

The C e c c o

Experimental Aircraft Association • Chapter 393 • Concord, CA

April, 1989

CHAPTER MEETING

April 26, 1989 Wed. 7:30 PM
Buchanan Terminal Building
Concord Airport.

PROGRAM

Talk Radio

Rich Batchelder, Chief pilot and safety officer for Buchanan Flying Club, will talk about air space, the definition of said space, radio communications related to those spaces and "hands-on" radio procedures (try using the radio without your hands). Please bring your current S.F. Sectional, (chart not sofa) issued in April 89, all others are obsolete, as Rich will be referring to it.

MINUTES OF MARCH MEETING

The meeting was called to order at 7:30 pm. There were 48 people in attendance.

The previous month's minutes were approved, the treasurer's report was read and approved.

We discussed the following items; Davis airport fly-in/airshow on April 15th; dues, if you have not paid in 90 days you will be dropped from the roster (and you won't be reading this); Airport Day is dead, instead we may have a joint "group" (EAA, MDPA, 99's, etc.) day; "project " insurance is now available through AVEMCO, 800-638-8440; Flight of the

Eagles, Oshkosh 89, 7 days, 6 nights & round trip airfare \$569.00; an index is available for Sport Aviation; graphite spinners; the full scale tilt rotor has flown. If you want more details you will have to attend the meetings or send someone to take notes.

Many thanks to Neil Reid for his informative talk on FAA enforcement procedures.

NOTAMS

From Lawrence Livermore National Laboratory comes the following: Please advise aviators of a serious hazard to flight resulting from airspace violations of restricted areas just west of Tracy. Private aircraft have been overflying Restricted Areas R2531A & R2531B below the restricted flight altitudes. These restricted areas are over the Lawrence Livermore Lab's Site 300, which is engaged in performing explosives research and testing for the DoE. Besides a violation of FAA rules, these intrusions expose aviators and their passengers to extreme hazard from high velocity metal fragments generated by explosives test being conducted below. (So unless you want to experience the thrill of being a WW II B-17 pilot over Nazi Germany I suggest you avoid these areas...Ed)

Name tags--don't forget to wear them to the meetings so we will know who you are.

If you win the raffle you are to supply the prize for the next month. Aviation prizes are most favored.

IOWA STATE UNIVERSITY

Will be holding it's 10th annual Composite Aircraft Construction Class this summer, June 12th through July 7th. This years projects include a Glasair II RG & a Seahawker. For more info contact Dr. John Riley at 515-294-5171 or 515-432-6319(home).

CAFE 400

The CAFE 400, June 23 & 24, needs volunteers. More info on this at our next meeting.

OSHKOSH

A reporter from the SF Chronicle seeks a ride to Oshkosh in a homebuilt for an upcoming story. If you can help contact Rich Powell for details.

AIRPORT DAY

May not be dead after all. June 17th is the tentative date for this FBO sponsored event for airport users. More news later.

NEW MEMBERS

Welcome to Douglas Lee.

TIPS OF THE MONTH

These come from the KR newsletter via Don O'Neill. Thanks Don.

Disk Sander

When I started building, I immediately found I needed a disk sander but couldn't afford the price. Improvise, my dad had always told me, so I took an old 10" table saw blade, dulled the teeth a bit more and covered both sides of it with adhesive sanding disks (one course & one fine). I then put the old blade

into the saw, but mounting it so that it rotated backwards to keep the teeth from cutting should they inadvertently touch the work. This set-up allows me to use the adjustable table guide for angles and the table guide with the blade angled for dual angles. Jack Messer.
Ed. note: Many radial arms saws have sanding disks available as options. I would also recommend removing all the teeth from the blade, much safer and lets you sand inside corners better.

Kevlar Warning

At an EAA chapter meeting, a representative of TWA explained why that airline is spending millions of dollars replacing Kevlar pieces in their aircraft with fiberglass. According to the spokesperson, they found many Kevlar sections delaminate as a result of Kevlar "wicking" water. As long as the material is completely encapsulated by resin everything is fine. But if any of the epoxy gets chipped away and exposes the fiber to air the fiber will soak up water in vapor or liquid form. The water is then transported through the fiber system into the interior of the part where it remains permanently. As the aircraft is exposed to lower temperature cycles the water freezes, expands and the section delaminates. This scenario was confirmed by a Northwest Airlines official who also stated that Boeing no longer uses Kevlar in any of its aircraft, opting for fiberglass instead.

