

# The CIECO

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

SEPTEMBER 1999

## REGULAR MEETING, SEPTEMBER 22 1999

Vice President Scott Achelis invites us to the September meeting with the following: Have you ever wished that there was a single source of information providing and listing the materials needed by air craft homebuilders to select, build, maintain, repair and fly their planes? Ron Purdy started such a publication, Aero-Crafters in 1993 and it was acquired by the EAA last year. Come, join us for a history of AeroCrafter's development and learn more about a "sole source" of information for builders from **Ron Purdy**. We meet at 7:30 PM Wednesday September 22, 1999 in the old Terminal Building just south of the Hanger at CCR.

**Please wear your Badges during the meeting so those newcomers will feel more comfortable coming up to talk to you. You should also approach them! Make them feel welcome!**

## BROKEN WINGS

Dick Davis, an EAA Chapter 393 Member since May 1988, died on July 1, 1999. I learned of this from his widow, Eda on August 22. Dick lived at 2391 Tice Valley Blvd. Walnut Creek, CA 94595. We extend our sympathy and our condolences to Eda Davis.

## PRESIDENT'S CORNER

### Go To Golden West Fly-In This Friday, Saturday and Sunday!

I hope that as many of you as possible can fly to and support the Golden West Fly-In at Castle Field this coming week-end, September 10, 11 & 12. We all need to do our part to help make it a great success so that we can look forward to many more events in the years to come. A lot of people have worked very hard to bring this into being and we need to support their efforts.

Thanks to all who supported "our side" at the recent Aviation Advisory Committee meeting, and at the Airport Subcommittee meeting of the Board of Supervisors.

EAA asks us all to e-mail our opposition to a Federal proposal to prevent us from flying over Grand Canyon. We want to preserve our flying rights and to prevent a precedent for future limitations. Send your e-mail to [9-NPRM-CMTS@faa.gov](mailto:9-NPRM-CMTS@faa.gov) and say something like this:

To the Department of Transportation

Re: Docket No. FAA-99-5926

I am a private pilot and I like to visit national parks both on the ground, and in the air at the prescribed altitudes. I am concerned that the FAA and NPS are acting without sufficient grounds. There is no evidence that our private flying has contributed to the loss of natural quiet within Grand Canyon or that our flights have caused any

harm whatever. I want to preserve this magnificent National Park and all of the plants and animals that live there, but I also want to preserve the right to fly over the Canyon and examine its beauty from the air.  
(name and address)

Fly Safely,  
**Ron**

### **SATURDAY BARBECUE BRUCE SEGUINE'S HANGER! OCTOBER 9**

Bruce Seguine and Pete Wiebens are serving us a barbecue on Saturday, October 9, 1999 at 11:30 AM at Bruce's hanger (Northwest Hanger # C-13. Come! Enjoy! Chapter 393 will provide buns, hot dogs, hamburger and soft drinks. Bring a salad or a desert to make life interesting. No Charge!

### **EAA CHRISTMAS PARTY COMING**

Santa Claus Louis Goodell has arranged a fine place at a nice price so that we and our guests can enjoy ourselves. The party will be at the Greenery Restaurant, 1551 Marchbanks Road, Walnut Creek on Saturday, December 11, 1999 beginning at 6 PM. The cost will be only \$25.00 per person. Mark your calendars. Invite your guests. Bring your wife, children, and friends. We need at least 90 ticket purchasers. More details later.

