

The Citeco

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393

P.O. Box 2269

Walnut Creek, CA

94595

JANUARY 1991

HAPPY NEW YEAR EAA #393

CHAPTER MEETING

Jan. 23rd, 1991 - The 4th Weds @ 7:30pm @ Buchanan Terminal Building, Concord Airport. Bring Chairs & wear your stinken - badges!

PROGRAM

KEEPING TRACK OF STRUCTURAL LOADS.

Jack Reichel, President of Esprit Technology, Inc. will be speaking this Wednesday evening. Here's a little preview of the subject matter, in Jack's words: "Have you ever wondered how the Air Force keeps track of the G-loads and stresses on their jet fighters? One plane on the flight line may have been flown only on milk runs to Palm Springs, while the one next to it may have been flown very hard as an aggressor target. Each may have 4,000 hours TT, but the one that went through all those 7-G pull-ups may be on the verge of having the wings fall off. Well, it turns out that the military uses some very sophisticated instruments to keep track of these structural loads and stresses, to prevent such catastrophes. One of the major manufacturers of this equipment, ESPRIT Technology, is right here in Walnut Creek. The subject matter this Wednesday evening will be a talk on a system ESPRIT recently installed on the Canadian Air Force Tutor jet trainer. The Tutor is the plane used by the Snowbirds precision aerobatic team, and Jack will be showing slides from a paper he presented at this year's Aircraft Structural Integrity Conference. He'll also bring along some of the accelerometers, strain gauges, and solid-state recorders that they supply as part of their systems".

This ought to be a great presentation for

Chapter #393 and we are proud to have Jack speak for us, to be sure. As a bonus, our club will be blessed with a speaker in February talking about a similar subject matter: John Schwaner from Sacramento Sky Ranch will be talking about "Vibrations, Forces, and Balancing". And in March, if all goes as planned, Ted Shulgin from TA Shulgin Company will be with us discussing "Fasteners - when do they break". So don't miss these three!

MINUTES OF THE DEC 14TH, 1990 MEETING

Another great Christmas Dinner with a great crowd. Everyone started arriving at the Concord Naval Weapons Offices Club around 6pm for cocktails and airplane talk. Of course, long before our General Membership started arriving, Callie Joyner & her daughter Cindy were busily decorating the room and tables, while Glen Werner was getting the slide show set up. While everyone was telling lies and long tall flying stories, great slides were rolling in the background, nice surroundings thanks to Glen, Callie, and Cindy mostly. Great Work! Our cocktail hour seemed all too short as we got on with dinner. The food was great as always and shortly following our meal came the awards presentation by our President Pete Wiebins. Pete awarded me, the Newsletter Editor for #393, a beautifully framed keep sake to hang on the wall as a contributor to the EAA and its local Chapter #393. Then Pete turned the microphone over (a very dangerous move on Pete's part) and I was given the task of awarding the other Officer Awards and the First Flight certificates. Much to my amazement, ALL of the certificates were beautifully framed and prominently displayed the EAA Logo (and here I thought mine was an original!). All officers received awards: Pete Wiebins for heading up our gang of black sheep pilots and builders (no simple task)

as the President; Glen Werner for taking up the slack as the Vice President; and Gloria Martin for keeping track of our coffers. Following the officer's awards came the four awards this year for First Flights of a newly built or newly rebuilt aircraft in 1990. These precious few included (and not necessarily in order): Glenn Werner for his newly rebuilt "Hurricane Hugo" Citabria; Pete & Melody Wiebens for their GlasAir 2, RG; Fred Egly for his beautiful Bellanca 14/19; and Larry Welter for his GlasAir 2, FTG. Each plane was beautifully done and each deserve a hearty congratulations. At this stage, the microphone was passed once again to another prominent member of our club, Norm Spitzer. Under normal circumstances this act would have been considered almost fatal, but then Norm had a mission; he being part of the past "members of the year" committee. Norm awarded two people this year, the first being our old friend and long standing member, Dwain Duis. Dwain was unable to attend our meeting this year but we'll be sure to see him at our meetings and on the flight line. Dwain was given the "Special Recognition" award for his past leadership in the club and as one of the original founders of Chapter #393. Dwain is one of our firecrackers and has always given his all to the group. Thanks, Dwain. The second award was indeed "The Member of the Year" certificate. Although there were many to choose from, our committee voted Gerry Greth to be the recipient of this very special award. Norm pointed out that being one of those super nice guys is only part of it. Gerry is one of those that is almost always there when you need him. Gerry's contribution to our club and to Concord's aviation concerns in general did not go unnoticed either. As an FBO on the West Ramp (Gerry's Diablo), it doesn't seem possible that Gerry can accomplish as much as he does, much less

attend Airport Advisory meetings and the like, but he does! Chapter #393 is proud that Gerry is one of our members and we commend him on his relentless work in the field of aviation. Keep up the great work, Gerry!

