

The Cleco

Aviation Education & Recreation From EAA Chapter 393



Young Eagles Event on September 17

BY RON LEM

On Saturday September 17th, 2022 Chapter 393 held a Young Eagles event. Bridget Peters was the coordinator for the event with Pete Mitchell assisting her. I arrived at 8:00 am with the donuts and set up coffee for the pilots. When Bridget arrived, I asked her how many pilots we had and found out that we only had a four place airplane in the morning and a two place airplane in the afternoon.



Scott Davis showed up in NRI's Cessna 172 and we had a bunch of kids waiting for him to give them a ride. Scott was given a safety briefing along with the ramp volunteers Al Humbert and Bruno Matta. The Civil Air Patrol was there to escort personnel from the fenced area in front of the clubhouse to the planes and back.

Sean was able to do one more flight before being called back to home base by his wife, leaving us with only Scott Davis dutifully flying kids until Tom Call arrived in his Glasair 3RG. Tom is a former F15 pilot and has previous experience giving the public rides for a commercial air tour operation.

Scott took up his first group and it was obvious that we did not have enough airplanes to fly the thirty plus kids we had signed up for the event. I got on the phone and called all the plane owners in our chapter along with other owners that I am familiar with and was able to get Sean Cooper to come by in his Odyssey. Seans' Odyssey is a two place experimental airplane with a 80 hp piston engine and two jet engines each putting out 60lbs of thrust.

Thus when Tom found out that his first Young Eagle was going up for the first time ever in a general aviation aircraft, Tom asked all the right questions to insure that his passenger was going to be comfortable. Up they went with a roar giving the ground crew (Al, Bruno and myself) a treat from the ground.

Scott returned with his first group of kids and I informed him that we had one more plane coming shortly. We were both a bit relieved but dismayed that more pilots and owners did not show up for our event. Off Scott went on another flight with three kids and Sean arrived in his Odyssey.

Unfortunately we had to cancel the mid to late afternoon flights as Scott had to return his plane to NRI and Tom flew two more flights. The total kids flown for each pilot was Sean Cooper with three, Tom Call with three and Scott Davis with 18 for a total of twenty four kids flown.

Sean was checked in with Bridget and I verified that all his documentation was in order. He was given the safety briefing and assigned his very first Young Eagle ever. Sean was quite enthusiastic about the flight as was his passenger. Upon their return both had big grins on their faces!

Our chapter has one more Young Eagle event in October after which we will shut down the program for the winter. Whether you are reading this as an aviation enthusiast or an airplane owner, I encourage you to come out and support our October event, personally I found it to be a rewarding experience.

On Page 3



Member Spotlight

On Page 4



Tri-Pacer Adventure



The Cleco is published every month by EAA Chapter 393

www.eaa393.org

200 Buchanan Field Road,
Concord, California

September 17 Young Eagles Event



Bridget Peters standing in for Tracy Peters as the Young Eagle coordinator on September 17th, 2022. Seated next to Bridget is EAA 393 secretary Pete Mitchell assisting with the printing of certificates.



On Saturday, September 17 EAA 393 treasure and lifetime member Scott Davis flew 18 young eagles in a 172 did he rents from NRI flying club. On behalf of the chapter I want to express my deep appreciation to Scott for it his great contribution.



EAA 393 member Sean Cooper Kline his first young eagle in his Experimental Odyssey aircraft. His plane is powered by a 80 Hp piston engine supplemented with two turbine engines each one putting out 60 lbs of thrust.



Sean's first ever Young Eagle flown, Anna Lindsay. Anna reports that the flight was fantastic!



EAA 393 member Tom Call flying Young Eagles on September 17th, 2022. Tom's plane is a Glasair 4RG.



Member Spotlight - Don Whiteside

Our featured member for September, 2022 is Don Whiteside. Don is an active pilot with a passion for his family and flying.

Don became a Chapter 393 member in the 1980's for a period of time until life and career got in the way. He rejoined our chapter in 2017.

