

**August, 2013**  
**Next General Meeting August 28th**

**EAA Founder Paul Poberezny Passes**



EAA Founder Paul Poberezny passed away this morning (August 22) at Evergreen Retirement Village in Oshkosh, Wisconsin, after a battle with cancer. He was 91.

The Poberezny family has expressed the following: "We deeply appreciate all the support shown to Paul and Audrey over the past five months. As Paul often said, he considers himself a millionaire because through aviation he made a million friends. He leaves an unmatched legacy in aviation and can be best remembered by all the people who discovered aviation through his inspiration to create EAA. We also thank you for respecting our family's privacy during this time."

He started the EAA out of his [Hales Corners, Wisconsin](#) home in 1953. He retired as president of the EAA in 1989. The organization now has approximately 170,000 members in more than 100 countries. Meanwhile, EAA's annual convention, known as [EAA AirVenture Oshkosh](#) in Oshkosh, Wisconsin, attracts a total attendance in excess of 500,000 people annually.

Paul's son [Tom Poberezny](#) has been the Chairman of the annual [Experimental Aircraft Association](#) annual Fly-In Convention since 1977, and president of EAA from 1989 to September 7, 2010.

In March 2009, Paul Poberezny stepped down as Chairman of EAA and Tom Poberezny took on these duties as well.

He served for 30 years in the United States Air Force, including active duty during World War II and the Korean War. He retired with the rank of Lieutenant Colonel. He attained all seven aviation wings offered by the military: Glider Pilot, Service Pilot, Rated Pilot, Liaison Pilot, Senior Pilot, Army Aviator and Command Pilot.

**President's Notes June 2013**

By Bill Reining  
President's Notes - August 2013

Wow - the summer seems to be racing by! Between various excursions with friends and family, not to mention a delightful week in Oshkosh, fall, football and back-to-school will soon be upon us.

AirVenture 2013 was, as usual, an action-packed week. The weather was actually cool at times, and very pleasant throughout. Despite the lack of any U.S. military aircraft (due to the sequestration) there was plenty to see and do. The flying car, the jet man, and the night air shows were particular highlights.

Many thanks to the whole crew who supported the August 17th Young Eagles rally. We flew over 70 kids. The Civil Air Patrol cadets helped manage the flow of people and PSA provided

discounted avgas. The computer system has matured into a stable, reliable tool for registering and recording each flight. All-in-all, a very successful rally.

In October we will be holding elections for the chapter officers (President, Vice President, Secretary, Treasurer and Newsletter Editor).

A nominating committee was appointed by the board to identify candidates and to determine whether the existing officers are willing to serve another term. The candidates for each office will be announced at the September general meeting.

During Air Venture we learned that EAA's Ford Tri-motor will tour the West Coast next year. The board discussed the possibility of hosting this historic aircraft - considerable

enthusiasm exists to do so. The airplane would visit for 3 to 4 days, during which time the public can get a short ride for \$75 a seat. The airplane can take 10 passengers at a time. Part of the ticket proceeds would be given to the chapter. Stay tuned for more

details - we are applying for a visit to Concord as this is being written.

The Watsonville Air Show is Friday through Sunday of Labor Day weekend. Jack Davi has arranged for our chapter to sell food at the show. This should be a good money-maker for the chapter. If you would like to help out, please give Jack a call.



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## June 26 General Meeting Notes

V.P. Tracy Peters called the meeting to order

Longtime member Louis Goodell passed away. Plans are under way to purchase a memorial brick at Oshkosh for Louis. See Pete Mitchell to contribute.

Brandon Chang was introduced. He is our sponsored Air Academy attendee this year. He is active in the Sea Cadets. He did lots of color guards, and taught 2 classes in map reading and radio communications. His Commander notes that he is the guy who "gets things done." He was "Sea Cadet of the year."

The Picnic is coming on July 20<sup>th</sup>. Watch for the Evite.

Treasurer Bob Belshe reported our assets at \$3426.

We have a new member Stewart Schuster. He got his pilot's license earlier this year. He is buying a 2005 Cessna 182T for trips to Lake Tahoe.

Our Hot Dog concession at the Watsonville Air Show needs additional volunteers. More volunteers will allow shorter shifts for the volunteers – more time to see the show. This is expected to be a big money maker for us.

The Young Eagles report: we have flown 164 so far this year. Seven pilots flew at the last event. We had lots of volunteers and good food. We could use 1 or 2 more volunteers in the early morning to help set up.

Joint activities with the Patriots Jet Team at Byron were discussed. (BTW, they are highly

booked this year, since the military teams are limited by the sequester.) We are the closest EAA Chapter to Byron. Some would like to try a YE event at Byron – the October Sea Cadets and Boy Scout oriented rally may be the best bet from a logistical point of view.

We need more ideas for entertainment. Can we get the Wednesday fly-out group to do something on a Saturday? Go to the Hiller Museum? Go to the Hornet in Alameda for a joint meeting? Get a tour of the United Maintenance Hangar (Pete Mitchell)? Visit the P-51 shop in Salinas? Visit LyCon in Visalia? Tour the Tracon at Mather? Visit the Museum at Moffet Field?

Our Speaker canceled for tonight. We have speakers booked for the rest of the year.

Pete Mitchell reported that we were approved for SHARES (a card which triggers contributions from Lucky stores and associated stores). Pete (?) will get the cards and distribute them.

Our membership is at 53 ordinary members and 2 life members.

The meeting was adjourned.

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### Young Eagles Report

For August, we flew 72 children. Thank you to all the pilots and ground crew volunteers. Also a big thank you to the CAP Squadron.

The CAP showed up with their newer model Cessna 182 with a glass cockpit on static display. Just a reminder that we still have 2 events to go this year. The third Saturday of September and October. Hope to see you there.

