

The Citeco

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

FEBRUARY 1998

CHAPTER MEETING

The next meeting is at 7:30 PM February 25, 1998. The speaker will be Hank Huddleston, an EAA Technical Counselor from Burlingame. Hank has made 30 visits

(EAA does not call them inspections) of composite, wood and metal airplanes, and has 460 hours on his own RV-4. Among other things, he will tell us why he is not concerned about legal liability.

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.

PRESIDENT'S CORNER

Talk about flying! If you haven't yet read Mike and Dick's "Round The World EAA Friendship Tour in the last two issues of Sport Aviation, don't miss it. This is Mike Melvill and Dick Rutan's flight of two Long EZ's and their incredible flying adventure around the world, most of it in the Southern Hemisphere. The part that really got my attention was the 14.8 hour flight over the Atlantic from South America to the West Coast of Africa; in formation, at night, in IFR conditions. Wow! Great Reading.

Some of the local projects I had a chance to visit this month includes Fred Egli's beautiful Lancair IV. This is truly going to be a "Grand Champion" contender for 1998. Fabulous job, Fred. Bill Madden is making good progress on his "KIS" project, having recently installed his engine and super looking panel complete with radios and instruments. Bob Decker just installed a new instrument panel, with GPS and moving map in his 12 year old Glasair IRG. Looks terrific, Bob. Lou Ellis is doing an outstanding job of restoring a L-2 Taylorcraft he and Randy Allen have acquired. Lisle Knight continues to make slow but steady gains on the rebuild of his Osprey 2. I look forward to reporting on other projects underway.

The Board was unable to attend the EAA Chapter Leadership Workshop in Bakersfield on February 7, 1998, as planned, due to heavy rains caused by our old friend, "Senior El Nino."

Fly Safely, Ron

CHAPTER MEETING MINUTES :

President Ron Robinson began the business meeting on January 25, 1998 by asking each new officer to give a short biographical sketch.

The minutes of our December Christmas Bash were unanimously approved.

Keith Turner, manager of the Rio Vista airport told of the \$1.5 million improvement project underway there, of the 4 new hangers and a cafe to be open by fall. Aviation gas is available at a good price as well as the services of an A&P.

Steve Gregory, Vice President of Golden West Flyin gave a talk about the plans, progress to date, and volunteers needed.

Harry Heckman has solved the vibration problems in his new Lancair 235 landing gear.

Will Price told of flying to Truckee, skiing at Northstar for 4 hours, and making it home in time to take his wife out for her birthday dinner.

Bob Belshe is still installing the new larger Lycoming in his Lancair.

Pete Wiebens cleaned out his hanger and found that he has a dusty Glasair for sale.

Bruce Seguire is working on his Swift and is not flying right now.

WELCOME TO NEW MEMBERS!

Robert Rudolph who is building a Wittman Tailwind
Jack Mckenzie who is redoing a PA24- 250 Comache

NOISE ABATEMENT AT RIO VISTA

There are constant complaints. When using runway 32, crab into the wind or do whatever you have to do to maintain the runway heading. The northwest wind tends to blow planes to the right over a dairy farm. The loud exhaust from takeoff stampedes the cows. Also the downwind on 25 passes near a lady who runs a nursery school. Do not stray wide. Fly a tight pattern downwind on Runway 25. Thanks from Manager Keith Turner

THANKS FOR AN ONGOING JOB WELL DONE!

Pat Peters and Tracy Peters continue the job of selling raffle tickets and lining up prizes each month. They help to keep our Chapter solvent. They make the job seem effortless, but we know better. Thank you Pat and Tracy. The Board and the Members appreciate your efforts.

BOARD MEETING:

A Board meeting was held in Ron Robinson's Hanger on February 14. Attending were President Ron Robinson, Vice President Scott Achelis, Newsletter Editor Doug Page, and Sec/Treasurer Louie Goodell. The Board discussed our Chapter mission of concentrating on building and flying, stepping up the pace of meetings, the possibility of holding some Chapter meetings on Saturday, web site information (See the FAA Regulation attached which Scott found) and publicizing local sources of parts for builders. The Board also discussed asking our Chapter to volunteer for some job at Golden West, for example staffing the gate and collecting money.

