

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 12

December 2007

## Happiest of Holidays, EAA Chapter One!



### Christmas banquet year's final event

Another year is winding to a close, and the only Chapter One event for the month of December is the annual Christmas Banquet, which will be held December 8th at 6:00 p.m. in the Chapter One Hangar.

Tickets for the banquet are on sale now, and we are urging members to give Kathy Rohm a call now (951-683-2309, ext. 104) to buy or reserve tickets, so we can get an idea of how many meals to order. Diners will have their choice of roasted ham with peach and raisin glaze or stuffed turkey with gravy, along with garlic mashed potatoes, a medley of squash with corn and red bell pepper, holiday cole slaw, cranberry sauce, freshly tossed garden salad with assorted vegetables, fresh baked dinner rolls with butter, dessert, and drinks (thanks to board member Karen Schicora for her hard work arranging catering and decorations for the banquet).

The cost for the banquet is being subsidized by Chapter funds, so tickets for the meal are only \$12 for adults, \$6 for children. This subsidy is a Christmas gift to you from our Board of Directors.

So be sure to join us for the



*During this holiday season, our thoughts and prayers go to the thousands of Southern California residents who lost their homes in the recent wildfires. Here, a Martin Mars tanker makes an approach to Lake Elsinore to pick up water to fight the fires.*

annual Christmas Banquet on the 8th. There will be good food, good socializing, and good fun. And it's our Chapter's last hurrah for 2007.

Your board has plans for an exciting 2008, and we would love to have your input and your help as we plan the year's events. There will be a number of SportAir Workshops in addition to the monthly chapter meetings and Young Eagles Rallies, the July 4th picnic, the Open House, and...before you know it...next year's Christmas Banquet.

Have a joyous Holiday Season!!



# EAA Chapter One

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**Join us for  
 Christmas Dinner  
 December 8th!**

# Calendar



**December**

-- NO Young Eagles in December --

**8th -- Chapter One Christmas Dinner**  
 Chapter One Hangar - 6 p.m.

**15th -- Design Group Meeting**  
 Chapter One Hangar - 10 a.m.

**25th -- Have a Merry Christmas!!**

**January 2008**

**4th -- First Friday Flicks**  
 Chapter One Hangar - 5 p.m.

**12th -- Young Eagles Rally**  
 Chapter One Hangar - 8 a.m.

**13th -- Chapter Meeting**  
 Chapter One Hangar - noon

**13th -- Board Meeting**  
 Chapter One Hangar - 3 p.m.



Join us for our annual  
 Christmas Dinner  
 On the 8th of December  
 At the Chapter One  
 Hangar



## The Prez Sez...

What a year 2007 has been! It's hard to believe it's coming to an end. With your help and the help of our volunteers, Chapter One is strong and healthy.

Our Young Eagles Rallies are still putting smiles on young faces and giving their parents a chance to see another side of general aviation. With an average of 60 to 80 kids per rally, the ground volunteers and pilots are getting the kids thru ground training, preflight and in the air to see what it is like to control a small airplane. Thank you for coming out and helping the 11 out of 12 months we put on the rallies.

Despite the rain, our Open House wasn't a complete wash out. Our forum speaker's did a great job and kept our guests who weathered the rain a place to sit and listen to good presentations. The vendors saw the potential of our Open House and want to come back next year. Our Open House Committee put a lot of hard work in and I hope they want to be on the committee next year.

The weather did break for Flabob's Veterans Day Celebration and it was a big success. I would like to thank the Chapter One volunteers who came out and supported Flabob's Veterans Day event.

Between Young Eagles and other chapter sponsored events, we bought new chairs, a new FAX/answering machine and we were able to donate \$10,000 to the Wathen Foundation. Like I said at the beginning, thanks to our membership and volunteers, Chapter One is in good shape.

If you remember from my first *Prez Sez* back in January, my only goal was to build up our volunteer pool. For those of you who live within 50 miles of Flabob Airport, you have received two e-mails from me during the year asking to volunteer with our events. I would like to thank those of you who replied to the e-mail and, of course, those who came out to volunteer. Chapter One is a large chapter and needs a lot of volunteers to keep us strong. The Wathen Foundation is still looking for a volunteer to organize and run the Melberg Builder's Center; this is a place for you builders and restorers to work on your projects.