CALENDAR

April	22	Chapter 393 Meeting
	29-30	Warbirds in Action Shafter, CA
	29	Castle AFB open house
May	2	Glasair Group Meeting
	9	Chap. 393 Board Meeting
	26-28	Watsonville Flyin/Airshow
June	2-4	Merced Fly-in
	23-24	CAFE 400

UNCLASSIFIED

Vari-Eze with O-235-L2C (500hrs SN), LongEZ gear, landing light & trim system. Extra fuel, night legal, VOR & Terra 720 radio. Needs canopy, prop & minor finish work. Call: Rob Cook, 415-934-0400 (days) or 415-372-8125.

Glasair FT, 180 hp, constant speed prop, IFR. One third partnership with R. Alley & E. Lester. This is a finished, flying, go places airplane hangered at Concord. Contact: Herb Jenkins at 206-867-9633 (office), 206-881-8994 (home) or Randy Alley at 415-6893168 (hanger), 415-685-4959 (office) or 415-825-1247 (home).

Wanted, good or rebuildable altimeter and tach for O-235 powered Q-235. Call: Quentin Durham 415-254-7843.

Fly Baby for sale, less than 100 hrs TTSM & recover, by A&P. Cub yellow & international orange, similar to GB. "Great Toy" \$6500.00 Call Neil Reid at 415-927-7700 or 415-664-2296.

For Sale: Gary Grover's SCAMP, sgl place alum tri-gear biplane. 90% complete incl rigging, VW Eng. Needs minor sheet metal. prop, insts and radio. Call Pat Campbell, 415-689-7212, Concord.

PRO-SEAL KITS, Last Call! See Rick Lambert or call 676-9377 or pick yours up at the meeting for only \$17.00! This is "The Rubberized Epoxy" and a must for anyone working on Fuel, Brake, & Oil Lines! (you'll wish you had some at some point; please don't ask to borrow my supply). An equivalent kit is sold for \$30+ @ Air. Spruce Co.! 2-part, 1-pint kits only \$17.00, till sold out.

Wanted: Cont. A series engine or parts. Logs not required. A-65, 75, or 80. Please call Dennis Colomb (707)429-0693.

Precision welding. Aluminum, stainless, 4130. Eric Schuldt, 1820 Baldwin Dr., Concord, CA 94519. (415)827-0259.

Lyc. O-290, 125 hp. G model converted to D, no crank or mags, best offer. Jordan Coonrad (415)769-9766.

Cessna 170B, I am still looking for one or possible partnership. Call Jordan at 415-769-9766

DISCLAIMER

EAA Chapter 393 is not responsible for any modification or maintenance items that appear in the newsletter or in any other correspondence. It is the responsibility of the reader to discuss and get approval for such items from the appropriate A&P, AI or FAA or other government official.

DEADLINE

The deadline for material for "The Cleco" is 10 days before the general meeting. Mail to: Jordan Coonrad, P.O. Box 2878, Alameda, CA 94501 or call 415-769-9766. FAX 415-769-9768

OFFICIAL RULES FOR HOMEBUILDERS

A carelessly planned homebuilding project takes three times longer to complete than expected. A carefully planned project takes only twice as long. Courtesy of D. Duis. Thanks Dwain.

OFFICERS

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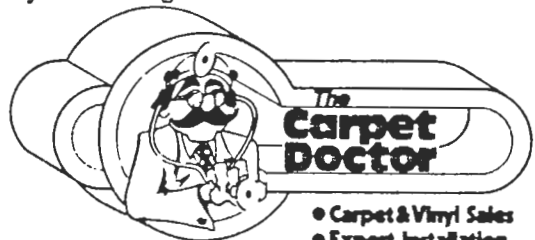
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The **C**ieco

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DUES ARE DUE! 07/89

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