

The Cleco

Experimental Aircraft Association Chapter 393

200 Buchanan Field Road, Buchanan Field, Concord, California

October **** 2021

NEWSLETTER



ATTENTION ALL MEMBERS!!!

Be sure to watch for the email telling how to vote for Board positions prior to Oct 27 General Meeting.

Upcoming Board Meetings:

Wednesday, November 3 - 7 pm
Wednesday, December 1 - 7 pm

General Meetings:

Wednesday, October 27 - 6 pm
Wednesday, November 13 - 6 pm
(Combined meeting with MDPA Thanksgiving dinner)

*PRESIDENT'S MESSAGE FOR October
From Ron Lem, President*

EAA 393 October 2021 President's Message

Yesterday, for the first day in many months, I was able to fly amongst puffy white clouds in a smoke free sky. It was spectacular, riding above, then around and eventually under a blanket of clouds. The mission was flying honored lifetime member Scott Achelis to Rio Vista to pick up his RV7-A where it had gone through a condition inspection performed by Lee Apaka, the owner of Lightspeed Aviation.

Scott was treated to a formation flight. Our plane was the lead aircraft, and the wingman was Ed Neffinger, a retired United Airlines Captain, who currently flies a Vans RV8. Ed is a CFII and was my final instructor prior to my receiving a tailwheel endorsement in my Van's RV6.

Scott was able to get some entertaining video and still pictures of Ed flying off our wing. After dropping off Scott and having some hangar time at Lee's hangar, Ed (call sign Discharge) and I briefed a formation training flight with Discharge as the lead, me as the wing and off we went.

Later that morning Ed and I continued formation flying. We performed cross-unders - where the wingman switches sides - echelon turns, break ups and rejoins and a tail chase. After accomplishing these procedures, it was back to Buchanan Field where we performed an "Initial" which is where the flight element flies directly over the runway at a specified altitude and individual planes break out of the formation into the downwind. Ed and I both have onboard smoke (displayed for the tower) prior to landing and debriefing... just a taste of what is available in the world of aviation.

As most of you are aware, our bylaws stipulate elections are held every other October to fill 2-year terms for Board positions. We are fortunate because there are several qualified candidates who want to shape the future of our chapter. Because the Covid variant is still affecting our ability to meet in person, this year our votes will be tallied online utilizing a secure and anonymous program employed by The Mount Diablo Pilots Association. .

All EAA 393 members whose dues have been paid by October 13th, 2021 will receive an emailed ballot with detailed instructions within the next week or two, and the results will be announced at the October General meeting.

The theme for the meeting will be Oktoberfest! This will be different from our previous meetings as the food will be prepared for our members and guests. Socialite Lucy Hart will be sending out invitations soon – count on Wienerschnitzel, sauerkraut, potatoes, sausage and bacon being served, with Black Forest cake for dessert.

Our last Board meeting was held at Magoo’s restaurant in Pleasant Hill. Harvard Holmes, Mike Cunningham, Pete Mitchell, Lucy Hart, Greg Kar, Scott Davis, Jim Madison, Bill O’Brian and Rich Cunningham (recently appointed as the new Webmaster) were in attendance.

Young Eagles Coordinator Stephen Tucker was unable to attend the meeting, so all YE matters were deferred to November board meeting. Because Tracy Peter’s Boy Scout Young eagles event was canceled by Tracy, there are no Young Eagles events authorized by the board for October.

Speaking of November, mark your calendars for November 13th as the date for our first post Covid combined MDPA/EAA Thanksgiving dinner. The board is preparing for this dinner, however only if we get the airport administration to approve our use of the use of the clubhouse.

Now that The Baldwin Sonex has been sold to chapter member Ryan Young, our chapter has acquired another Baldwin aircraft - a Teenie Two - a single seat experimental aircraft that Don flew in 1985. Chapter members Rich Bourgeois, Pete Mitchell, Scott Achelis and I brought the Teenie Two to a hangar so we can clean the plane up and attach the wings prior to offering it for sale.

Other items of note: Hearty congratulations to Harvard and Sara Holmes for delivering their beautiful Lancair 4 “Pink Lady” to the buyer in Los Angeles; and due to generous contributions from Maurice Gunderson and an anonymous donor the Young Eagles program has purchased new computers for their events.

Fly often, fly safely, and enjoy the wonderful world of general aviation!