2008 is going to be another busy year with more SportAir work shops, Young Eagles Rallies and our Open House in September. I'm always open to suggestions and constructive criticism, so please feel free to send me an e-mail or snail mail. It was Mark Manda who came up with the show-and-tell project/aircraft idea for our membership meetings. Keep the ideas coming in!

I look forward to another year as Chapter One's President and would like to welcome our new and returning board members and all our new and returning Chapter One members. Remember to let us know how we are doing, Leon is doing a great job with our newsletter and others are working hard supporting our Chapter. I will see some of you at our Christmas dinner and the ones I don't, have a Merry Christmas and a Happy New Year!

Thanks!

*Jerry Cortez*

### **Gerhard Schapp, Chapter One member, passes on**

Chapter One member Gerhard Schapp died suddenly from a heart attack at his Riverside business on Nov. 15, at the age of 71.

A few days before, on the 11th, Gerhard flew his Sonex experimental airplane to El Mirage Dry Lake to watch the land speed trials. Memorial services were held Nov. 21 at Preston and Simons Mortuary in Riverside.

Gerhard was owner of G & M Schapp Powder Coating on Magnolia Avenue in Riverside. His business has been an advertising supporter in *The WintNut*.

### **No Friday Night Flicks in December!**

The Famous Friendly Flabob First Friday Five p.m. Family Fabulous Flying Film Festival will not be held this month, due to the set-up necessary for EAA Chapter One's Christmas Banquet. The Friday Flicks, which have proven quite popular within the Flabob community, feature classic aviation movies and serials, along with pizza, soda, and popcorn. After December's hiatus, be sure to join us on January 4th as the First Friday Flicks resume for 2008. They begin at 5 p.m. in the Chapter One Hangar.



Photos by Leon



# Veteran's Day at Flabob Airport



*Photo by Bern Heimos - Vintageflying.com*

## **Veterans Day Celebration a huge success at Flabob**

Jim Pyle was not in charge of weather for the Veterans Day Celebration at Flabob Airport on Nov. 10th. Thus, clear skies and calm winds made a perfect day for the Wathen Foundation-sponsored event. A large crowd turned out for the festivities, which featured something for everyone. As usual, many Chapter One volunteers worked throughout the day, and our merchandise booth and food booth did a brisk business.

Among the many vintage aircraft on display was an H-21 "Flying Banana" (or "sagging sausage") helicopter--one of the few flyable examples in the world. The original tube-and-fabric dual-rotor helicopter was built for the U.S. Navy in 1945 by the Piasecki Helicopter Corporation, which later became part of Boeing. Those who were at Flabob late in the afternoon were able to watch the departure of the very noisy classic helicopter.

There were ceremonies and parades for veterans, bands and dancing, stand-up comedians, food at the chow hall, the Flabob Cafe, and numerous vendors. People crowded around the unique kid's attraction that allowed them to shoot paintball guns at flying model airplanes. The classic, antique, and hot rod car show brought in scores of beautiful vehicles, which attendees could admire at their leisure.

As usual, the event was well coordinated and organized. Our Chapter President Jerry Cortez helped with the planning of the event. Congratulations to the Wathen Foundation and all those who planned the Veterans Day Celebration. It was a rousing success!

You should attend--or better yet, volunteer--for next year's celebration.



# FROM THE EDITOR'S DESK

## On Another Year

Another year has come and gone at EAA Chapter One. My, how time does fly when you're on the steep down slope of life's bell curve (i.e., on the far side of 40). We'll be having our annual Christmas Dinner in a few days! Seems like we just finished clearing off the tables from last year's Christmas celebration.

There is no Chapter Meeting in December, and no board meeting. The Christmas Dinner is the only Chapter gathering, and is probably the biggest event of the year for our Chapter. It is our Chapter Meeting, our Awards Banquet, and our annual social gathering all wrapped up into one. It's the one Chapter event you don't want to miss (so what, if you don't feel good. You might as well feel bad at the Christmas Dinner as feel bad at home alone. At least you're guaranteed good food and some fun at Hangar One!).

Let's band together this year and make the Christmas Banquet one for the record books. Let's all be there...every one of you. It's on the night of December 8<sup>th</sup>, so block it off on your calendars now.

I, your humble editor, promise you a night of fun and fellowship, of good food and friendship and laughter. In what way could you better spend the evening of Dec. 8? Yes, you could sit at home and flip among the 175 channels of your cable TV, but, trust me, there's not going to be anything good on.

