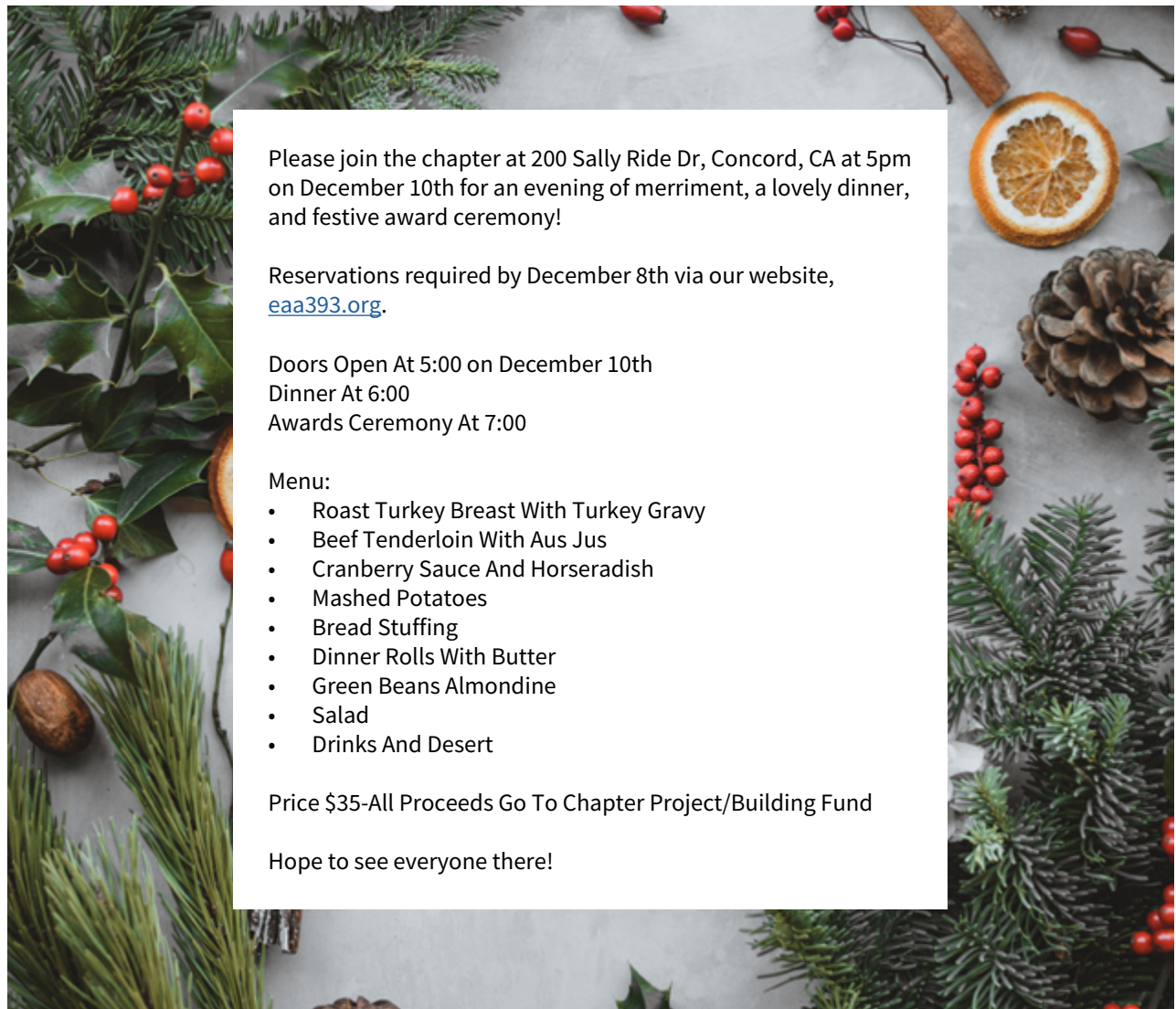


The Cleco

Aviation Education & Recreation From EAA Chapter 393



2022 Holiday Dinner and Award Ceremony on December 10th



Please join the chapter at 200 Sally Ride Dr, Concord, CA at 5pm on December 10th for an evening of merriment, a lovely dinner, and festive award ceremony!

Reservations required by December 8th via our website, eaa393.org.