Dons' father served in the Army Air Corps as a 'Crash Boat Skipper' and became a pilot by spending all his GI benefits learning to fly in Alaska. His dad introduced him to flying and encouraged him during the early years with trips in the family Stinson.

Don began flying at age 16 and soloed while in high school but abandoned flying for a few years. In his early 20's the flying bug struck again and Don received his Private Pilot license and ASEL rating. Don exercised his PPL privileges for business in the early days and now just flies for the joy and experience of looking down on the world because he can.

DON WITH HIS AERONCA



Don is flying his second factory built 1947 Aeronca and is hands on with the plane. As we all know any 75 year old airplane is a constant project and is therapy for the time involved in keeping it flying safely. He flies the Aeronca around 80 hours each year.



DON ALSO GETS ANOTHER 15 HOURS PER YEAR FLYING HIS WONDERFUL FRIEND STEW BOWERS' 1946 CESSNA 140.



DON'S EARLIEST MEMORY OF AVIATION WAS FLYING WITH HIS DAD IN THE FAMILY STINSON 108 STATION WAGON

He has many wonderful flying memories that include:

- Joining the MDPA group on a trip to La Paz.
- Flying a Cessna 150 from Pennsylvania to Buchanan Field.
- Spending 25 hours doing aerobatics in a Super Decathlon.
- A trip to Oshkosh where he got to watch the midday airshow from the Tower.



The best memories for Don are all the great people he has met in the aviation community.

Don loves the physical and mechanical challenges of being an aviator. When asked for details he quickly responded with "Especially landing my taildragger in gusting crosswinds!". He likes the people he meets in aviation activities and really 'loves' looking down on the world from 1000' AGL just because he can. He is always excited to return to KCCR and loves the sight of the runway numbers for 32L.

Don, just like all of us, really doesn't like how expensive and rigidly regulated aviation has become.

He has logged hours in the following categories:

- PIC: 1800
- Cross Country: 600
- Taildragger: 450

100 LL is still in Don's veins and other activities he enjoys include lap swimming which keeps him in shape so he can keep up with his young grandchildren. He also enjoys hiking and an occasional attempt at piscatorial activities.

His whole life now revolves around his family. He has a wonderful wife; a son, daughter-in-law and 2 little grandchildren in Santa Cruz; and a daughter and 11 year old grandson in Ft. Bragg. Don's family keeps him hopping and happy.

September 2022

Tri-Pacer Adventure

BY JIM MADISON

In July of this year, my friend, and airplane insurance agent called me. He knew I liked classic Pipers and had a client who wanted to sell his 1957 Piper Tri-Pacer. He forwarded me pictures and information about the plane and put me in contact with its owner Mark Budak.

After a couple weeks of correspondence, I decided to go to Idaho to see and purchase the plane. On August 13, 2022, I took a commercial flight to Boise Idaho to inspect and fly the restored Tri-Pacer. The plane was nicer than the photos I had seen and it flew beautifully, so naturally, I bought it.

The next step was for us to co-ordinate our schedules and fly it back to California. I had been speaking with Ed Ott on my hanger row about piloting the plane back here. He suggested that Al Wraa might want to fly his plane with all three of us to Nampa Idaho where he has friends, and then we could fly back in formation with the Tri-pacer.



JIM MADISON, ED OT AND AL WRAA DEPARTING KCCR STARTING THEIR ODYSSEY TO IDAHO

We co-ordinated all of our schedules and decided to leave on September 8, 2022 for Nampa, have a day with orientation with Al in the Tri-Pacer, then fly back home on the 10th.

As the eighth approached, we had record high temperatures and decided to leave at sunrise in order to have greater air density. The three of us loaded ourselves and our gear into Al's Zenith 801 and took off at 6:50 A.M.

The air temperature at Buchanan Field was in the 70's and as we climbed over 1000 feet, it quickly rose to over 100 degrees. It was not until we were over Sacramento that we had enough altitude and cooler air that we were confident of gaining enough altitude to cross over Donner Pass at 9500 ft.