Join us for our riotous end-of-year celebration. There'll be food a'plenty, awards a'given, pilots a'talkin, and chapter business a'missin. It's a night of celebration of our Chapter, of what we stand for, of who we are. If you're a member of Chapter One, please join us, as we celebrate Chapter One's end-of-year event.

During the past year, we've hosted the EAA's LSA Tour, seen the completion of the Wathen Foundation's J-3 Cub, celebrated the awarding of private pilot's licenses to three female Young Eagle pilots, hosted the Pietenpol Fly-In, mourned the loss of famed Flabobian flier Ed Marquart, and hosted a rained-out Open House Fly-In and marvelous Gala Banquet, with Pat Halloran as speaker.

We've added a few bricks to our Pioneer Plaza, and missed the helpful hands of Doug Maxwell. We donated \$10,000 to the Wathen Foundation, and manufactured another classic Chapter One Open House shirt which celebrated the life of Ed Marquart.

We're all volunteers. We all give of our time and our efforts for Chapter One. Those who prepare the meals, who set up the tables and chairs, who get the speakers, who publish the newsletter, who man the booths and handle the finances...all volunteers who have a zillion other tasks to manage in their private lives. Yet they take their time to ensure that your Chapter runs smoothly and efficiently.

I know you're busy. You have a heavy schedule. Yet, you, too, can surely take off the evening of December 8 to be a part of our celebration at Chapter One. If your schedule won't allow it...I'm sorry. You'll be missing one of the best aviation events of 2007. If you can squeeze us into your schedule, bless you. Call Kathy Rohm at 951-683-2309 ext. 104 and reserve your tickets today. The earlier, the better...we need to know how many meals to order.

A warning: There is no guarantee that I, your humble editor, will not perform "The EAA Chapter One Christmas Song" again. Be forewarned!

- LG

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# Redlands Airport identifier changed to 'REI'

An FAA letter was sent to Redlands City officials recently stating that our current airport identifier (L12) will be changed to "REI". The request for this change was initiated some time ago and is a necessary step in the process of installing an ASOS (Automated Surface Observing System) at the airport. The ASOS requires that the airport identifier have no numbers in it...just letters. ASOS is the primary weather observing network in the

U.S. The identifier change was scheduled to go into effect on October 25.

For a while, those pilots with GPS units installed in their aircraft will have to use both identifiers. After October 25th, whenever you file a flight plan, talk to SoCal, get a weather briefing, etc., you'll be writing or saying "REI." However, until your GPS software is updated, you'll still be punching in L12 for Redlands. Navigation charts will not be showing the correct/updated identifier until the next scheduled update of the chart.



## Good for the soul...

The following was posted on a bbs by a pilot who got "iphoned."

Oh joy! I can't wait for the next ground delay or long taxi due to weather somewhere to get a smarta\*\* with a freakin i-phone shoving it in my face saying "It's NOT raining there...SEE !"

Too late...already happened to me. We push back, get advised of a ground stop in MEM due to storms in the area. Go to the penalty box and wait. My Captain does the lecture over the PA... not one minute later, we get dinged from the F/A. "Some guy with an iPhone says the weather is good, and wants to know what the real reason is for the delay. Is something wrong with the plane?"

I want to tell this clown what he can do with his IdiotPhone—but the Captain does it even better. He gets on the PA and makes the following announcement:

"If the passenger with the iPhone would be kind enough to use it to check the weather at our alternate, calculate our fuel burn due to being rerouted around the storms, call the dispatcher to arrange our release, and then make a phone call to the nearest Air Traffic Control center to arrange our timely departure amongst the other aircraft carrying passengers with iPhones, then we will be more than happy to depart. Please ring your call button to advise the Flight Attendant and your fellow passengers when you deem it ready and responsible for this multi-million dollar aircraft and its 84 passengers to safely leave."

Needless to say, the pax was pretty embarrassed. The F/A later told us the rest of the plane was outright laughing at this dude. What a clown!

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\$50.00 is donated to Chapter One for each member that uses Avtek for a homebuilt aircraft inspection.

Thanks, Doc!

# An interview with Paul Tibbets

(Continued from the November issue of *The WingNut*)

*Studs Terkel:* You got the go-ahead on August 5.