THERE WILL BE FLY-OUTS THE SATURDAY FOLLOWING EACH MEMBERSHIP MEETING, WEATHER PERMITTING

The next Flyout will be 11 AM Saturday, February 28, meeting at Bruce Seguine's hanger on the west ramp

TREASURER'S REPORT AS OF FEBRUARY 14

Bank Balance	Checking	1329.14
	Savings	<u>3002.82</u>
		4331.96

LOUIE REMINDS US THAT DUES OF \$20 ARE NOW PAST DUE. Please pay now so that you will not be removed from the mailing list of this brilliant newsletter.

Make checks payable to EAA Chapter 393 and mail *with the following form* to EAA Chapter 393, PO Box 27275, Concord, CA 94527.

First Name _____ MI _____ Last Name _____
 Address _____
 City _____ State _____ Zip _____
 Home Phone _____ Work Phone _____ Pager _____
 E-Mail Address _____
 Spouse's name _____
 Hanger # _____ East or West, Hanger Phone _____
 Project/plane _____

NEWS FLASH

Rick Young phoned Scott Achelis on February 14 to report the first flight of his new Harmon Rocket which he started on July 1, 1997! He flew it himself for 3/10 of an hour and reported that the only problem was that his EIS engine information system needed to have the limits calibrated. Congratulations, Rick!

TOOL LIBRARY

The tool library is off to a good start. Bill Madden has a smart level, a digital manometer, and a rivet squeezer. Bryan Case has molds for a 4-place amphibian. Dick Rihn has an instrument hole cutter, a Pitts bungee tool, a magneto timer, and a differential compressor tester manifold. Doug Page has a steel instrument template, a 37 degree tubing flaring tool, a video, "How to Overhaul Airplane Engines, all of the Orndorff videos on RV building, and the following books: Firewall Forward, SkyRanch Engineering Manual, Operator's Manual Lycoming 0-360 Series, Lycoming Overhaul Manual, and Bob Nuckoll's book about wiring homebuilts, Aero Electric Connection.

When the library is more complete, we will prepare and publish a complete listing with names and phone number. Those who wish to participate should fill out and return the form at the end of this Cleco.

SOURCE FOR VIDEO. FIBERGLASS 101

Sam James of 12185 Schooner Lane, S.W. Moore Haven, FL 33741, phone 941-675-4493, is the author of the video and sells it for \$30. He has had 36 years of fiberglass experience, and is building his own RV 4. He is also the source of some of the fairings used by Dave Anders on his RV 4 which was featured in the February issue of Sport Aviation.. He also sells wing root fairings for RV's Laminar Flow Wheel Pants etc. This is apparently part of the reason Dave Anders can get 250 mph out of his RV 4. Do readers detect a certain aluminum bias in this news

letter? Correct this situation! Send me your plastic airplane items.

SOAP BOX EDITORIAL II

One of the things that Rick Young knows so that he can complete his second Harmon Rocket in 7 and 1/2 months is where to get needed items quickly. I invite members to send me local sources for plane builders, so that we do not have to wait 3 or 4 days for Aircraft Spruce. For example, sources like Ted Shulgin, 815 Arnold Drive, Suite 11, Martinez, who carries rivets, Aircraft hardware and fittings, solderless connectors, stainless braided hose, and bolts and washers. He has no catalog, and he does not like to be bothered by builders until after 3:30 PM when he has finished his shipping for the day.

I also found Aeroquip Hose and AN fittings at Hoses Unlimited Inc., 1955 Marina Blvd. San Leandro, and they also pressure tested my home made hoses (for a price) There must be other sources of Micro Switches than Buckles-Smith in Hayward, and even that firm has to order some double function switches. What is a good local source for aircraft wiring supplies? We are not supposed to use auto terminals. Where do you get terminals that are rated for aircraft?

Please send me a list of your favorite local suppliers, and some idea of what they carry. Maybe that can be added to the tool library.

