

# The Cleco

Experimental Aircraft Association Chapter 393

200 Buchanan Field Road, Buchanan Field, Concord,  
California

**April \*\*\*\* 2022**

## NEWSLETTER



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### Upcoming Board Meetings:

Wednesday, May 4<sup>th</sup> – 6:30 pm  
Wednesday, June 1<sup>st</sup> – 6:30 pm

### General Meetings:

*Saturday May 14th - 50th Anniversary Celebration*  
*Wednesday, June 22<sup>nd</sup> – 6:30 dinner, 7:15meeting*

You can order your EAA chapter 393 name tags by following the link below:

<https://chapters.eaa.org/eaal095/eaal-name-tags>

Presidents Message

Greetings Fellow Aviation Enthusiasts!

As we approach the 50th Anniversary of our chapter I find myself proud of our chapters rich history and optimistic for our chapter's future. Additionally, our chapter has been going through a period of significant growth and change in many areas!

Before I delve into some of those specifics and other pertinent subjects, I will give you an update about my RV6; It has returned to my hangar through a combined effort of friends and acquaintances. Last Wednesday, after being given a ride to Grants Pass Oregon from Santa Rosa in John Fritsch's RV4, I flew the plane back to Concord which included a lunch stop in Lampson, meeting the Wednesday Fly Out Group there.

Then, after arriving in Concord, because my vehicle was still in Santa Rosa, I got a ride to my house from my hangar neighbor, Al Wra on the back of his Honda 1000 motorcycle. This included a 70 mph trip on the freeway! After that hair-raising trip, a late night drive (after the board meeting) with Peter Mitchell to Santa Rosa to pick up my vehicle, then drive back to Concord getting back home at 12:30 am. Total time to get the plane was over twenty hours, but you what they say, when you're in love, "nothing else matters"!

Getting back to the 50th Anniversary of our chapter, your board has been working diligently to plan the 50th Anniversary event. In addition to holding regular board meetings a planning committee composed of Executive Chef Scott Davis, now known as "Heat", Rich Cunningham, Rich Finkle, Lucy Hart, Pete Mitchell and yours truly who has been named "Slow Hand".

Invitations to this event have been sent out to chapter members first, followed by the MDPA, the Wednesday Fly Out Group (FOG), the Sunday FOG, NRI Flying Club, Concord Flying Club and other organizations around the Airport. Each group will have their own seating tables based on their reservations.

The planning committee is still putting together the program that will consist of a brief history of the chapter and then entertainment that has yet to be completely formulated. As stated in the invitation, we anticipate 100 attendees, so please get your reservations in!

Because the 50th Anniversary is being held on May 14th, there is no April general meeting. Instead, because the anniversary party is on May 14<sup>th</sup>, we're going to have a work party in conjunction with MDPA on May 7<sup>th</sup> to fix up and clean up the clubhouse in anticipation of the big event on the 14<sup>th</sup>. The specifics for the work party will be sent out in an email to the membership.

A couple of other items from the April board meeting; a bank account has been set up for a  
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chapter building fund. You can donate to this building fund through the Wild Apricot website. Simply go to [eaa393.org](http://eaa393.org), log in and click on the donations button. There you will have the opportunity to make a single donation or a recurring donation. There is a text box for remarks and you can enter “Building Fund”.

There will be a Young Eagles event for the local Boy Scoutchapter at the clubhouse on April 16th. If you would like to help with this event, contact Y.E. coordinator Tracy Peters [atpacificflyer1@gmail.com](mailto:atpacificflyer1@gmail.com).

That’s all for now folks as I’ve got work to do getting the chapter ready for the 50th and a host of other chapter activities. I consider it an honor to be of service to your chapter!

Ron Lem  
President EAA Chapter 393

**During taxi**, the crew of a US Air departure flight to Ft. Lauderdale, made a wrong turn and came nose to nose with a United 727. The irate ground controller (a female) lashed out at the US Air crew screaming, “US Air 2771, where are you going? I told you to turn right on “Charlie” taxiway; you turned right on “Delta”. Stop right there. I know it’s difficult to tell the difference between C’s and D’s but get it right.”

