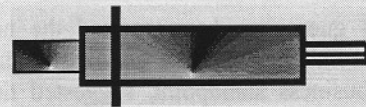


The Cleco



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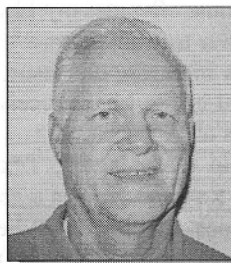
October 2001

Issue No. 10



The Leader In Recreational Aviation

**We have a new webmaster!
Bruce Hobbs is taking over
so watch for many changes
(improvements).**



President's Column
by Bob Belshe

Inside this issue:

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PLEASE, LET'S HAVE A BIG TURNOUT

FOR THE ELECTIONS SO THE NEW

BOARD IS ELECTED BY THE

MAJORITY OF THE MEMBERSHIP,

NOT JUST THE FEW REGULAR

ATTENDEES. [ed]

Meeting schedule:

October 24

- November 28 after Thanksgiving
- December 15, Christmas Party @
The Greenery, Walnut Creek
- January 23, 2002
- February 27, 2002
- March 27, 2002
- April 24, 2002
- May 22, 2002
- June 26, 2002
- July 13, Chapter Picnic
- August 21, 2002
- September 25, 2002

The Cleco

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[I haven't been able to locate Bob either by landline or email so I presume he is out of town for awhile. This month there is no president's column. Surely he will write next month's column, reminding all to sign up for the Christmas Party in December.

If he were here, I am sure he would stress the need for everyone to show up at Wednesday's meeting to participate in the elections.]

Our meetings are open to the public. Everyone can consider themselves invited. EAAers might make someone else happy by introducing them to our Chapter, getting them involved in projects, flyouts and just plain good old camaraderie.

Our normal meeting time is 7:30 p.m. on the 4th Wednesday of the month at the old terminal building on John Glenn Drive just south of the tower. Visitors are welcome.

Sport Aviation

Editor's Column

by Duane Allen

I guess you have noticed the new format. One of the members who is a bit smarter than me, at least from the business standpoint, suggested that I stop publishing the newsletter in 11x17 format as there is no way to break even printing lots of pictures using the HP5000 printer. The toner cartridges cost \$170 each due to the 11 inch width. This issue is being done on an old HP6L which is slower but the cartridge for this issue was only \$36 at Fry's Electronics. And, the pictures all appear on one page. The rest being photoless, I can have them reproduced at Kinko's or Office Max, Office Depot, or elsewhere for 7¢ each. Thanks to my friend for convincing me to go this route. Besides my 11x17 printer won't pull paper from the lower tray anymore.

Thanks go to Pat Peters too for his input for this issue. I have also included some of the email traffic I have received about the Sept. 11th. terrorist attacks on America.

I also just completed a ten day trip to Arlington, Texas, Fayetteville, Arkansas and Wichita, Kansas. Now is a good time to travel via commercial airlines. It has never been safer, the loads are light and almost no waiting for the runway. Usually when I leave DFW we are number 12 to 20 in line for takeoff. Saturday we were #4 and they were taking off at about 45 second intervals. What a change. Also, the security lines were very quick except at SJC. It took one hour from the time the taxi dropped me off until I walked aboard the airplane. First class was over half full (22 seats on a 757) and I didn't look in coach leaving SJC. The ER4 (Regional Jet) from DFW to XNA had 55 seats and 13 of us on board. When I left DFW on the way home I made a point to look in coach and guessed to have about 40 to 50% occupancy. I can see why the airlines are losing money left and right. It usually takes about 60 to 65% just to break even. With the additional fuel costs and empty seats I don't see how they can cut airfares and expect to stay in business. Obviously some aren't.

I took my neighbor to Pine Mountain Lake for lunch. He enjoyed it so much he wants to take flying lessons. Go for it Bob.



Neighbor Bob had to pull the airplane out of the hangar and push it back, but he still enjoyed the flight to Pine Mountain for lunch. He even flew it part way back to Concord.

Hi All -

A couple of days ago I received a phone call from Jay White of the California Pilots Association. He'd recently been to CCR, and felt that some of the pilots he spoke with felt that the environment in and around the airport was certainly not improving, and was probably deteriorating.

Jay has volunteered to attend a meeting with a few representatives from EAA 393, the Concord 99's, MDPA, and local airport business interests.

The purpose of the meeting would be to review problems and determine the general outlook of GA at CCR, and, if preliminary discussions indicated sufficient interest, to move toward creating a "coalition" of our four groups.

