

# The C e c c o

Experimental Aircraft Association • Chapter 393 • Concord, CA

Mail to: EAA Chapter 393

P.O. Box 2269

Walnut Creek, CA

94595

**FEBRUARY, 1994**

## **YOUR 1994 OFFICERS**

PRESIDENT	Fred Egli 935-7551
VICE PRESIDENT	Lisle Knight 799-1302
SEC/TREASURER	Louis Goodell 682-4198
NEWSLETTER EDITORS	Ken & Linda McKenzie 283-3119

## **CHAPTER MEETING**

February 23, 1994 (the 4th Wednesday of every month) @ 7:30pm; Old Buchanan Terminal Building, Concord Airport. Wear your *Bloody* badges. Please bring chairs since we could have used more last time.

The speakers for our February meeting will be GeorgeAnne Garms and MaryLee McCune, who piloted their Cessna 182 to RUSSIA via Nome, Alaska on a flight with two other aircraft for a fascinating journey around that country. They have recorded their adventures with slides and use a large display map to chronicle their trip. We hope you all will enjoy the program ...

## **DUES ARE DUE!**

This is your final reminder that your annual dues of \$20 are due by March 1. Those who have failed to pay will be dropped from the mailing list.

## **BOARD MEETING**

Chapter board meetings are held at 7:30 p.m. on the first Wednesday of each month at Fred Egli's house. If you are interested in attending or have a matter that needs to be discussed please call.

## **MINUTES OF THE MEMBERSHIP MEETING**

held January 26, 1994

The , meeting was called to order at 1930 hours by our New EAA Chapter President, Fred Egli. Fifty-eight members and visitors were in attendance. The minutes of the Nov, 1993, meeting, as submitted in the Jan, 1994, Cleco, were approved. Fred welcomed the visitors and new members. VP, Lisle Knight updated us on the Young Eagles program and outlined his plans for our future speakers. The Treasurer, Louie Goodell gave a brief report of our cash position. Glenn Werner gave brief report on the upcoming Northern California Fly-In (more on this inside) and the need for volunteers. Gerry Greth announced that a Career Day is being planned for early April and a Father's Day fly-in with static displays. Jim Lewis announced that Vern Dohlman's Aerobatics Seminar is scheduled for Mar 12 & 13 at Esparto (attendance is limited to 500). The first half of the meeting was concluded with introductions. After the break we held our raffle. **Those of you who won are expected to contribute raffle prizes at the next meeting.**

Jim Stimple spoke to us about various protective coatings available for application on our aircrafts, a little history on the reformulation of the coatings, and what to expect in the future. He also discussed the safety requirements for handling the current class of coatings that use isocyanate hardeners. -- Turn out all pilot lights to prevent explosions, and wear gloves, safety goggles, and respirators, those with fresh air supplies are recommended. A discussion ensued regarding the safety of the charcoal canister respirators. This type of respirator is **not** approved for use with isocyanates, because you cannot smell them. Jim felt that the other volatiles would break thru first. Therefore, be sure to replace the charcoal respirator immediately upon detecting any smell of paint.

## **WELCOME NEW MEMBERS**

We would like to extend a warm welcome to the following new members: Vitaly Vilsker, Craig Saxton, Chris Opperman, Rick Young, Jim Ryan and Barry Hill.

## YOUNG EAGLES PROGRAM REPORT

By Lisle Knight

As January came to a close, we have reached the 50,000th Young Eagle flown. The National Young Eagles Coordinator, Ed Lachendro has expressed his appreciation to all EAA members and Flight Leaders that have contributed to this endeavor. We still have quite a ways to go towards the goal of 1 million kids by '03, and with the participation of all the chapters we can achieve that mark easily.

The June 11th EAA International Young Eagles Day is shaping up to be an exciting one, as several commitments from various countries have already been made to host flight rallies as their contribution, I am hoping we will participate fully in this very worthwhile cause.