Continuing her lashing of the embarrassed crew, she was now shouting hysterically, “God, you’ve screwed everything up; it’ll take forever to sort this out. You stay right there and don’t move until I tell you to. You can expect progressive taxi instructions in about a half hour and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air 2771??”

The humbled crew responded: “Yes Ma’am”.

Naturally, the “ground control” frequency went terribly silent after the verbal bashing of US Air Flight 2771. No one wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high.

Shortly after the controller finished her admonishment of the U.S. Air crew, an unknown male pilot broke the silence and asked, “Wasn’t I married to you once?”



### Why change the font size?

Don Whiteside, EAA 1205845, started flying at 16 and soloed in Palo Alto (before there was a control tower) in 1967. An ASEL private pilot, he also flew gliders, built and flew a hang glider (<https://www.youtube.com/watch?v=EO-UikVPtT8>), and has a few hours in helicopters, twins and seaplanes. His early flying was all for fun and included a 1946 Aeronca 7DC he and his father owned. An early vivid memory is flying a C-150 from Pennsylvania to CA as a very low time pilot. He added 40 hrs on that trip.

In 1979 Don worked for Bay Aviation, the Cessna dealer in Oakland selling single engine aircraft. In 1980 he became sales manager at Navajo Aviation (now Sterling), the Piper dealer in Concord. In 1981 he got married and wanted a family so had to get a real job. The next 40 years were spent working in healthcare and mostly flying for fun and his own business transportation around CA and NV. A highlight of that time was the trip to Baja with Stew Bowers and wives on an MDPA trip.

Retired a few years ago, Don now owns and flies his Aeronca L-16. A genuine Army Air Corp warplane, it is cleverly disguised as a civilian Champ. Don is also lucky to fly Stew Bower's Cessna 140, keeping it warm and lubricated awaiting Stew's eminent return from exile in France.

Kevin Olson Update:

### Why change the font to TR?

Kevin Olson; “After having to miss two weeks because of work I got back to my shop, I thought that I would get right back at it and knock some stuff out. Not to be, took me four hours to get my head wrapped around what I was doing. However we’re going to carry-on.”



Font change again?? Why?

**A DC-10 had an exceedingly long roll out** after landing with his approach speed just a little too high. San Jose Tower: “American 751 heavy, turn right at the end, if able. If not able, take the Guadeloupe exit off of Highway 101 and make a right at the light to return to the airport.”

## New Member Ruth Gusenkov

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My name is Ruth Gusenkov. I first got interested in avionics when I was about 11 years old, thanks to my dad, who worked as an aircraft mechanic at SFO. He had so many amazing stories to share about his adventures at work, it was hard not to be inspired. We talked a lot about the freedom that comes with knowing how to always encourage flight school career. My family in avionics - my dad worked on various his career in electrical engineering.



I decided to start in aviation recently and was able to devote to earning my own money. I joined the EAA amazing opportunity for my own children through the program and continued my granddad's hope is not only to gain knowledge about aviation, but also inspire my kids to be a part of the next generation of pilots and mechanics.

Thank you all for welcoming me and my family into your community!  
Ruth

fly, and my dad aged me to continue and piloting as he has a good history. My dad's father also worked on various aircraft during his career as an engineer.

My own journey as I graduated, I find more time to work on my pilot's license because I saw the opportunity to include my children on my journey through the Young Eagles program. I continue in my dad's footsteps. My goal is to expand my knowledge about aviation, but also inspire my kids to be a part of the next generation of pilots and mechanics.

Font change again???

**O'Hare Approach Control:** "United 329 Heavy, your traffic is a Fokker, One o'clock, 3 miles, eastbound."

United 329: "Approach, I've always wanted to say this... I've got that Fokker in sight."

## New Member Luis Kidwell

Font change again???

Font change again???

My name is Luis Kidwell, I've been in this chapter for about seven months. I am a student pilot with about 40 hours and am looking to make some new friends in the local aviation community.

As a former building inspector I am familiar with how things are constructed in the construction business and would like to learn how to build airplanes by helping others work on their planes or projects. Believe me, I know there is a difference between the two.

I've spent most of my life for 30 years wanting to be a pilot. About 10 years ago I started, but of course family issues took priority and flying had to wait.