We arrived in Winnemucca about 10:30, refueled the plane and had lunch, with ice cream bars for dessert. We left Winnemucca at about 11:30 and density altitude reared its ugly head. As the air temperature was about 90 degrees.



JUST FLEW OVER TRUCKEE AT 8:35. RIGHT ON SCHEDULE

The Zenith got off the runway but stayed in ground effect and would not climb out. Fortunately, Winnemucca has some good attributes; it is flat, flat and flat. Al was able to circle the airfield and gain an altitude of 500 ft

before turning on our heading to Nampa.



NEVADA WEST OF WINAMUCCA ON THE WAY TO IDAHO

We landed at ID40 in Idaho to see the Tri-Pacer with Mark and let Ed have some time to get familiar with the controls. ID 40 is a private sky park right along the Snake River. It is an incredibly beautiful location, and they do not get much snow, so they can fly year around.

From ID 40 to Nampa was about 15 minutes. Al has a friend named George whom Al had worked with in the Oakland Fire Department.

George had retired near Boise, and found us all beds in town, so then it was off to eat. This was the start of six days of feasting.

Friday morning the smoke was coming in from fires in California and Oregon. Ed did 45 minutes of touch N' goes then I tied down the Tri-Pacer by the Zenith. Both Planes are capable of flying into dirt strips and we were in Idaho, but the smoke canceled those dreams. We went to lunch, the Warbird Museum, and then had dinner, followed by ice cream.

The visibility was better Saturday morning and there was a line of planes waiting



PYRAMID LAKE ON THE WAY TO IDAHO



FROM LEFT TO RIGHT, AL WRAA, ED OTT, MARK BUDAK (THE FORMER OWNER OF THE TRI-PACER) AND JIM MADISON.

for fuel at Nampa, as everyone wanted to leave with the clearer skies. Al was in his Zenith, Ed and I were in the Tri-Pacer. We flew in formation towards Winnemucca with visibility of 10-15 miles. As we got closer to Winnemucca, the visibility started decreasing to about 7 miles. We landed for fuel and had the sparsest meal of our entire trip, a couple of ice cream bars. Al and I talked to a retired airline pilot who was flying a charter jet. We were

Tri-Pacer Adventure Continued



YOU CAN CLEARLY SEE THE SIGNS LEFT BY ALIENS IN THIS PHOTO. THIS WAS EVIDENTLY A LANDING SITE FOR THEIR SPACESHIP. IT IS IN NO WAY LINKED TO A NEARBY RIVER AND IRRIGATION FOR FARMING.

VERY BAD SMOKE YESTERDAY, WE NEED TO REALLY DO SOME RESEARCH, BEFORE TAKING OFF. AL'S FEELING IS WE MAY BE

ABLE TO GET TO CARSON CITY AND CROSS THE SIERRAS FURTHER SOUTH.

all looking at each other's planes. He said "I wish I were flying your planes" and we were looking at his jet. I told him that it is funny that we always want what the other guy has. A few minutes later, he took off in his jet and we in our planes.

We took off and the visibility decreased to 6 miles. We followed Interstate 80 towards Lake Tahoe then following



WE MADE IT TO WINNEMUCCA THROUGH SOME SMOKE. VISIBILITY WAS PRETTY GOOD WHEN WE WENT OVER 7000. WE FUELED UP AT WINNEMUCCA, TOOK OFF AND GOT, TO WITHIN 6 MILES OF TAHOE, BUT THE VISIBILITY WAS MAYBE 5 MILES AND GETTING WORSE. SO WE TURNED AND CAME BACK TO MINDEN.

50 over the south end of the lake. We climbed to 10,500 and as we flew closer to Lake Tahoe the visibility went down to about 5 miles of less, so we decided to turn back and land at Minden.

Ed had a friend with a warehouse in Minden, which had a couple of couches and a sofa bed. More free lodging! This called for a celebration so we rented a car and went to dinner, with ice cream for dessert.