As always I will keep you informed of on-going activities. I have just received a new batch of Flight Certificates, Flight Kits for participants, and Flight Kits for Pilots from HQ. So, if there is anyone who has flown a Young Eagle, or anticipates flying someone, I will be happy to give them out at our meeting or mail one to your address. Just give me a jingle at (510) 799-1302.

Thank again for your efforts and support.

### RICHARD BROPHY, D.C.

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Reply to Oakland Office

## MINUTES OF THE BOARD MEETING

Feb 2, 1994 board meeting was called to order at Fred Egli's house at 1930 hours. In attendance were Fred Egli, Lisle Knight, Louie Goodell, and Ken and Linda McKenzie.

Reviewed minutes of Jan. 26, 1994, membership meeting. Discussed acknowledging new members and visitors. Discussed badges - where to get the blanks and where to get the names cut. Louie to call Headquarters (and possibly Jim Lewis) for information. Discussed need to revise by-laws to more adequately reflect the current costs and chapter involvement in the board of directors. Discussed the membership meeting format (i.e. - when to have the speaker begin/end presentation). Approved the purchase of 300 membership cards from Kinko's. Discussed the Northern

California Fly-In -- a seed contribution of \$250.00 (payable to Randy Wilde) has been requested by the organizing committee. Discussed placement of meeting notices with the Contra Costa Times and the local cable outlets calendars of events. Discussed updating the library of tools, books & videos available for use by chapter members.

## TREASURER'S REPORT (as of 1/26/94)

### Savings:

Beginning Balance	\$2,952.33
Transfer to Checking	<u>-300.00</u>
Ending Balance	<u>\$2,652.33</u>

### Checking:

Beginning Balance	\$ 52.96
Transfer from Savings	300.00
Newsletter costs	<u>-130.35</u>
Ending Balance	<u>\$222.61</u>

## NORTHERN CALIFORNIA EAA FLY-IN

By Ken Betts of Chapter 62 in San Jose

The January meeting of the NorCal-Tracy EAA Fly-In committee was held on Saturday, January 15th at Livermore Airport. The meeting was a key milestone in the continuing development of this regional fly-in, and several very important issues regarding organization and participation were resolved.

The most important and pivotal task completed was the selection of a committee chairman; a position that is the key to any successful organized event. Since the committee was unable to fill this important job, Chuck Seberg of Chapter 62 volunteered to take on the responsibility of Fly-In Chairman. Once again Chuck has offered his services to a local and national organization which depends almost entirely on people like this to make things happen.

Another important aspect of the meeting was the attendance of two more local EAA chapters: 52 (Sacramento) and 393 (Concord). This brings to seven the number of chapters involved with the fly-in, and indicates how widespread the interest is, in a West Coast Regional Fly-In.

Additional details of the fly-in discussed at the meeting:

- Friday night BBQ (6:00-8:00 p.m.)
- Friday night guest speakers (8:00-10:00 p.m.)
- On-sight overnight camping
- Saturday morning breakfast (8:00-10:00 a.m.)  
Provided by the local Lion's Club.
- A minimal \$2.00 registration fee.  
(which includes a certificate and a Fly-In button)
- Ballots and voting by attendees for selecting outstanding aircraft of various categories.

- Young Eagles flights
- Rib building
- Aircraft parts fly-market
- Spot landing contest

These are just some of the many details that have to be worked out, but all indications are that this first annual event is going to be a great success! EAA Headquarters at Oshkosh has shown a very keen interest in this event and it's up to our local chapters to make this one of the best regional fly-ins in the country. The sky's the limit!

## PERSONAL PROFILE--RASCAL MILLER

by Will Price

The personal profile this month is a special treat: none other than Rascal Miller, the well-known son of our recently departed-for-Chicago friend, Lew Miller. I was greeted with looks of astonishment by some of my EAA friends when I announced that Rascal would be the subject of this month's interview. After all, Rascal and his Dad Lew departed well over a month ago. It seems that, unknown to Lew, one evening last December Rascal sneaked over to my hangar for an interview. Those evenings were so damned cold that Lew was too concerned with keeping from freezing to death to notice the departure of Rascal. I had made previous arrangements with the canine to bring my word processing disk and plug in the PC keyboard so that I could use one of my airplane computers.

