

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 2

February 2007

Flabob plans aircraft builder's center *Volunteers needed!!*

It's possible. Flabob could again become one of the nation's premier centers of aircraft building and restoration with its proposed "Ray Melberg Builder's Center"—an extensive machine shop which would be open and available, without charge, for use by all Flabobians.

Imagine a well furnished machine shop with a mill, lathe, brake, shear, bandsaw, work tables, woodworking equipment, and other tools available for your use as you work on your project aircraft. It's not only possible—it can become a reality in a very short time. The equipment is here. All it's awaiting is expertise and manpower.

The Wathen Foundation has enlisted the support of EAA Chapter One to provide volunteers for the project. Most of the machinery was donated to the Foundation by Ray Melberg, now 95, a retired Continental Airlines pilot who was one of the greats of pre-WWII homebuilding who built a number of special aerobatic aircraft flown by such pilots as Tex Rankin and Sammy Mason. His machinery now sits in the lean-to on the west side of Hangar 1 (a lean-to built by Flavio Madariaga in 1945-46 as the site of his machine shop) awaiting usage.

Foundation spokesman John Lyon said, "In the past, Flabob was a center of aircraft building and restoration, and recently these activities have been increasing again. In order to help, the Wathen Foundation has obtained assorted larger machinery and machine tools which are necessary to many metal aircraft projects, but which are beyond the reach of



Photo by Leon

Hanger 1--future home of the builder's center

an individual builder. The intent is to create a 'builder's center' where a Flabobian (or friend of Flabob) may advance his or her project by using the right tools.

"In order to make the center useful, the machines need to be properly located, and proper wiring needs to be installed. Hand tools and supplies need to be sorted and shelved. In general, organization is needed."

(Continued on Page 9)

3 projects finished in January at Flabob!

The Wathen Foundation's J-3 Cub was one of three airplane projects that saw completion during the month of January at Flabob. Also taking to the air for the first time in many years were two completely restored Stearmans.

The Piper Cub was purchased by the Wathen Foundation to be used for educational purposes. "The airplane belonged to an elderly gentleman whose health began to fail, so he had it for sale for a very reasonable price," said Wathen Foundation spokesman John Lyon. "The foundation bought it to be used for training in a back-to-

(Continued on Page 9)



Photo by Jon Goldenbaum

Capt. Tony Markel with Hualdo (L) and Leandro Mendoza (R)

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**Featured Airplane
 for February Meeting**

**Martin Benson's
 BT-13**

Calendar



February

- 2nd -- First Friday Flicks**
 Chapter One Hangar - 5 p.m.
10th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
11th -- Chapter Meeting
 Chapter One Hangar - noon
11th -- Board Meeting
 Chapter One Hangar - 3 p.m.
17th -- Aircraft Display and Car Show
 Flabob Airport
24th -- Design Group Meeting
 Chapter One Hangar - 10 a.m.

March

- 2nd -- First Friday Flicks**
 Chapter One Hangar - 5 p.m.
3rd, 4th -- RV Assembly SportAir Workshop
 Chapter One Hangar
10th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
11th -- Chapter Meeting
 Chapter One Hangar - noon
11th -- Board Meeting
 Chapter One Hangar - 3 p.m.
17th -- Design Group Meeting
 Chapter One Hangar - 10 .m.
23-25 --ELSA Repairman SportAir Workshop
 Chapter One Hangar

April

- 6th -- First Friday Flicks**
 Chapter One Hangar - 5 p.m.
14th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
15th -- Chapter Meeting
 Chapter One Hangar - noon
15th -- Board Meeting
 Chapter One Hangar - 3 p.m.
21st -- Aircraft Display and Car Show
 Flabob Airport
28th -- Design Group Meeting
 Chapter One Hangar - 10 a.m.



The Prez Sez...

What a great way to start off the year! We had to set up extra tables to accommodate the number of our members and guest at our first 2007 monthly membership meeting. Thanks to Paula & Mark displaying their RV-7A, Gotta Fly Aviation celebrating their new (girl) pilot's and, of course, you who attended. We even ran out of food! No leftovers for next month's meeting. There was one downside to the weekend and that was Saturday. Wes Blasjo had a hanger full of Young Eagles ready to go flying and the winds said NO WAY and we listened to them.