GOLDEN WEST FLYIN UPDATE

Steve Gregory, Vice President of Golden West Regional Flyin told us of the progress on the Flyin at our January 28 meeting. They are planning for 700 vendors, but they have room for 4000! They are expecting 2000 visiting planes, but they could park 7000. Their objective is to make this a family event that will grow bigger each year after 1998. Features that make Golden West attractive are the climate, the uncongested airspace, the Air Museum, the Family activities, the nearby Lake Yosemite Float Plane Base, and the proximity to Yosemite and San Francisco. The current priority needs are for a Conventions Services Coordinator, an Air Operations Coordinator, and an Aviation Organizations Coordinator (to line up AOPA, the 99's, the Air Force Association, etc Prior to the event, they need volunteers for tie-downs, grass cutting, booths, signs, and workshops. During the event, they need volunteers for aircraft registration and parking, campground registration, seaplane operations, staff for admissions & cashier, and an information booth. Contact Ken McKenzie or Charlie Adkins, our chapter members who are on the Board if you want to help.

WEIGHT AND BALANCE PROBLEM?

The NTSB REPORTER reports that a PA-32R crashed near Weeki Wachee FL: Aircraft struck trees during off airport landing. Pilot selected unsuitable terrain, misjudged altitude and clearance, and had flown approximately 9 hours since renting aircraft, which was found to have been loaded with 450 pounds of marijuana.

.EVENT CALENDAR

February 25 EAA Chapter 393 meeting

February 28 Chapter 393 Flyout

March 7 393 Board meeting

April 19-25 Sun & Fun

July 29-August 4 Oshkosh

September 25-27 Golden West Flyin, Castle Field

Dec 13 Chapter 393 Annual Christmas party at Petar's.

REQUEST FOR WEB SITE'S OF INTEREST TO BUILDERS AND FLYERS

The Board would like to compile a list of interesting websites. All of you surfers: please submit your favorite websites. For example Scott Achelis has found a website for the Chicago Tower complete with the audio so that one can listen to the Tower and pilots in the background while doing other computer tasks. Scott will have this for next month's Cleco. Scott has found the FAR's applicable to experimental planes. These are printed in full in this Cleco, and as you can see, they constitute a handy checklist as we do our 100 hour and annual inspections.

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

Angle of Attack Indicator constructed by Carlos Amspoker, Past President of Chapter 393, following the design of Lyle Powell Cost \$96. Sell for \$50 (Lost my medical) Russell Giffin 510-935-2887.

North American Signal Strobe Power supply. Made for trucks and buses, but used by prominent local builders in their planes. Will operate two strobes. (I decided I wanted

to run 3 strobes) Cost \$160. Unused. Asking 1/2 price or \$80. Contact Doug Page 510-943-1581

ANGLE OF ATTACK INDICATOR
 NEW COST @ 96⁰⁰ SELL \$50,-
Craftsman's Corner
 RUSS GIFFIN 510-935-2841

WHILE BROWSING THROUGH some of the 550 odd EAA Chapter newsletters, we came upon a rather unique tip in the Santa Rosa, CA Chapter 124 publication. The method of construction seems relatively easy and inexpensive. This gizzy would be known as an "angle of attack indicator" and could possibly save a body from running out of air should the indicator reading advise that the climb angle is too great. The responsible person for the following bit of genius is Lyle S. Power, Jr., M.D., EAA 38012, 117 El Camino Corto, Walnut Creek, CA 94596. Read on friends and let's see what Lyle has to say about his "Angle of Attack Indicator For the Common Man" . . . We tell "how-goes-it" by our airspeed during takeoff, climb, banking, slow flight and approach. This is **WRONG!**

Airspeed indication is only a pressure measurement, has a lag, and stall airspeed varies with load, bank angle, flaps, etc. Also, best rate of climb speed varies with temperature and altitude.

So what? Angle of attack **does not vary** regardless of load, bank angle, temperature or altitude. **It is what we all should be watching during takeoff, climb, banks, approach**

and landing. Here's how to build your own angle of attack indicator for about \$35.00: Cut a strip of thin aluminum sheet metal 3" long and insert it into the end of the 3/4" aluminum tube so it divides the tube into 2 chambers. Pour "hot" Devcon 5-minute epoxy into one chamber so it seals the edges of the sheet strip to the inside of the tube, the whole 3" length. Drill out excess epoxy if necessary. Then drill 1/16" holes in the tube in 2 straight rows, 90 degrees apart and spaced every 1/2", so that one row of holes enters one chamber and the other row enters the other chamber.