Sunday morning was too smoky for VFR and we went to the café at the airport, only to discover that about 100 other people had the same idea. We spent the day looking at the smoke forecasts every few hours, and eating ice cream while sightseeing.

We were at the railroad museum in Carson City when the wind picked up and the smoke started coming down the



LOOKING AT THE BLUEBIRD FROM THE AIRPORT CAFE.

hills like fog rolling in. This dashed our hopes of leaving on Monday, so, we consoled ourselves with a couple of dinners and watching football.

Monday morning the smoke was worse with visibility of less than 2 miles. We went for breakfast at the Tail Dragger Café, which had become our headquarters and planning center. The forecasts were all bad with no VFR routes over the lake or mountains. We considered going as far south as Sonora pass but the smoke was everywhere.

We also decided to talk to the airport manager about transient tie down fees. She said she would waive them and just wanted us to fly safely. That was extremely kind and freed up another \$60 for ice cream and food.

We went into Carson City to get some cleaning supplies for the warehouse, when we got to Costco it seemed like a good idea to get some ice cream sundaes. This is when our gluttony finally caught up with us. There was no seating so we leaned against a dumpster for recycled cardboard. Al and I had not brought razors and were on our 5th day of this trip, having to wash clothes in the sink and probably starting to look rather rough. Ed, having seen Gilligan's Island as a kid, knew some of the pitfalls of short vacations. He had brought a razor, and was clean-shaven. As we were blissfully enjoying our ice cream a woman walked by with her son, who was about 4 years old, she looked at us then told her son "Do you see what happens when you don't have a mommy." "You end up like those men eating ice cream." It was apparent that we needed to leave Nevada and get home where we could eat Hagen Daz in Al's hangar without being judged.

Tri-Pacer Adventure Continued



VERY BAD SMOKE SUNDAY, WE NEEDED TO REALLY DO SOME RESEARCH, BEFORE TAKING OFF. AL'S FEELING WAS THAT WE MAY HAVE NEEDED TO GET TO CARSON CITY AND CROSS THE SIERRAS FURTHER SOUTH.

The visibility that afternoon got down to ½ mile, but the weather forecast was for showers Monday night and Tuesday morning. With this hope, we went out to a great Bar-B-Que place and watched football with dinner. As we headed back to the warehouse, there were a few sprinkles



TUESDAY MORNING AS THE CLOUDS WERE CLEARING OVER MINDEN.

but we decided not to look at the forecasts since we had been skunked so many times.

Tuesday morning the ground was wet and the clouds were broken with no smoke. We packed, did our preflights and fueled the planes. Then we had breakfast at the Tail Dragger Café, while we watched for clear skies over the lake. We saw a big clear spot and took off about 11:30 a.m. We circled to climb to 10,500 ft. and followed US 50 over the Sierras, then crossed the central valley on our way back to Buchanan field. The visibility was great and the lake was beautiful. It made for a wonderful last leg of our trip after all of the smoke and delays.

We landed at 2:30 p.m.; Lee Teicheira met us at the hangars. Bob Rudolph summed up our trip with the words, "That was real flying". We adjusted to the weather and found places to stay with the help of friends, a trip that brings to mind the earlier years of flying.

This adventure came about because of the friendships on our hanger row. We will all talk about this great experience. We had to continually adapt to the unexpected, and met the challenge. We did not succumb to "get home-itis". Pete Wiebens says that every plane has a mission, and our planes give a lot of time to enjoy the experience of flying.

Ed Ott flies a Luscombe and a Citabria, Al flies his Zenith, my wife and I a Tri-Pacer. Three out of four of those planes are tube and fabric. We fly low and slow enjoying every minute. I once met a man who "Proudly" told me "I flew Air Force Two for six years." I thought, "That is impressive but when I am flying in my tube and fabric plane I have a lot more in common with the Wright Brothers that you do."