So Rascal and I settled down in N322Z (cozy as can be) to see what he had to say. Before he started talking about himself, he simply had to talk about the "lovely yellow aircraft" in which he found himself. He pointed out that it was so nice to be sitting in a real airplane. Although he does not like to hurt Lew's feelings, he indicates that he is sick and tired of riding in an airplane that flies backwards. Also, he considers the tandem seating arrangement a disgrace--he ends up stuck all by himself in the rear seat and simply hates it. The side-by-side arrangement (coupled with the pleasing aesthetics of the yellow airplane interior) make for truly comfortable elegance. Although he feels that Lew is just about as good as they come, Rascal is very disturbed that Lew does not even have the decency to get him an appropriate headset. Rascal mentioned one trip where they got low on fuel and Lew didn't even notice it. Rascal damned near barked himself hoarse before Lew finally heard him.

But this is getting the cart before the horse; I wanted to get started with his BM period (Before Miller). Then I put my foot in my mouth; I asked him how many were in the litter when he was born. WOW!!! Did I ever get it? He and his canine friends seriously resent the term "litter." His comment was: "We're not a bunch of garbage, you know." He prefers cyclical instantaneous family--sheesh, talk about being touchy. After

he settled down, he started to talk. Following is his story, word for word.

"How did I become hooked up with Lew? That's a good question. As a pup, the last thing I wanted was to assume the responsibility for some nitwit. One day at the kennel I was frolicking around and I noticed someone in the distance looking at everyone in the place. My first thought was to go hide in the corner--he looked like kind of a sad case. Well, he came over to me, and what was I to do? He had this pathetic look on his face and I felt so sorry for him. It was one of the few cases where my mother's good upbringing got the best of me. She was always drilling into me 'Be kind to dumb animals and the Lord will be kind to you.' So I smiled at him and said 'Okay pal, let's go.'"

"Actually, moving into his place was quite a treat. You see, being brought up in a kennel I had no concept of carpeting, furniture, refrigerators, and the like. Oh my goodness, the furniture legs--two tables, and chairs all over the place. I had never found so many things to pee on in my entire life. But let me tell you, that just about finished Mr. Miller for me. I simply could not believe how sensitive he was about that. My gawd, if there is anything that's important to us canines, it's marking our territory. I came within a whisker of having my adoption of him nullified so that I could return to the kennel. But then, he introduced me to the neighborhood. Oh man, the number of trees and car tires. Let me tell you, I have grown to love car tires. He even had a fire-plug nearby."

At that point, Rascal paused and pointed out that the one strike he has against me is that I am sensitive about my car tires. He expressed some resentment that I had chased him away from my car on more than one occasion. In that respect, he really likes Don Best as Don even invites him to mark the tires of the red Mustang. At that point I asked Rascal which cars/car tires he liked best. He pointed out that "after you've seen one tire, you've seen them all--one's as good as another--quantity, that's what's important." But he does get a special tingle (or did he say a special tinkle, I can't make out my notes) out of Jaguars--nothing like peeing on a cat.

When I asked him about life with Lew, he continued his rambling. "Actually, Lew has turned out pretty well. The training was long and tough but it was worth it. I think he is fairly intelligent because he caught on to most of my commands reasonably well. I must say, now he responds to just about all my commands except 'Turn off that damned football game'. You see, I can't stand John Madden. During the course of his training, he considered sending me to obedience school. Can you imagine that?? Him sending me to obedience school--no way, pal. I figured if there was any obedience coming down the pike it had better be for him 'cause it ain't gonna be for me. As far as I was concerned: you can take a pup to water, but you can't make him drink."

When I asked Rascal about his favorite pastime he responded with a single word. "EATING." Then he chuckled with a devilish grin and started talking again. "I love to eat. But perhaps what I love even more is to sucker Lew and get whatever he's eating away from him. Do I ever control that situation. And the barbecues at the hangars were really great. I'm certain that I had everyone at the airport convinced that Lew was starving me. I hate to think of rounding up a new set of friends for Lew once we get to Chicago."