Ron Lem,
President, EAA39



EAA Dinner Meeting

Date: Wednesday, October 27, 2021

Time: 6:00pm Social; 6:30pm Dinner; 7-9pm
Meeting/Program

Place: Clubhouse, Buchanan Airport

Menu: Beer & Pretzels, Pork Schnitzels, German &
Chicken Sausages, Potatoes, Sauerkraut, Red
Cabbage, Applesauce, Black Forest Cake

Price of Dinner: \$15.00/Person

RSVP: Lucy Hart at (925) 889-9656 or

lucyhart552@gmail.com

- 393 Board Minutes
October 6th 2021
Magoo's Restaurant

President – Ron Lem Present

Vice-President – Mike Cunningham Present

Secretary – Pete Mitchell Present

Treasurer – Harvard Holmes Present

Newsletter Editor – Bill O'Brian Present

Tech Counselor – Jim Agua Absent

Web – Rich Cunningham Present

YE's Coordinator – Rose Desmond Absent

YE's Coordinator – Stephen Tucker Absent

Dinner Coordinator – Needed

Membership Coordinator – Bennett Ashley Proxy

IMC Coordinator – Paul Millner Absent

VMC & Chapter Photographer – Greg Kar Present

Amazon Prime / eScrip – Needed

Tracy Peters – Club House Absent

Bill Bower – Past President Proxy

Tools – Lee Teicheira Proxy

Lucy Hart Present

Jim Madison Present

Scott Davis

Because of the ongoing COVID-19 Pandemic shelter in place restrictions against group meetings, the clubhouse is closed to group functions. Our Board meeting was conducted at Magoo's Restaurant in Pleasant Hill. President Ron called the meeting to order at 19:25. Nine members were present plus three by proxy and Scott Davis.

The Airport Administration is in discussion with the Board of Supervisors regarding our use of the Clubhouse later this month. COVID restrictions are expected to be similar to area restaurants

Treasurer – Harvard H Via email

Harvard reports \$49,847 in Checking, \$500 in Zelle, \$10,000 in our Academy Fund, a total of \$60,347.

Secretary – Pete M

Membership is currently 97, with 5 still due for 2021, and one still in the mail.

-

The AmazonSmile Foundation as a result of AmazonSmile program activity between April 1 and June 30, 2021. has been issued a \$18.42 donation.

"When you shop at smile.amazon.com/ch/65-1197798, AmazonSmile will donate a portion of your eligible purchases to Experimental Aircraft Association Chapter 393 of Concord CA at no cost to you!"

Cleco – Bill O

Send your photos or story's to Bill at Obrianob@yahoo.com. Bill wants material no more than ten days after meeting.

2021 Dues

Chapter dues are payable January 1st

. Please remit to

EAA 393 Box 6524 Concord CA 94524-1524

Or by Zelle Payments@EAA393.org or 19256853700

Eleven members have paid 2022 dues.

VMC – Greg K

Ron and Greg will be sitting up a subgroup of our groups.io page to allow dialog on each month's presentation.

Facebook – Bennett A

Here is the link to our EAA 393 Facebook page:

<https://www.facebook.com/ea393>

Send material to Bennett at BennettAshley925@gmail.com.

Harvard reports the President and Vice-President positions are contested and will be decided by secret ballot. Harvard motioned we use Wild Apricot, courtesy of MDPA. MSC

Rom L motioned Rich Cunningham for Web Master. MSC

An oktoberfest menu is planned for our October 27th meeting.

Meeting Adjourned 20:45, (MSC Motion Seconded Carried)

PJM

YOUNG EAGLES NEWS!

This year we successfully flew nearly 200 Young Eagles!

Thank you to all the pilots and support staff for furthering young people's interest in aviation.



And here is an aviation book review!

Picture: Guggenheim and Lindbergh



BOOKSHELF | By Rinker Buck

Godfather Of Flight

The Business of Tomorrow: The Visionary Life of Harry Guggenheim

By Dirk Smillie

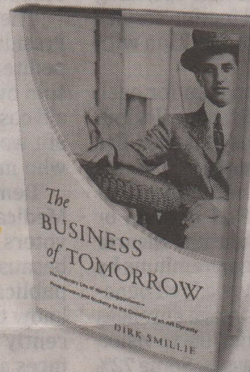
(Pegasus, 352 pages, \$27.95)

Aviation geeks like me remember that Charles Lindbergh, returning to America after his epic 1927 flight across the Atlantic, hounded by a starstruck public and obnoxious hordes of newspaper reporters, found refuge on the north shore of Long Island at the elegant and protected estate of one of the country's wealthiest men, the former World War I flyer Harry F. Guggenheim. In the shelter of Guggenheim's faux-Norman castle, Falaise, Lindbergh famously retired to a guest room and revised the ghost-written, error-riddled account of his flight, "We."

But even devoted prop-heads are not likely to know that it was Guggenheim who conceived, planned and financed Lindbergh's famous goodwill tour over the summer after he returned from crossing the Atlantic. During that three-month excursion across the country, Lindbergh flew his "Spirit of St. Louis" monoplane to packed events in 92 American towns and cities across the 48 continental states. The Lone Eagle's continental tour cemented his fame and helped turn American aviation into a growth industry for the next half century.