In summation, this trip was all about sharing, adventure, and eating. We will all remember it and smile as we share the story with others. I am grateful to Al and Ed for making this trip possible and to my wife for supporting my adventures.

KCCR Fire Training in 2021



President's Newsletter

GREETINGS AVIATION ENTHUSIASTS!

I hope that this message finds you in good health and good spirits while we are all enduring this latest heat wave in California. This week I have found myself running the air conditioner at home full time since I recently underwent a minor medical procedure which dictates that I stay off work and on the ground. Believe me, I would much rather be looking for cooler air at altitude!

On September 7th, we held our regularly scheduled 393 board meeting at the clubhouse. There was an air of excitement as a full agenda was scheduled. Our plans included a fine meal prepared by Lucy Hart which the Board enjoyed with classical music playing in the background.



Thanks to 393 member Mo Bessiere, our chapter acquired two sets of wings for the Teenie Two project. These wings were generously donated to our chapter by Don Baldwin. As a result, the Board approved putting the Teenie Two up for sale complete with both sets of wings.

Naturally, this decision was followed by a motion for a chapter build project. It was decided that a proposal would be put together and presented to the membership for a RV12 build project. We look forward to discussing a potential new project with the general membership soon!

Like much of the rest of the Experimental Aircraft Association, at both the local and National levels, our chapter's success hinges on the efforts of our volunteers. I am proud to say that we have great volunteers whose enthusiasm supports an excellent aviation enthusiast community. Our organization respects everyone from radio control hobbyists and experimental builders to those who fly their completed projects, including Warbird owners and lovers. For those of you who are wondering, Warbirds are classified as experimental aircraft!

Of course, let's not forget those of us who own or rent certified aircraft! There are thousands of us who regularly fly all around the country in certified aircraft. Many of whom flew to Wisconsin for AirVenture this summer to attend that great event-literally the Mecca of general



aviation. These pilots belong in the Experimental Aircraft Association too!

So you ask, "What's your point Ron?" First of all, let's be sure to treat each other with dignity and respect. Secondly, the board wants to show our respect and appreciation firstly to our volunteers and then to all of our members by providing a free dinner at the September General Meeting at the clubhouse! The specifics of the dinner will be sent out by Social Director Lucy Hart. I guarantee you that the food will be delicious!

Last month, we added 10 new members and now stand at 100 members with 90 having paid their dues. If you have yet to pay your 2022 dues, please pay them now in order to remain in good standing with our chapter. You can pay your dues on our chapter website at eaa393.org, or alternatively you can contact Pete Mitchell at pmitchell@aol.com.

That's all for this month's message, Blue skies and tailwinds to all!

Ron Lem

President EAA Chapter 393



Sept 7th 2022 Board Meeting Minutes

Once a month our illustrious board members assemble to discuss EAA Chapter 393 matters

President Ron called the meeting to order at 19:00, in the Clubhouse Fireplace room.

Ron mentioned Mo Bessiere acquired two new teenie wings.

Motions

- Ron L motioned that He and Scott Achelis assemble the teenie and advertise it for sale. MSC
- Ryan B motioned Ron L research the costs of a RV-12 vs sales price as a chapter project. MSC
- Ron L motioned the Board sanction Ron's hanger Friday lunches. MSC
- Rich B motioned \$ 250 for Volunteer Appreciation night food. MSC

SECRETARY – PETER M

Membership is 100 with 9 unpaid. New member Dean Allen, welcome.

NEWSLETTER EDITOR– NEEDED

Volunteers please contact any 393 board member.

YOUNG EAGLES – TRACY P

August 20th young eagles totals, Alex Di Sessa flew five, Ron Lem 6, Bill Reining 9, Stu Schuster 6, Bob Tucknott 6 for a total of 32. Next young eagle event September 17.

TREASURER – SCOTT D

Scott reports that he met with our two young eagles during AirVenture, and they plan on reporting of their academy experiences at a membership meeting or by video. Scott has paid a deposit for a 2023 Academy position.