### **393 ELECTION OF OFFICERS--NOVEMBER**

The regular election for President, Vice President, Secretary-Treasurer and Cleco Editor will be held at the November Meeting. Due to Thanksgiving, this meeting will be on the third Wednesday of November, November 17, 1999 at 7:30 PM in the Terminal Building just south of the Tower. Written nominations can be mailed to the Secretary at the address shown on the Cleco masthead. Oral nominations can be made at the September meeting and at the October meeting. To make certain that the offices are filled for the two year term, 2000-2002, as recommended at the EAA Leadership

Conference, the present Board, has obtained the consent of the following persons to run:

President: Bob Belshe  
Vice President: (We are working on this)  
Secretary-Treasurer: Louis Goodell  
Cleco Editor: Duane Allen

### **WELCOME TO NEW MEMBERS**

1. Steve P. Snider who is refurbishing a Piper Arrow and wants to build an RV6A.
  2. Richard C. Bourgeois who is building a Bear Hawk.
  3. Richard Bolton who has no project just yet.
  4. Dennis Byron who is flying a BE23- Musketeer.
- Everybody, including new members should wear his name badge so that we can greet each other and find out more about the new members.

### **GOOD OF THE ORDER**

Pat Peters does much background preparation for the raffle each meeting. Many of us have assumed that merchants give Pat the stuff that is raffled. The truth is that Pat has to buy this stuff from the proceeds of the raffle. Neither Pat nor we can expect merchants to make a gift month after month. This naturally does not provide the net profit for our treasury that we assume. Many of us have tools, books, magazines, safety bulletins, videos, and unused supplies that we could contribute for the raffle. Pat would then have a real bonanza for the Christmas Party Raffle. In any case, we thank you Pat (and Tracy) for performing the job very well and in an entertaining fashion.

### **Minutes of the Chapter Meeting, August 25**

Brian Home, a "cool cat" and assistant to the Airport Administrator in charge of noise abatement, held our rapt attention discussing the complaints of surrounding residents about noise and his efforts to investigate and to solve the problems. The existing County Ordinance 88-A2, based on AC 36-3, prohibits training flights when the tower is closed, cross wind turns below 500 feet, and imposes a 78db noise limit when the tower is open, and a 75db limit when the tower is

closed. If he finds a violation, he sends a letter to the violator, and if that is not obeyed, the County Counsel prosecutes. Brian answered a lot of questions such as "Don't we have rights since CCR was here before the surrounding residents?" "Why not record the complaints of homeowners with the County Recorder to warn future buyers of noise problems?" (The idea being that such would lower the value of the house and make the homeowner less likely to complain about noise.) Brian stated that he had to be responsive to those who complain and to be fair to us as a part of his job. Some people want to restrict airport operations and growth, and some want to close CCR. He is starting a website to give notice of noise abatement procedures to us and to transient aircraft, which may be at [ccr.airport.org](http://ccr.airport.org). Some members may have been less than enthusiastic about what they heard, but nobody was bored, and Vice President Scott Achelis had to cut off the questioners. A good program, Scott!

It was moved, seconded and carried that the June minutes be approved.

Treasurer Louis Goodell reported \$869.42 in Checking and \$2594.03 in Savings.

President Ron Robinson announced a Saturday Fly Out on August 28 to the Fort Ord Airport and the Hayward Air Fare on September 3 and 4.

President Ron thanked Louis Goodell for obtaining, putting up, and storing the picnic tarp, and Pete Wiebens, Bruce Seguine, Bruce Hobbs and all others for putting on a good picnic on July 17.

President Ron thanked Bruce Hobbs for going to his nearby office and getting two large standing fans to relieve us from the effects of the failure of the air conditioning.

President Ron announced that the present Board was acting as a nominating committee to make sure that at least the 4 necessary officers were available to run for next year, that further nominations could be made by letter or at the next meeting, and that elections would be held at the November meeting.

The four officers are President, Vice President, Secretary-Treasurer, and Cleco Editor.

Vice President Scott reminded us that some free gas was available to those who both displayed their planes on June 19 AND flew Young Eagles before August 31.

Ken McKenzie reported that Golden West would be much better this year with more exhibits, more forums, and better food. They have established much tighter controls over admissions so that everybody has to pay. (Except volunteers who do more than 4 hours of work, and fill out an application ahead of time) They have hired a professional PR person to promote Golden West to the general public. The break-even attendance has to be over 25,000 for Golden West to continue in future years.