Details like this abound in Dirk Smillie's "The Business of Tomorrow: The Visionary Life of Harry Guggenheim—From Aviation and Rocketry to the Creation of an Art Dynasty," a biography that sheds important light on 20th-century American history. The story of their friendship exposes a classic tale of American contradiction. While Lindbergh's disastrous fascination with Hitler's fascism drew him toward public, shameful expressions of anti-Semitism, his friend Harry was spending portions of his family fortune rescuing German and Polish Jews from the scourges of the Nazis. Still, the Lindbergh-Guggenheim collaboration would continue for almost 50 years. Lindbergh recognized his friend as "an extraordinary and wonderful man," and together they were two of America's most effective promoters of aerospace development.

But Mr. Smillie's account goes well beyond Guggenheim's conflicted relationship with Lindbergh. In the late 19th century, the Guggenheims made their fortune in silver, copper and lead mines in Colorado and South America, which enabled the third-generation Harry, born in 1890, to pursue a distinguished career in philanthropy. After attending Yale and Cambridge University in England, Harry was entranced by the adventure of flying, purchased a Curtiss flying boat, and served with distinction during World War I.



There were stints afterward with the family mining businesses in South America, but mostly Harry was devoted to aviation, philanthropy and high living. The foundation that Harry created with his father, Daniel, was almost singlehandedly responsible for sponsoring many of the innovations that catapulted America to leadership in aviation and rocketry—aeronautics schools, pilot training, air-mapping on the North American continent, the early rocket experiments of Robert Goddard and the pioneering, instrument-flying demonstrations of Jimmy Doolittle. The Guggenheims funded efforts to establish weather forecasting along major air routes and loaned money for the first scheduled commercial service between Los Angeles and San Francisco. Lindbergh, Doolittle and Amelia Earhart were the famous names of aviation before World War II. Harry Guggenheim, who became known as the “Godfather of Flight,” provided the capital that underwrote their progress.

Figures like Charles Lindbergh and Amelia Earhart were the early stars of American aviation. Harry Guggenheim was its engine.

Guggenheim's heroic support of aviation carries significant echoes today, when government versus private support of new growth industries is still hotly debated. During the 1930s, Franklin D. Roosevelt's New Deal devoted an estimated \$50 billion toward economic rescue programs like the Civilian Conservation Corps and the National Recovery Administration. Except for relatively modest efforts like subsidies for airmail carriers, however, federal support for aviation development was minuscule, significantly lagging behind the support provided by the industrialized countries of Europe—one reason why the United States faced a dire shortage of pilots, planes and even an air-traffic system on the eve of World War II. “The Business of Tomorrow” describes a rare instance when private capital—the Guggenheims’—kept the patient on life support until a national crisis forced the government to act.

Between aviation exploits, Guggenheim squeezed in a stint as Herbert Hoover's ambassador to Cuba, during which he unsuccessfully lobbied Cuban dictator Gerardo Machado y Morales for reforms, chaired a New York commission investigating organized crime, and invested heavily in a beef cattle operation in the South and thoroughbred stables that made his name on the track. Guggenheim became as famous as Howard Hughes for flying himself in his own twin-engine planes. Like Hughes, he was slowly acclimating the American public to regard aviation as an indispensable tool of business.

It's interesting that Guggenheim didn't become more famous during World War II for a most impressive display of midlife combat duty. After the Japanese attack on Pearl Harbor in 1941, Guggenheim, in his early 50s, convinced Pentagon officials to recommission him as a lieutenant commander in the Navy. Guggenheim ran a test-flight center at the Naval Air Station in Trenton, N.J., and then joined his old pal Lindbergh in the Pacific as a geezer combat aviator. As a tail gunner in a TBM Avenger torpedo bomber, Guggenheim flew several missions off the aircraft carrier *Nehenta Bay* during the battle of Okinawa, firing his .50-caliber gun at radar installations and ammo dumps on kamikaze bases in the Sakashima Islands.

“The Business of Tomorrow” is what biography should be—it looks at a period of history through the lens of a single remarkable life. Harry Guggenheim's life in the sky tells the story of how aviation and aerospace became a defining feature of the American experience.

Mr. Buck is the author of “Flight of Passage,” an account of his 1966 flight from New Jersey to California, when he became the youngest aviator to fly coast-to-coast.

Here is the crew checking out the new plane, the Teenie Two..



Mark Gandrau again took wonderful pics at our last general meeting pot luck and Bay Area original airports presentation.





Downhome pot luck dinner prior to meeting. Delicious!