Clear out the chips, etc. from the chambers then seal one end with a piece of sheet metal and epoxy. Next, cut 2 pieces of 3/16" tubing (nylon, copper or aluminum) and epoxy these into the other end of the tube, one into each chamber. Test for leaks by blowing in each tube while stopping up its row of holes.

Epoxy a mounting flange to one end of the 3/4" tube, the end where the 3/16" tubes exit the chambers.

Mount the 3/4" tube so it is out of the propeller stream and projects sideways off of a pitot or strut. On the VariEze it works well projecting sideways off of the fuselage just in

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 address is

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Walnut Creek CA 94598

Telephone: 943-1581

E-Mail: reedpage@pacbell.net

Fax # 943-2338 (but call 943-1581 and let me know first)

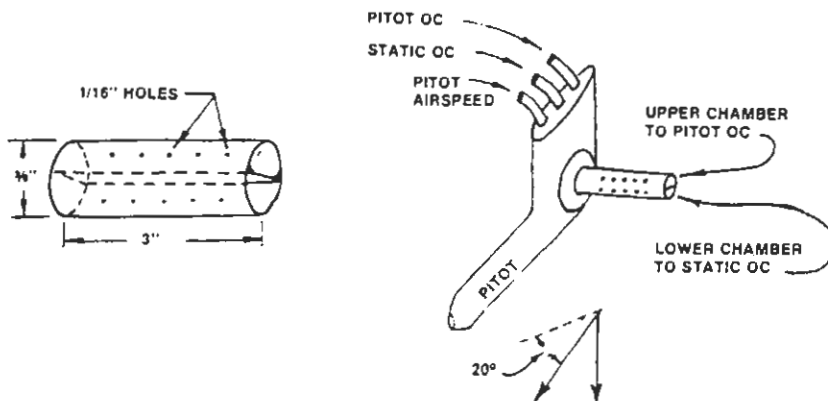
front of the canard. The upper row of 1/16" holes should face 20 degrees above the horizontal and the lower row 20 degrees forward of straight down. Connect the tube from the upper chamber to the pitot inlet and the lower chamber's tube to the static inlet of a 0-200 mph airspeed indicator.

At stall the indicator should indicate approximately zero scale, and at top speed it will show 3/4 to full-scale readings. Individual adjustments and calibration is necessary for your particular aircraft.

Disassemble the face of the airspeed indicator, and paint the face black. Paint or decal numbers 1-10 around the scale. Reassemble.

Try mounting the indicator up near or on top of your panel so you can read the needle in your paracentral vision while looking out the windshield. Calibrate your readings for stall, best angle and best rate of climb, cruise climb, etc.

(You'll soon ignore your airspeed except on cross-country flights, and will shoot landings, takeoffs, and aerobatics with precision and confidence. Believe me this thing works great! — Editor, Chapter 124 Newsletter)





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Federal Aviation Regulations, Part 43

Appendix D

Previous Appendix C, Next Appendix E, Table of Contents, Part 43

Last update: Thu Jul 4 15:06:37 1996

Appendix D--Scope and Detail of Items (as Applicable to the Particular Aircraft) To Be Included in Annual and 100-Hour Inspections

- (a) Each person performing an annual or 100-hour inspection shall, before that inspection, remove or open all necessary inspection plates, access doors, fairing, and cowling. He shall thoroughly clean the aircraft and aircraft engine.
- (b) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the fuselage and hull group:
- (1) Fabric and skin--for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
 - (2) Systems and components--for improper installation, apparent defects, and unsatisfactory operation.
- (3) Envelope, gas bags, ballast tanks, and related parts--for poor condition.
- (c) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the cabin and cockpit group:
- (1) Generally--for uncleanness and loose equipment that might foul the controls.
 - (2) Seats and safety belts--for poor condition and apparent defects.
 - (3) Windows and windshields--for deterioration and breakage.
 - (4) Instruments--for poor condition, mounting, marking, and (where practicable) improper operation.
 - (5) Flight and engine controls--for improper installation and improper operation.
 - (6) Batteries--for improper installation and improper charge.
 - (7) All systems--for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
- (d) Each person performing an annual or 100-hour inspection shall inspect (where applicable)

components of the engine and nacelle group as follows:

- (1) Engine section--for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.
 - (2) Studs and nuts--for improper torquing and obvious defects.
 - (3) Internal engine--for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.
 - (4) Engine mount--for cracks, looseness of mounting, and looseness of engine to mount.
 - (5) Flexible vibration dampeners--for poor condition and deterioration.
 - (6) Engine controls--for defects, improper travel, and improper safetying.
 - (7) Lines, hoses, and clamps--for leaks, improper condition and looseness.
 - (8) Exhaust stacks--for cracks, defects, and improper attachment.
 - (9) Accessories--for apparent defects in security of mounting.
 - (10) All systems--for improper installation, poor general condition, defects, and insecure attachment.
 - (11) Cowling--for cracks, and defects.
- (e) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the landing gear group:
- (1) All units--for poor condition and insecurity of attachment.
 - (2) Shock absorbing devices--for improper oleo fluid level.
 - (3) Linkages, trusses, and members--for undue or excessive wear fatigue, and distortion.
 - (4) Retracting and locking mechanism--for improper operation.
 - (5) Hydraulic lines--for leakage.
 - (6) Electrical system--for chafing and improper operation of switches.
 - (7) Wheels--for cracks, defects, and condition of bearings.
 - (8) Tires--for wear and cuts.
 - (9) Brakes--for improper adjustment.
 - (10) Floats and skis--for insecure attachment and obvious or apparent defects.
- (f) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components of the wing and center section assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, and insecurity of attachment.
- (g) Each person performing an annual or 100-hour inspection shall inspect (where applicable) all components and systems that make up the complete empennage assembly for poor general condition, fabric or skin deterioration, distortion, evidence of failure, insecure attachment, improper component installation, and improper component operation.
- (h) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the propeller group:
- (1) Propeller assembly--for cracks, nicks, binds, and oil leakage.
 - (2) Bolts--for improper torquing and lack of safetying.
 - (3) Anti-icing devices--for improper operations and obvious defects.
 - (4) Control mechanisms--for improper operation, insecure mounting, and restricted travel.
- (i) Each person performing an annual or 100-hour inspection shall inspect (where applicable) the following components of the radio group:
- (1) Radio and electronic equipment--for improper installation and insecure mounting.
 - (2) Wiring and conduits--for improper routing, insecure mounting, and obvious defects.
 - (3) Bonding and shielding--for improper installation and poor condition.
 - (4) Antenna including trailing antenna--for poor condition, insecure mounting, and improper operation.
- (j) Each person performing an annual or 100-hour inspection shall inspect (where applicable) each installed miscellaneous item that is not otherwise covered by this listing for improper installation and improper operation.

“...the Experimental Aircraft was destroyed; Pilot was seriously injured; one fatality ...

by Larry K. Laughlin

We see this standard phrase often used in the NTSB reports and it doesn't tell us much, until it's referring to someone and/or something you know personally - then it means a lot! Such is the case with my once beautiful Long-Eze, N18CC.

Back in 1992, Vickie was nearing the birth of our daughter and I had an opportunity to buy Long-Eze, N18CC, a 15 year old fixer-upper. I had been flying my Vari-Eze, N4SN, for nearly 8 years by then and I felt N18CC had more to offer in overall performance, even though it needed a major face-lift. Both airplanes were not only sport flyers, but I use the Vari-Eze, then later, the Long-Eze, to dash up to Mendocino to pick up my son and bring him back to Concord for weekend visits. My flying became an important tool in helping me keep a close relationship with my son. As I look back to those days commuting, I can't help but remember looking down and noting how unforgiving the terrain appeared enroute to Mendocino. Nevertheless, both airplanes served my son and I very well.

My Vari-eze finally sold after 4 or 5 months and I managed to doll up the Long-Eze pretty good the next couple of years. With new paint, upholstery, and lots of little TLC things, N18CC became a real looker. And it always flew well!