Doors Open At 5:00 on December 10th
Dinner At 6:00
Awards Ceremony At 7:00


Menu:

- Roast Turkey Breast With Turkey Gravy
- Beef Tenderloin With Aus Jus
- Cranberry Sauce And Horseradish
- Mashed Potatoes
- Bread Stuffing
- Dinner Rolls With Butter
- Green Beans Almondine
- Salad
- Drinks And Desert

Price \$35-All Proceeds Go To Chapter Project/Building Fund


Hope to see everyone there!

On Page 2



In Memory of Richard Sperling

On Page 3



Under Pressure!



The Cleco is published every month by EAA Chapter 393

www.eaa393.org

200 Buchanan Field Road,
Concord, California

In Memorial of Richard Sperling

Colonel Richard A. Sperling, US Army (retired) passed away at John Muir Medical Center in Walnut Creek on October 6, 2022 after a short and unexpected illness. His devoted wife Marilyn and their son Crosby were by his side. He was 80 years old. Richard will be laid to rest in Arlington.

Richard was a firecracker from the moment he entered this world July 4, 1942. Welcomed by his parents Robert & Lucille, along with older siblings Patti and Bob. Just a few years later, while he and some friends were playing with their U-control toy airplanes, a neighborhood dad approached and asked "How would you boys like to go for a flight in a REAL airplane?" Young Richard said yes, and a lifelong love for aviation began.



After graduating from Seaholm High School, Richard majored in Business and Psychology at Western Michigan University, minored in Military Science, completed the ROTC program, and earned a Bachelor's degree along with Distinguished Military Graduate honors in 1965. As a 2nd Lieutenant, he completed Rotary Wing Pilot School with the 14th Class of '66 and was soon sent to fly UH-1 Huey Helicopters in Vietnam. On Richard's first day as aircraft commander, March 16, 1967, his wing-man was shot down from their formation shortly after takeoff. After landing in a small clearing, Richard set out into the jungle on foot to assist the survivors from the crash back to his aircraft before flying away to safety. For these actions, he was awarded the Distinguished Service Cross on July 6, 1968. While his fellow crewmen never received any formal awards for the valor they displayed during the rescue, one of Richard's undying wishes was to do so, remarking "We all worked well together to accomplish that rescue, and I am very proud to have served with each

and every member of this very fine air crew."

After Vietnam, Col. Sperling continued to fly helicopters and later became rated in fixed wing aircraft as well. During his military career of 30 years he flew almost every type of helicopter the Army operated, including multiple models of the UH-1 Huey and CH-47 Chinook. After commanding the 195th Aviation Company and 820th Engineer Battalion, he finished his career as an Aviation Branch Colonel and Principal Regional Emergency Military Coordinator for Sixth US Army Headquarters, Presidio of San Francisco. Some of his other awards include: Legion of Merit, Meritorious Service Medal with Oak Leaf Cluster, Air Medal with 22 Oak Leaf Clusters, Army Service Medal, Republic of Vietnam Campaign Medal, Master Army Aviator Wings, Basic Missileman Badge, and Expert Pistol & Rifle Badges.

As a civilian, Col. Sperling was a commercial pilot with United Airlines, flying the Douglas DC-8, Boeing 727, 737, 757, 767, and finished that career on trans-pacific routes in the B747-400. His favorite destinations were Hong Kong and Sydney Australia, where he enjoyed walking in parks and learning about local history. Between his military and civilian careers, he had logged over 16,000 flying hours.

Richard was an active member of the Legion of Valor, founded in 1890, for which he served as National Commander from 1986-87 and as Historian for many years. He was also a member of Vietnam Helicopter Pilots Association, Vietnam Veterans of Diablo Valley, Delta Chi Fraternity, Quiet Birdmen, and honoree on the Fort Knox ROTC Hall of Fame.

In retirement, Richard volunteered as Assistant Scoutmaster and Aviation Merit Badge Counselor for BSA Troop 221, as well as Young Eagles flight coordinator through EAA (Experimental Aircraft Association) Chapter 393 where he was also a member. His favorite hobbies included flying everything from R/C airplanes to his Piper Light Sport, and boating in the San Francisco Bay Delta with his wife aboard their SeaRay SunDancer named Valor.

Under Pressure!