Our first board meeting went longer than usual getting ready for the New Year. Four RV/ELSA workshops, Pre Oshkosh Picnic, Open House, Open House Dinner, Christmas Dinner. All this plus our monthly membership meetings and monthly Young Eagles Rallies. This is only Chapter One's schedule; Flabob has their own busy agenda. If you have some spare time on your hands, we can use you.

For February, we have Martin Benson displaying his BT13 and our guest speaker is Loreen Wynja, one of our members giving Aviation Physiology a different twist. Make sure you read the front page's Melberg Center article.

Our first big event for the year will be the Pre Oshkosh Picnic June 2nd. We will be offering free self-serve coffee, ice tea and lemonade all day. You can either bring your food, order takeout from the airport café or call one of the local restaurants that deliver. We will have numbers available for local delivery. This will be an opportunity to talk to other EAA members about Oshkosh and getting to Oshkosh. There will be tables set up for passengers looking for pilots; pilot's looking for passengers and other related info. And, of course, what is a picnic without horseshoes and volleyball?

Again, thanks again for a successful first membership meeting and looking for more in the future.

EAA to offer aircraft financing for members

EAA is introducing a new Member Benefit launched this year--the EAA Finance Program (administered by AirFleet Capital, Inc.)

The EAA Finance Program was unveiled at Sun-N-Fun and EAA AirVenture Oshkosh during 2006. AirFleet Capital staff was on hand to meet and greet pilots in EAA's Member Village at both events, answering questions and providing information to members. The staff from AirFleet Capital also attended the 2006 NBAA convention in Orlando, Florida, assisting EAA in reaching out to the business aircraft market.

The EAA Finance Program provides a wide array of programs to meet the needs of our members. It's currently able to finance experimental aircraft (kit & airworthy), light sport aircraft, piston, helicopter, and jet aircraft. With their extensive knowledge, passion, and experience in general aviation, EAA and AirFleet Capital have created a program that offers a variety of options that are constantly changing to meet the needs of members. This was evidenced by a new program launched by the EAA Finance Program that allows for financing of progress payments for the new very light jets (VLJ's) which have recently been certified. There

are many pilots looking to purchase an aircraft in this new class, but who have to make payments as the aircraft progresses in its manufacturing process. The EAA Finance Program is able to help those who are in a position to order their VLJ with the progress payments.

The EAA Finance Program has also been aggressively supporting the special light sport aircraft (S-LSA) market. As this new class has developed, EAA and AirFleet Capital have been right there, rolling up their sleeves, obtaining information and research on the various aircraft, and producing financing options for these aircraft to fit the needs of the sport pilot. As the light-sport aircraft industry continues to develop and change the face of recreational aviation, the EAA Finance Program will continue to review the aircraft entering the market in order to support those aircraft that have been accepted and certified by the FAA. This is all part of EAA's mission to make aviation more attainable and affordable to its current and future members..

To obtain more information on the programs offered by the EAA Finance Program, give them a call at 866-808-6040 and a representative will be happy to speak with you and answer any questions you may have.



Photo by Dan Checkoway



Photos by Leon

Mark and Paula Manda's RV-7A on display at the January meeting (right) and at home in its natural habitat

January meeting sees huge turn-out

An unusual SoCal cold snap didn't seem to hurt the attendance at January's Chapter Meeting. A large number of members and guests filled the tables. New President Jerry Cortez covered chapter business, Wes Blasjo gave his Young Eagles report, and John Durant talked about some events at the Southern California Aero Club.

Member Mark Manda tried to be humble as he gave a brief presentation on his RV-7A, the featured airplane that joined us in the hangar. Completed last February, Mark and wife Paula have flown it over 250 hours. The reason he built an RV, he said, was "You meet the nicest people in RVs." Mark said he is enjoying the challenges of practicing formation flying with other RVs. The bird cruises at 160 knots at 8 gph.



RVs turned out to support the Mandas' presentation at the meeting

Coming at the February meeting...