I've just recently retired and so I have plenty of time to work on my flight training and become a private pilot. Again, one of the most important things that I would like to do is become helpful for other members building planes just have a home good experience helping out.



Font change again???

Font change again???

**The German air controllers** at Frankfurt Airport are a short-tempered lot. They not only expect one to know one's gate parking location but how to get there without any assistance from them. So it was with some amusement that we (a PanAm 747) listened to the following exchange between Frankfurt ground control and a British Airways 747 (call sign "Speedbird 206") after landing:

Speedbird 206: "Top of the morning Frankfurt, Speedbird 206 clear of the active runway."

Ground: "Guten morgen! You will taxi to your gate!"

The big British Airways 747 pulled onto the main taxi way and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by a moment ground, I'm looking up our gate location now."

Ground (with some arrogant impatience): "Speedbird 206, have you never flown to Frankfurt before?!?"

Speedbird 206 (coolly): "Yes, I have, in 1944. In another type of Boeing. I didn't



stop."

*L-R Mo Bessiere, Peter Baker, Scott "Heat" Davis  
Don Baldwin Teenie Two*





L-R Mo Bessiere, Pete "Maverick" Mitchel, Jim Madison  
Teenie Wing Disection



## **Introducing Hodge Flight Services, LLC**

Hodge Flight Services (HFS) took flight in May, 2015. Its mission, "Help You Realize the Dream of Flight & Fly More". To achieve this HFS provides a unique approach to aircraft rental, pilot training and other aviation services tailored to customer needs and schedule.

Located in the Concord Jet Center its facility includes a pilot lounge, two pilot training rooms, and a multi-purpose classroom that serves a broad customer base consisting of pilots, student pilots, independent flight instructors, aircraft owners and aviation enthusiasts.

During the past 6 plus years the HFS fleet has grown to two Cessna 172s and a 150, as well as a RedBird TD2 flight simulator. A search is now underway to procure a third 172 to meet growing demand.

Performed under FAA Part 61 rules, over (40) customers have earned their private pilot certificates, and (10) more have earned an IFR rating. At the moment there are (15) students undergoing pilot training with (8) flight instructors. Of these, (4) are young aviators (ages 15 to 18).



Hodge Flight Services (cont.)

Going forward HFS intends to focus more on aviation education and support to inspire the next generation of pilots.

To learn more about Hodge Flight Services, visit its website at [www.hodgeflight-services.com](http://www.hodgeflight-services.com), or give its owner, DeWitt Hodge a call at 925-627-8255.

## ***Hornet Alert!***

***On May 7th, Hodge Flight Services will be at the USS Hornet for their annual general aviation information day. Dewitt has invited our chapter to host a table next to him, giving out information about our chapter to the public. We are looking for six members to do three shifts of two members each. Should be fun!***

### **The Experimental Aircraft Association Board of Directors Chapter 393 of Concord, CA**

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

<http://www.eaa393.org/> Email: [nle@eaa393.org](mailto:nle@eaa393.org)

Officers/Appointees for 2022:

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### ***Our meetings are open to the public.***

Join us for dinner at 6:30 pm, with the general meeting at 7:30 pm on the above dates in the building at 200 Buchanan Field Road. Enter from the west side of the building, on the west side of the airport. We always have various speakers and presentations of interest to aviators, after dinner.

Chapter 393 fly-outs are open to chapter members and guests. See the following article explaining them:

### ***Wednesday Fly-Outs*** **Lead Pilot:** **George Grech**

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. You may contact [george.grech@comcast.net](mailto:george.grech@comcast.net) 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: South Lake Tahoe, Half Moon Bay, Santa Rosa, Ukiah, Boonville, Shelter Cove, Willows, Auburn, Lodi, 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 George Grech, Harvard Holmes, Stu Schuster, Bob Tucknott, Carol Healey, and Clint Beacham. Pilots sometimes advertise that they have empty seats, but not always. Harvard Holmes, Carol Healey and Stu Schuster 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 11:00am and return by 4pm.

*And that's about all the news for now,*

**NOTAM:** Please send me any old aviation pictures you have of yourself, your planes, and EAA events, a sort of look back at history.

Newsletter Editors: Pete Mitchell, Ron Lem

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