At this point, Pete snatched the microphone back and closed the awards presentation segment of our evening. After a minor wrestling match, Norm got it back however, and gave us all another recap on his recent Airline experience. All in all it seemed as though everyone enjoyed themselves. The evening was all too short for many. Our casual slide presentation worked out well, although there were a few too many shots of me hugging Vickie (I guess you better start preparing for next year right now. Shoot two Rolls of slides this year, and make them of airplanes and such). Our meeting concluded with good feelings and satisfied builders, ready to start another great experimental building year. We've got a great group here and everyone is looking forward to the meetings this next year. We have a lot of fun, after all, Chapter #393 is non-fattening, legal, and morally acceptable (most of the time).

Side-Line Program "Swap Meet"

Round up those treasures you've been waiting to sell and bring them to the January meeting. Tag them with your name and asking price and we'll see if another club member can use what you don't need anymore.

FIRST FRIGHT

Ain't got none this month (looks like Glenn Werner will be the first for 1991 with the Kolb Ultralight, if the weather ever lifts).



By the way, rumor has it that Glenn is picking up a new "pre-prep" fast build Lancair kit this month.

NEW RATINGS



Ain't got none of them neither (unless someone is holding out on Larry) . Please advise any Chapter #393 officer or Larry K. Laughlin directly if you have added on to your rating (or just obtained a first time rating like Private Pilot). We're keeping a list and checking it twice.

HEY BABY

Dennis Romano, of Clayton, obviously took some time off from building his Four Place Cygnet. He just had a baby boy, Nov. 5th, 1990. Oh OK, his wife did. Congratulations Dennis. We hope to see Dennis back at the meetings again soon, giving us updates on his project and all. For what its worth, Dennis works as an Aircraft Engineer on military aircraft. Can you imagine doing that stuff all day then going home to your own aircraft project? You've got to love airplanes & flying. Maybe we'll sweet talk Dennis into assisting us on our "POT LUCK WEIGH-IN" scheduled for May 18th this year.

CHAPTER #393'S PHONE TREE

It's coming folks. Hopefully it will be done before our flying season is on us. If you would like to get on the Phone Tree, just call Larry @ (415) 741-3000 and I will get your name and number on the list of people to call. This list of people are those that would like to be notified by other members when a local flying event is coming up and members of our group are going to be there. Sometimes there is an empty seat

available; sometimes there is just a casual get together. In any case, those who are on the list are most likely going to be contacted and be given the option whether or not to participate.

THE RAFFLE

Our Christmas Raffle was enormous. We had a bunch of stuff to give away, including two Helicopter rides. Cindy Carter and Lyle Powell ended up with them. Other prizes included rides from members in their experimentals, an EAA Calendar, John Schwaner's "Engineering Manual" on engines, and a host of others. Another "Engineering Manual" will be raffled during this January meeting by the way. Otherwise, Mark Bley and Paul Kunkle are on the hook to provide raffle prizes from their big win back in Nov 1990. Remember, the raffle prizes should be valued somewhere between \$15 and \$20 and the winners from the previous raffle get the honor of selecting the next month's raffle prize. Bring your receipt if you wish to be reimbursed for the raffle prize, otherwise the prize will be considered a donation to help pay President Pete's bribery fund, my Newsletter Editorial fees, and general club expenses (always appreciated in any case).

DEADLINE

The flood of articles from our membership was overwhelming last year. Please remember to get your stuff to me no later than 10 days prior to the General Meeting date. I want everyone to be given an equal chance to be heard in The Cleco.

NOTAMS

As always New Applications for membership are available and will be stacked on the table at the

next meeting. Take one or two and give them to anyone you know that is interested in your hobby - that would be Experimental Aircraft.

UNKNOWN AUTHORS (AND WHO WANTS TO KNOW?)

"You know, its been pretty cold! In fact, it was so cold last week ... So cold that my lawyer had his hands in his own pockets!" ED.

Not too many witty things to put in here this month. Please feel free to contribute, folks. I'm running out of material.

Here's a correct version of one written last time:
"The fellow that declares he's nobody's fool usually has his suspicions"

Speaking of corrections: I'm sorry about the last newsletter folks. I rushed through it and my "newsletter editor's editor" didn't catch all of the screw-ups.

SPECIAL CLUB EVENTS FOR 1991

Mark your personal Calendar for the follow events sponsored by your Chapter #393:

April 20th *1040 Fly-Out* chaired by Glenn Werner. The place is Columbia Airport. Glenn is going to set up one of the local restaurants to trash, I mean visit for lunch and this will just be kind of a warm up for the other local type airshows and fly-ins. If nothing else, it will be an excuse to go flying together somewhere, with zero pressure.

