



The Coffee Break

\$1.00

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Every last cent goes to the Coffee Creek Volunteer Fire Co.!

Who's Who—"Cheever Wright" by Barbara Vasconcellos



Cheever Wright

Cheever Alan Wright came into this world on March 4th., 1928, at the Merrit Hospital in Oakland, California. He was the first child of Alan J. and Edna M. Wright. His namesake was his paternal grandfather and his great-great grandfather was also a Cheever. That gentleman happened to be the captain of the first steamship line to go around the horn. This was quite an accomplishment in those days. The story goes that he would have his family aboard and if the children didn't behave he just threw them overboard and let the crew go in and pull them out.

Cheever spent his early life living in Berkeley, California and attended Cragmont Elementary School, Garfield Junior High and Berkeley High School. He has a younger sister named Sally, who now raises purebred Labs at her kennels in Minden, Nevada. As a youth, Cheever and his family spent a lot of summer vacations camping at Packer

Lake in Sierra County. Those were the days of tent-top cabins. His dad tossed him into the lake the summer he was two years old and he learned to swim real fast. He also spent time with his maternal grandmother in the little town of Goodyears Bar, close to many mining sites. It was at one of these sites that he found an old racing car with a 1912 Saxon engine. He restored it while still a teenager and terrorized the small town of twenty-five or thirty people when he raced it through the main street. When he blew up the engine, he replaced it with a Willys engine and ended up taking it back to Berkeley and actually getting it licensed as street legal when he was sixteen years old. That was about the time that he got his first summer job. He worked re-building D-8 Cat tractors.

He always had a love of engines and things mechanical and started working on them at an early age. He built a Go-cart that had a gas engine and bar steering that would go twenty-five to thirty miles per hour. In high school shop class, he and a buddy from kindergarten days, restored a model-A and put a Ford V-8 engine in it. They also took a 1945 Ford Club Coupe and put a 1932 Cadillac V12 engine in and christened it a "Fordallac".

When the speedometer read 80 mph, it was actually doing 100 mph!

Cheever graduated from high school in February, 1945 and joined the Marine Corps the same day. He went to boot camp in San Diego and was one of six out of a group of over 200 men to pass a test for special training at the Great Lakes Naval Training Center, where he underwent intensive college level math classes for hours and hours every day for three months. The war was over, and they were then given the option of staying in or getting an early discharge. He took the discharge and went to work for the telephone company in San Francisco on the swing shift, and did mechanic work during the day.

After about a year he enrolled at Cal Poly in San Luis Obispo in the aeronautical engineering department where he spent two years, then transferred to San Jose State College, mainly because it was closer to home. He was commuting every weekend helping his dad build a home in Lafayette where he still lives today. He is a hearty ninety plus years old. While at San Jose State, Cheever decided he would like to become a test pilot. After

he graduated in 1953 with a degree in Aeronautics, he took all the tests and passed, but it meant signing up in the service again and moving to Waco, Texas. In the end he decided against it, and, instead, went to work for Linde Air Products, a division of Union Carbide, as Engineering Service Rep dealing mainly with welding. After six months, he transferred to Los Angeles and lived in Manhattan Beach.

He met his first wife in a little restaurant called Ponchos, right on the beach. Fay was a stewardess, and they married in 1955 and moved to West Los Angeles. They had a daughter and a son, and had moved back to the Walnut Creek area where Cheever went to work for the Berkeley Pump Company. The marriage was breaking down and Fay missed Los Angeles, so they filed for divorce and she went south with the children.

Almost everywhere Cheever worked, he invented new equipment or machines for the companies, but the patents stayed with the companies he was with at that time. When he was with L & B Welding Equipment in Berkeley, he was given a hefty bonus for one of his inventions and went out and paid cash for a brand new '59 Corvette Hardtop convertible. Shortly after, he met Laureen at a swimming party and they got married four months later. He's still not sure if it was him or the car that impressed her the most.

They were married on Halloween in 1959 in Berkeley and had their wedding reception at the beautiful Claremont Hotel. It wasn't long before their family started increasing with daughters, Toni, born in 1961, Kim, in 1962 and Kelly, in 1964. They are the proud grandparents of five. They moved to Moraga and spent most of their married life there until moving to Coffee Creek.

Cheever worked for a number of companies and kept on inventing. He came by it naturally as both his father and grandfather were also inventors, with patents to their credit. Cheever invented a wire-feed unit for L & B Welding, a special type drinking fountain, for Hall's Drinking Fountain Co., which they sold to many schools and to Disneyland, and while with Industrial Ladder Company, he designed a fiberglass ladder whose biggest customer was PG&E. Both he and his dad got patents for a locked leveling ladder. These are just a few of the thirty plus patents he is responsible for. One of his latest inventions was a very innovative, building tool, which every good builder would want, but it was stolen before he could get it registered. He spends many hours in his fully equipped shop and loves a creative challenge.