BY RON LEM

Recently, I was flying along in my Van's RV6 when my attention was suddenly drawn to my instrument panel. To my dismay, I saw a red indication on my EIS. I was receiving a warning for low oil pressure! In response, I immediately called the nearest airport requesting permission to land. Once I received approval from the tower and I had addressed the urgency of my situation, I had the opportunity to take a closer look at the engine instruments. I noticed that oil temperatures and CHT temperatures were normal. I decided that I would continue to monitor the oil pressure, temperature, and CHTs' but inform tower (I was in a class D airspace) that I wanted to cancel my request to land. Instead, I continued on my way until I eventually landed safely back at KCCR.

On the ground, I decided to uncowl the engine, change the oil, replace the oil filter, and send in the oil to be sampled by Blackstone laboratories. I searched for the cause of my issues, but cutting open the oil filter revealed no metal particles. Further visual inspection of the oil showed no discernible abnormalities.

After changing the oil, I ran the engine while stationed on the ground. The oil pressure appeared normal. I decided to cowl the airplane and go for a test flight around the pattern. Still, the oil pressure continue to appear normal.

The following week, I flew to Watsonville for a practice formation flight. Mid-flight, despite my efforts, the oil pressure indication dropped down to zero again. Oil temperatures and cylinder head temperatures were in the green. Luckily, I was flying with a group of guys who had built their own planes. We took a look inside the cowl and hypothesized that it was a bad oil pressure sending unit. Acting out of an abundance of caution, I opted out of the practice and flew back to KCCR. On the way home I closely monitored the engine temperatures and operation.

The following day I ordered a new sending unit. When it arrived, I installed it and flew the plane in order to heat up the oil. I had noticed that the low pressure indication seemed to occur when the oil temperature was above 180 F. Like I feared, the oil pressure again dropped to zero.

Because this problem showed up after the oil heated up, my next step was to check the oil pressure relief valve. I wanted to make sure that there was no debris in inside the valve and that the spring was not broken. When I uncowed the engine, I found the oil pressure relief valve clean. Even under closer inspection, once again I could find no abnormalities!

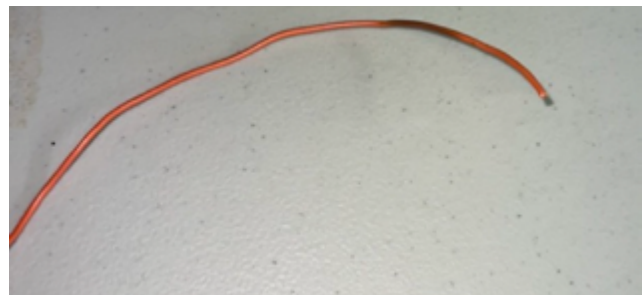
I decided to do a continuity check between the

new sending unit and the pin for the specific wire serving the sending unit in the plug at the EIS. Using a multimeter from the lug on the wire at the sending unit and the pin, I got a good reading of 1.5 ohms. Suspicious, I pulled on the wire at the lug to make sure it was secure. The wire appeared secure, so my search continued.

At this point, I called the manufacturer of my glass panel Grand Rapids Technology (GRT), as I had become suspicious of the GRT EIS. They were very helpful and directed me to a specific page on their website dealing with troubleshooting the EIS model I have installed in my plane.

Following the troubleshooting guide, I made sure that a recently installed set of nav and strobes lights were correctly wired. I had just had them installed before my oil pressure light first indicated. No issues.

Even though I had done a continuity check on the sending unit wire, I decided to replace the wire. With the help of Al Wraa, we were able to run a new wire from the pin in the plug, to the EIS, to a new lug at the sending unit. Pulling out the old wire we found this:



If you look closely at the wire, you will see a darkened area approximately 3/4" long. At the left side of the darkened area, there appears to be a bend which looks like it was crimped and then straightened out. This damaged the wire irreversibly. When the wire was exposed to heat inside the engine compartment, the resistance on the wire increased. The Oil sending unit is responsible for sending a low voltage to the EIS in order to detect issues. When the wire failed at high temperature, the EIS went to zero.

With this wire replaced, I put the cowl back on the plane (for what seemed to be the umpteenth time) and went for a test flight. When the oil pressure indication remained in the green, I became cautiously optimistic. After two more subsequent successful test flights, I am confident that the low oil pressure indication has been resolved.

