91.

The flight originated at Lee Airport approximately 1610. The pilot and the flight instructor were members of the NAVAIR Flying Club, co-located with the Fort Meade Flying Activity, at Lee Airport in Edgewater, Maryland. According to NAVAIR Flying Club records, the purpose of the flight was to complete an initial aircraft check for the pilot in the Cessna 152. The check was part of new member in-processing. The pilot was re-joining the NAVAIR club after a 9 year absence. Witnesses reported that the airplane reached an altitude of approximately 150 feet in a nose high attitude with the engine developing "...full..." power. They reported that the engine sputtered, the nose lowered, the engine power resumed, the right wing dropped, then the airplane spiraled to the left and

struck the ground nose first. In a written statement, one witness reported: "...at an altitude of 150 feet, I observed the aircraft go into an extremely nose high attitude, if you used a clock face to describe the angle, I would say one o'clock. Then the engine sputtered. Prior to the sputter of #93908, the aircraft was hanging on the prop. The Cessna appeared to be shuddering and drifting to the right ...then the nose dropped abruptly with a right twist incorporated. This rotation to the right was stopped...and started a rotation to the left...before impact... Also as the nose dropped from the high attitude the aircraft regained power, to what sounded to me to be full power." In a written statement, a second witness reported: "The plane started climbing very steep with the nose in the 1 o'clock position. The engine was running strong, all of a sudden the plane started mushing back and forth in a nose high position, next the engine started missing. ...the plane then dropped its nose down a little and the engine started developing power. It looked like the plane was just hanging in the air on the prop. ...next the left wing fell, the nose dropped and ... the plane hit hard on the left front corner of the cowling." Examination of the aircraft wreckage revealed no mechanical deficiencies.

THE TEN BEST TOOLS OF ALL TIME

By J. William Lam, Stockton, CA

Will Price dug this up somewhere

Forget the Snap-On Tools truck; it's never there when you need it. Besides, there are only ten things in this world you need to fix any car, any place, any time.

1. Duct Tape: Not just a tool, a veritable Swiss Army knife in stickum and plastic. It's safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in one easy-to-carry package. Sure, there's a prejudice surrounding duct tape in concourse competitions, but in the real world everything from LeMans - winning Porsches to Atlas rockets - uses it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.
2. Vice-Grips: Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts, and wiggle-it-till-it-falls off tool. The heavy artillery of your toolbox, Vice Grips are the only tool designed expressly to fix things screwed up beyond repair.
3. Spray Lubricants: A considerably cheaper alternative to new doors, alternators, and other squeaky items. Slicker than pig phlegm. Repeated soakings of WD-40 will allow the main hull bolts of the Andrea Dora to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross-eyed, one of the ten worst tools of all time.
4. Margarine Tubs With Clear Lids: If you spend all your time under the hood looking for a frendle pin that caromed off the peedle valvewhen you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas, just so they can use the empty tubs for parts containers afterward. (Some, of course, chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips,

margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frenkle Pins.

5. Big Rock At The Side Of The Road: Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop nosy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

6. Plastic Zip Ties: After twenty years of lashing down stray hoses and wired with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur-quality rewiring from a working model of the Brazilian rain forest into something remotely resembling a wiring harness. Of course, it works both ways. When buying used cars, subtract \$100.00 for each zip tie under the hood.

7. Ridiculously Large Standard Screwdriver With Lifetime Guarantee: Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting, or mutilating than a huge flat-bladed screwdriver, particularly when wielded with gusto and a big hammer. This is also the tool of choice for oil filters so insanely located they can only be removed by driving a stake in one side and out the other. If you break the screwdriver - and you will, just like Dad or your shop teacher said - who cares? It's guaranteed.

8. Bailing Wire: Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concourse contenders since it works so well you'll never replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with MG, Triumph, and flathead Ford set.

9. Bonking Stick: This monstrous tuning fork with devilishly pointy ends is technically known as a tie-rod- end separator, but how often do you separate tie-ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be used to separate tie-rod ends in a pinch, of course, but does a lousy job of it).