Board Members in attendance

PRESIDENT : RON LEM
 VICE-PRESIDENT : RYAN BAILLIE
 SECRETARY : PETER MITCHELL
 TREASURER : SCOTT DAVIS
 YOUNG EAGLES'S COORDINATOR : TRACY PETERS
 VMC COORDINATOR &
 CHAPTER PHOTOGRAPHER : GREG KAR
 SOCIAL DIRECTOR : LUCY HART
 NEW MEMBER (GUEST) : DEAN ALLEN

Board Members in absentia

TECH COUNSELOR : PETER FRIEDMAN
 TECH COUNSELOR : JIM AGUA
 WEB : RICH FINKLE
 MEMBERSHIP COORDINATOR : BENNETT ASHLEY
 IMC COORDINATOR : PAUL MILLNER
 BILL BOWER : PAST PRESIDENT
 TOOLS : LEE TEICHEIRA
 YOUNG EAGLES'S COORDINATOR : JIM MADISON
 EAA ACADEMY : BILL O'BRIAN

Open Positions

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 DINNER COORDINATOR

AMAZON SMILE

"When you shop at Smile.Amazon.com/ch/65-1197798, Amazon Smile will donate a portion of your eligible purchases to Experimental Aircraft Association Chapter 393 of Concord CA at no cost to you!" Last year that was close to \$100 dollars. It should be much higher...

September General Meeting theme, volunteer appreciation day, supper is served starting at 18:30, and its FREE.

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

A committee has been formed to review our bylaws. The members are Ryan Baillie, Scott Davis, Greg Kar, Jim Madison and Rich Finkle.

Adjourned 20:55

YOU CAN ORDER YOUR EAA CHAPTER 393 NAME TAGS
 BY VISITING
chapters.eaa.org/ea393/ea3-name-tags

Chapter Happenings

Let's see what are friends are up to in the last month!



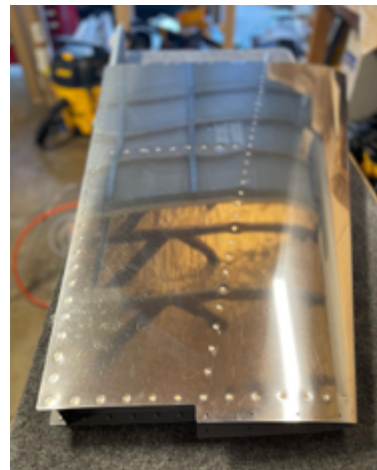
Kevin Olson's Kitfox Gets Monster Tires



EAA393 Ramp Volunteers Bruno Matta and Al Humbert.



L-R front row: Liliana Levin, Lucy Hart, Debbie Madison, Jim Madison. Back rows L-R: Al Wraa, Alejandro Levin, Phil Scott, Lee Teicheira, Alejandro Levin, PSA Lineman, Ron Lem, PSA Lineman Taylor, John Koehler, PSA Lineman, Bob Rudolph, Stu Schuster, Tony Tiritilli, Pete Mitchell - B-9 August Hangar Lunch



Peter Baker's RV-14A vertical stabilizer (above) and horizontal stabilizer (below) being assembled.



Bob Rudolph and the PSA gang.



Chapter Happenings Reno Air Races



Reno Air Race Pits



UAL pilot and KC 10 commander USAF



Evo F1 Rocket race #96



Ryan Baillie enjoying the event



EAA393 member Ed "Discharge" Neffinger crewing #96



VP crewing on race plane



EAA393 member Lance Sasser ang Chris McMillian.

THE EXPERIMENTAL AIRCRAFT
ASSOCIATION BOARD OF DIRECTORS
CHAPTER 393 OF CONCORD, CA

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

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LOOKING FOR LOVE

We would love content for future newsletters! Please send photos of each other, planes, places, articles, or article ideas to newsletter@eaa393.org!



Visit www.chickenwingscomics.com for more comics, books, and Captain Chuck, Jason & Ray