

The Cleco

Aviation Education & Recreation From EAA Chapter 393



Angels on an Angel Flight

BY TOM CRONIN

Serving as a volunteer pilot for Angel Flight West certainly isn't for everyone given the time, expense, paperwork, and logistical planning. For a few, the rewards of giving back, and using your certificate for a good purpose, may be worthwhile. I am sure many are familiar with Angel Flight, as a member story was recently related to me, regarding a lonely organ flight on 9/12/2001 post 9/11.

To my surprise, and disappointment, at this time, experimental aircraft are only allowed for non passenger missions. Perhaps EAA headquarters can partner with Angel Flight to revisit this current restriction? To act as a volunteer pilot, Angel Flight requires 250 hours as pilot in command, and liability coverage.

On a recent flight, I met Angel, and her Finnish companion Maarit, outside the Redding Jet Center, where they had been dropped off by friends. Angel suffers from an autoimmune disorder, rendering her covered in gauze bandages. Nevertheless, she was bright and cheerful and asked if we could say a prayer before heading out. There followed a beautiful incantation asking for fair weather, a safe flight, and for good things to befall us all. I was awfully glad for this provident moment, as things later turned out.

Angel Flights, in a 172 and 182, have taken me to Redding, Chico, Truckee, Bishop, Modesto, Reedley, Fresno, and Castle, all with little or no air service to the Bay Area, where very specialized treatment is available. FBO's at these locations waive fees, provide fuel at a significant discount, have welcoming

staff, clean restrooms, wifi, and free coffee. At Kaiser Air in Oakland you even get to taxi behind a "Follow Me" truck.



ANSEL ADAMS WILDERNESS ON THE WAY TO BISHOP

Most patients need services only found at Stanford in Palo Alto or UCSF in San Francisco; for example clinical trials. Thus the most common destinations are the nearby Palo Alto, San Carlos, or Oakland airports. Getting into Palo Alto or San Carlos can be challenging with the proximity of the San Jose, Moffet, Hayward, Oakland, and San Francisco airspaces, and associated traffic. I believe Palo Alto is also one of the busiest single strip airports in California with its short 2,443' runway. Departing Palo Alto can often try one's patience waiting for planes ahead and in the pattern. My usual strategy, as a VFR pilot, is to use flight following, and pick up waypoints VPBCC or VPBCB on the way in, which help "thread the needle"

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President's Letter



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Angels on an Angel Flight (continued)

through this complex airspace. Another option, for Palo Alto and San Carlos, is to contact Oakland tower and go over the 30 runway numbers at 2,000', but this is a little more nerve wracking.

All of my flights have been for medical reasons but Angel Flights are also made for specialty camps, compassion, domestic violence relocation, blood, organ and tissue donations, disaster response etc. The patients I have transported include brain cancer, autoimmune dermatology, peritoneal dialysis, GI illness, respiratory illness, epilepsy, neuropathy, and a lung transplant followup. While some patients appear outwardly normal others have compromised mobility. Flexibility issues can make entering and exiting small aircraft quite challenging, requiring extra time, and considerable patience. If there is a companion passenger, they can be invaluable in situating the afflicted. Companions dictate the need for a four seater, although not all patients are accompanied.

Candidate flights can easily be searched on the Angel Flight West website. I select the Northern California wing and "air" as opposed to "ground" trips; Angel Flight connects patients with ground transportation. Then you can sort by date or airport and see the weight and number of passengers, as well as many other details: <https://www.angelflightwest.org/>. All patients must have a backup plan of some sort, such as driving or rescheduling, so if weather becomes a problem, or life gets in the way, there is no foul.

Coming out of Redding, Angel, Maarit, and I had a strong 20kt tailwind speeding us along to Oakland. Maarit had taken a motion sickness pill, as I had warned her it could be bumpy, but fortunately it smoothed out, once we were by Willows. Tracking down the valley I picked up Oakland flight following 132.2 (which guided me around a Centurion), then on to Travis 126.6/119.9 and finally Approach on 120.9.

Coming over the Berkeley hills Approach alerted me to traffic at 10 o'clock, 1 mile at the same altitude. After scanning the skies, to no avail, the GTN 750 automatically alerted and changed to the traffic screen. As I was trying to figure out if I should go left or right, Approach queried if I had the traffic, which I did not. Their words were "if you don't see it yet, advise climbing immediately." Needless to say, I pushed the throttle in and raised the nose to climb. Some twenty seconds later an antique lumbered by, about 100 yards away, and a 100' below, not under flight following; airspace edges are certainly places to avoid.

Approach handed me over to the Oakland tower

which directed me to the Temple and then the Coliseum. I was glad that I had put in VPMOR, as a waypoint, when I left Redding, as I was ready. After some helicopter alerts around the Coliseum we landed uneventfully on 28R. Upon disembarking, Angel asked if she could give me a gift, which I declined, as I had previously told her that it was all volunteer. She however insisted that it was part of her culture. I am now a firm believer in Angels!



