

The Citeco

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

SEPTEMBER 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. The next regular meeting will be on Wednesday, September 24.

The speaker for September will be one of our own members, **Jack Reichel**, who has been working on several general aviation-related projects. Jack will share information on an important new avionic development, the Enhanced Ground Proximity Warning System (EGPWS), which uses on-board GPS position information and a topographical database to determine terrain and obstruction clearance. You will learn how it works, why it has so much promise to reduce controlled flight into terrain accidents, and why it may someday be a standard system in General Aviation and even homebuilt aircraft. You should all try to attend this informative presentation

CHAPTER MEETING MINUTES :

August 27, 1997. President Bruce Seguire opened the meeting at 7:30. More than the usual number of visitors attended, so we had a full room..

Pat Peters presented a motion to name the annual chapter picnic the "Glen Werner Memorial Family Picnic"; this motion was unanimously approved by the membership.

Dwain Duis read a letter of appreciation from Sharon Werner, thanking the Chapter members for their support.

The next Young Eagles day will be on Sept 13. Bruce passed out a sign-up sheet for those interested in participating.

Duane Allen introduced Harry Wilson, the editor of Chapter 62's award-winning newsletter.

Ken McKenzie reported that the official date and location have been set for the Golden West Regional EAA Fly-In. Sept. 25-27, 1988 at Castle Airport, Atwater/Merced, CA. The committee is moving into a 10,000 sq. ft building at Castle. This event is expected to attract 30 to 60 thousand people the first year. People are needed to fill a lot of interesting and challenging jobs. Ask Ken about it.

Harry Heckman introduced his guest, Harvard Holmes, who will soon be taking his private check ride and is looking for a project. Harry then described the first flight of his Lancair 235/290. Congratulations Harry!

Tim Glen gave an account of the first flight of his Kitfox V. He has already put 20 hours on it, with no significant problems.

After introductions, Al Humbert and others showed pictures taken at Oshkosh.

TREASURER'S REPORT:

Bank Balance	Checking	1663.97
	Savings	<u>2780.56</u>
		4444.53

NEW MEMBERS

A hearty welcome to new members Bruno Motta, Charles Miglia, Rod Park, and Tony Requist. We also welcome back old members Dave Mansker and Gerard Houlahan.

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.

FLY-OUTS

The next fly-out will be on Saturday following the meeting (September 27). Come to Bruce and Nancy's hangar on the West ramp around 10:30 a.m. Phone (510) 825-0766.

MADERA END-OF-SUMMER FLY-IN

Several members attended Chapter 376's End-of-Summer Fly-in at the Madera airport on Saturday, August 30. Madera has a nice small airport with lots of grass near the parking area and the weather was ideal. **Bob Belshe & Dwain Duis** flew in Dwain's Luscombe, **Ray Nilson & Don Baldwin** flew in Ray's Eagle, **Ron Robinson** flew his Glasair, and **Bruce Hobbs & Doug Page** came in a Cessna 172. All enjoyed looking at the airplanes and a good tri-tip lunch. Dwain's Luscombe won "Grand Champion Antique" plaque, and Bruce Hobbs won second prize in the raffle, a battery charger.

FIRST FLIGHT REPORT

What I'll remember about my Lancair's first flight

By Harry Heckman

When my son, John, and I ventured down to Oxnard to pick up my Lancair 235 kit (yes, it was that many years ago!) I was already thinking of my first flight. That was when my sheer fantasy began. Clearly, I would build that plane within the advertised 18 months or so; and it would be such an easy plane to fly that I would simply hone my flying skills by a few intensive hours of training and take off. How odd... none of this ever came true!

What I realized quite soon upon starting my "project" was that my style of work would not allow me to have a first flight within 18 months (or even within several periods of 18 months) and that, for me, having a skilled test pilot for the first flight was prudent and wise.

We fast-forward to August 12, 1997. Dave Morss, the Thunder Mustang test pilot, who also issued my airworthiness certificate and made a thorough inspection of my plane, taxied to my hangar on the east ramp in his Lancair 320. The plan was to do a couple of high speed taxi tests on that day, then go for it!

Well, at the end of the taxi tests N137KT was back in my hangar. Dave, after lifting off the runway to an elevation of about 4', found that when the brakes were applied after touch-down an unacceptable vibration occurred in the main landing gear.

Standing around Dave were members of my "EAA ground crew", including Al Arthur, Bob Belshe, Fred Egli, Louie Goodell, and Lisle Knight (all of whom I found to be absolutely magnificent) each offering me their considered opinion as to the source of the problem. It became soon quite clear, considering the Dave's observations, that the resolution of the vibration problem lay in the run-out of the brake disks (rotors) and/or wheels, with additional contributions due to play in the gear linkages and in the unbalanced wheels. To help solve the problem, Louie made a special trip home to return with a dial gauge to begin the measurements of rotor run-out.

Later, Pete Wiebens dropped by, then delivered his wheel balancing device (complete with weights and a bearing greaser) to help the cause. My hangar neighbor, Lyle Powell, after listening to my description of the problem on hand concurred that it was most likely due to excessive run-out of the rotors.

Two days later the source of the vibration was eliminated (hopefully). It was the right wheel, to which the rotor is bolted, that had an inherent "wobble" of some 0.025" that certainly gave rise to the vibration during braking. By re-assembling the wheel, replacing the rotors, shimming the rotors/wheels to minimize the run-out (± 0.003 " on the left, ± 0.001 " on the right) and taking out the play in the relevant linkage of the gear... that should do it. Let's hope so!

Bob Belshe and I then took N137KT out to 19R for a couple of high speed taxis and we agreed that the vibrations were no longer detectable.