Our purpose would be to do whatever is necessary on or off the airport to preserve it as a viable aviation facility. This could include countering anti-airport forces as well as providing guidance for better airport operation. Jay is of the belief that if our groups present a unified front we can be very effective in controlling where our airport is going.

He would provide a draft MEMORANDUM OF UNDERSTANDING (MOU) that would describe the function of a Buchanan Airport Coalition and how it would affect members.

I'm interested, and willing to put some time into this, and welcome your feedback.

Thanks,

Scott Achelis

[former VP Chapter 393. Thanks Scott, ed]

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Young Eagle Report

by Pat Peters

I have registered 175 young eagles for Saturday October 20. I need all the pilots I can get. If you are willing and a member of EAA International please come and fly with us.

We will be meeting at the old terminal building at Buchanan field. Pilots and ground crew are requested to show up early. Ground crew to be there by 8:00 a.m. and the pilots by 8:30 a.m. Pilots will get a short briefing before flying.

Staging will be at the old terminal building instead of at the base of the tower. We will use the back door of the terminal building to access the ramp where the planes will be parked.

If you have a plane and don't want to fly, we can use you and your plane for ground demonstrations. [YE preflight]

Please contact me so I can make final plans. I can be reached at 925-930-6447.

[Other Chapter 393 volunteers at work]

A group of Golden West members attended the Marysville air show on Saturday.

This group volunteered to help the show-officials as the members of Beale Air Force Base were otherwise occupied.

From local chapter 393 Tracy, Pat and Evangeline Peters helped park the airplanes at the show.

Other members from various chapters in and around Marysville helped also.

It was a fantastic show with many show planes and a lot of competitive flying.

They had Warbird and Military Fly-Bys as well as A-10 [Warthog] demonstrations.

Also, a crop spraying pilot demonstrated his crop spraying technique (with-out head turban).

QUESTION AND ANSWER PERIOD

Q. What's the best form of birth control after 50?

A. Nudity.

Q. What do attorneys use for birth control?

A. Their personalities.

Q. What's the difference between a girlfriend and a wife?

A. 45 lbs.

Q. What's the difference between a boyfriend and a husband?

A. 45 minutes.

Q. What's the fastest way to a man's heart?

A. Through his chest with a sharp knife.

Q. Why do men want to marry virgins?

A. They can't stand criticism.

Q. What's the difference between a new husband and a new dog?

A. After a year, the dog is still excited to see you.

Q. What makes men chase women they have no intention of marrying?

A. The same urge that makes dogs chase cars they have no intention of driving.

Q. What do you call a smart blonde?

A. A golden retriever.

Q. Why does the bride always wear white?

A. Because it's good for the dishwasher to match the stove and refrigerator.

Q. A brunette, a blonde, and a redhead are all in third grade. Who has the biggest boobs?

A. The blonde, because she's 18.

Q. Which sexual position produces the ugliest children?

A. Ask your Mom.

Q. Why don't bunnies make noise when they have sex?

A. Because they have cotton balls.

Q. What's the difference between a porcupine and a BMW?

A. A porcupine has the pricks on the outside.

Q. What did the blonde say when she found out she was pregnant?

A. "Are you sure it's mine?"

Q. What's the difference between Beer Nuts and Deer nuts?

A. Beer Nuts are \$1, and Deer Nuts are always under a buck.

Q. Why does Mike Tyson cry during sex?

A. Mace will do that to you.

Q. Why did O J Simpson want to move to West Virginia?

A. Everyone has the same DNA.

Q. Why do men find it difficult to make eye contact?

A. Breasts don't have eyes.

Q. What's the difference between a Southern zoo, and a Northern zoo?

A. A Southern zoo has a description of the animal on the front the cage, along with a recipe.

A little boy opened the big family bible.

He was fascinated as he fingered through the old pages.

Suddenly, something fell out of the Bible.

He picked up the object and looked at it.