Fast forward five years to late July 97':

I had occasion to visit my long time friends Harry & Joan Malette in Oregon. Harry had a few projects underway, as usual, one being a rather nice looking 1952-D Model, V-Tail Bonanza. I made the mistake of saying, "hey, that's a beauty ..." Harry's response was, of course, "Larry, if you would like to get rid of that lawn-dart you're flying and move into a real airplane, I'll make you a deal on this baby you can't refuse", and he did! With a family of four, my Long-Eze just wasn't getting it anymore, although I absolutely loved flying it like no other airplane! With a week's thought and little discussion with Vickie, we decided to take Harry up on his offer. Harry was kind enough to sit on the Bonanza until I was able to unload N18CC. We all hoped it wouldn't take too long.

The following Sunday, Aug. 4th, I wrote the ad for Trade-a-plane and mailed it, "... \$38K for everything, all bells and whistles included ..." In addition, I was advised by my good friend (another Eze driver here in Colorado Springs) that it wouldn't hurt to place the same ad on the Internet, in the Canards Web Site, so what the heck, I did that too! TWO DAYS LATER, Mr. James Gleick responded via my listed e-mail address. After only one full day of back and forth e-mailing, we finally called one another on the phone. By Wednesday morning, Aug. 7th, Jim had made his decision to purchase N18CC, however with one caveat: He demanded I deliver it to him immediately! I knew he was back East somewhere, a few days away at best, and I told him that I was already committed on Monday the 12th to driving to Lake Tahoe to meet my wife and family and to lay on the beach and get fat. No way I could deliver the airplane and get back in time to start my vacation as planned; but he was insistent and in fact told me that the deal was off if he was going to be forced to wait a couple of weeks. Vickie (my navigator among other things) was already in California with Heather, but she told me that I had better go for it; "it sounded to her like the guy was used to getting his way", she said, and she was right!

The weather across the nation looked pretty good so I called the buyer, Jim, and agreed to his terms. I asked him where he wanted me to fly the airplane and he said, "bring it to my vacation home on Nantucket Island, Massachusetts". "Where the Hell is Nantucket Island", I asked? He said it was about 30 miles east off the coast of Long-Island, just passed the island of Martha's Vineyard. I pulled my charts and found this little tiny dot, totally obscured by a lot of chart information, but there it was! Colorado to Nantucket was about 1,850 miles (10 hours flying time in the Long-Eze). I laid out my course and by Friday morning, 7:30am, I was waving good-bye to my 18 year old Son, Stewart, east bound for Nantucket.

Averaging 192 MPH, I found myself over Port Meadville, Pennsylvania with 3 hours to go and only another hours worth of daylight. I didn't want to cross over 30 miles of water to the unknown

Island of Nantucket, so I landed for the night and called Jim. The next morning, Port Meadville was socked in with fog and it was raining at Nantucket. By around 10am, the fog had lifted and the forecast for Nantucket was scattered clouds, light rain, and a bunch of other high weather, but plenty VFR, so off I headed.

New York was beautiful in the morning sun, as was most of my flight across the nation. Upon reaching Long Island, I could see the various layers of cloud and rain out over the Atlantic and I thought it best to cross the waterway as high as possible. I left the coast line at 12,000 MSL and commenced my final 30 mile leg to Nantucket. With several layers of dark rain clouds and fairly cold OAT, Mr. Loran assured me that I was right on course and I confirmed by looking over my left wing to see Martha's Vineyard. Just as approach control handed me off to Nantucket tower, the Long-Eze's engine quit! No stumble, no lowering RPM - just immediate silence. I instinctively knew that the carburetor was iced over, so I pulled the Carb-Heat lever and waited and waited and Nothing! Mind you, this airplane's 150 HP O-320 has not missed a beat in five years, and now, way out over water of course, I was an unwilling, powerless glider. I think I said, "oh, darn" or "oh shoot" as I turned towards Martha's Vineyard. My thought was that I wouldn't have to swim so far if I could get it close enough to the beach. As I went through my systems, I couldn't help but think that all would be lost should I splash it in the salt. I never once thought I wouldn't survive the ditching, but I was concerned about the \$38K evaporating before my very eyes as well as how cold the water was. After descending for two of the longest minutes of my life, through several thousand feet and down into warmer air, the engine started to make that wonderful burping sound again. After a bit more stumble and coughing, she roared back to full power and I was able to resume my heading towards Nantucket (with the Carb-Heat ½ on now).