The documentary filmmaker.

The excellent documentary shown at the meeting,
Just below.



If you liked these barbie pictures, then thank MARK GANDRAU, MDPA member, who took a bunch of them

and shared them with us. He did an excellent job. Thanks, Mark !

AND THAT'S ABOUT ALL THE NEWS FOR NOW,

FIT TO PRINT.



ATTENTION ALL MEMBERS !!

If you order ANYTHING on AMAZON, PLEASE go instead and sign in to **SMILE.AMAZON** where you sign up to send donations to our EAA chapter 393. Once you sign up, you are done. THEN instead of going to Amazon, you always buy from **SMILE.AMAZON**, and we automatically get the donations. This procedure is AMAZON'S way of contributing to the communities of the USA. Hey, folks, I just checked yesterday, and when I ordered two more items from Smile. Amazon, I had given so far, since signing up, \$143. Basically, that means our household is spending a lot of \$ there, but it sure helps the club.

YOU CAN TOO!!!! JUST SIGN UP, AND DO IT!!!!!!!!!!!!!!

*Thank you to our sponsors!
(at various places in NL)*



STERLING

Maintenance - Avionics - Fuel/Line Service

145 John Glenn Drive, Concord, CA. 94520

Tel: 925.676.2100 Fax: 925.676.5580 lineservice@sterlingav.com

The Experimental Aircraft

*Association Board of Directors
Chapter 393 of Concord, CA*

P.O. Box 6524, Concord, CA 94524-1524

<http://www.eaa393.org/> Email: nle@eaa393.org

Officers/Appointees for 2017-2018:

President: Ron Lem
pres@eaa393.org 415 532-6561

Vice President: Mike Cunningham
veep@eaa393.org 925 890-8631

Secretary: Pete Mitchell
secty@eaa393.org 925 685-3700

Treasurer: Harvard Holmes
treas@eaa393.org 510 526-5347

Newsletter Editor: Bill O'Brian
nle@eaa393.org 925 254-6336

Tech. Counselors: Jim Agua & Peter Friedman
510 326-9617 925 818-6642

Young Eagles: Stephen Tucker
Stephenf4e@gmail.com 925 586-5977

Dinner Coordinator: Rick Bourgeois
925 432-9075

Buildings: Tracy Peters (temp)
510 301-8485

Government Affairs: Currently Open

Photographer: Greg Karamanougian
GregKarson@yahoo.com 925 864-3036

Webmaster: Rich Cunningham
webmaster@eaa393.org 925 297-9227

NOTICE to AIRMEN: Please send me any old aviation pictures you have of yourself, your planes, and EAA events, a sort of look back at history.

Yo Newsletter Editor, Bill

Thank you to all our Young Eagle pilots!

*And, how could we forget this very
consistent sponsor?????*



Our meetings are open to the public.

Join us for dinner at 6:00 pm (\$10 donation) with the general meeting at 7:00 pm on the above dates in the building at 200 Buchanan Field Road. Enter from the west side of the building, on the west side of the airport. We always have various speakers and presentations of interest to aviators, after dinner.

Chapter 393 fly-outs are open to chapter members and guests. See the following article explaining them:

Wednesday Fly-Outs

By Harvard Holmes

To maintain our proficiency, a number of pilots get together on Wednesdays and fly somewhere for lunch. Many of the aircraft owners in the chapter participate. Passengers are always welcome. Not only is it a great way to see the Bay Area, it's also fun to see and ride in our members' aircraft. The email address is WedFlyOut@eaa393.org You may contact HarvardHolmes@comcast.net or Renee Robinson webmaster@eaa393.org to be added to or removed from this list.

Generally, someone who wants to go flying will send a suggestion to this list a day or two before. Those who can go will respond, and a destination gets selected. Recent destinations have included: South Lake Tahoe, Half Moon Bay, Petaluma, Santa Rosa, Ukiah, Boonville, Shelter Cove, Willows, Auburn, Sacramento, Lodi, Stockton, Merced, Watsonville and Salinas. If the weather is poor, a destination may be selected as late as Wednesday morning.

The most active pilots on this list are Harvard Holmes, Bill Reining, Renee Robinson, Stu Schuster, and Clint Beacham. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes, Bill Reining and Stu Schuster are most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:00AM and return by 4pm.

BELOW YOU HAVE

*OUR FRIENDS THE PATRIOTS WITH WHOM WE FLY
TWICE*

YEARLY FROM BYRON.



Yo tax dollars at work

That's all, folks !!!!!

EAA CHAPTER 393
P.O. BOX 6524
CONCORD, CA
94524-1524



The Leader In Recreational Aviation

We are on the Web! <http://www.eaa393.org> Email: nle@eaa393.org