Cheever and Laureen bought their property in Coffee Creek in August of 1973. Previous to that, they had vacationed at the Seymour Ranch for many years when the girls were small and before that time Cheever's

folks had spent time up here. His mother said it was her favorite place to stay in the world. In May of 1981 they started building their house, working on it summers and week-ends. Cheever retired in 1990 and they moved in, full time, the next year.

About once a year, they visit the now historic town and mine once owned by his maternal grandparents. His mother was born there, in the little town of Alleghany in Sierra County. The old family home is still there and the "16 to 1 Mine", a rich, hard rock, gold mine is privately owned, but they do give tours. Cheever came from hearty stock. One of his grandmothers learned to ice skate when she was 65 years old and was president of an ice skating club in Berkeley. He is distantly related to the Wright Brothers, pioneers of the art of flight. His great-grandfather was a second cousin to those famous men and Cheever used to fly a Cessna 140.

Both he and Laureen are active in the C.C.V.F.C. and Cheever is starting his second year on the present Fire Company Board of Directors. He is also a member of the Trinity Lake Lion's Club.



Cheever Wright Sporting his Trademark Smile





Trinity Center Library Party

The Trinity Center Library will be having an ice cream and art party on Monday, **August 5th** from noon to 1:30 pm. Mark it on your calendar. The library hopes to see all the kids there.

Big Moving Sale

There will be a big moving sale on Friday and Saturday, August 9th and 10th from 8 am until 5 pm. Come to Eagle Creek Loop Road (4 miles north of Coffee Creek), mailbox #4036. There will be tools, equipment and supplies for construction, logging, auto and hobbies. In addition, household goods, such as furniture, appliances, utensils and many other indoor and outdoor items will be offered.

Flea Market

The Coffee Creek Fireflies will be holding their Annual Flea Market at the Coffee Creek Country Store on Saturday, **August 10th** from 8 am until 2 pm. Hot dogs and sodas will be offered for sale. Table space is available for \$5. Call 266-3579 or 266-3405 for details.

Vacation Bible School

Vacation Bible School will be held at the Coffee Creek Community Church for 3year olds and up the week of August 12-16 from 9 a.m. to 12 p.m. This is going to be a week of fun with games and crafts, singing and Bible lessons with the opportunity for every kid to win prizes. Any kids from Trinity Center that would like to come will be able to ride over with Pastor Tim from Trinity Center Community Church. For more information call Jayne at 266-3480

Blue Grass Concert

A Blue Grass concert will be held Saturday, **August 24**, featuring Steve McMahon at Coffee Creek Community Church. A potluck dinner will begin at 5 pm followed by the concert around 7 pm. Mark your calendar and plan to come together for a great time and great music. For more information call Steve or Jayne at 266-3480

September Barbecue

The Lion's Club Barbecue will be September 1st at the area across from the Scott Musuem in Trinity Center. The Coffee Creek Fireflies will be operating their crafts booth along with many others from the Artisan's Guild from 10 am until 4

pm. Dessert, again provided by the Fireflies, will be from 11 am until 6 pm.

Gift Shop

The Coffee Creek Gift Shop (next to the Country Store) will be open through September. This is your chance for those one of a kind handmade gifts for Christmas.

Trinity Center Elementary School

Trinity Center Elementary School is looking for retired people who are interested in working with students for the 2002-2003 school year. If you are interested and have the time to help, please call the school at 266-3342.

"Bud" Lauerman

Bud Lauerman passed away in July. He was a man who enjoyed rock hounding and was the shop foreman for the Gem and Mineral Club when he and his wife, Marge, went away in the winter. He was also the president and founder of Lauerman Office Supply, Inc. in Redding for 30 years. He loved to hunt and fish, which were activities that were instrumental in the family's retirement in Trinity Center. He enjoyed Trinity County so much that, even though he was a member of the Redding Rotary Club, he chose to go to meetings in Weaverville because he had great friends there and enjoyed the camaraderie with the "oldtimers". He always had great empathy for the fire departments and was grateful for there services. He is survived by his wife, Marge, and two sons and one daughter.

Joan Vanderbeck

Joan Vanderbeck passed away recently after a long illness. Joan was known for her great sense of humor and for being one of the best waitresses to have come to this county. She worked at several restaurants here down through the years. She raised a large family and her door was always open to the neighborhood kids. In later years she suffered in silence with crippling arthritis, but she carried on with her great sense of humor. She was loved by all.





