



The GLUEPOT

Official Newsletter of EAA Chapter 20, San Carlos Airport, California

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NEXT MEETING

Tuesday, 14, October 2003, 7:30 PM
Back door of the Hiller Aviation Museum
San Carlos Airport, California

Our speaker for our meeting on the 14th is: Loree Hirschman. She is an Ex USN pilot and has published a book titled; "She's Just Another Navy Pilot" Should be an interesting evening. She is married to Harry Hirschman who is also an Ex USN pilot and is the owner of the Red Waco that is giving rides at San Carlos...

Last Month

Hank Olander Headed up Last month's meeting and I heard it was a good session on getting caught up on what everyone was doing although I do not have any details to tell you about here.



TREA\$URERS

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Report

Hi guys,

Sorry that I haven't communicated sooner. We have \$2505.53 in the bank

with \$250 of that coming from NFL Alumni for another young person to go to Oshkosh. I also have the calendar order form. There will be only one calendar this year, the World of Flight. I think that we should have a signup sheet and order what we need plus a few. Also we need a new treasurer, I think it is someone else's turn.



Letter from the PREZ.

Well another year is coming to an end and we will be having elections at the November meeting and will discuss nominations at the October meeting. From

what I have heard from the current chapter officers there may be openings in most of the positions. The present officers have served for several years and it is time for others to carry the torch. I for instance will not be able to continue because of other commitments with classes I need to take for continuing education for work.

On another note I have seen that the EAA's B-17 will be making another west coast tour and I think that we have a good chance of being selected again to host it with chapter 29 at Hayward Airport.

If we get the B-17 again we might think of lowering our chapter dues back to \$20 again as we seem to be doing great and by E-mailing most of the Gluepot's we have reduced our expenses for the year.

Good flying and building to all and may all your day's be VFR.

News around the chapter.

Tom Hallendorf has sold his RV-4 to an airline pilot who is based at the Nut Tree. Tom's RV has been everywhere and has been a great airplane, I know Tom and San Carlos Airport will miss seeing it in the pattern.



Young Eagle Report

We flew a near record total of 115 Young Eagles on Sept. 20th. Prior to the 115 we flew 118 in April last

year, well anyway we were close to our record. We did however have a record number of pilots show up, 15 to be exact, and that tops anything we had in the past. All had a good day.

Our year to date total is 662 at this point, slightly behind last year but slowly catching up. The National total now stands at 977,759 so it appears the goal of 1 million will be reached. And was there ever any doubt???

When a million is reached does that mean that the program will cease to exist? No! In fact, because we have been so successful we have all helped ensure the program will continue. Young Eagles has become one of the top activities for EAA Chapters and Members. The Wright Brothers didn't
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Young Eagles has become one of the top activities for EAA Chapters and Members. The Wright Brothers didn't stop flying on Dec. 18th 1903 so why should we stop flying Young Eagles on Dec. 18th 2003? The program will continue in 2004 and beyond.

One question remains is how will the 1 millionth Young Eagle be chosen for the ceremonial flight with Chuck Yeager at Kitty Hawk on Dec 17th.? The projections are that if we keep flying at the pace we have for the past few months the magic number will we reached in last November. The actual person will be as has been done with all the prior "milestone" Young Eagles, simply a random selection based on how the mail is processed in EAA National Young Eagle office. That Young Eagle will represent all the other Young Eagles who flew before. It will mark the culmination of the program that began in 1992. It will also signal the end of the first phase of Young Eagles and represent our entrance into the second century of flight.

Reno Report

The 2003 Reno Air Races were a lot of fun this year and everyone's speeds increased. This was for several reasons but the biggest being that the course distances were re-calculated based on a realistic flight path around the pylons instead of a straight line from pylon to pylon. For the formula one course this increased the calculated distance 2.5% and therefore for the same time around your speed would be shown 2.5% higher. Based on my last year qualifying speed of 211 mph that would be listed as 216 mph. After all the changes I made to my Cassutt this last year I hoped to see a time increase of 5 or 6 mph. My qualifying time this year was 220.7, right at the 5 mph I expected. The same thing was implemented for the unlimited's also so when Deigo Red set a speed of 512 mph I am told that even under the old distance this was still over the 500 mph mark. This is the first recorded speed over 500 in either a race or a qualifying lap.