Bob Belshe, asked for volunteers to help him in registering arriving aircraft and collecting the admission fees. He needs about 10 persons for each four hour shift. Bruce Hobbs is assisting him.

Louis Goodell proudly announced the Greenery Restaurant in Walnut Creek as the location for our Christmas Party on Saturday December 11.

Ron Robinson is enthusiastically piling up the hours on his Glasair I RG.

Scott Achelis flies his RV-6A at least once a week, but he lost an intake tube in flight recently. He made it safely back to CCR with a very rough running engine. He has pledged to check the bolt torque more frequently.

Doug Page is happily flying his RV-6A but may have to carve some more off his prop to get above 2600 RPM.

Ken McKenzie's Glastar is still in the crate due to his Golden West obligations.

Duane Allen flew his Cardinal to a recent fly in of 25 Cardinals.

Bob Belshe frequently flies his Lancair 235-320 with its new prop to meet his commitments to Golden West.

Tim Glenn now has over 200 hours on his Kitfox V.

Fred Egli has over 140 hours on his Lancair IV.

Fred was impressed by a jet assisted Waco bi-plane at Oshkosh, which could zoom straight up.

Bruce Seguire has coaxed over 200MPH out of his Experimental "Swiftie" and displayed a beautifully shaped cowl he had made for Lou Ellis from a flat piece of aluminum.

Dennis Byron, a new member, is flying a Beech Musketeer.

Bill Boydston is having his Cherokee painted Don Baldwin gazes longingly at his Teeny Two.

Pete Mitchell is flying his Cessna 205.

Lyle Powell now has over 1000 hours on his Glasair III, now mostly on short trips, such as to San Diego. Lyle said that the star lock washers were less satisfactory than hardware store lock washers. Star washers, if used, should be discarded and replaced every time a bolt is loosened and re-torqued. In his 30 years of aviation and building experience, Lyle has seen many failures due to star washers, and none due to hardware washers.

Bruce Milan made the first flight in his newly completed Questair Venture. Its 3500 foot per minute climb rate at less than full throttle was impressive. After circling CCR at 4000 feet, he headed toward Rio Vista. Suddenly he experienced a big vibration, his RPM went to 3000 and his manifold pressure dropped. He asked Terry Thies in the chase plane to clear him to land straight in on 19. Adding to the tension, the green indicator light did not come on to show "gear down," but Terry told him it looked ok. (heat had melted a fuse in the green light circuit) After a safe landing, he and Terry discovered that a snap ring had failed in their brand new McCauley constant speed prop. Unknown to Bruce and Terry, McCauley had issued a service bulletin that called for replacing the snap ring. Bruce learned two lessons: 1. Get all service bulletins even on a new part. 2. Get advice from an expert before installing a constant speed prop. Bruce was ready to fly again and expects his plane to go 300 mph.

Rick Lambert is working on 3 projects at once: repairing a Glasair, building a Glastar, and continuing to help Dick Rihn on the One Design.

Richard Bourgeois is building a BearHawk

Ray Nilison is flying his Christen Eagle.

Pat Peters and Tracy Peters get very little done on their RV-6 due to Tracy's involvement with Golden West.

Gene Stangel is building a Glasair IIS RG and the fuselage and wings are completed.

Bruce Seguire has a new book containing a wealth of information about every part in every Marvel-Schebler Carburetor.

John Allen has a North West hanger for rent.

Bruce Milan was given a round of applause for his first flight in the Questair Venture.

### **SOME WOULD CURTAIL AVIATION AT CCR**

The Aviation Subcommittee of the Contra Costa Board of Supervisors held a hearing on August 25 to set up a time table for the selection and appointment of a Consultant who will make an Economic Impact Analysis of Buchanan Field. There were a large number of pilots in attendance including at least 18 members of Chapter 393. Several pilots raised penetrating questions: Why does the Board of Supervisors need a study? Why limit the study to economic impacts while excluding the cultural, recreational, safety, and educational impacts? Why not make an economic impact analysis of libraries, golf courses and other public facilities? Who requested the study? The two Supervisors, DeSaulnier and Canciamilla, in my opinion, gave no satisfactory answer to these questions.