May 18th *"Pot Luck Weigh-In"* chaired by Pete Wiebens. The place will be Pete's Hanger on the West Ramp at CCR. Pete will have the hanger cleared and made ready for weighing airplanes.

We'll all have a great opportunity to update our Weight & Balance documentation and we'll have an A.I. on site to sign your log books. We're planning to also have a Dynamic Prop Balancing company there on stand-by for those who wish to take advantage of the great savings. Unfortunately, we have not yet found anyone to do it for the \$5.00 fee per aircraft we proposed. I guess \$75 to \$100 each would be OK. Following the morning weigh-ins, we'll have a Pot-Luck type lunch affair in the same hanger. You can stick around and help weigh airplanes (boy, that sounds like fun) or come back over around 1 or 2 in the afternoon for food. It will most likely be a blast so be sure to join in

July 13th *"Pre-Oshkosh Flying Contest & Chapter Picnic"* chaired by Callie Joyner

We're going to try something a little different this year. On the Saturday proposed (July 13th) we're going to all meet at another airport, (most likely New Jerusalem) for several fun events like Spot Landings, Timed Descents to landings, Inverted limbo, etc. Then, later that afternoon we'll meet back over at CCR with those that couldn't make the contest for our annual Bar-B-Q & Picnic. Our club isn't really a "social flying club" but for those who would like to get into something like this, it should be fun. I'm sure that Callie is lining up great prizes for those big winners, even as I write this (keep calling Cessna & Piper, Callie. You never know until you ask).

Feb 23rd *"Pope Valley Event"* Correction

You know, I sure have little trouble getting one foot in my mouth. It took a little doing, but I managed to get both feet in my mouth this time. Vickie and I have changed our plans about the Wedding. We decided that Pope Valley wouldn't really work out for most of our relatives. Vickie

and I have decided to have a much smaller wedding closer to home. The idea of a Fly-in Wedding was a great one, though. I thank Norm and Evonne Alumbaugh for making their beautiful facility available to us. It would have been a blast.

1991 OFFICERS

<i>PRESIDENT</i>	<i>Pete Wiebens</i> 933-7517
<i>VICE PRESIDENT</i>	<i>Glenn Werner</i> 676-8786
<i>SEC/TREASURER</i>	<i>Gloria Martin</i> 228-1539
<i>NEWSLETTER EDITOR</i>	<i>Larry K. Laughlin</i> 758-3533

- May 18 #393's Pot Luck Weigh-In, Pete Wiebens - Chairman
- May 22 #393's General Membership Meeting
- Jun 12 #393's Board of Director's Meeting @ Pete's house @ 7:30pm
- Jun 21 CAFE 400 RACE in Sonoma
- Jun 26 #393's General Membership Meeting
- Jul 13 #393's Pre-Oshkosh contest & picnic, Callie Joyner - Chairwoman
- Dec 20 Chapter #393's Annual Christmas Awards Dinner @ Concord Naval Weapon's officer's club

As always, check your "Sport Aviation" magazine for other local events. They maintain a great calendar. Anything you would like to see posted here must be sent in 10 days prior to our regular meeting date.

CALENDAR FOR 1991



ALL ABOUT FUEL - FAA PUBLICATION(CON'T)

- Jan 23 Chapter #393 General Meeting. Jack speaking on Structural Loads & Stresses
- Feb 13 #393 Board Meeting at Pete's House (7:30)
- Feb 27 Chapter #393 General Meeting, John Schwaner from Sacramento Sky Ranch on Engine induced vibration
- Mar 13 #393 Board of Directors meeting at Pete's house @ 7:30pm
- Mar 27 #393 General Membership Meeting, Ted Shulgin on Fasteners
- Apr 7 Lakeland EAA fly-in
- Apr 10 #393 Board of Directors meeting at Pete's house @ 7:30pm
- Apr 20 #393's 1040 fly-out to Columbia
Glenn Werner - Chairman
- Apr 24 #393's General Membership Meeting
- May 8 #393's Board of Director's meeting at Pete's house @ 7:30pm

PLACARDS - TYPE OF FUEL

Be sure you get the type of fuel that is specified. Federal Regulations require that all aircraft filler openings must be marked with the word 'fuel' and the minimum fuel grade for reciprocating powered aircraft, or the permissible fuel designation for turbine-powered aircraft. Even these requirements do not rule out the possibility of being serviced with the wrong type of fuel. Pilots should be particularly cautious when being serviced at facilities that provide turbine fuel as well as avgas. Turbine or jet fuel is detrimental to the reciprocating engine and extended use of avgas can damage turbine engines. Therefore, it is imperative for flight crews to double check when their aircraft is serviced to assure that they receive the proper type and grade of fuel. Although this responsibility is placed upon the

pilot by regulation it just makes good sense to be sure. The fuel system sumps should always be drained and checked for contaminants after each fueling of the aircraft and during preflight inspection.