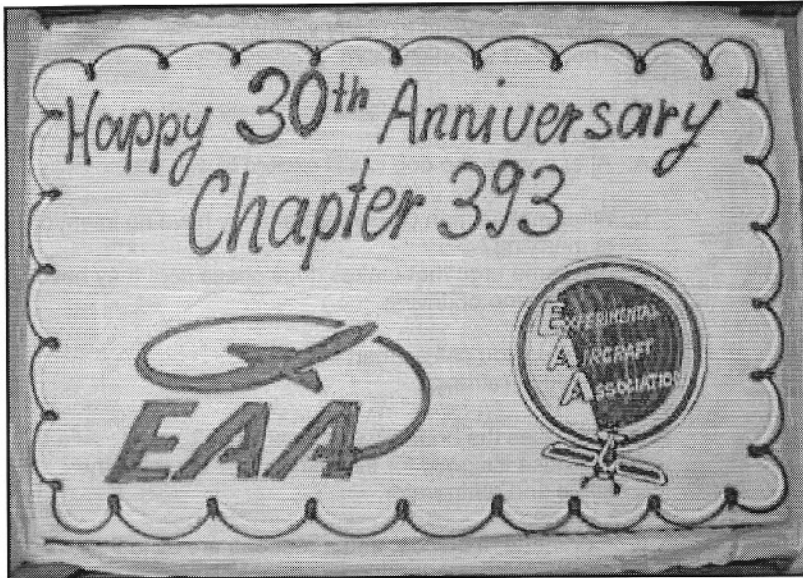
What he saw was an old leaf that had been pressed in between the pages.

"Mama, look what I found", the boy called out.

"What have you got there, dear?"

With astonishment in the young boy's voice, he answered,

"I think it's Adam's underwear!"



Member Ernst Freitag, owner of Alpine Pastry, 2693 Clayton Road, Concord (across from the BART station) Phone 925.676.5800, made the 30th anniversary cake for the chapter. [And gave back to the chapter \$50 of the price paid to make it. Nice job Ernst. ed.]



Here Louie Goodell shows the group the plaque the chapter presented to him for 24 years (1000 gallons) of Coffee Service. He also provided cookies to go with all that coffee. He has also been secretary treasurer for the last 17 years.

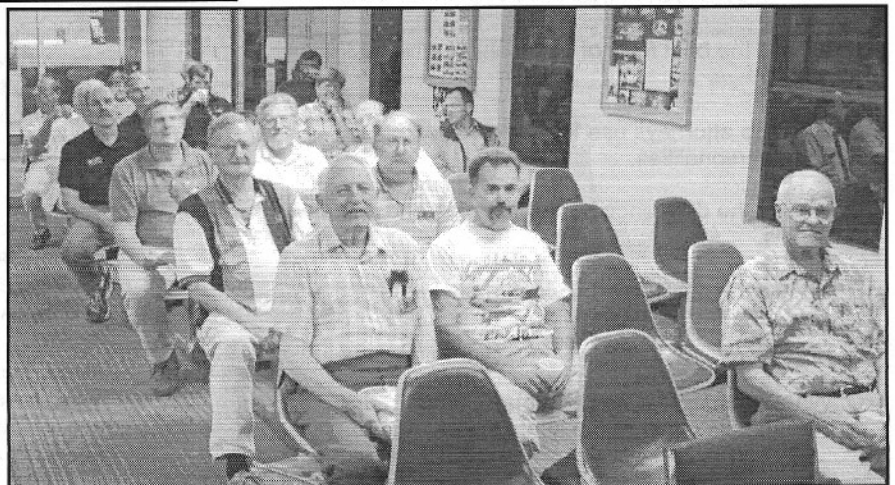


The plaque reads: EAA Chapter 393 1000 gallon award. Presented to Louis Goodell in appreciation of 24 years of outstanding service. September 26th, 2001.

Here we see most of the members who attended the meeting. That is Bill Call in the front row in the photo at left. I don't know the name of the guy in the second row. Harvard Holmes is in the third row, Bruce Seguire and Doug Knight in the fourth and Rick Lambert and I think Harry Heckman plus Willson Price in the fifth. I don't know the guy next to Will. I also see Lou Ellis and Bill Black standing in the back and Ed Lester sitting all by himself.

In the picture below I think that is Ernst Freitag next to the window to Peter's left. I don't know the guy behind Peter. And there is someone in the corner.

Now to attempt the photo at the right. I don't know the name of the fellow in the first row. That is Don Baldwin and Bob Hadley in the second row. Then Don O'Neill and Bruce Hobbs in the third row. Richard Henne, Dick Rhin and Peter Degl'Innocenti are in the fourth row. Dennis Byron is on the isle of row five and I see Ellen Powell behind Dennis in yellow and her son Richard sitting to her left. Then I can see Phil Jenkins and Bob Rudolph but I can't tell if they are in the same row. I can't make out the rest of the people but if you are one of them, I am sure you will recognize yourself.



This came via email. Since I don't know the Delta Pilot personally and didn't receive it directly, I cannot validate its accuracy.