Our featured speaker at February's Chapter Meeting will be member and nurse Loreen Wynja, who will speak on "The Physiological Effects of Flight." The featured airplane will be a BT-13 "Vultee Vibrator" owned by member Martin Benson. Were you aware that BT-13s were painted to look like Japanese dive bombers for the movie *Tora, Tora, Tora*? Join us for lunch and an interesting meeting Feb. 11.



Mark says he tries not to brag....



Guess Who's Coming to Dinner (or lunch) from now on? January was our first month to have a featured aircraft in the hangar.

Jerry Cortez conducts his first meeting as president. He was quite pleased with the great number of members and guests who showed up.



After the meeting, many pilots gathered around the featured plane. Some even strapped it on to see if it fit.



Chapter One directors Gino Barabani (l) and Lloyd Dunn (r) talk with Mark Manda about his beautifully crafted RV-7A

New YE pilots receive awards at Jan. meeting

Mary Ellen Lubak, of Gotta Fly Aviation, presented beautiful eagle awards to three Young Eagles who earned their private pilot license at in 2006. Brittini Tanenbaum, Tiffany Felton, and Amanda Lockman (all featured in the October *WingNut*) were greeted by instructors Dave Belford and Mark Michaels, and each spoke briefly of their learning adventures.



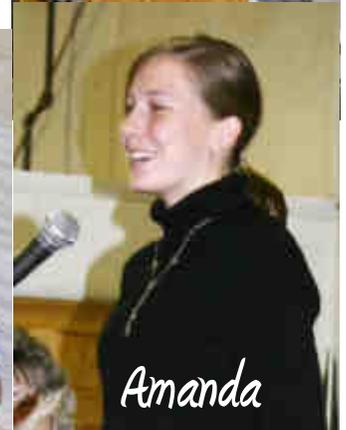
Brittini



Mary Ellen



Tiffany



Amanda



FROM THE EDITOR'S DESK

On plain speech and aviation

I was listening to country music radio one day when a song came on that sang about a “Honkey Tonk Badonkadonk.” Huh? I didn’t know a “badonkadonk” from an HSI. After diligent and extensive research, I later learned that a “bedonkadonk” refers to a human—particularly a female-type human—empennage.

This got me thinking about the problems encountered in the specialized language we use in aviation, and, indeed, in every type of recreation. I once went sailing with a friend and he told me to “Grab that sheet!” I looked and couldn’t find a sheet. There wasn’t even a pillowcase handy. How was I supposed to know he meant the piece of rope attached to the sail?

In aviation, the specialized language we use can be a source of perplexity, or even misunderstanding, when pilots speak to nonaviators. For instance, it is almost impossible to convince the uninitiated that when an airplane engine quits, the airplane doesn’t stall; and when the airplane stalls, the engine doesn’t quit. We have to explain that a stall in an airplane is in no way related to what we call a stall when your car or lawn mower engine quits.

Misunderstanding of general aviation abounds in the public, and that is enhanced by a steady diet of misinformation from the media. Have you ever watched news coverage of an aviation accident or event? Mistakes abound, and it makes you wonder how much of the other (nonaviation) news is completely factual. I once watched live coverage of an aviation “event” where a twin (I believe it was a Beech Duchess) couldn’t get the gear down. As the hapless pilot and passenger made low passes past the tower, then circled overhead, the news reporter babbled on. At one point, the twin left the airspace and headed west, and the newscaster reported, “He’s probably heading out over the ocean to dump some fuel.” Now THAT I would like to have seen! It conjured up pictures of the poor tethered pilot crawling along the wings to open the gas caps, and maybe some interesting inverted flight. You can’t believe everything you hear on the news!

It behooves us, as promoters of general aviation, to realize that the general public doesn’t really understand even the basic fundamentals of flight. Young Eagles is a terrific way to spread the aviation gospel, and the more we can reach, the more we can teach. But even this great effort barely puts a dent in the wall of aviation ignorance which surrounds the public. Let’s all do our parts by promoting general aviation to all we meet, in easy to understand layperson terms. Let’s not try to impress them with our arcane knowledge; let’s help them understand what we do and love.

Pilots would never want the public to get the impression that flying is difficult and dangerous and that to be a pilot you need a big red ‘S’ on your chest. Would we?