Angel Flight

WEST

Opposing Bases Podcast



The Click & Clack of Aviation. The Opposing Bases Podcast from two controllers and pilots.

In case you've missed it, "Alpha Golf" and "Romeo Hotel", are two air traffic controllers and rated pilots who have a weekly discussion about flying in our National Airspace.

Opposing Bases is both an educational and entertaining podcast that you can subscribe to for free! They discuss fun things like:

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- Controllers: They're human, too!
- Why Flight Following is your friend
- ATC antics and bloopers

To learn more and to listen to an episode of Opposing Bases, visit their website www.opposingbases.com

President's Newsletter

SEASONS GREETINGS, FELLOW AVIATION ENTHUSIASTS!

As this holiday season rolls along, I am thankful for all the time and effort that each of you have dedicated to our chapter this year. If it were not for you, the chapter membership, we would not have been able to enjoy the many wonderful events that have taken place in 2022.

I am especially grateful to our social activities director Lucy Hart. Her enthusiasm, dedication, and perseverance have been an integral part in ensuring the success of our monthly general meetings. Lucy has attended our board meetings each and every month for the last 18 months in which we have been able to hold general meetings. During our board meetings, she plans the dinners for the general meetings and sends out personal invitations to the members. She is also responsible for the wonderful decorations at our dinners and helps clean up after events. Lucy has done this all with a kind and cheerful spirit, which makes it a pleasure to work with her. Thus I want to take this opportunity to thank Lucy for all of her time and energy!

This brings me to a new chairperson, Dewitt Hodge, who several months ago approached me to ask if chapter 393 was interested in the Ray Scholarship Program (RSP). When I responded in the affirmative, Dewitt then asked if he could be the chairperson of a committee specifically assigned to the Ray Scholarship Program. It is not often that someone volunteers to head a committee, especially one which requires so much work, so I invited Dewitt to a board meeting where he was made the chairperson of the RSP.

Since then, Dewitt has set about shoring up the chapters status in regards to how EAA national views our chapter. We started off as a "Bronze" chapter and will (hopefully) become a "Gold" chapter by the end of 2022. Being a gold chapter is one of the criteria we need to reach in order to acquire the \$10,000 Ray Scholarship. More information on the Ray Scholarship will be forthcoming in the months to come, but I want to express my deep gratitude to Dewitt for taking on this role.

Moving on to some business items, as we announced at our December Holiday Awards Dinner, the January General Meeting has been canceled. In its place will be a special meeting which will be dedicated to making some specific amendments to the bylaws. The first of which is to raise the discretionary spending allowed by the board from \$250 to \$1000.

This was already addressed at the September General Meeting, but because it was a "General Meeting" and not a "Special Meeting" we will have to address this

issue again. Secondly, I am going to propose that we raise the yearly dues from \$30 to \$40 for individual chapter 393 membership. A family membership will go to \$50. This will help our chapter to account for the rising costs of using the clubhouse, insurance, and more specifically the Wild Apricot system.

I know it is the holiday season, and because of this I was reluctant to put chapter business information in this month's message. However, I want to stimulate discussion among the members and give people time to think about our two proposed amendments.

To wrap up the last message of 2022, I want to acknowledge George Grech. George assumed the role of Wednesday Fly Out Coordinator upon the retirement from this position of Harvard Holmes. George has facilitated the fly out on a weekly basis, starting the discussion relating to the destination and timing of the Wednesday fly outs and attending the fly outs himself. His latest fly out was attended by no less than 16 pilots and guests! I have attached a picture from that lunch event which was held at KWVI (Watsonville)

Happy Holidays and Blue Skies to All!

RON LEM

President EAA393



2022 Aviation Weather Handbook Released

This handbook is designed as a technical reference for all who operate in the NAS. Pilots, dispatchers, and operators will find this handbook a valuable resource for flight planning and decision making.

This handbook conforms to pilot weather training and certification concepts established by the FAA. The discussion and explanations reflect the most commonly used weather products and information.

You can obtain the [latest version of FAA-H-8083-28, Aviation Weather Handbook on faa.gov website.](https://www.faa.gov/handbook)

Building a Dream

BY JAMES MADISON

Some days as you drive along A row in the northwest hangers you'll see a dark green SUV. The first time I drove by this car, a hanger door was open, and as I glanced in, I saw the unmistakable wings and nose chin of a Curtiss P 40. This commanded my full attention and I immediately stopped and left my car to investigate.