10. A Quarter and a Phone Booth: (See #1 above.)

NEWSLETTER SUBMISSIONS

All contributions for the newsletter are welcome! If you have something to say or share with the rest of the club members, do it here! Please submit any articles and/or photographs you think others will enjoy and learn from. Submissions should be done in writing and mailed directly to the newsletter editor. Submissions may be **e-mailed**, hand written, typed, or on any IBM diskette (in ASCII or MS Word). The deadline for submissions to the editor is the 14th of every month (newsletter is produced and mailed by the 17th). The editor's e-mail address is: rab@netcom.com.

HUMOR

A fighter pilot goes to a bar after a good day of flying. Whilst there he meets a young, attractive and available lady. She is charmed by his tales of aerial combat, high speed flight, and death defying feats. The inevitable happens and they slip away to somewhere more comfortable for an evening of intimate entertainment.

Much later that night the pilot drives home to his long suffering wife. On the way he puts on his oxygen mask and draws the straps up as tight as they will go. When he gets home he removes the mask and bravely enters the house. Immediately he tells the wife exactly and honestly what he has been up to that evening. She replies: "Do not lie to me! I can see you have been flying that damned airplane yet again".

CHAPTER 393 VIDEO LIBRARY

Good news and bad from Librarian Bruce Hobbs. The previously announced addition of the video, "All About Aviation Oil", from Aeroshell, was misplaced before it even hit the library. As soon as we find it, we will reintroduce it. Apologies to those of you who have looked for it. The good news is that we have recently acquired the ESPN production covering EAA '95. This video will be in the library for the June meeting.

The complete list of titles is listed on the box which is brought to each of our meetings. Check out the offerings and, if something interests you, CHECK IT OUT.

The rules for the library are very simple. It is run on the honor system. You sign out for the tapes you borrow; and you return them at the next meeting so they are available for others.

EVENT CALENDAR

- | | |
|-----------------------|--|
| July 20 and
Aug 17 | PANCAKE BREAKFAST 8:30 a.m. to Noon
Everyone is Welcome!! Fly-In or Drive
Over! Sponsored by the Mt. Diablo Pilot's
Association MDPA Club House, Buchanan
Field Airport (CCR), West Side, 200 Sally
Ride Drive (510) 685-7073
Pancakes, Sausage, Juice, and Coffee \$3.50
(members and non-members) Bring your
family and friends!! Fly-in and park right in
front of the Club House in our spacious, paved
tie-down area. Just ask the tower to taxi to
MDPA for breakfast! |
| July 19th | Chapter 393 Picnic meeting. |
| July 31-Aug 6 | 45th Annual EAA Fly-In Convention,
Oshkosh, WI. |
| Dec 14 | Chapter 393 Annual Christmas party at Petar's. |

CLASSIFIED ADVERTISING

Items for sale by club members may be placed in this newsletter for **FREE!** Please submit your **FOR SALE** items to me in writing no later than the 14th of the month. Normally, your ad will run for two issues, unless you request more or tell me that the item is no longer for sale.

FOR SALE: COMANCHE-1959 PA24-180

4 Place Intercom, full IFR, Alternator system, 4043TT, 1124 SMOH, 689 SPOH, 3 Light Marker Beacon, Lycoming Engine, Painted 1990, New one-piece Windshield, Dual Nav Com. Annual new 1/97, \$32,000.
Call: Richard O'Connor (510) 798-0743

HANGAR FOR RENT

I would like to share the rent on hangar D-6, on the East side in the restroom row. OK to use entire space for 1 1/2 to 2 years until my project is completed. Hangar has work bench, overhead lights, and 220 power. Good builder space.

Brad Poling (510) 827-3528

KING KX-99 HANDHELD TRANSCEIVER

Includes charger, headset adapter, manual, nearly new battery. Sells new around \$525, It's yours for \$275.

Bob Belshe (510) 376-7677

FOR SALE: RIMS & BRAKES / MAKE OFFER

(2) Cleveland 5.00X5 rims (#40-78B) w/ bearings

(2) Cleveland 5" brakes (#30-9)

(2) Rosenhan 5" brakes, new

Mark Stafford: 689-0779, markangela@value.net

THIRD PARTNER NEEDED FOR QUESTAIR VENTURE

Scheduled to fly in 1997. Looking for experienced pilot with retract time.

Current partners are ex-navy pilot and United Airlines captain.

Contact:	Terry Theis	510-254-9023
	Bruce Milan	510 254-4780