For team slingshot and I, (Hank Huddleston, Frank Brady, Steve Senegal, Brian Albers) the week was very easy going, as in no mechanical problems to overcome. As I mentioned I qualified at 220.7 mph which put me in the 1B heat (the middle speed group). During the 1B heat race Jay Jones in Quad Nickel and I were all the excitement in the race as I spent 6 laps trying to pass him finally succeeding on the 7th lap. Although I am 5 or so miles per hour faster than him you have to pass outside or above without losing sight of the other airplane. This means you have to fly a longer course to pass and it takes about 4 mph to get around someone. Once I passed him I pulled away fairly well. The only problem was that when I passed him I was looking back to make it a clean pass and when I looked forward again I watched the pylon go under me, I thought I cut the pylon which would be a 16 second penalty. However the official results did not show a cut so I guess I now know how close I can get. I finished 5th in this heat which placed me outside middle row for the 2B heat race which was just some follow the leader for 8 laps for a 5th place finish. The silver final race was more of the same with a little chance to pass Jay Jones again although this time I got by him in two laps by staying above him more. My speed for the final race was 210.449, this is based on 8 laps using the start time of the first airplane around the pylons on the start lap and my finish time. This is sort of weird but that's how it is.

It seems that the racing bug has bitten two other members of chapter 20, the first was Tom Hallendorf who has purchased a Slab wing Cassutt that has raced at Reno in the past but I am not sure when or under what name, or at what speed. There is plenty of work to do to get it flying again as there are no finished fiberglass parts on the airplane now. The second bit is Steve Senegal who bought 38 special from Gary Dalleske. This is also a slab wing Cassutt that raced at Reno in 2002 with a qualifying speed of 207.890 only 4 miles per hour slower than me. It was flown by Ib Hansen who owns the company that sells the Cassutt plans and parts. Ib had an interesting flight when the canopy blew off during a race and so Steve needs to build a new one

before he can fly it.

All that work for 30 minutes of racing a year which works out to about 100 hours of maintenance for each hour of flight? But when you are out on the course it all seems worth it.

The Official Guide to Cheating ATC

1. Droning along en route you drift 400 feet off your assigned altitude, which the controller immediately notices with a "Say Altitude" query. The Cheat: Do a 3-g pushover and reply "Say again" just as you level out at your assigned altitude.

The alternative: Admit you're 400 feet over altitude, get it on tape and just go ahead and handcuff yourself to the airplane until the FSDO arrives.

2. The ATIS is advertising a 100-foot ceiling and 1/4 mile vis just as you commence the ILS. The tower asks for a Pirep after you land.

The Cheat: "Ummm... we broke out about 200 feet, flight vis was 3/4 mile."

The alternative: You completed the approach legally. — Didn't you?

3. It's so foggy when you taxi for departure that you become completely lost and ground asks you if you are on taxiway Charlie.

The Cheat: You confirm that you're on taxiway charlie then desperately try to figure out where in hell you actually are.

The alternative: Better you should not do this.

4. On a visual in clear and a million weather the controller has called the airport three miles and then asks you to call it in sight.

The Cheat: You know it's out there somewhere so you cave in and say "airport in sight".

The alternative: Admit you're dumb and maybe legally blind and ask for a vector.

Calender of Events (next three months)

October:	7	Gluepot cutoff date
	9 - 12	Copperstate fly in
	11 - 12	Fleet week (Blue angles)
	14	Meeting (Hiller Museum)
	18	Young Eagles
November:	4	Gluepot cutoff date
	11	Meeting (Hiller Museum)
	15	Young Eagles
December:	2	Gluepot cutoff date
	9 (?)	Christmas Party
	20	Young Eagles

COM - FREQUENCY or SELDOMCY (as the case may be)

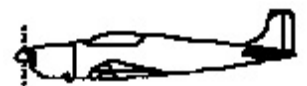
SQL Tower:	“Experimental Four, Four Echo Delta. San Carlos Tower, Airport one o'clock and four miles.”
44ED:	“ San Carlos Tower. Four, Four Echo Delta, Could you give me an altitude on that?”
SQL Tower:	“Yes sir. It's the airport and it's on the ground.”
44ED:	“Oh. Sorry about that. I thought you were calling out traffic.”

Antiques and Treasures FOR SALE

If you would like to list something for sale here please contact Hank Huddleston or Ed Dutreaux to get it into the next issue.

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Adress correction requested



Experimental Aircraft Association Chapteter 20, meets at the Hiller Aircraft Museum, (Rear entrance) San Carlos Airport at 7:30 PM, second Tuesday of each month. (Any changes in Location, Time or Date will be announced in the newsletter)

Offer void where prohibited by law.