Interface Fire Structure Protection: What Homeowners Can Do Before and While the Hot Winds Blow

by Steve Renton

It is pretty obvious that there are more homes than firefighters in Trinity County, something which is true just about everywhere. It is also a fact of life that we have hosted a significant number of wildlands/interface fires over the years. Wildland fires are an almost unavoidable result of environmental factors and human building proclivities. This article is intended to help the homeowner alleviate the potential consequences of these types of fires. You may find the facts and analysis presented herein frightening or unsettling, that is good. It is far better to know and think about this subject in advance of a crisis than to have to wait for an epiphany in a moment of dire need.

If I had to pick the three most important requirements from the literature and the regulations, I believe most authorities would agree that the top two are:

1. Creating "defensible space" around the home
Clearing the roof and gutters of flammable materials, esp. "flash fuels" such as pine needles, cones etc.
The third one might create some debate, but my pick would be:
Replacing shake roofing with a non-combustible roof

These items and CDF guidelines are things that you can and should do in advance of the fire season. The rest of this article will focus on things you should do in the event that a fire develops during our hot, dry season, especially if winds are blowing, if you have to prepare for evacuation. In the case of a big fire in your area, you should follow the advice of the fire fighters as to how much time you have to leave and you have to consult your own sense of risk when deciding whether it is wise to undertake any particular action. Remember that it is extremely difficult, if not impossible, to outrun a fire at the last minute. The extreme dangers include smoke, which both blinds and may contain carbon monoxide and other poisons, and radiant heat, which you cannot see and may either suffocate or incinerate you or a vehicle faster than you can react. The radiant heat in front of a fire can extend from 1.5 to 4 times the height of the flames. It is best to avoid getting into situations where these factors come into play.

If a dangerous wildfire is in progress in your vicinity, first and foremost, you should consider your escape plans. The concept of evacuation and safety in the context of a rapidly evolving fire is straightforward, but executing an escape or finding safety can be very difficult or impossible. There are a myriad of factors which complicate decision making. For example, the wind may shift the path the fire is taking, or

roads that are effective for exit at one moment may be blocked by fire, debris or stalled vehicles the next. Generally speaking, wildland fires move with the wind and up hill. You have to determine which is the dominant factor and try to either get below the fire or behind the wind. However, if the weather is unsettled or there is a front moving through, the dominant force may turn rapidly. A location below, or up wind or in an area that has already burned and cooled is a combination you should aim for. If there is an area with very light fuel loads that is below the fire, and not in the path of the wind, it may be a good second choice. NEVER evacuate into the head of a fire or into a location that will intersect the path of the fire in the short run. If at all possible, avoid traveling through routes that are lined with high brush or that are canopied by tree limbs, unless they are far from the fire and beyond the range of the spotting from the fire.

If you are overrun by fire while in your vehicle don't get out. Try to stop in an area with maximum distance from heavy fuels and wait for the front to pass. Driving while blinded by smoke or fire is not wise, especially on hillsides. It is probably best to get as low as you can in the vehicle and wait: If you emerge into the flames, the radiant heat could be fatal almost immediately or the smoke could be overwhelming and disorienting.

In the end, if your home was specifically designed with fire defense in mind, and you have diligently maintained defensible space around it, it may be that staying with it, perhaps on the floor or in a bath tub, is your best choice at the last moment.

People and pets who are not going to actively defend a home or who cannot physically flee at the moment of crisis should evacuate as soon as the danger is obvious!

If you have some time to organize your exit, put your car in a location where it does not block transit by your neighbors and emergency services personnel. On narrow streets try to coordinate with your neighbors so that everyone heads out the same direction if leaving at the same time. Meanwhile, park it so that you do not have to back up to get on your way. Roll up the windows while loading the vehicle and after you've loaded it. Otherwise embers can fly in and ignite the interior. When you choose your location to park, stay away from brush, trees, natural gas or LPG sources, utility poles, especially those with transformers on them, and power lines. Evaluate the path between where you plan to be and where you have put your vehicle, it would be bad planning to have to run through a burning stand of 8' high brush! Generally speaking, running across hot coals or through flames should be reserved for corporate or personal development seminars! Meeting all these conditions may be impossible, but try to cover as many as possible: Each one you miss increases your risk. If you can meet very few of them and the danger is high, you probably should leave the area before events reach the crisis stage.