There was much concern about the scope of the study the Consultant would be asked to make, and the qualifications, credentials and objectivity of the proposed consultant.

Two representatives of People Over Pilots, Hal Yeager and Don Mount spoke and urged the Board to appoint a consultant who was not necessarily

connected to aviation and raised concerns that the study would be biased in favor of pilots and against homeowners.

I cannot vouch for the accuracy of gossip, but the story is that Hal Yeager initiated this process and even drafted the order for the Board of Supervisors in the offices of Supervisor DeSaulnier. The further gossip is that the strategy of People Over Pilots is to get all helicopters banished from CCR on the grounds of "noise." This will reduce the number of takeoffs and landings at CCR so as to make the airport economically unsustainable in the eyes of the Board of Supervisors.

We in the aviation community must watch this process closely. We are lucky to have our own Fred Egli on the Aviation Advisory Committee. This is the committee that will screen the applicants for consultant. Subject to Fred's advice, We might pool our efforts with MDPA and hire a pilot-CPA type to present a written summary of our concerns and the economic and the non-economic benefits of CCR to the Consultant. Fred will keep us advised. We cannot safely rely on the Airport Manager who is responsible to the Board of Supervisors. The objective and purpose of the Board of Supervisors in sponsoring this study is not yet clear, but it certainly was NOT to serve the aviation community. The Supervisors could only be doing responsible monitoring. All that the Supervisors said was that they wished to make certain the airport was "efficiently operated" and that they wished to "balance" the interests of the aviation community with the non-aviation community. What does that mean? Further noise restrictions? Curtailing use of Runway 19 at night? Landing fees? Increases in hanger rent? Prohibiting expansion and improvement of CCR? BE ON GUARD! On the other hand, we pilots must demonstrate that we are good neighbors to the surrounding community, and be very careful with our Public Relations. We who are able to fly are privileged. We are imposing the risks and dangers of private flying on the people below us on the ground. We are envied, resented, and feared by some of the general public. There are some

mothers out there who are afraid that our planes will crash into the cribs of their babies. It would hurt our cause to be insensitive to public concerns and to appear to be aggressive and defiant. There are more "People" than there are pilots.

The next meeting of the Airport Advisory Committee is Tuesday September 21, 1999 at 3PM in the Airport Manager's Office.

The next meeting of the Subcommittee of the Board of Supervisors is at 7:30 PM Wednesday October 27 at 651 Pine Street, Martinez.

### **I STILL LOVE EAA**

I have written in the past of the friendly generous help I have received from fellow builders. One of those, Chris Kenyon deserves special mention. I first became inspired to build a RV-6A when I met Chris on July 4, 1994 and saw him building the fuselage. As always Chris was knowledgeable, friendly, helpful, and generous (although always a prankster). Chris gave me a list of tools to buy. He came many times to my home where I was building to offer counsel and correction. He loaned me his tools and his wing templates. He has visited me at my hanger at my request on several occasions, even though he was busy dealing with a health problem in his family and building a house for his son in the Santa Cruz Mountains. He has an encyclopedic wealth of information and tips about RV's. He has built a RV-6 and a RV-6A and has apparently attended many RV fly-ins because he knows of countless tips and various ways of doing things on RV's. He also knows what he does not know and carefully referred me to other sources for those items. Chris exemplifies what being an EAA member and builder are all about.

### **Marina Fly-In/Open House**

Contributed by Duane Allen & Ron Robinson

We would like to express our thanks to Pat and Sheridan Smith for hosting the Marina Fly-In/open house on Saturday.

In spite of the low stratus, five airplanes made it from Concord, three from RHV and one from SJC.

The food was good, the hospitality excellent and we enjoyed the tour of the Chinese CJ-6 restoration project.