[This was sent to a Retired Delta Pilot in GA and passed on to me. Sorry for the small print but that was the only way I could get the whole story on two pages. ed]

We were about five hours out of Frankfurt flying over the North Atlantic and I was in my crew rest seat taking my scheduled rest break. All of a sudden the curtains parted violently and I was told to go to the cockpit, right now, to see the captain. As soon as I got there I noticed that the crew had one of those "All Business" looks on their faces. The captain handed me a printed message. I quickly read the message and realized the importance of it.

The message was from Atlanta, addressed to our flight, and simply said, "All airways over the Continental US are closed. Land ASAP at the nearest airport, advise your destination."

Now, when a dispatcher tells you to land immediately without suggesting which airport, one can assume that the dispatcher has reluctantly given up control of the flight to the captain. We knew it was a serious situation and we needed to find terra firma soon. It was quickly decided that the nearest airport was 400 miles away, behind our right shoulder, in Gander, on the island of Newfoundland.

A quick request was made to the Canadian traffic controller and a right turn, directly to Gander, was approved immediately. We found out later why there was no hesitation by the Canadian controller approving our request.

We, the in-flight crew, were told to get the airplane ready for an immediate landing.

While this was going on, another message arrived from Atlanta telling us about some terrorist activity in the New York area.

We briefed the in-flight crew about going to Gander and went about our business 'closing down' the airplane for a landing.

A few minutes later I went back to the cockpit to find out that some airplanes had been hijacked and were being flown into buildings all over the US.

We decided to make an announcement and LIE to the passengers for the time being. We told them that an instrument problem had arisen on the airplane and that we needed to land at Gander, to have it checked. We promised to give more information after landing in Gander.

There were many unhappy passengers but that is par for the course. We landed in Gander about 40 minutes after the start of this episode. There were already about 20 other airplanes on the ground from all over the world.

After we parked on the ramp the captain made the following announcement. "Ladies and gentlemen, you must be wondering if all these airplanes around us have the same instrument problem as we have. But, the reality is, we are here for a

good reason." Then he went on to explain the little bit we knew about the situation in the US. There were loud gasps and stares of disbelief. Local time at Gander was 12:30 pm. (11:00 AM EST)

Gander control told us to stay put. No one was allowed to get off the aircraft. No one on the ground was allowed to come near the airplanes.

Only a car from the airport police would come around once in a while, look us over and go on to the next airplane.

In the next hour or so all the airways over the North Atlantic were vacated and Gander alone ended up with 53 airplanes from all over the world, out of which 27 were flying US flags.

We were told that each and every plane was to be offloaded, one at a time, with the foreign carriers given priority. We were No.14 in the US category.

We were further told that we would be given a tentative time to deplane at 6 pm. Meanwhile bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in DC.

People were trying to use their cell phones but were unable to connect due to a different cell system in Canada. Some did get through but were only able to get to the Canadian operator who would tell them that the lines to the US were either blocked or jammed and to try again.

Some time late in the evening the news filtered to us that the World Trade Center buildings had collapsed and that a fourth hijacking had resulted in a crash.

Now the passengers were totally bewildered and emotionally exhausted but stayed calm as we kept reminding them to look around to see that we were not the only ones in this predicament. There were 52 other planes with people on them in the same situation. We also told them that the Canadian Government was in charge and we were at their mercy.

True to their word, at 6 PM, Gander airport told us that our turn to deplane would come at 11 AM, the next morning. That took the last wind out of the passengers and they simply resigned and accepted this news without much noise and really started to get into a mode of spending the night on the airplane.

Gander had promised us any and all medical attention if needed; medicine, water, and lavatory servicing. And they were true to their word.

Fortunately we had no medical situation during the night. We did have a young lady who was 33 weeks into her pregnancy.

We took REALLY good care of her. The night passed without any further complications on our airplane despite the uncomfortable sleeping arrangements.

(Continued on page 6)

(Continued from page 5)

About 10:30 on the morning of the 12th we were told to get ready to leave the aircraft. A convoy of school buses showed up at the side of the airplane, the stairway was hooked up and the passengers were taken to the terminal for "processing". We, the crew, were taken to the same terminal but were told to go to a different section, where we were processed through Immigration and customs and then had to register with the Red Cross.

After that we were isolated from our passengers and were taken in a caravan of vans to a very small hotel in the town of Gander. We had no idea where our passengers were going.

The town of Gander has a population of 10,400 people. Red Cross told us that they were going to process about 10,500 passengers from all the airplanes that were forced into Gander. We were told to just relax at the hotel and wait for a call to go back to the airport, but not to expect that call for a while.

We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started.