President's Newsletter

GREETINGS FELLOW AVIATION ENTHUSIASTS

Recently, at a hangar lunch on the northwest side of the field, fellow EA member Tom Call asked me, "How is the airplane?" I responded "Its got personality!" This got a chuckle from Tom since he owns a Glasair and has experienced the mechanical issues that accompany experimental aircraft.

In my case, the mechanical issues I was facing was a low oil pressure indication on the glass panel. After much troubleshooting and testing, the cause turned out to be a damaged wire. The wire in question connected the oil pressure sending unit to the plug on the EIS (engine information system). After discovering this, I replaced the wire and thankfully the oil pressure indications are back in the green.

I think the same characterization of "Its got personality" applies to our chapter, especially as we continue to grow our membership in a post Covid world. As of now, our membership now stands at over 100 members. Even as older members step away or leave our chapter we have been fortunate to find new people who wish to join. Our membership now includes people of many different ages, and we have been grateful towards our younger members who are working to help modernize how the chapter runs. Specifically in relation to how the different components inside our chapter operate.

One new component for our chapter is the establishment of the Ray Scholarship Program. This program will allow us to apply for funding so that we may pay for flight lessons of one lucky young adult. EAA 393 member Dewitt Hodge is the committee chairperson, and he has already begun working diligently to get the program active. However, it is important that as a chapter we work to fulfill a significant amount of responsibilities in order to be eligible for the program

In order to meet these responsibilities, I am proposing that our chapter accomplish the following goals in early 2023. These goals come directly from the EAA National Website:

- Attend a chapter leadership training session.
- Growing or steady membership.
- Offers IMC or VMC Club programs.
- Participates in Young Eagle or Flying Start programs.
- Has EAA-approved Flight Advisor or Technical Counselor.

- Participates in EAA's Annual Chapter Member survey.
- Participates in Young Eagles Build and Fly, Young Eagles Workshops, or sends a youth to EAA's Air Academy.
- Requests an EAA ChapterBlast email.
- Hosts at least two public events each year.
- Owns/leases a facility.
- Extra credit activity, such as a chapter build project, youth build project, chapter scholarship (separate from Ray Scholars), a chapter tool crib, IAC competition, etc.

Also from the EAA website unde "Recognition Details":

"Each of these criteria that your chapter has met will be worth one point, and every chapter will have the ability to earn up to 10 points. January of each year, chapters scoring at least seven out of ten will be publicly recognized by EAA. There will be three levels of recognition. Bronze (7 out of 10), Silver (8 out of 10), and Gold (at least 9 out of 10)."

As I take a step back and look at all that our chapter has accomplished thus far, meeting the above criteria is an achievable goal with the participation of the membership. Working together to meet these goals will provide more opportunities for members to get involved and "get busy!"

On a similar note, your board is working hard to put together a holiday dinner on December 10th. We know that "If you feed them, they will come!" Tracy Peters is currently working on the menu, which will be released as soon as we have it. This is EAA 393's traditional holiday dinner where we hand out chapter awards. Former award winning members Bill Lawrence, Sara Holmes, and Lee Teicheira are currently putting together their minds to pick the outstanding member of the year award for 2022.

That's it for me folks, stay warm, stay safe and go fly!

Ron Lem





Nov 2nd 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 19:05, in the Clubhouse Fireplace room.

In accordance with our license agreement, EAA is granted the option to perform four hours of community service towards the monthly license fee, subject to the submission of a Community Service Work Plan. Volunteers will be needed.

SECRETARY – PETER M

Membership is 101 with 9 unpaid, two promised.

NEWSLETTER EDITOR– NEEDED

Volunteers please contact any 393 board member.

YOUNG EAGLES – TRACY P

Bill O'Brian will give Tracy an amended copy of this years YE's letter, Tracy will do a mail merge personalizing each letter and envelop to this years young eagles including CAP volunteers and Sea Scouts. Dewitt Hodge has videos from both 2022 Academy girls to show at an upcoming meeting. YE's, 157 flown this year. Volunteers, both ground and pilots are vital for a successful year, starting the third Saturday in April.

TREASURER – SCOTT D

\$56,256 in the bank. Our spaghetti dinner had a \$250 profit. Scott spent a busy weekend at an EAA Oshkosh Leadership seminar. He is eager to share his information. Scott needs guidance regarding our domain name bill, that has gone from \$28.86 to over \$300 per year.