So, with a phone call to Dave, we set up the "true" test flight for the morning of August 25.

Eager Dave taxied in 20 minutes early, at 8:40 AM. By 9:00 AM the ground crew had arrived. After a brief check of the plane and making sure the radio communications were good, N137KT was wheeled out of the hangar. Dave climbed into the cockpit, started the engine and by 9:22 was on 32R ready for take-off.

Of course I'll remember the take-off observed from mid-field on taxiway Bravo. Too, I'll remember Dave commenting that with gear up he gained 30 MPH and doing real nicely -- then picking up another 10 MPH when he switched to ram air-- and, finally, the smooth, slick landing on 19R.

But I know what I'll remember most about the first flight was the instantaneous advice, help, and concern (and even condolences) I received from my EAA colleagues that led to the eradication of the braking/wheel problem. When Dave told me the gear and brakes operated great, and when I asked him if I should try to reduce the run-out of the rotors further, to which he replied, "I wouldn't change anything else now.!"

My day, the day of my plane's first flight, was thus made.

Thanks guys —

The Mount Diablo Pilots Association is Pleased to Present a Special Program:

"The History of Aviation in Contra Costa County"
- from balloons and gliders to modern-day jets

a slide show and talk, by

Bill Larkins

noted aviation historian and author

Wed. Oct. 1, 1997 at 7:30 p.m.

at the MDPA Clubhouse

200 Sally Ride Drive

Concord, CA

(old General Air building,
west side of Buchanan Field)

Following the presentation, there will be a round-table forum hosted by a panel of long-time Buchanan Field pilots and aviation enthusiasts

For further information contact:
Jack Reichel (510) 825-7200

Fred Egli received this letter from one of his Young Eagle passengers.

Dear Fred,

I really had fun. I liked it when we where in the air and I Liked it when we went to Mt. Diablo, and I liked it when we started to go in the air after the plain lifted off the ground.

Thank you very much for taking me in your plane.

Yours Truly,

Jared O'Blennis

OSHKOSH, Wisconsin - The Coast Guard will shut down Loran at the end of the Year 2000, Bill Atkinson, a Coast Guard liaison officer, confirmed during the EAA Fly-In Convention. No other countries have said they plan to continue the system, Atkinson said.

The Omega navigation system, said Atkinson, will be shut down at the end of September. Omega dates from the end of World War II and is no longer widely used.

The Coast Guard operates the Loran system, the Omega system and the civilian DGPS network. Atkinson noted that many private companies are setting up DGPS installations, as well.

CHAPTER 393 VIDEO LIBRARY

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.

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.

EVENT CALENDAR

- Sept 20 Airport Appreciation Day '97 10am to 4pm, Livermore Municipal Airport 510-846-0230
- Sept 20 Reid-Hillview Airport Day 408-724-2459
- Sept 21 **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!
- Oct 1 Mount Diablo Pilots Meeting 7:30pm, MDPA clubhouse. See announcement on page 2.
- Oct 3-5 EAA Chapter 157 Oktoberfest. Benton Field, Redding, CA. 916-275-5456
- Oct 4 Auburn Air Fair/Fly-in, Auburn Airport, CA. 916-885-8260

- Oct 4-5 California Coast Airshow, Half Moon Bay Airport. 415-726-ROLL
- Oct 9-12 Copperstate Regional EAA Fly-In, Mesa, Arizona. 520-228-5480
- Oct 11 Solano Air Fair, Nut Tree Airport, Vacaville, CA 707-446-0322
- Oct 11-12 Wings and Wheels, 6am to 5pm, Redding Municipal Airport, 916-223-0270
- Oct 31-Nov 2 Fox Field National Air Races, Lancaster, CA 805-940-1709
- 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.*

GOODIES FOR SALE

- CARBURETOR, ELLISON EFS 2 throttle body \$250.00
 - MAGNETO. BENDIX FOR VW. \$275.00
 - STARTER, HI-TORQUE VW \$50.00
 - PROPELLER, ED STERBA 52X50 \$110.00
 - 1 PR TIRES FOR KR-2 (retract) \$20.00
 - NAV/COM. RST 360 w/DIGITAL NAV HEAD \$395.00
 - TRANSPONDER, MDL, W/ACK A-30 ENCODER WITH COLLINS ANTENNA \$350.00
 - MAC trim servo motor w/dash mounted indicator light and toggle switch \$50.00
 - ELT, Garrett (R-88) \$75.00
 - LORAN, RAY JEFFERSON PL99 \$45.00
 - HELMET, DAVID CLARK series K with DC H10-30 headset \$100.00
 - INTERCOM, RST 2 position w/radio input and record output, 12v plug. (a 2nd unbuilt 2 position kit included) \$50.00
 - GPS, APOLLO 920 w/remote antenna, 12 power supply, yoke mount, nylon case manual and PC upgrade kit w/interface \$750.00
 - TRANSCIEVER, DELCOM AIR-960 handheld with headset adapter and PTT switch \$160.00
 - PUSH to TALK switch DC C10-15 \$25.00
 - 2 NEW FLIGHTCOM HEADSETS (stereo) w/BAGS \$100.00EA
- Contact **ED FERNHANDEZ (510)934-5049** for any of the items above.

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, SEPTEMBER 1997

President:	Bruce Seguine	671-4943
Vice President	Bruce Hobbs	757-0618
Secretary/Treasurer	Louis Goodell	682-4198
Newsletter Editor	Bob Belshe	376-7677

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

EAA Chapter #393
Newsletter Editor
122 Fairfield Place
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Next meeting Wednesday September 27, 1997