Duane has pictures of the line of CCR airplanes, 1 Cardinal FG (Duane's), 1 Cardinal RG (Leo Saunders), 1 Glassair1RG (Ron Robinson), 1 Glassair3 (Lyle Powell) and 1 modified Globe Swift (Bruce Seguine) Bob Luten showed up in his Cardinal RG just as the rest of us were leaving. Attending the event from 393 were Lyle and Ellen Powell, Duane and Audrey Allen, Bruce Seguine, Leo Sanders, Ron Robinson, Ron Caldwell and Jack Paulson & son.

Don't forget the October fest at Marina, in October of course. We are sure Pat will put out an announcement prior to the event.

### **SOLVING OUR INSURANCE PROBLEM?**

I admit it. I have obsessions. One of them is the risk of being uninsured while flying following an experimental modification. I am in contact with an extremely well qualified person within our Chapter who can meet all of the requirements hands down for being a DAR. We have explored insurance coverage and it is either unavailable or prohibitive in cost. We need the help of EAA. The following is a letter I sent to Vice President Bob Mackey on August 16:

RE: EAA Insurance covering DAR's

Dear Bob

You will recall that I wrote to you in April concerning the Davenport case where Avemco refused to cover Davenport and his crash of his Long EZE because of modifications.

We are an experimental association. We are always trying to improve our planes. I was not getting enough RPM's on my Warnke wood prop so I sent it to Margie Warnke to be shortened and recarved slightly. She shortened it 2 inches. Was this a substantial modification? I did not think so and my EAA Technical Counselor and my EAA Flight Advisor did not think so, but being the cautious type, I sent a notification letter to FAA. FAA acted promptly (for them) but it took a full

week for FAA to tell me that this was not a substantial modification. I chose not to fly my plane for that week because I was not sure whether or not I was insured.

EAA could help us solve this problem by helping us to persuade FAA to appoint many more Designated Airworthiness Representatives whose authority would be limited to experimental aircraft. EAA could further help us by persuading Avemco to issue some type of umbrella coverage to the DAR. We have qualified individuals who are willing to become DAR's, but they are worried about being sued. We need to have Avemco cover them, either as individuals, or as DAR's sponsored by EAA, or sponsored by an EAA Chapter. This DAR, being local and available, could quickly issue a letter stating whether or not our modification was "substantial" and whether or not it was airworthy. We could then experiment, make improvements and modifications to improve safety and performance without giving up the privilege of flying during the one to two weeks FAA may take to issue its letter.

Many builders are upper income people or they could not afford to build and fly. These builders need the certainty of insurance coverage. I hope that EAA can help us with this problem.

### **The Following is A Part of Bob Mackey's e-mail Reply:**

Doug,

Thanks for your August 16 letter.

I think you did the right thing to make sure your insurance was in place after the prop was modified. Keep in mind, if after you had the prop modified and if the FAA required re-certification and you didn't contact the FAA, and if you had an accident, the prop modification would have had to be the cause of the accident in order for the exclusion in Avemco's policy to apply. That was the change they made to eliminate the exclusion if the change was not related to the accident.

## CALENDAR

September 10, 11, 12 Golden West  
September 16-19 Reno Air Races  
September 22 Regular 393 Meeting  
October 9 EAA 393 Barbecue  
October 7-10 Copperstate  
October 27 Regular 393 Meeting  
October 30 393 Fly Out  
November 17 393 Meeting-Election of Officers  
December 11 EAA 393 Christmas Party

## CLASSIFIED ADVERTISING

For Sale Cessna 152. 4990 TT. 90 SMOH. 90 since Prop overhaul. Cessna avionics + DME. \$26,900. John Cicero 925-370-1237

### Help Wanted... For Pay Yet! J. R. is Getting Desperate!

J. R. Gibb wants someone to install (or to help him install) a smooth belly mod on his M20F Mooney located in Hanger A-2 East Ramp. Mod will use DZUS Fasteners and layout. Work can be done days, nights or weekends and will take about 60 hours. Cash for labor! 925-684-9612