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...

www.eaa393.org

Board Members in attendance

PRESIDENT : RON LEM
 SECRETARY : PETER MITCHELL
 TREASURER : SCOTT DAVIS
 YOUNG EAGLES'S COORDINATOR : TRACY PETERS
 YOUNG EAGLES'S COORDINATOR : JIM MADISON
 SOCIAL DIRECTOR : LUCY HART
 EAA ACADEMY : BILL O'BRIAN
 MEMBERS: RICH FINKLE, RICH CUNNINGHAM, DeWITT HODGES, RICH BOURGEOIS, TIM ROBERTS

Board Members in absentia

VICE-PRESIDENT : RYAN BAILLIE
 TECH COUNSELOR : JIM AGUA
 WEB : RICH FINKLE
 MEMBERSHIP COORDINATOR : BENNETT ASHLEY
 IMC COORDINATOR : PAUL MILLNER
 BILL BOWER : PAST PRESIDENT
 TOOLS : LEE TEICHEIRA
 VMC COORDINATOR &
 CHAPTER PHOTOGRAPHER : GREG KAR

Open Positions

NEWSLETTER EDITOR
 WEB / INFORMATION TECHNOLOGY
 AMAZON PRIME / ESCRIPT
 DINNER COORDINATOR

RAY FOUNDATION – DEWITT HODGE

A special meeting is planned for Wednesday November 9th 7 to 9 PM, to raise our chapter foundation rating from Bronze to Gold.

Through the generous support of the Ray Foundation, EAA provides up to \$10,000 per deserving youths to cover their flight training expenses. Ray Aviation scholars are the most engaged, excited, and motivated aspiring pilots an EAA chapter has the pleasure of meeting and supporting. Application period is November 1st to January 31st. There are nine criteria to participate, the more criteria our chapter meets the better our chances are.

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

393's HOLIDAY PARTY

Scheduled for Saturday December 10th. We have the clubhouse from 09:00 to 21:00. We have permission for a non-combustible Christmas tree. Volunteers needed to set up the tree, room light and other decorations. Contact Lucy Hart, lucyHart552@gmail.com.

Adjourned 21:15
 PJM

Our Latest Roaming Reporter

BY JIM MADISON

I am Jim Madison and I have been asked to write about people and events in our flying community.

There are many reasons that we belong to EAA Chapter 393. Some of us like being around planes, others are building a plane, and want the support and knowledge of members of this chapter have to offer. Then there are the owners of certified aircraft, new and vintage, from tube and fabric, to metal, and composite

Our members fly everything from open cockpit planes to commercial jets. The enjoyment of flying holds us all together. Being in the air is magical, the moment the tires leave the runway, you feel the sensation of flight, and some of us are never the same after it. It is that desire that drives us to get a pilot's license then to build, rent or buy a plane.

Some of our members go on lunch flyouts on Wednesdays; others fly with groups on tours from Alaska to Central America. We also have one member who flew solo around the world in an RV.

Let's also not forget the opportunities to volunteer when EAA national has planes like the Tri-Motor, or B-17 on tour, these are fantastic opportunities to encounter the living history of aviation. More volunteer opportunities exist during Young Eagles events. Young Eagles is an introduction to flying for youth and some of them may decide on careers in aviation after their first experience flying. All of these activities can really work up an appetite, so come join us for Friday hangar lunches, or one of the chapter dinners occurring almost every month where everyone is welcome.

My goal is to share some of these stories and feelings with you. If you want to inform me of any news or events please email me at madisonconcreterepair@yahoo.com.

Chapter Happenings

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



Alejandro Levin Getting Flight Instruction Buenos Aires Argentina



Alex And Liliana Levin in Moron, Argentina



JSX at KCCR





Young Eagles coordinator Tracy Peters (above) and Lucy Hart (left) assisting.