FUEL ADDITIVES

The FAA and several engine manufacturers have approved the use of certain carburetor anti-icing fuel additives in aviation gasoline. However, such additives should not be used without consulting the airframe manufacturer because their chemical content may not be compatible with the aircraft fuel systems cells, seals, etc.

The same is true with lead scavenging additives such as Tricresyl Phosphate (TCP). TCP, for example, has been used successfully to reduce lead fouling of spark plugs in normally aspirated reciprocating engines for several years. However, TCP should not be used in turbocharged or supercharged engines without approval of the airframe manufacturer. TCP must be mixed according to the instructions provided by the manufacturer, Alcor Inc., for maximum effectiveness.

(to be continued in Feb. 91 Cleco)

BUILDER SUPPORT GROUPS

For more information about the Composite Builders Group, call Lyle Powell @ 935-1444. To be placed on the mailing list for the CBG, send your name and address to Jordan Coonrad, PO Box 2878, Alameda, CA 94501 or call him @ 796-9766. Lyle reports that this group represents the *core of the EAA* at least those mostly interested in a very informal gathering of composite builders.

For more information about the Metal Builders Group, aka: the RV Builders Group, contact Greg Triplett, 3557 Helen Drive, Pleasanton, CA 94588. Greg's phone number is 462-8633

UNCLASSIFIED ADVERTISING

These cost nothing and will be run for 3 issues, unless otherwise directed. Merely drop me a note with the words you want printed here and I'll see that the information is circulated accordingly. Please don't attempt to call and read me the information over the phone.

TIG WELDING: BY ERIC SCHULTZ

Our own club member, Eric Schultz, will weld up anything you need. Eric specializes in Alum. & Stainless. Phone him at (415) 827-0259. Eric's address is 1820 Baldwin Drive, Concord, CA 94519.

FOR SALE - THORP T-18 KIT PLANE PROJECT

Airplane and flying surfaces assembled. Most all parts to complete, inc. a Lyc. 0-290. Best Offer or trade. Contact Jordan Coonrad at 769-9766 in the (415) area, in Alameda

FOR SALE - CITABRIA (67) 7ECA

484 TT, 70 TT on Engine, Newly rebuilt and painted even. Glen Werner will take \$24K or b/o.. Call him @ (415) 676-8786 for more information (in Concord).

FOR SALE - LIGHT PLANE HYDRAULIC PRESSURE SCALES. \$300 OR B/O. Contact #393 Officer (Better Hurry, scales won't be here long)

And that's all for now folks



The Cleco Form

~~Experimental Aircraft Association • Chapter 393 • Concord, CA~~

Mail to: EAA Chapter 393 P.O. Box 2269 Walnut Creek, CA 94595

CHAPTER 393 MEMBERSHIP APPLICATION

President - Pete Wiebena @ 933-7517, VP - Glen Werner @ 676-8788, Sec/Treasurer - Gloria Martin @ 228-1539, Newsletter Editor - Larry Kett Laughlin @ 758-3532

Membership to Chapter #393 in Concord entitles you to 12 issues of the Cleco Newsletter, Special notices regarding the EAA National Organization and Local Events, and an involvement with a most unique group of Sport Aviation enthusiasts.

Since Chapter #393 is merely an extension of the National Organization, membership is also required in the National Experimental Aircraft Association. Please ask us for an application for National EAA if you have not joined yet.

If you are already a member of the National EAA
please Put your number here: EAA# _____

NAME

ADDRESS

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OPTIONAL SECTION

PILOT AIRCRAFT OWNER TYPE _____

IS THERE A PARTICULAR SUBJECT OR AIRCRAFT YOU ARE INTERESTED IN? _____

WHAT SPECIAL TALENTS WOULD YOU LIKE TO SHARE WITH THE GROUP? _____

CONGRADULATIONS !!! AFTER SUBMITTING THIS APPLICATION WITH ONLY \$20.00, YOU ARE NOW A MEMBER IN GOOD STANDING OF ONE OF THE MOST ACTIVE EXPERIMENTAL AIRCRAFT GROUPS IN THE NATION !!! YOUR MEMBERSHIP CARD WILL BE MAILED WITH YOUR NEXT ISSUE OF THE CLECO OR YOU MAY PICK IT UP FROM GLORIA MARTIN, OUR 1990/91 TREASURER. DON'T MISS ANY OF OUR EXCITING MONTHLY MEMBERSHIP MEETINGS! WE MEET EVERY 4TH WEDS.OF EVERY MONTH AT 7:30PM. BRING A CHAIR AND JOIN US IN THE OLD TERMINAL BUILDING OFF JOHN GLENN DRIVE BETWEEN NOVAHO AVIATION & THE US AIR PARKING LOT. WELCOME TO EAA'S CHAPTER 393 CONCORD !!!



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