For Sale: 50% completed Tri-cycle Glastar; wings closed and mounted on fuselage. Inspected twice by Technical Counselor, Rick Lambert. Good workmanship. No engine. Current kit price plus \$6,000 obo. Located in Walnut Creek. Call Rick Lambert for further details at 925-934-5007 or at work, 925-676-9377

## NEWSLETTER SUBMISSIONS

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: 400 Arbol Via Walnut Creek CA 94598  
Telephone: 925- 943-1581  
E-Mail: dougpage@earthlink.net  
Fax # 925-943-2338

**For your information, EAA Staff has been working exclusively with the FAA to deal with the problem of interpreting "major change". We have successfully achieved a major breakthrough which will allow every homebuilt owner to operate their airplane under a new set of operating limitation which will enable the owner to fly-off a limited flight restriction (Phase I) after a change, including making a logbook entry and not requiring any contact with the FAA. The revised Advisory Circular on this new ability for homebuilt owners will be released on October 1st. (I am proud of what EAA Staff has accomplished on this issue!)**

You mentioned the need for experimental only DAR appointments. This is being done today! Anyone who wants to be a DAR for experimental only aircraft can apply for this designation.

The insurance issue is a tough one. I have already had this discussion with Avemco. Yes, they will consider a blanket policy, however, how much are you willing to pay? What do you think is a reasonable annual premium for a person serving as an experimental DAR? I can tell you because of the litigious environment we live in the premium will be very large. No doubt much larger than anyone individual is willing to pay. Frankly, given the lawsuits I have seen filed, I can't blame Avemco for needing to charge enough premium to cover the defense costs alone. Just look at the Team Aircraft situation.....they spent \$30,000 defending themselves and they won! If you call that winning. Avemco can't control the courts and juries! They are stuck defending the lawsuits, even if they are groundless!

Doug, it is good to hear from you. Please let me know how I can help!

Bob

**Editor's Comment:** I can't wait to get the new Advisory Circular on October 1. This may solve our insurance problem.

## JOKE ? DEPARTMENT

**Subject: Engineers** (Anybody you know?)  
(From Duane Allen)

Q: When does a person decide to become an engineer?

A: When he/she realizes he/she doesn't have the charisma to be an undertaker.

Q: What do engineers use for birth control?

A: Their personalities.

Q: How can you tell an extroverted engineer?

A: When he/she talks to you, he/she looks at your shoes instead of his/her own.

Q: Why did the engineers cross the road?

A: Because they looked in the file and that's what they did last year.

Q: How do you drive an engineer completely insane?

A: Tie him/her to a chair, stand in front of him/her, and fold up a road map the wrong way.

You might be an engineer if choosing to buy flowers for your girlfriend/wife or upgrading your RAM is a moral dilemma.

You take a cruise so you can go on a personal tour of the engine room.

In college you thought Spring Break was metal fatigue failure.

The sales people at the local computer store can't answer any of your questions.

At an air show you know how fast the skydivers are falling.

You bought your wife a new CD-ROM drive for her birthday.

You can quote scenes from any Monty Python movie.

You can type 70 words per minute but can't read your own handwriting.

You comment to your wife that her straight hair is nice and parallel.

You sit backwards on the Disneyland rides to see how they do the special effects.

You have saved every power cord from all your broken appliances.

You have more friends on the Internet than in real life.

You know what http:// stands for.

You look forward to Christmas so you can put the kids' toys together.

You see a good design and still have to change it.

You spent more on your calculator than you did on her wedding ring.

You still own a slide rule and know how to use it. You think that people yawning around you are sleep deprived.

You window shop at Radio Shack

Your laptop computer costs more than your car.

Your wife hasn't the foggiest idea of what you do at work.

You've already calculated how much you make per second.

You've tried to repair a \$5 radio.