Renee

### Young Eagles Pilots

<b>Ernst Freitag</b>	<b>N507EF</b>	<b>9</b>
<b>Tom Hammitt</b>	<b>N3781V</b>	<b>5</b>
<b>John Phelps</b>	<b>N1164G</b>	<b>9</b>
<b>Jack Reichel</b>	<b>N735HD</b>	<b>12</b>
<b>Bill Reining</b>	<b>N3118F</b>	<b>17</b>
<b>Tony Tiritilli</b>	<b>N8679W</b>	<b>12</b>

### Donate your old laptop computer!

We can use a few additional laptop computers for the Young Eagles events. The only software required is a relatively recent web browser, so Windows, Mac, and even Linux is acceptable.

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### Dinner Menu For August

By Rick Bourgeois

Dinner is served at 6:30pm – Donation is \$7:

- Roasted Chicken
- Potato Salad
- Chili Beans
- Dinner Rolls
- Coffee and drinks (water & soda)
- Dessert

Let Rick know your suggestions for future meals.

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### Did You Know

The charter for EAA Chapter 393 was issued on May 8 1972.

The first chapter newsletter was named “The Diablo Bird Builder”.

The First President was Joe Klein.

The first V.P. was Frank Begor.

The first Sec Treas was Doug Hagerman  
Meetings were held at Williams Elementary School in Concord.

Reprinted from the May 1976 issue  
49<sup>th</sup> Anniversary Tribute To The Lone Eagle

By Dwain Duis

In the early grey dawn of May 21<sup>st</sup>, 1927 the ‘Spirit of St. Louis’ was towed from Curtis Field, Long Island to and adjoining Roosevelt Field because it had a better runway. The quiet “unreal precession” through the rain at the start was later to be hailed as one of the greatest flights in history.

The Ryan NYP with one Wright J-5\_C Whirlwind 9, cylinder air cooled radial engine 223 HP burst into life and the heavily loaded plane lumbered

down the wet runway. The painstaking effort to eliminate weight seemed to become undone as clumps of mud were thrown on the underside of the wing during takeoff.

Barely clearing the fence at the far end of the runway the pilot set his mind to the task ahead. N-X-211 was pointed north toward Nova Scotia as the pilot made began making calculations and carefully checked his instruments.

Five hours pass and the land mass of Nova Scotia appeared below. The pilot checks his instruments, nearly 480 lbs of fuel has been consumed. Fatigue as the only company being the drone of the engine. Altitude 200 ft, airspeed 103 mph, compass heading 68 degrees. The pilot climbs to help locate his exact position. It's lunch time but the pilot isn't hungry> a drink of water will be enough. "Mustn't take too much-can't afford to waste. Only have one canteen-suppose I'm forced down at sea".

A corner of his chart flutters near the window-the pilot jerks it down securely into his lap. Cumulus clouds begin building ahead and further north a solid black mass. The plane isn't built for much turbulence. No parachute anyway it weighs 20 lbs. 12 hours pass and the hazy light of sunset tells the pilot he is passing over the last bit of land. One third of the journey has been completed.

The rhythm of the engine give the pilot confidence for the darkness ahead. 18 hours pass. Drowsiness... The pilot wishes he could sleep. Fog envelopes the airplane and stays for the next 4 hours. The plane and the pilot are one hanging in space. 5 degrees right rudder, maybe a change of altitude would help? Finally the coast of Ireland is sighted. The spirit picks up-30 hours have passed. There's the English Channel and the coast of France. It's 10:12 P.M. Paris time and the pilot serchs for the airport. There are flood lights, a concrete apron, some

large hangers, it must be Bourget. Back on the throttle, the pilot worries about his lac of feel. Only 100 yards to the hangers now, careful-sideslip-too high-steeper-straighten out-hold her off. The Spirit of St. Louis touches down. The tall shy pilot is Charles Lindbergh. His quiet remark "WE MADE IT".

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### **Wednesday Fly-outs**

By Harvard Holmes

Photographs by Tom Howard

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

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

The most active pilots on this list are Harvard Holmes, Bill Reining, Bob Belshe, Ron Robinson, and Phil Jenkins. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes and Bill Reining are most likely to have extra seats (4 seat aircraft). My advice is to contact a pilot in advance to make sure they have room and to get directions. Typically, you'd get to the airport by 11:30am and return by 3:30pm.





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- Sept 21-22 California International Air Show (Salinas Airport)
- Sept 21 Young Eagles Rally
- Sept 25 Chapter 393 General Meeting
- Oct 3 Chapter 393 Board meeting
- Oct 5 Livermore Airport Open House
- Oct 5 War Birds over Paso Robles
- Oct 5-6 Calif Captiol Air show (Sacramento Mather Field)

- Oct 9 Redding Snowbirds Display
- Oct 12-13 Fleet Week San Francisco - cancelled due to sequester
- Oct 19 Young Eagles Rally
- Oct 23 Chapter 393 General Meeting
- Oct 24-29 Copperstate Fly In
- Nov 7 Chapter 393 Board Meeting
- Nov 20 Chapter 393 General Meeting
- Dec 5 Chapter 393 Board meeting
- Dec 14 Christmas Party

Our meetings are open to the public. Join us for dinner at 6:30 pm (\$7 donation) with the general meeting at 7:30 pm on the above dates in the Club House 200 Sally Ride Dr.

Chapter 393 fly-outs are open to chapter members and guests. See the newsletter for arrangements

### Meeting and Event Schedule

- Aug 28 Chapter 393 General Meeting
- Aug 30 - Sept 1 Watsonville Fly-In and Air Show
- Sept 5 Chapter 393 Board Meeting
- Sept 11-15 Reno Air Races

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We are on the Web!

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