*Paul Tibbets:* Yeah. We were in Tinian [the US island base in the Pacific] at the time we got the OK. They had sent this Norwegian to the weather station out on Guam [the US's westernmost territory] and I had a copy of his report. We said that, based on his forecast, the sixth day of August would be the best day that we could get over Honshu [the island on which Hiroshima stands]. So we did everything that had to be done to get the crews ready to go: airplane loaded, crews briefed, all of the things checked that you have to check before you can fly over enemy territory. General Groves had a brigadier-general who was connected back to Washington DC by a special teletype machine. He stayed close to that thing all the time, notifying people back there, all by code, that we were preparing these airplanes to go any time after midnight on the sixth. And that's the way it worked out. We were ready to go at about four o'clock in the afternoon on the fifth and we got word from the president that we were free to go: "Use me as you wish." They give you a time you're supposed to drop your bomb on target and that was 9:15 in the morning, but that was Tinian time, one hour later than Japanese time. I told Dutch, "You figure it out what time we have to start after midnight to be over the target at 9 a.m."

*Studs Terkel:* That'd be Sunday morning.

*Paul Tibbets:* Well, we got going down the runway at right about 2:15 a.m. and we took off, we met our rendezvous guys, we made our flight up to what we call the initial point, that would be a geographic position that you could not mistake. Well, of course we had the best one in the world with the rivers and bridges and that big shrine. There was no mistaking what it was.

*Studs Terkel:* So you had to have the right navigator to get it on the button.

*Paul Tibbets:* The airplane has a bomb sight connected to the autopilot and the bombardier puts figures in there for where he wants to be when he drops the weapon, and that's transmitted to the airplane. We always took into account what would happen if we had a failure and the bomb bay doors didn't open; we had a manual release put in each airplane so it was right down by the bombardier and he could pull on that. And the guys in the airplanes that followed us to drop the instruments needed to know when it was going to go. We were told not to use the radio, but, hell, I had to. I told them I would say, "One minute out," "Thirty seconds out," "Twenty seconds" and "Ten" and then I'd count, "Nine, eight, seven, six, five, four seconds", which would give them a time to drop their cargo. They knew what was going on because they knew where we were. And that's exactly the way it worked; it was absolutely perfect. After we got the airplanes in formation I crawled into the tunnel and went back to tell the men, I said, "You know what we're doing today?" They said, "Well, yeah, we're going on a bombing mission." I said, "Yeah, we're going on a bombing mission, but it's a little bit special." My tail gunner, Bob Caron, was pretty alert. He said, "Colonel, we wouldn't be playing with atoms today, would we?" I said, "Bob, you've got it just exactly right." So I went back up in the front end and I told the navigator, bombardier, flight engineer, in turn. I said, "OK, this is an atom bomb we're dropping." They listened intently but I didn't see any change in their faces or anything else.. Those guys were no idiots. We'd been fiddling round with the most peculiar-shaped things we'd ever seen. So we're coming down. We get to that point where I say "one second" and by the time I'd got that second out of my mouth the airplane had lurched, because 10,000 lbs had come out of the front. I'm in this turn now, tight as I can get it, that helps me hold my altitude and helps me hold my airspeed and everything else all the way round. When I level out, the nose is a little bit high and as I look up there the whole sky is lit up in the prettiest blues and pinks I've ever seen in my life. It was just great. I tell people I tasted it. "Well," they say, "what do you mean?" When I was a child, if you had a cavity in your tooth the dentist put some mixture of some cotton or whatever it was and lead into your teeth and pounded them in with a hammer. I learned that if I had a spoon of ice-cream and touched one of those teeth I got this

*Paul Tibbets, the pilot of the Enola Gay, the B-29 that dropped a nuclear bomb on Hiroshima, Japan, on Aug. 6, 1945, died at his home in Columbus, Ohio, on Nov. 1~~st~~. He was 92. Tibbets was a 30-year-old Lt. Col. when he was called on to plan and execute the world-changing mission.*



(Continued on Page 9)

# **Paul Tibbets interview** *(Continued from Page 4)*

electrolysis and I got the taste of lead out of it. And I knew right away what it was. OK, we're all going. We had been briefed to stay off the radios: "Don't say a damn word, what we do is we make this turn, we're going to get out of here as fast as we can." I want to get out over the sea of Japan because I know they can't find me over there. With that done we're home free. Then Tom Ferebee has to fill out his bombardier's report and Dutch, the navigator, has to fill out a log. Tom is working on his log and says, "Dutch, what time were we over the target?" And Dutch says, "Nine-fifteen plus 15 seconds." Ferebee says: "What lousy navigating. Fifteen seconds off!"