The following actions may improve the likelihood that a crew of firefighters will risk themselves for your home:

- Flammables, especially “flash fuels”, are cleared away from the house.
- Close the internal doors. This limits draft and reduces internal fire spread
- Shut off the gas and electrical service.
- Lay out your water hoses. You, the neighbors, and firefighters will find them helpful
- If you have ladders, set them up to provide access to your roof for firefighters
- Leave a note on your door saying when you left and how you can be contacted. This will help searchers and family members locate you and know that you are safely away from the house.

Remove flash fuels (in the house, these would include newspapers, light weight fabrics, light drapes etc) from the vicinity of the windows or other openings. Close openings, including attic vents if possible.

All of the above circumstances make your home a viable location to defend.

If you evacuate, you should know that firefighters make decisions on which structures to protect very quickly and on eminently sensible criteria. We are trained not to sacrifice life for property, so defending any property that entails a high risk to life or limb is against common sense. They check to see what the access and exit options are available. One way in and one way out is a high-risk situation. In a similar vein, having defensible space is a key criterion. If a strike team is going to be hemmed in between a house and a lot of flammables, that house is a “loser”. If the house is in the short-term path of a fire with flame lengths over 8 feet, it is probably indefensible.

If your home has defensible space, a Class A roof, has good options for access and exit, has a supply of water and isn't already on fire, you may be a winner in the eyes of firefighters! Wish them luck!

Special thanks to Chief William Teie for his superb book, *Firefighter's Handbook on Wildland Firefighting*. Additional content developed from personal experience, and fire fighter training. Philosophical commentary is the author's.

Coffee Creek “Dispatch”

What would Coffee Creek Fire do without Sue Dahm? Sue has become the communication lifeline for the company, because the county dispatch frequency is unreliable for transmission of medical and fire calls. Seeing the need, Sue has stepped in. She phones responders that she knows may not hear the calls and transmits the location and nature of the call. Without her many of us would never hear a page...so, thank you Sue Dahm!!

We Got Your Goat



Mellisa, Blossom and Mellisa

What is it about Coffee Creek? Could this be the Coffee Creek Triangle, sucking in all manner of strange and wonderous creatures? First it was the Great Rabbit Rescue, fabled in a previous issue, and now it is a tale of the Great Goat Rescue. As ye old editor and the editor's somewhat older husband were returning from an evening at the local eating establishment, they noticed a car pulled over on the shoulder. Two young girls were waving them down. Always obliging they stopped to help the stranded motorists, only to be accosted by what appeared to be a very upset goat. They thought their eyes were not quite adjusted to the dim light, but if it looks like a goat, walks like a goat and definitely smells like a goat, it must be a goat. Blossom (the goat) was obviously relieved to be out of the back seat of the Nissan, or should we say Blossom relieved herself after leaving the back seat of the Nissan. There were indications that the latter was true, but DNA testing is pending. She was utterly distressed that her mommies, Mellisa and Mellisa, were otherwise occupied with the task of determining the cause of the breakdown. The old editor's much older husband may as well have been looking into the trunk, since his high school auto shop training was somewhat dated. Being mechanically challenged, and unwilling to admit to this inconvenient flaw, it was determined that the goat and company should be ferried to the local campground until morning.

Morning found the two girls and company happily esconced in their camp. Blossom had a rough night though. Fellow campers had a rougher night listening to the interminable goat bleating. All was forgiven though when confronted with the sweet, floppy eared countenance of the goat. The troop procured a ride with the editor's old husband to the Country Store to appeal for aid from the local mechanic, and then received yet another adventuresome ride back to the campground, with a cavorting goat in the back end of the vehicle. All is well with our travelers after the faulty fuse was replaced and a grateful Mellisa duo was on their way with a parting baaaah from Blossom..



Every last cent from the sale of this newsletter goes to the Coffee Creek Volunteer Fire Company!



A Coffee Creek Firefly Publication



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My Turn

Ye old editor is taking a vacation!! Off I go with husband in tow to Alaska. Since we will be enjoying some R and R for most of August, there will be no September issue.

Ye Old Editor



Your Turn

The Gerlits' would like to thank all those wonderful First Responders, well wishers, phone calls, cards (including CC School—adorable ones), visits to the hospital and home, goodies and the Cafe's patrons clapping as Ed took his first walk around the block. After his three way bypass surgery, he is feeling lots better now.

What a wonderful community we live in!!! God bless you all.

Ed and Kathy Gerlits

Audrey Eyman

As this issue of "The Coffee Break" goes to press, we are sad to report the loss of Audrey Eyman. She will be greatly missed.

Heroin was first marketed to the public by Bayer Aspirin Company

Did You Know.....?