Stu Schuster Flying Young Eagles On October 15th, 2022



Bill Obrien Canvassing For Air Academy Candidates At Young Eagles Event October 15th, 2022



Young Eagles Ramp Volunteers, Young Eagles Event October 15th, 2022



EAA 393 President Ron Lem Flying Young Eagles On October 15th, 2022



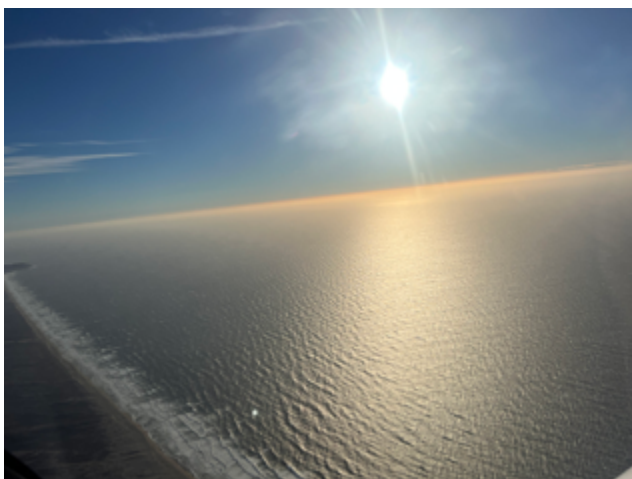
EAA 393 Member Jim Agua Flying Young Eagles On October 15th, 2022



Pictured from L-R are Bob Rudolph, Jim Agua and Jim's friend Andre'. After flying the airplane for several hours, they landed and the engine died while taxiing. The engine had developed carburetor ice while on approach which killed the engine during taxiing. It took hours for the carburetor ice to melt.



Tom Hammitt Explaining Pitot Tube Installation On His RV14



Spectacular Flight Off The Redwood Coast October 22nd, 2022



Approaching The Golden Gate From The Northwest. Photos Courtesy Of Ruth Gusenkova.



EAA 393 Member Al Wraa In His Zenith 801



On November 6th, 2022, Ron Lem participated in a formation flight with the Memorial Squadron. Our flight departed Livermore, flew to the Golden Gate bridge and performed two “Parade” passes over Fishermans’ Wharf. From there, we hopped over the Bay Bridge and flew several passes over the USS Hornet. This was followed by passes over the Oakland hills and Pleasanton.

Pictured are the Memorial Lead, call sign Scrup in a Mentor, EAA 393 member Ed Neffinger, call sign “Discharge” in a RV8 and “Tosser” in a Marchetti SF.20. Picture taken by Ron Lem, call sign “Stubbs” in his RV8.



Bennett Ashley

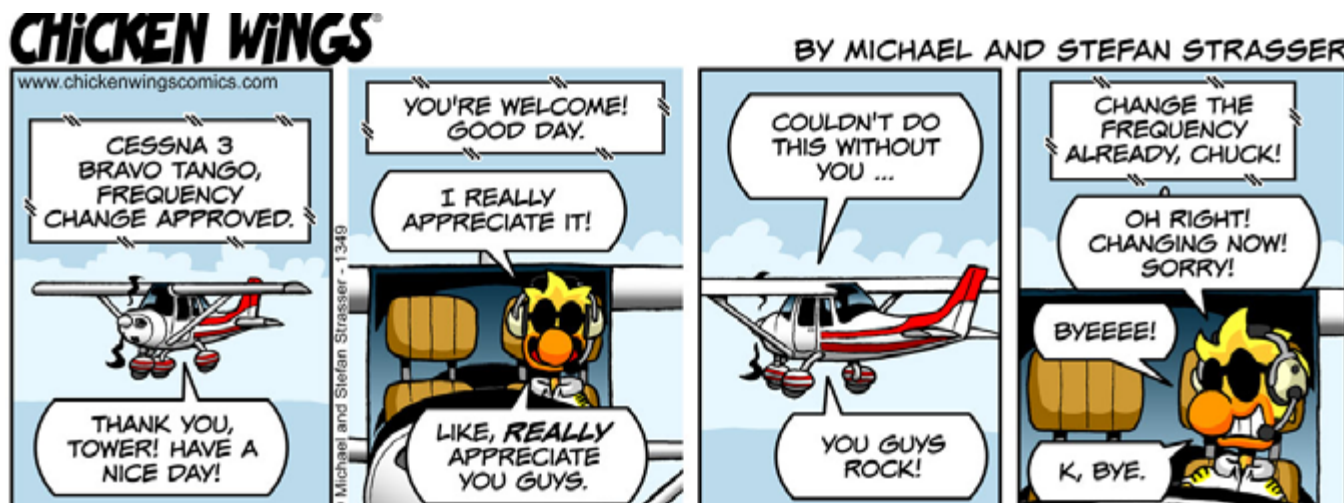
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P.O. Box 6524, CONCORD, CA 94524-1524

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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