*Studs Terkel:* Did you hear an explosion?

*Paul Tibbets:* Oh yeah. The shockwave was coming up at us after we turned. And the tail gunner said, "Here it comes." About the time he said that, we got this kick in the ass. I had accelerometers installed in all airplanes to record the magnitude of the bomb. It hit us with two and a half G. Next day, when we got figures from the scientists on what they had learned from all the things, they said, "When that bomb exploded, your airplane was 10 and half miles away from it."

*Studs Terkel:* Did you see that mushroom cloud?

*Paul Tibbets:* You see all kinds of mushroom clouds, but they were made with different types of bombs. The Hiroshima bomb did not make a mushroom. It was what I call a stringer. It just came up. It was black as hell and it had light and colors and white in it and gray color in it and the top was like a folded-up Christmas tree.

*Studs Terkel:* Do you have any idea what happened down below?

*Paul Tibbets:* Pandemonium! I think it's best stated by one of the historians, who said: "In one micro-second, the city of Hiroshima didn't exist."

*Studs Terkel:* You came back and you visited President Truman.

*Paul Tibbets:* We're talking 1948 now. I'm back in the Pentagon and I get notice from the chief of staff, Carl Spaatz, the first chief of staff of the air force. When we got to General Spaatz's office, General Doolittle was there and a colonel named Dave Shillen. Spaatz said, "Gentlemen, I just got word from the president he wants us to go over to his office immediately." On the way over, Doolittle and Spaatz were doing some talking; I wasn't saying very much. When we got out of the car we were escorted right quick to the Oval Office. There was a black man there who always took care of Truman's needs and he said, "General Spaatz, will you please be facing the desk?" And now, facing the desk, Spaatz is on the right, Doolittle and Shillen. Of course, militarily speaking, that's the correct order, because Spaatz is senior, Doolittle has to sit to his left. Then I was taken by this man and put in the chair that was right beside the president's desk, beside his left hand. Anyway, we got a cup of coffee and we got most of it consumed when Truman walked in and everybody stood on their feet. He said, "Sit down, please," and he had a big smile on his face and he said, "General Spaatz, I want to congratulate you on being first chief of the Air Force," because it was no longer the air corps. Spaatz said, "Thank you, sir, it's a great honor and I appreciate it." And he said to Doolittle: "That was a magnificent thing you pulled flying off of that carrier," and Doolittle said, "All in a day's work, Mr. President." And he looked at Dave Shillen and said, "Colonel Shillen, I want to congratulate you on having the foresight to recognize the potential in aerial refueling. We're gonna need it bad some day." And he said, "Thank you very much." Then he looked at me for 10 seconds and he didn't say anything. And when he finally did, he said, "What do you think?" I said, "Mr. President, I think I did what I was told." He slapped his hand on the table and said: "You're damn right you did, and I'm the guy who sent you. If anybody gives you a hard time about it, refer them to me."

*Studs Terkel:* Anybody ever give you a hard time?

*Paul Tibbets:* Nobody gave me a hard time.

*Studs Terkel:* Do you ever have any second thoughts about the bomb?

*Paul Tibbets:* Second thoughts? No. Studs, look. Number one, I got into the air corps to defend the United States to the best of my ability. That's what I believe in and that's what I work for. Number two, I'd had so much experience with airplanes. I'd had jobs where there was no particular direction about how you do it and then of course I put this thing together with my own thoughts on how it should be because when I got the directive I was to be self-supporting at all times. On the way to the target I was thinking: I can't think of any mistakes I've made. Maybe I did make a mistake: maybe I was too damned assured. At 29 years of age I was so shot in the ass with

*(Continued on Page 10)*

# Paul Tibbets interview (Continued from Page 9)

confidence I didn't think there was anything I couldn't do. Of course, that applied to airplanes and people. So, no, I had no problem with it. I knew we did the right thing because when I knew we'd be doing that I thought, yes, we're going to kill a lot of people, but by God we're going to save a lot of lives. We won't have to invade [Japan].

*Studs Terkel:* Why did they drop the second one, the Bockscar [bomb] on Nagasaki?