-LG

Oshkosh 2007!

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What does the son of an aviation legend do?

John Lear, son of aviation legend Bill Lear, gave this talk on July 9th, 2004, to a group of fellow pilots in Las Vegas called the "Hangar of Quiet Birdmen." Each month one pilot in the group gives a 15 minute talk on his career.

One of the anguishes of advancing age is losing old friends. The upside of that, though, is that I get to tell the story my way.

I learned to fly at Clover Field in Santa Monica when I was 14. However before I got to get in an actual airplane Dad made me take 40 hours of Link with Charlie Gress. I can't remember what I did yesterday but I guarantee you I could still shoot a 90 degree, Fade-out or Parallel radio range orientation.

When I turned 16 I had endorsements on my student license for an Aero Commander 680E and Cessna 310.

I got my private at 17 and instrument rating shortly thereafter. The Lockheed 18 Lodestar was my first type rating at age 18. I went to work for my father and brother flying copilot on a twin Beech out of Geneva Switzerland after I got out of high school. Dad was over there trying to peddle radios to the European airlines.

However just after I turned 18 my aerobatic talents in a Bucker ing school I had attended. I man-an altitude and crashed. I shattered three places. I crushed my neck, front teeth. I managed to get gangrene was shipped from Switzerland to the Lovelace made me well.

After my Dad fired me, I was personally escorted to the California-Nevada border...

and got my Commercial I was showing off Jungmann to my friends at a Swiss board-aged to start a three turn spin from too low both heels and ankles and broke both legs in broke both sides of my jaw and lost all of my in one of the open wounds in my ankles and Lovelace Clinic in Albuquerque where Randy

When I could walk again I worked selling pots and pans door-to-door in Santa Monica. In late 1962 Dad had moved from Switzerland to Wichita to build the Lear Jet and I went to Wichita to be work in public relations until November of 1963 about two months after the first flight when I moved to Miami and took over editing an aviation newspaper called Aero News

I moved the newspaper to El Segundo in California and ran it until it failed. I then got a job flight instructing at Progressive Air Service in Hawthorne. From there I went to Norman Larson Beech in Van Nuys flight instructing in Aircoupes.

In the spring of 1965 I was invited by my Dad back to Wichita to get type rated in the model 23 Learjet. I then went to work for the executive aircraft division of Flying Tigers in Burbank who had secured a dealership for the Lear.

In November of 1965 my boss Paul Kelly crashed number 63 into the mountains at Palm Springs killing everybody on board including Bob Prescott's 13-year-old-son and four of the major investors in Tigers. I took over his job as President of Airjet Charters, a wholly owned subsidiary of FTL and flew charters and sold Lear's. Or rather tried to sell them. It turns out that I never managed to sell one Learjet in my entire life.

In March of 1966 two Lear factory pilots Hank Beard, Rick King and myself set 17 world speed records including speed around the world, 65 hours and 38 minutes in the first Lear Jet 24. Shortly after that flight I got canned from Tigers and moved to Vegas and started the first 3rd level airline in Nevada, Ambassador Airlines. We operated an Aero Commander and Cherokee 6 on five stops from Las Vegas to LAX. This was about the time Hughes moved to Las Vegas and I was doing some consulting work for Bob and Peter Maheu.

The money man behind Ambassador was Jack Cleveland who I introduced to John Myers in the Hughes organization. Cleveland and Myers tried to peddle the 135 certificate to Hughes without success and Jack ended up selling Howard those phony gold mining claims you all may remember. I went back to Van Nuys and was flying Lear charter part time for Al Paulson and Clay Lacy at California Airmotive, the Learjet distributor.

That summer I started a business called Aerospace Flight Research in Van Nuys where I rented aircraft to Teledyne to flight test their Inertial Guidance Systems. We had a B-26, Super Pinto and Twin Beech. I think we lasted about four months.

I then went to work for World Aviation Services in Ft. Lauderdale ferrying the Cessna O-2 FAC airplane from Wichita, fresh of the assembly line, to Nha Trang in Viet Nam with fellow QB Bill Werstlein. We were under the

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John Lear on John Lear *(Continued from Page 7)*

4440th ADG Langley, VA, and hooked up with a lot of other military pilots ferrying all manner and types of aircraft.