As long as we were on the subject of food, I asked Rascal how he liked the \$5.00 McDonalds gift certificate 393 gave him. His response was "What gift certificate? You mean you guys gave me a certificate for food and I haven't seen it? If he's eaten it on me, I can assure you, he'll soon have his butt in a sling."

When I asked what kind of things bothered him he told me not much of anything was a problem. But then he took me into his confidence. "Although nothing really bothers me, I do have dreadful nightmares about one topic: Lew and women. His dates scare me to death. The thought of him bringing one of them home permanently--ugh. I have him under control now, but.... Let's not talk about it--much too distressing."

About this time, I heard some stirring in the hangar next door and Lew calling "Rascal, where are you." So I told Rascal we had better cut this off. I commented "We sure hate to see you go, Rascal." He responded with "Well, look at the bright side, you had the pleasure of my acquaintance for a couple of years."

Talk about an independent little cuss--so long, Rascal.



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## UNCLASSIFIEDS

### FOR SALE

Sensenich constant speed propeller model 2D36C14-E from Mooney 0-360. 168 hours SMOH, no AD's. Excellent condition. \$1,100/obo. Chris Kenyon 934-5844.

### FOR SALE

Vari-eze project. Fuselage with nose & main gear in place. Various assorted gauges, parts & materials included. \$2,500/obo. Call Steven Ingebretson - 687-2658 (home) or 685-5744(3) (work).

### FOR RENT

Hangar space ideal for a builder, back 3rd of large T-hangar located on the East Ramp. Contact Ray Nilson for details. 672-5139 (evenings), or 465-5456 (days)

### FOR SALE

Barracuda - All structures signed off for cover. Main gear mounted. Contact Bill Brady, Arlington, TX (817) 496-3426.

### FOR SALE

Vinyl covered 4 x 10 sheets of aluminum, comes in Fruitwood (Cherry), Walnut, and Mottled Beige patterns. \$1.50 / sq. ft. cut or \$50 / sheet. Call Don Peterson at 531-0586.

### FOR RENT

Large Port-a-port. Full hangar - \$510 / mo, or 1/3 hangar - \$170 / mo. Contact Pete Wiebens at 933-7517.

## PUBLIC NOTICE RE: MR. P. WIEBENS

Mr. Wilson Price has contracted with the law offices of Heineken, Seagram, and Smirnoff to represent his interests, re: yellow high-performance aircraft. Specifically, it has come to our attention that Mr. Peter Wiebens has brought onto Buchanan Field a high-performance aircraft of color yellow (albeit, a shade of lesser quality than accepted Buchanan Field standards). In consideration that Mr. Wilson Price owns full rights to such color by virtue of prior claim and emotional factors, let it be known that Mr. Wiebens is in gross violation of all ethical standards of EAA 393, Buchanan Field, and flyers everywhere. It is the intent of this office to seek a restraining order prohibiting Mr. Wiebens from allowing either private or public viewing of said aircraft until all traces of the subject color are removed from said aircraft. Should Mr. Wiebens violate such order, it is the full intent of this office to pursue legal action against Mr. Wiebens seeking to collect damages sufficient to compensate Mr. Price for severe emotional stress induced by outrageous acts of Mr. Wiebens.

Adolf Heineken

*Geel! Will's gotten his tail in it again and we don't mean trouble. For all of you who haven't noticed check out Tony Bingelis' column in the January 1994 issue of Sport Aviation.*

## GESTURE AT REUNIONS

Jimmy Collins, borrowed from the Feb 1994 issue of Hangar Flying, Chapter 526, Roseville

It is the year before Lindbergh becomes famous. I have graduated in the same class with him from the Army Flying School the year before and have seen him only twice since. I am on an Army cross-country trip in Chicago and run into him. He is just taking off with the mail, bound for St. Louis too, and we decide to fly down together in formation.