Only 15 minutes later, I was over the Island. The tower was extremely busy with some 10 airplanes in communication and using two crosswind runways. I had no idea that upon arrival to this little pin prick of an airport, I would find myself fighting to break into the tower frequency. Nantucket Island has 6,000 registered homeowners year around, but 80,000 people visit the Island during the summer months and the place was packed! I did manage to get in and as I taxied up to the only GA-FBO, there stood a tall slim guy in relaxed tropical clothes. He approached the airplane as I was parking and introduced himself. Within minutes, Jim and I had a small crowd of people around the little airplane, seemingly dwarfed by the myriad of corporate jets & helicopters parked all around us. Yes indeed, the Long-Eze was a real crowd pleaser al-right.

After showing Jim, a staff writer for the New York Times, the aircraft systems and a lot of the features of this airplane, he asked to go for a ride. Once again, I nearly saw the \$38K check drift away as I struggled to light-off the O-320. The engine was still warm and I had flooded it during pre-start. After nearly an hour, now hooked up to the FBO's jumper battery, she finally fired and we were off.

The skies were nearly clear with just a few puffy clouds out and about. We buzzed around and he took the stick for most of the ride. On one occasion though, the engine started to stumble at low throttle setting, clearing fast with the application of Carb-Heat. I suppose the generally humid weather in that area was really contributing to the Carb-Ice thing, a problem I rarely encountered in Colorado's dry air.

Although Jim was a relatively low time private pilot, he seemed competent enough to fly the Eze from the front seat, however I didn't want him to take it up alone. I just felt that was too risky (even though Rutan recommends solo first flights). I agreed to put him in the front seat, however with my one caveat: The \$38K cashier's check stays in my overnight bags on the ground!

Jim handled the airplane fine and we made several landings that day and again the following day. By the time I boarded my commercial flight for home, he was putting the Long-Eze right on the numbers. The one thing I had to keep harping on though, was his use of the carb-heat lever. He just didn't pull it on every time he throttled back, especially when approaching to land. I always pulled it on during approach to landing, even in Colorado and especially out there around Nantucket.

Jim and I stayed in contact quite a bit via the E-Mail system and he was enjoying the airplane. He reported that his young son really liked flying with him and they flew it a lot initially. Jim had money burning a hole in his pocket though, so he decided to have a bunch of stuff done to the airplane. Although he wasn't much into working on it, he was able to hire several people to modify and upgrade the panel, installing new radios, GPS and a moving map. He ordered a three-bladed Performance propeller and had the 1600 hr engine overhauled; installing higher compression pistons, etc. Jim also had one of the mags swapped for an electronic ignition. Lastly, he had the entire control system linkage tightened up by replacing all of the universal joints and rod ends. His last report to me was that the airplane had lots of power, flew very smoothly, and he was in love with it. That was around November, 1997, the last time we E-Mailed one another.

Fast Forward again to yesterday. EAA Concord Chapter #393's newly assigned newsletter editor and my old friend Doug Page called me and left a message inquiring about the loss of my Long-Eze. My first reaction was disbelief; Doug had to be confused, N18CC was alive and well in its New Jersey home base! However, upon calling Doug to straighten him out, he confirmed that indeed, N18CC had crashed and was destroyed in New Jersey, killing a young boy on board and seriously injuring the pilot, one Mr. James Gleick. Probable cause: Carburetor Ice on approach to land!

Even as I write this column, I'm still in shock. What a heartbreak. I can't imagine the pain of losing your child like that, nor can Vickie. We spent so much time in that airplane together, even with Heather as a new born on Vickie's lap. And all of my trips to pick-up and deliver my son to his mother in Medocino.

Once again, as we did when our dear friends Glen & Linda were lost in their Lancair in Colorado, Vickie and I have discussed giving up the hobby we've enjoyed for so many years. Although we've both logged thousands of hours; she working so hard to obtain her CFI rating; I rated in both Fixed Wing and Helicopter; we can't help but look at the whole thing and wonder "what if ...". Our Bonanza is a beautiful flyer and generally a safe airplane, but we're heartbroken over the losses lately. Right now, I just don't know ...

THE EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER #393 NEWSLETTER, JANUARY, 1998

President Ron Robinson 228-3720
Vice President Scott Achelis 935-7920
Secretary-Treasurer Louis Goodell 682-4198
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