Our route was Wichita to Hamilton, Hickam, Midway, Wake, Guam, Clark and then in country. The longest leg was Hamilton to Hickam, an average of 16 hours, no autopilot, no copilot, and one ADF. We also had three piddle packs. Arriving in Nha Trang we would hitch a ride to Saigon and spend three days under technical house arrest, each trip, pay a fine for entering the country illegally, that is being civilians and not coming through a port of entry, catch an airline up to Hong Kong for a little R&R and straight back to Wichita for another airplane. I flew this contract for four years.

During some off time in 1968 I attempted to ferry a Cessna 320 from Oakland to Australia with the first stop in Honolulu. About two hours out from Oakland I lost the right engine and had no provisions for dumping fuel. I went down into ground effect (T effect for you purists) and for 3 hours and 21 minutes flew on one engine about 25 feet above the waves and made it into Hamilton AFB after flying under the Golden Gate and Richmond bridges. An old friend Nick Conte, was officer of the day and gave me the royal treatment. Why did I go into Hamilton instead of Oakland? I knew exactly where the club was for some much needed refreshment.

In September of 1968 between 0-2 deliveries I raced a Douglas B-26 Invader in the Reno Air Races. It was the largest airplane ever raced at Reno, and I placed 5th in the Bronze passing one Mustang. It was reported to me after the race by XB-70 project pilot Col. Ted Sturmthal that when I passed the P-51, three fighter pilots from Nellis committed suicide off the back of the grandstands. In the summer of 1970 I helped Darryl Greenamyer and Adam Robbins put on the California 1000 air race in Mojave California. That's the one where Clay Lacy raced the DC-7. I flew a B-26 with Wally McDonald.

I then started flying charter in an Aero Commander and Beech Queen Air for Aero Council, a charter service out of Burbank. They went belly-up about three months later and I went up to Reno to work for my Dad as safety pilot on his Lear model 25. After my Dad fired me, I was personally escorted to the Nevada/California border by an ex-Los Angeles police detective who worked for Dad and did the muscle work.

I went back down to Van Nuys and was Chief Pilot for Lacy Aviation and was one of the first pilot proficiency examiners for the Lear Jet. In the summer of 1973 I moved to Phnom Penh, Cambodia, as Chief Pilot and Director of Operations for Tri Nine Airlines which flew routes throughout Cambodia for Khmer Akas Air.

I flew a Convair 440 an average of 130 hours a month. We had unlimited quantities of 115/145 fuel and ADI and were able to use full CB-17 power (which was 62" for any of you R-2800 aficionados). In November of 1973 I moved to Vientiane, Laos, and flew C-46's and Twin Otters for Continental Air Services Inc. delivering guns and ammo to Gen. Vang Pao and his CIA supported troops. *(Continued next month)*

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Thanks, Doc!

3 projects took to the air in January

(Continued from Page 1)
basics program.”

Foundation trustee and Polyfiber owner Jon Goldenbaum became lead man for the project. Under the leadership of Ken Brown, brothers Leandro and Hualdo Mendoza, assisted by Armando Enriquez and Romaldo Rios, began a ground-up restoration of the old Cub. The engine—an 85 hp with an O-200 crank, the equivalent of an A-90—was rebuilt by a contractor in Georgia.

After the initial restorative work was done, the project slowed to a crawl as volunteers came and went. Finally, the project saw completion as mechanic Justin Taylor put the finishing touches on it. Taylor is an A&P who is about to leave for flight training in C130s with the Air National Guard.

Since the restored J-3 began flying in early January, both Mendoza brothers have received flight instruction and have soloed in the Cub. “Way back when this started, I told the boys that I would see that they learned to fly,” Goldenbaum said, “but I told them they weren’t going to learn in just any spam can. They were going to learn to fly in a plane they had built.” Polyfiber demonstrator Tony Markl, a retired Air Force/airline captain and freelance flight instructor from Maryland, was so impressed with the Mendoza brothers’ skills that he volunteered his time to come to Flabob and instruct the young men through solo. Goldenbaum and the Wathen Foundation are understandably proud of what the acquisition of NC7456H has accomplished.