Meanwhile we enjoyed ourselves going around town discovering things and enjoying the hospitality. The people were so friendly and they just knew that we were the "Plane people".

We all had a great time until we got that call, 2 days later, on the 14th at 7AM. We made it to the airport by 8:30AM and left for Atlanta at 12:30 PM arriving in Atlanta at about 4:30PM. (Gander is 1 hour and 30 minutes ahead of EST, yes!, 1 hour and 30 minutes.) But that's not what I wanted to tell you.

What passengers told us was so uplifting and incredible and the timing couldn't have been better.

We found out that Gander and the surrounding small communities, within a 75 Kilometer radius, had closed all the high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to a mass lodging area. Some had cots set up, some had mats with sleeping bags and pillows set up. ALL the high school students HAD to volunteer taking care of the "GUESTS".

Our 218 passengers ended up in a town called Lewisporte, about 45 Kilometers from Gander. There they were put in a high school. If any women wanted to be in a women only facility, that was arranged. Families were kept together. All the elderly passengers were given no choice and were taken to private homes. Remember that young pregnant lady, she was put up in a private home right across the street from a 24 hour Urgent Care type facility. There were DDS on call and they had both male and female nurses available and stayed with the crowd for the duration.

Phone calls and emails to the US and Europe were available for everyone once a day. During the days the passengers

were given a choice of "Excursion" trips. Some people went on boat cruises of the lakes and harbors. Some went to see the local forests.

Local bakeries stayed open to make fresh bread for the guests. Food was prepared by all the residents and brought to the school for those who elected to stay put. Others were driven to the eatery of their choice and fed.

They were given tokens to go to the local Laundromat to wash their clothes, since their luggage was still on the aircraft. In other words every single need was met for those unfortunate travelers. Passengers were crying while telling us these stories.

After all that, they were delivered to the airport right on time and without a single one missing or late. All because the local Red Cross had all the information about the goings on back at Gander and knew which group needed to leave for the airport at what time. Absolutely incredible.

When passengers came on board, it was like they had been on a cruise. Everybody knew everybody else by their name. They were swapping stories of their stay, impressing each other with who had the better time. It was mind-boggling.

Our flight back to Atlanta looked like a party flight. We simply stayed out of their way. The passengers had totally bonded and they were calling each other by their first names, exchanging phone numbers, addresses, and email addresses. And then a strange thing happened.

One of our business class passengers approached me and asked if he could speak over the PA to his fellow passengers. We never, never, allow that. But something told me to get out of his way. I said "of course".

The gentleman picked up the PA mike and reminded everyone about what they had just gone through in the last few days. He reminded them of the hospitality they had received at the hands of total strangers. He further stated that he would like to do something in return for the good folks of the town of Lewisporte. He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). The purpose of the trust fund is to provide a scholarship for high school student(s) of Lewisporte to help them go to college. He asked for donations of any amount from his fellow travelers.

When the paper with donations got back to us with the amounts, names, phone numbers and addresses, it totaled about 14.5K US\$ or about \$20K Canadian.

The gentleman who started all this turned out to be an MD from Virginia. He promised to match the donations and to start the administrative work on the scholarship. He also said that he would forward this proposal to Delta Corporate and ask them to donate as well.

Why, all of this? Just because some people in far away places were kind to some strangers, who happened to literally drop in among them. WHY NOT?

This is from Rusty Hamer of EAA 1175. Bill was a former member of Chapter 393.

ATTENTION: I am sad to inform all of the members of EAA Chapter #1175 that one of our members and good friend Bill Wilson died tragically in the crash of his just completed Glastar aircraft. He had spent the previous week going to and attending the EAA Convention in Oshkosh, Wisconsin. He was on his way home when something terrible happened to his aircraft or him over the Wasatch mountains of Utah. The aircraft was totally destroyed and Bill did not survive. We have lost a great friend.
Rusty Hamer

From the Salt Lake Tribune
Tuesday, July 31, 2001

CRASH KILLS PILOT OF EXPERIMENTAL PLANE

A Nevada man died Monday afternoon when his experimental, home-built plane crashed in a rugged area of Summit County. William G. Wilson, 68, of Nevada City was pronounced dead at the scene, a Summit County sheriff's official said. Wilson was en route to Wendover, after a stop in Rock Springs, Wyo., from the Experimental Aircraft Association National Fly-in in Oshkosh, Wis. His plane was found four miles north of Interstate 84 between Henefer and Echo Junction. The aircraft was last spotted by radar at 12:39 p.m. Officials from the Federal Aviation Administration and National Transportation Safety Board were scheduled to arrive and begin an investigation into the cause of the crash today.