*Paul Tibbets:* Unknown to anybody else—I knew it, but nobody else knew - there was a third one. See, the first bomb went off and they didn't hear anything out of the Japanese for two or three days. The second bomb was dropped and again they were silent for another couple of days. Then I got a phone call from General Curtis LeMay [chief of staff of the strategic air forces in the Pacific]. He said, "You got another one of those damn things?" I said, "Yes sir." He said, "Where is it?" I said, "Over in Utah." He said, "Get it out here. You and your crew are going to fly it." I said, "Yes sir." I sent word back and the crew loaded it on an airplane and we headed back to bring it right on out to Tinian and when they got it to California debarkation point, the war was over.

*Studs Terkel:* What did General LeMay have in mind with the third one?

*Paul Tibbets:* Nobody knows.

*Studs Terkel:* One big question. Since September 11, what are your thoughts? People talk about nukes, the hydrogen bomb.

*Paul Tibbets:* Let's put it this way. I don't know any more about these terrorists than you do; I know nothing. When they bombed the Trade Centre I couldn't believe what was going on. We've fought many enemies at different times. But we knew who they were and where they were. These people, we don't know who they are or where they are. That's the point that bothers me. Because they're gonna strike again, I'll put money on it. And it's going to be damned dramatic. But they're gonna do it in their own sweet time. We've got to get into a position where we can kill the bastards. None of this business of taking them to court, the hell with that. I wouldn't waste five seconds on them.

*Studs Terkel:* What about the bomb? Einstein said the world has changed since the atom was split.

*Paul Tibbets:* That's right. It has changed.

*Studs Terkel:* And Oppenheimer knew that.

*Paul Tibbets:* Oppenheimer is dead. He did something for the world and people don't understand. And it is a free world.

*Studs Terkel:* One last thing, when you hear people say, "Let's nuke 'em," "Let's nuke these people," what do you think?

*Paul Tibbets:* Oh, I wouldn't hesitate if I had the choice. I'd wipe 'em out. You're gonna kill innocent people at the same time, but we've never fought a damn war anywhere in the world where they didn't kill innocent people. If the newspapers would just cut out the shit: "You've killed so many civilians." That's their tough luck for being there.

*Studs Terkel:* By the way, I forgot to say Enola Gay was originally called "Number 82." How did your mother feel about having her name on it?

*Paul Tibbets:* Well, I can only tell you what my dad said. My mother never changed her expression very much about anything, whether it was serious or light, but when she'd get tickled, her stomach would jiggle. My dad said to me that when the telephone in Miami rang, my mother was quiet first. Then, when it was announced on the radio, he said: "You should have seen the old gal's belly jiggle on that one." ##

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**Oshkosh 2008!**

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# EAA Chapter One Christmas banquet

**December 8, 2007**

**Time: 6:01 p.m.**

**Place: Chapter One Hangar**

**Entertainment: Chapter One musicians**



## Menu

Roasted Ham with Peach and Raisin Glaze - OR -  
Stuffed Turkey with Gravy  
Garlic Mashed Potatoes  
Medley of Squash with Corn & Red Bell Pepper  
Holiday Cole Slaw  
Freshly Tossed Garden Salad with Assorted Vegetables  
Fresh Baked Dinner Rolls with Butter  
Cranberry Sauce  
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## New web site offers fast, user-friendly pilot briefings online

We've found a new alternative for those pilots who dread using the "new and improved" Flight Service System. It's a website called PilotGEEK.com, and can be found at <http://www.pilotgeek.com/routing.php>.

PilotGEEK offers instant flight briefings for a price that most pilots will find attractive—free! You enter your originating airport and destination airport and the site calculates a great circle route and provides METAR and TAF data for airports along the route based upon your requested route width as well as trip distance and initial course. Additionally, you receive notification of TFRs that may be present in the vicinity of flight, NOTAMs for the origination and destination airports as well as a radar loop for the origination airport.

The information is presented in an easy-to-read chart that tells distance, true course, temperature and dew point, visibility, altimeter, wind and sky conditions at each airport along the way. When you combine that with the NOTAMs & TFR data, it's quite a comprehensive flight briefing that takes seconds to do. It's a lot easier than trying to use the FSS phone briefings, and is quicker and more user friendly than DUATS.



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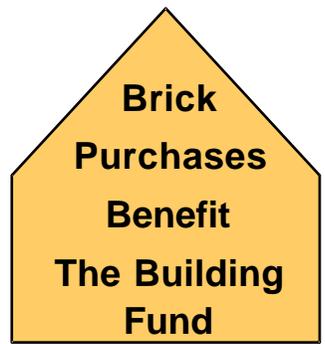
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