It is getting dark when we sight the river at St. Louis in the distance. Lindbergh shakes his wings. He is calling my attention. I pull my ship in close to his. I see him pointing from the cockpit. I look ahead and see a speck. It grows rapidly larger. I make it out as another DH approaching us head on from the deepening dusk. It comes up, swings around into formation with us, and sticks its wing right up into mine. Its pilot peers at me, and I peer at him. We recognize each other. It is Red Love. Red, Lindbergh, and myself were three of the four cadets in our pursuit class at Flying School. Looks like a class reunion in the air.

But no. Lindbergh is shaking his wings. He is banking. He is pointing down. He spirals down, circles a field, flies low over it several times, dragging it, looking it over carefully, and lands. Red and I follow.

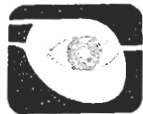
Lindbergh and I crawl out of our ships with parachutes strapped to us. Red crawls out of his without one. Lindbergh takes his off as converge for greetings.

"You will need this getting the mail on into Chicago the rest of the way in the dark tonight", he says, turning and explaining to me "And I won't need it for the few miles on into St. Louis from here.

We say hasty greeting and good-byes, crawl back into our still idling ships, and take off. Lindbergh, chuteless now, heads off south for St. Louis, and I follow. Red swings off in the opposite direction for Chicago.

I look back. I see Red disappearing into the darkening north. I know he feels better now, sitting on that chute.

RICHARD S. POWELL



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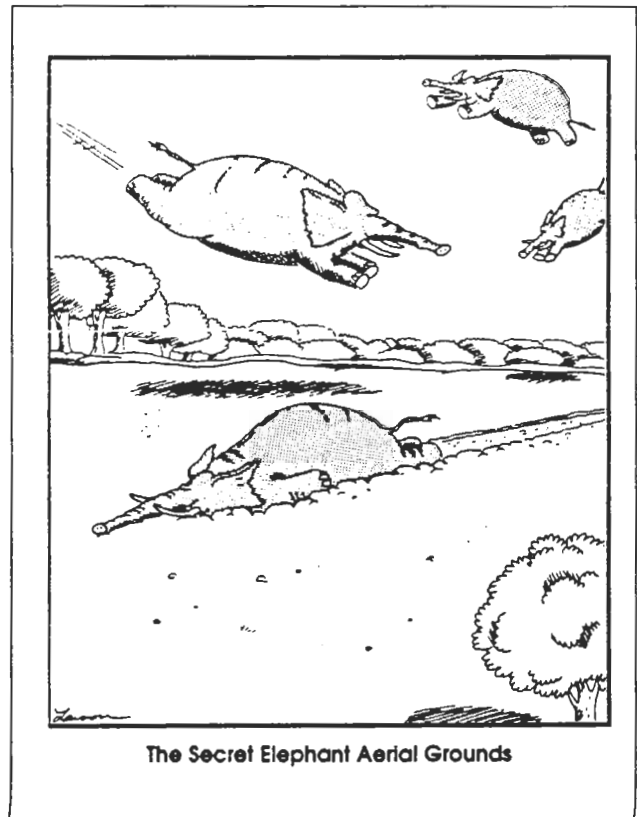
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## HUMOR IN THE AIR

COMM FREQUENCY  
OR SELDOMCY AS THE CASE MAY BE.

- Mooney 666RG: "San Carlos Ground. Mooney Six, Six, Six, Romeo, Golf, at transient ramp. Taxi to active with Oscar".
- San Carlos Grnd: "Mooney Six, Six, Six, Romeo, Golf, San Carlos Ground. Six Romeo Golf not in sight. Taxi at your own risk to runway 30".
- Mooney 666RG: "I'm looking directly at the tower and I can see you".
- San Carlos Grnd: "Yeah. If you can see me, what kind of shirt am I wearing"?
- Mooney 666RG: "Is that you in the Beavis and Butt-head shirt"?
- San Carlos Grnd: "Naw, that's the Supe. I'll wake him and tell him you like it".

OUT



The Secret Elephant Aerial Grounds

# The **eco**

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