>From Ogden Standard
California pilot dies in homebuilt plane crash

COALVILLE -- A California man was killed when his plane, made from a kit, crashed five miles northwest of Echo Reservoir, the Summit County sheriff's office said. The victim was William G. Wilson, 68, Nevada City, Calif. The wreckage of the GlaStar 150 was spotted late Monday, and a ground party found the body. Wilson crashed Monday afternoon while on the Rock Springs, Wyo., to Wendover leg of his return flight to California after attending the Experimental Aircraft Association National Fly-in at Oshkosh, Wis.

email from Scott McGuire:

I'm surfing the net looking up eaa chapter websites. I'm an A&P building a new design based on the aerosport quail. It's all metal, high wing, full cantilever, easy to get into and out of, single seat airplane. I have a personal website where I give details.

<http://users.ev1.net/~stol/gunasekera-12.htm>

I'm planning for low end performance similar to a Cessna 150. Anyone interested in it can contact me anytime.

Thanks,
Scott - email:airport@ev1.net

Since the Pledge of Allegiance and The Lord's Prayer are not allowed in most public schools anymore because the word "God" is mentioned....a kid in Arizona wrote the attached NEW School prayer.

Now I sit me down in school
Where praying is against the rule
For this great nation under God
Finds mention of Him very odd.

If Scripture now the class recites,
It violates the Bill of Rights.
And anytime my head I bow
Becomes a Federal matter now.
Our hair can be purple, orange or green,
That's no offense; it's a freedom scene.
The law is specific, the law is precise.
Prayers spoken aloud are a serious vice.

For praying in a public hall
Might offend someone with no faith at all.
In silence alone we must meditate,
God's name is prohibited by the state.

We're allowed to cuss and dress like freaks,
And pierce our noses, tongues and cheeks.
They've outlawed guns, but FIRST the Bible.
To quote the Good Book makes me liable.

We can elect a pregnant Senior Queen,
And the 'unwed daddy,' our Senior King.
It's "inappropriate" to teach right from wrong,
We're taught that such "judgments" do not belong.

We can get our condoms and birth controls,
Study witchcraft, vampires and totem poles.
But the Ten Commandments are not allowed,
No word of God must reach this crowd.

It's scary here I must confess,
When chaos reigns the school's a mess.
So, Lord, this silent plea I make:
Should I be shot; My soul please take!
Amen

From the ELDERLY

While working for an organization that delivers lunches to elderly shut-ins, I used to take my four-year-old daughter on my afternoon rounds. She was unfailingly intrigued by the various appliances of old age, particularly the canes, walkers and wheelchairs.

One day I found her staring at a pair of false teeth soaking in a glass. As I braced myself for the inevitable barrage of questions, she merely turned and whispered, "The toothfairy will never believe this!"

More email humor from acquaintances

A husband and wife were having a fine dining experience at their exclusive country club when this stunning young woman comes over to their table, gives the husband a big kiss, says she'll see him later and walks away.

His wife glares at him and says, "Who was that?!"

"Oh," replies the husband, "she's my mistress."

"Well that's the last straw," says the wife. "I've had enough, I want a divorce. I am going to hire the most aggressive, meanest divorce lawyer I can find and make your life miserable."

"I can understand that," replies her husband, "but remember, if we get a divorce it will mean no more wintering in Key West, or the Caribbean, no more summers in Tuscany, no more Cadillac STS in the garage, and no more country club, and we'll have to sell the 26-room house and move to two smaller homes, but the decision is yours."

Just then, a mutual friend enters the restaurant with a gorgeous young woman on his arm.

"Who's that with Jim?" asks the wife.

"That's his mistress," says her husband.

She replies, "Ours is prettier."

A data point for overrunning the runway by 300 ft. and walking away uninjured:

<http://www.mooneyevents.com/N52202b.html>

This particular partnership has had a rough luck engine history. Their first aircraft, a Mooney 201, had the Firewall Forward high compression piston STC, which apparently went into detonation from a partially blocked injector on the way to OSH a few years ago. After replacing the engine, the aircraft was sold and a 252 purchased. This 252 had an emergency landing with most of the oil lost in SLC from a turbocharger scavenge pump problem, IIRC. Less than a year after that was fixed, this incident occurred, with engine failure. First two incidents, the same pilot was flying. Third one, different partner was flying. Everyone walked away. Aircraft is now fixed with new engine, new wing, new paint job. Fortunately for them, they got the wing less than 5 months before Mooney filed for bankruptcy.