Equally proud of his project is Gary Gabbard, a Las Vegas resident who has spent the last five years living in Hangar 23 at Flabob while he restored his Stearman N2S-3. Gabbard bought the project about five years ago after it had flipped over onto its back at Bermuda Dunes. After rebuilding both wings and redoing all the wiring on the aircraft, he restored the 275 hp Jacobs engine with a constant speed Hamilton Standard 2B20 prop (from a Cessna 195). The Stearman was recovered by Brian Newman. About 2 p.m. on January 26th, the beautiful yellow plane took to the air for its maiden flight with pilot Mark Lightsey at the controls.

Gabbard, who retired 11 years ago as a 727 captain for Northwest Airlines, also owns an Acrosport, a Nanchang CJ6, a Cessna 140, and another Stearman—in kit form, and at this point he’s not overly anxious to begin the rebuilding process. “Right now, I’d just like to jump on my motorcycle and begin traveling,” he laughs.

A few days earlier, a Super Stearman, N555JW, made its maiden flight with Mark Lightsey flying from Flabob. This Stearman, with a Pratt & Whitney R985 with 450 horsepower (from a Beech 18), was completely restored by Don and Brian Newman for a customer in Denver. The wings were rebuilt and modified so that there are four ailerons, instead of two, with servo tabs for better aileron response.

A picture of the black and orange Super Stearman, as well as pictures of the J-3 Cub, can be seen on the EAA Chapter One website.



Photo by Leon

Gary Gabbard (L) helps ready for N2S-3’s maiden flight



Photo by Barry Kennedy

This Super Stearman also flew for the 1st time in January

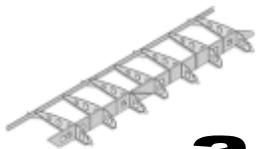
Builder’s Center ready to go; Volunteer help needed

(Continued from Page 1)

What is needed now are volunteers who are thoroughly familiar with each machine and its needs and functions. We also need volunteers who may not have this experience, but can help organize the shop. If you feel you can help with this worthy project, please contact me (Leon) at 951-582-0978 by February 15th. “The Foundation will pay all out-of-pocket costs, and will furnish labor and a forklift for the actual moving, etc.,” Lyons said.

“In addition, several Flabobians have indicated a willingness to teach classes on various aspects of metalwork, for those other Flabobians who have more thumbs than fingers, but want to learn.”

This is an opportunity to be part of a unique project. Help us return Flabob to its airplane building roots. We need your knowledge and your help. Please call and volunteer your. If, like me, you have little knowledge of machines, but have the willingness to help...call and volunteer. We need you!



Projects our members are **NOT** building:

This is the first in an occasional series of articles about projects we are NOT WORKING On:

At the January meeting I invited all present to contact me and confess the number of projects they are NOT WORKING on right now. Unexpectedly, the number of responses as of this writing is: ZERO.

Now, I see this calls for LEADERSHIP. OK. I'll go first. Then, I'll mention some of the better known offenders—the usual suspects.

I, indeed, do have a sordid record of overestimating my ability to do anything. I, like so many others, have several sets of drawings for the planes we were going to build, as soon as...any excuse will do. I have plans for a Space Walker. It is cute, but I didn't like some of the design features. So that makes a better model airplane than a 'sport plane,' and I set that aside. And I bought a partially built empennage kit and an un-started wing kit for a Van's RV-6A. That is a project I would like to sell. My time for flying that type airplane has passed me by. I bought a Tri-Pacer conversion to Pacer project, and after six months had not taken the parts out of my van, and I was working 72 hours a week. I sold that and the buyer made a really nice Pacer which eventually came to Flabob where it was crashed and taken to Idaho, or somewhere. Oh well. I was smitten with a plane at Oshkosh, which seemed just about right for me. I sat in it and it fit me. I bought plans for a Pober Jr. Ace and made several ribs. Then I discovered a tooling problem with my rib jig---thermal expansion was making ribs of varying size. Back to square one.

So there are three projects I am not working on and one I didn't work on, that flew, in spite of me.