I remember the P 40 as being one of my favorite planes as I grew up building models. I bought and still have the paperback book "God Is My Co-Pilot" by Robert Scott, which I purchased at a drugstore. The stories and movies of the American Volunteer Group or "Flying Tigers" in China are legendary. Therefore, when I saw a P40 painted in the colors of the Flying Tigers, I had to talk with the owner, who is Peter Degl'Innocenti. Peter has been building this plane for 30 years. He has had a love for the AVG since he was in high school and he has gone far beyond building plastic or flying models to building a ¾-scale replica of a Curtis P40C. Thirty years of building takes tremendous dedication and when you



talk to Peter, you discover his admiration for a group of men who did the impossible, and stopped the Japanese Imperial Army Air Force from totally ruling the skies over China.

Peter has spoken with and acquired mementos from the men who flew these planes. He can share stories of them with you that nobody else can. His eyes come alive and he cannot help smiling as he shares these tales. That love has sustained him as he builds what he believes is one of only two P40 replicas built from these plans.

He has done a lot of the work but members of our chapter 393 and others from around the hangers have assisted him, when he hits that proverbial wall and the project is temporarily stalled. This past year he was finally able to start the engine, which is a milestone in the project. An endeavor like this can be overwhelming. He has occasionally taken time to add details such as emblems and markings to let his



mind envision the finished project, and not give up when his dream seems impossible.

Peter has painted the plane in the markings of Robert B Keeton, flight leader 2nd pursuit squadron "Panda Bears". His N number is N7PJ. Pete Wiebens reserved several N numbers. Pete wanted to let some go so he gave Peter a choice. When Peter saw the PJ he knew it would stand for Peter and Jan (his wife) because of her support as he builds this dream. He and his wife have incorporated their shared love of this project in their social life by dressing in period costume, with Peter in his AVG uniform, and swing dancing on the Hornet to big band music. Even though the AVG did not name individual planes he said, "I've named mine "Jiggle'n Jan"; because she does."

If you see him working on the plane, stop for a moment and Peter will be glad to show you around and share some stories. Perhaps someone could persuade him to give a talk at a chapter dinner sometime.





Dec 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 19:05, in the Clubhouse Fireplace room.

Ron motioned Al Wraa as 393 Technical Advisor, Rich Bourgeois 2nd, MSC, 8/0.

SECRETARY – PETER M

Membership is 100 with 5 unpaid.

YOUNG EAGLES – TRACY P

National is granting double credits for YE's flown thru July 2023.

Volunteers, both ground and pilots be sure your Youth Protection Policy is up to date for the coming year. Its a short presentation and quiz <https://www.eaa.org/eea/youth/youth-protection-policy-and-program>

TREASURER – SCOTT D

\$56,331 in the bank.

AMAZON SMILE

"When you shop at [Smile.Amazon.com/ch/65-1197798](https://www.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...

RAY FOUNDATION – DeWITT HODGE

DeWitt has a form letter that will be mailed to eligible young eagles that Tracy will provide, requesting answers to essay questions. Candidates will have 30 days to complete and return applications.

Anyone with candidates contact DeWitt. CAP leaders may contribute names.

The application period ends January 31st. Their are nine chapter criteria to participate, the more criteria our chapter meets the better our chances

are. Ray Scholarship grant is \$10,000, estimated cost to a Private license is closer to \$15,000.

National anticipates chapter assistance to ensure the student achieves their goal.

Ron Lem motioned, Rich Bourgeois 2nd that we cancel the January 25th General Meeting.

MSC 8/0

Scott Davis motioned Ron Lem 2nd we have a special meeting January 25th to approve revised by-laws. MSC 8/0.

FACEBOOK – BENNETT A

Here is the link to our EAA 393 Facebook page: <https://www.facebook.com/eea393>

Send material to Bennett at BennettAshley925@gmail.com

Adjourned 21:00

PJM

Board Members in attendance

PRESIDENT : RON LEM
 SECRETARY : PETER MITCHELL
 TREASURER : SCOTT DAVIS
 TECH COUNSELOR : ALAN WRAA
 YOUNG EAGLES'S COORDINATOR : TRACY PETERS
 RAY SCHOLARSHIP COORDINATOR : DeWITT HODGE
 EAA ACADEMY : BILL O'BRIAN
 DIRECTORS: RICH CUNNINGHAM, RICH BOURGEOIS

Board Members in absentia

VICE-PRESIDENT : RYAN BAILLIE
 TECH COUNSELOR : JIM AGUA
 IT COORDINATOR : PETER BAKER
 MEMBERSHIP COORDINATOR : BENNETT ASHLEY
 YOUNG EAGLES'S COORDINATOR : JIM MADISON
 IMC COORDINATOR : PAUL MILLNER
 BILL BOWER : PAST PRESIDENT
 TOOLS : LEE TEICHEIRA
 VMC COORDINATOR &
 CHAPTER PHOTOGRAPHER : GREG KAR
 SOCIAL DIRECTOR : LUCY HART

Open Positions

AMAZON PRIME / ESCRIPT
 DINNER COORDINATOR

THE EXPERIMENTAL AIRCRAFT
ASSOCIATION BOARD OF DIRECTORS
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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