Police stories:

It was the end of the day when I parked my police van in front of the station. As I gathered my equipment, my K-9 partner, Jake, was barking, and I saw a little boy staring in at me. "Is that a dog you got back there?" he asked.

"It sure is," I replied.

Puzzled, the boy looked at me and then towards the back of the van.

Finally he said, "What'd he do?"

A little girl had just finished her first week of school. "I'm just wasting my time," she said to her mother. "I can't read, I can't write - and they won't let me talk!"

FOR SALE - TRADE - WANTED LOANER ITEMS

For sale: "Flying Machine" AKA Klob Firestar II. Experimental N23NN - Kit built by Carl Potter, A&P. Two Place, 10 gal. fuel, Rotax 503-DC engine, Dual Bing54 Carbs, HAC 3 blade ground adjustable IVD prop. Digital LCD instrument panel. Many custom extras, always hanged at Salinas Airport. TT 120 hrs. Annual due September 2001. Call **Neil D. Reid 415.664-2296**. Reason for selling: Partner moved to Gig Harbor, WA.

FOR SALE: I am selling a 40' x 40' hangar (arched steel building). It has never been assembled. I am asking \$4,000 and if it is sold to a member of your chapter I will donate 5% to your chapter. Thank you, Roger Rehmke (916) 354-1719 email: rmkefam@inreach.com

Wanted: I would like to beg, borrow, buy, steal, or use a wood lathe to do a project. Probably there is one about in the chapter somewhere. I need to turn some wooden balls for a Christmas project. Ray Nilson - nilson@pacbell.net or phone 925 672-5139 .

And on the subject of DEATH

While walking along the sidewalk in front of his church, our minister heard the intoning of a prayer that nearly made his collar wilt.

Apparently, his five-year-old son and his playmates had found a dead robin. Feeling that proper burial should be performed, they had secured a small box and cotton batting, then dug a hole and made ready for the disposal of the deceased. The minister's son was chosen to say the appropriate prayers and with sonorous dignity intoned his version of what he thought his father always said:

"Glory be unto the Father, and unto the Sonand into the hole he goes."

A little girl was watching her parents dress for a party. When she saw her dad donning his tuxedo, she warned, "Daddy, you shouldn't wear that suit."

"And why not, darling?"

"You know that it always gives you a headache the next morning."

Delta pilots are well known for being thrifty, here is another view of the situation from an outsider!

Four retired Western Captains are walking down the street. When they see a sign that says "Retired Pilots Bar", they go in.

The bartender asks what they will they have and they all ask for a martini.

He delivers the drinks and says, "That will be 40 cents, Gents."

They can't believe their good luck. They finish the drinks and order another round and the bartender again says, "That will be 40 cents."

This whets their curiosity, so they ask the bartender, "How can you afford to serve martinis for a dime apiece?" The bartender replies, "I guess you've seen the decor here. Well, I am a retired Eastern Captain and I always wanted to own a bar. Last year I hit the lottery for \$45 million and decided to open this place for retired pilots. Every drink costs a dime --wine, liquor, beer all the same."

They notice four guys at the end of the bar who haven't ordered anything. They ask, "What's with them?"

The bartender says "oh, those are retired Delta Captains; they're waiting for happy hour."

Three guys, a Canadian, Osama Bin Ladin and Uncle Sam are out walking together one day. They come across a lantern and a Genie pops out of it.

"I will give each of you each one wish, that's three wishes total," says the Genie.

The Canadian says, "I am a farmer, my dad was a farmer, and my son will also farm. I want the land to be forever fertile in Canada."

With a blink of the Genie's eye, 'POOF' the land in Canada was forever made fertile for farming.

Osama Bin Ladin was amazed, so he said, "I want a wall around Afghanistan, so that no infidels, Jews or Americans can come into our precious state."

Again, with a blink of the Genie's eye, 'POOF' there was a huge wall around Afghanistan.

"Uncle Sam" (A former civil engineer), asks, "I'm very curious. Please tell me more about this wall."

The Genie explains, "Well, it's about 50,000 feet high, 500 feet thick and completely surrounds the country; nothing can get in or out--virtually impenetrable."

"Uncle Sam" says, "Fill it with water."

September Membership meeting minutes

by Duane Allen, editor

President Bob Belshe called the meeting to order at 7:42 PM. He asked for the visitors to stand and introduce themselves. They were Bruce Bowen, and Harry Heckman's nephew, Greg Price.

Louie reported the checking account has \$1976.66 in it and the savings account has \$2551.15 in it.