I am currently not working on the Pietenpol project, but small steps are being taken in the planning of that one. I AM working on my 1946 Aeronca project which is in for a major rebuild, including lots of new wood, rust and corrosion treatment, new wing spars, and, of course, new fabric. This is going

to be a lot of fun. As time, energy, and resources can be applied to this, progress can be made. I envision a premium light sport eligible airplane that will allow me to learn to fly an airplane---for the third time. Progress reports will follow, as progress is made.

Now, I hope to hear from the following Chapter One members who are NOT BUILDING their projects:

Wes Blasjo—Many projects. Come clean, Wes.

John Lyon—Little Dipper project

Robert Jordan—Aeronca TCA, Malberg Biplane, ?? Projects

Roger Farnes/Jan Buttermore---Stinson 10A, Luscombe 8E, Teenie Two project.

EAA Ch.1/VAA Ch.33---The Schicora Aeronca Chief

And this is without a serious probe into the Chapter secret workshops. I know of a RV-9A we haven't had a report on for a long time. How about a Flitzer report—Dick. **--Jim Pyle—Free at last**

Used LA TACs needed

The Wathen Foundation is requesting donations of used LA Terminal Area Charts. These will be used for education programs teaching navigation to youth. The charts should go to Kathy Rohm (951) 683-2309 x104 or Kathy@flabob.org Thanks for your help! **--Kathy**

Airbus A380 to make LAX stop

Put 8-9 May on your calendar. The giant Airbus A380 Double decker is coming to the US for a visit and the first stop will be LAX. Advance info is that it will be parked at the Flight Path Museum on Imperial Highway (the home of the Southern California Aero Club). A gala celebration will be planned by the Aero Club, including tours of the aircraft. **--John Durant**

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16 Young Eagles flown in January Rallies

The Young Eagles Flight Rally that almost was. Strong and gusting crosswinds kept most Flabob pilots on the ground, including those who showed up to fly Young Eagles. The ground school and preflight inspections were completed with the proviso that these youth will fly first at the February Flight Rally.

All was not lost, however, as intrepid pilot Mike Sheehan flew his Cessna 180H in from Corona. He picked up three kids and flew them back to Corona where their parents picked them up. They all received time in their logbooks, as Mike is a CFI. Thanks, Mike! Thanks also to all those other faithful ones who showed up to help. Your faithfulness is appreciated.

A week later, 13 Young Eagles were flown from Catalina Island. Pilot Mike Sheehan, flying under the aegis of the Chapter One Young Eagles project, took a crew to Catalina for the Flight Rally. Accompanying Mike were Wes Blasjo, who conducted the ground school and preflight inspections, and Loretta Lively, who did the YE certificates, and two Flabob high school students, who helped with the loading and unloading. The weather was great, and Mike gave all the Young Eagles a “good, long flight.” The rally was conducted in coordination with the Catalina Conservatory, and they report that they were “delighted.”

-- Wes Blasjo



Good for the soul...

The following was written by a grade school student in response to a classroom assignment. The exact date it was submitted and the name of the student has been lost over the years. Some spelling and grammar changes seem to have been made, but even so, we hope you will enjoy it.

What I want to be when I grow up

I want to be a pilot when I grow up because it's fun and easy to be.

Pilots don't need much school but just have to learn the numbers so they can read the instruments. I guess they should be able to read maps so they can find their way if they are lost.

Pilots should be brave so they won't be scared if it's foggy and they can't see or if a wing or motor falls off. They should stay calm so they'll know what to do.

Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are.

The money pilots make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous. Except pilots don't because they know how easy it is.

There isn't much I don't like except girls like pilots and all the stewardesses always want to marry them so they always have to chase them away so they won't bother them.

I hope I don't get airsick because if I do I couldn't be a pilot and would have to go to work.

-- Thanks to Ron Anderson of Indiana, PA

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Newest Members...

According to membership chairperson Nancy Acorn, our new Chapter One members since October are:

Rick Saiger, Huntington Beach, CA
Jack Zepp, San Juan Capistrano, CA

Welcome aboard!

EAA Chapter One

Membership Meeting

**Brick
Purchases
Benefit
The Building
Fund**

Feb. 11, 2007

Noon to 3

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