## Very Bad Puns...Proceed With Caution

(The only possible relation to flying is to check if your mind is functioning.)

Evidence has been found that William Tell and his family were avid bowlers. However, all the league records were unfortunately destroyed in a fire. Thus we'll never know for whom the Tell's bowled.

A man rushed into the doctor's office and shouted, "Doctor! I think I'm shrinking!!" The doctor calmly responded, "Now, settle down. You'll just have to be a little patient."

A marine biologist developed a race of genetically engineered dolphins that could live forever if they were fed a steady diet of seagulls. One day his supply of the birds ran out, so he had to go out and trap some more. On the way back, he spied two lions asleep on the road. Afraid to wake them, he gingerly stepped over them. Immediately, he was arrested and charged with transporting gulls across sedate lions for immortal porpoises.

A skeptical anthropologist was cataloging South American folk remedies with the assistance of a tribal brujo who indicated that the leaves of a



particular fern were a sure cure for any case of constipation. When the anthropologist expressed his doubts, the brujo looked him in the eye and said, "Let me tell you, with fronds like these, who needs enemas?"

Back in the 1800's the Tates Watch Company of Massachusetts wanted to produce other products and, since they already made the cases for pocket watches, decided to market compasses for the pioneers traveling west. It turned out that although their watches were of finest quality, their compasses were so bad that people often ended up in Canada or Mexico rather than California. This, of course, is the origin of the expression, "He who has a Tates is lost!"

A thief broke into the local police station and stole all the lavatory equipment. A spokesperson was quoted as saying, "We have absolutely nothing to go on."

An Indian chief was feeling very sick, so he summoned the medicine man. After a brief examination, the medicine man took out a long, thin strip of elk hide and gave it to the chief, instructing him to bite off, chew and swallow one inch of the leather every day. After a month, the medicine man returned to see how the chief was feeling. The chief shrugged and said, "The thong is ended, but the malady lingers on."

A famous Viking explorer returned home from a voyage and found his name missing from the town register. His wife insisted on complaining to the local civic official who apologized profusely saying, "I must have taken Leif off my census."

There were three Indian squaws. One slept on a deer skin. One slept on an elk skin and the third slept on a hippopotamus skin. All three became pregnant and the first two each had a baby boy. The one who slept on the hippopotamus skin had twin boys. This goes to prove that the squaw of the hippopotamus is equal to the sons of the squaws of the other two hides.

## TRICK OR TREAT?

A couple was invited to a swanky masked Halloween party. She got a terrible headache and told her husband to go to the party alone. He, being a devoted husband, protested, but she argued and said she was going to take some aspirin and go to bed, and there was no need of his good time being spoiled by not going. So he took his costume and away he went. The wife, after sleeping soundly for one hour, awakened without pain and as it was still early, she decided to go the party.

In as much as her husband did not know what her costume was, she thought she would have some fun by watching her husband to see how he acted when she was not with him. She joined the party and soon spotted her husband cavorting around on the dance floor with every nice chick he could. His wife sidled up to him and being a rather seductive babe herself, he left his partner high and dry and devoted his time to the new stuff that had just arrived. She let him go as far as he wished

since he was her husband. Finally, he whispered the usual proposition in her ear and she agreed, so off they went to one of the cars. Just before unmasking at midnight, she slipped away and went home and put the costume away and got into bed, wondering what kind of explanation he would make for his behavior. She was sitting up reading when he came in and asked what kind of a time he had. He said, "Oh, the same old thing. You know I never have a good time when you're not there." Then she asked, "Did you dance much?" He replied, "I'll tell you, I never even danced one dance. When I got there, I met Pete, Bill Brown and some other guys, so we went into the den and played poker all evening.

"But you're not going to believe what happened to the guy I loaned my costume to....."

THE EXPERIMENTAL AIRCRAFT ASSOCIATION  
CHAPTER #393 NEWSLETTER, SEPTEMBER, 1999

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