Pat Peters gave a Young Eagle report and talked about the upcoming event on Oct. 20th. See the notice on page 10. He has already delivered a press release to the newspaper.

The chapter election will be held at the October meeting on the 24th. The last three presidents made up the nominating committee plus Pete Weibens. Members were given an opportunity to nominate others.

Tonights meeting is the 30th anniversary of the chapter. See the cake picture on page 4.

Bob went on to read some of the facts he had provided for the September newsletter. For example, Rich Powell was Secretary/Treasurer in 1984/85, Vice President in 1986/87, and President in 1988/89.

Will Price was the newsletter editor in 1992/93.

Bruce Seguire was president in 1996/97 and Bruce Hobbs was Vice President. He read a lot that I did not write down, so look back at your September issue of **The Cleco**.

The board has nominated Peter Degl'Innocenti and Harvard Holmes as candidates for President.

Rich Henne, Vi Jones (not present) and Doug Knight for Vice President. Of course Louie Goodell will probably remain Secretary/Treasurer until he passes away.

Bob Rudolph was nominated for Newsletter Editor.

Dennis Byron spoke about the combining of various organizations together to make one airport coalition. See Scotts email on page 2.

Bob talked about the history of the chapter and some of the airplanes built by its members. Only two charter members remain on the membership list from the first year.

The chapter was incorporated in 1972. First meeting place was in the (a) school.

The first newsletter was in 1976 and Duane Wiese was the editor. The name **The Cleco** was coined in 1988.

Jordan Coonrad , a professional photographer, designed the masthead.

The list of airplanes built goes all over the map. They go all the way from a Woody Pusher to Lancair fours.

A Vulmer sportsman was first recorded homebuilt in the chapter .

Before the break, Bob talked about Louie and his devotion to the chapter. He presented Louie with a thousand gallon award and plaque. You can see the photo on page 4.

During the break a lot of visiting and airplane discussions took place. The building was cleared and rearranged by 10 PM.

I didn't see who took the balance of the cake.

FREE AIRPLANE RIDES

The **Experimental Aircraft Association** is offering **free** airplane rides to children from **ages 8 through 17** on October 20, 2001. The rally will be held at Buchanan airport at the old terminal building located on John Glenn Drive in Concord. The rally will begin at 9:30 AM for those pre-registered participants and applications for additional children will be taken until 11:30AM.

The Young Eagles Program has been developed by the EAA Aviation Foundation to welcome young people into the world of Aviation. The children will experience a safe and enjoyable flight that will give a new perspective on the world and life in general. The EAA has committed to fly one million children by the end of 2003, which is the 100-year celebration of the Wright Brothers' first flight. As of July 2001 the EAA has flown 768 thousand children.

Flying in an airplane is safer than many other forms of recreation. Each Young Eagle Flight takes place in an EAA registered airplane flown by a licensed pilot. The pilot will provide the plane, fuel and the time to fly the Young Eagles at no cost to the youngsters. This program is designed for young people who have not participated in the Young Eagle Program before.

You may pre-register by calling **Pat Peters at 925-930-6447**. A form will be prepared and the parent or legal guardian can sign the form upon arriving at the airport on October 20th prior to the flight.

STUPID PILOT TRICKS: PSYCHOLOGY OF FEAR 1, GA 0...

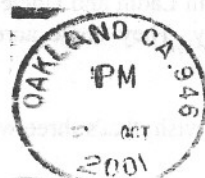
In a war against terrorism our safety is only part of the concern - another part is the perception of safety. In this battle, the GA front could lose substantial ground. Imagine, for example, that a man steals an otherwise benign aircraft like a 1959 Champion 7GC, flies it low enough to snap power lines, buzzes an elementary school, and drops something that looks like a pipe bomb on the interstate. Raymond Montgomery, 52, allegedly did just that in Preston, Idaho, on Monday. The good news is that the pipe bomb was a fake and Montgomery was arrested after he landed 50 miles away, in Utah. The bad news is that he landed on the property of Thiokol Propulsion ... which just happens to produce the solid-rocket boosters for the Space Shuttle.

...PSYCHOLOGY OF FEAR 2, GA 0

Now imagine that four students took a small plane from a university's flight-training center for the purpose of dropping water balloons near a fraternity house. "Pilot" Lance Shepard and three fraternity brothers at Arkansas State U admitted they did not think about recent events prior to taking their jaunt last Friday and dropping things from the plane. If it's true that all the world's a stage, it may also be true that right now there's one big bright spotlight trained on us pilots ...
thanks for the help, guys.

Read the whole story at <http://avweb.com/n/?42b>

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