

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 1

January 2007



Photos by Leon



Prospective Light Sport Aircraft pilots got a chance to learn about and sit in the latest LSAs on display at Flabob

LSA Tour a great success at Flabob

EAA's Sport Pilot Tour had one of its most successful stops at Flabob, when Chapter One hosted the tour on December 2. More than 400 people showed up for the event, and a record-number 17 manufacturers had Light Sport Aircraft on display...despite the ferocious crosswinds that seem to enjoy attending Chapter One events.

"It was a very successful event by any measure," remarked Ron Wagner, EAA's manager of field operations and tour coordinator. "Our host Chapter, EAA 1, has an outstanding facility. Their members showed great pride in hosting this great event." Wagner made sport pilot presentations throughout the day to full audiences in the Chapter One Hangar.

Twenty-two people signed up for the EAA-sponsored sport pilot student certificates, one of the "perks" involved in attending the Sport Pilot Tour.

Wagner, one of the nation's leading authorities on Sport Pilot rules, which can be quite confusing, held workshops throughout the day to answer questions about the latest FAA rules. EAA advisor Dan Johnson, also a leading LSA expert who has written numerous flight reports on sport aircraft, also gave a presentation. Tammy Nolan, from EAA's marketing department, was on hand to man the EAA Sport Pilot booth.

Surprise visitors John and Martha King, who operate the King Schools and have developed a popular sport pilot checkride course, stopped in to meet with the many aviation enthusiasts at the tour stop.

A special thanks to President Jerry Cortez, who coordinated the event, and the many Chapter One volunteers who showed up to do the many jobs necessary to make the event successful. *(More photos on Page 10)*

Four SportAir Workshops planned at Ch. 1

Chapter One will host four EAA SportAir workshops next year, thanks to new chapter president Jerry Cortez.

EAA contacted Jerry after the successful LSA Tour at Flabob on December 2nd and asked if we were interested in hosting the workshops. Jerry immediately replied and indicated an interest and worked with EAA to establish dates for the workshops.

At this time, it looks like we will be hosting the RV Assembly Workshop on March 3-4, and again Oct. 6-7, 2007. Repairman (LSA) Inspection-Airplane Workshops will be held on March 23-25 and again on Sept. 28-30, 2007.

The RV Assembly Workshops are described by EAA as: "...weekend assembly workshops for those interested

(Continued on Page 9)

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 \$26.00 per issue

**Featured Airplane
 for January Meeting:**

**Mark & Paula Manda's
 RV-7A**

Calendar



January

- 5th -- First Friday Flicks**
 Chapter One Hangar - 5 p.m.
13th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
14th -- Chapter Meeting
 Chapter One Hangar - noon
14th -- 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.

February

- 3rd -- First Friday Flicks**
 Chapter One Hangar - 5 p.m.
11th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
12th -- Chapter Meeting
 Chapter One Hangar - noon
12th -- Board Meeting
 Chapter One Hangar - 3 p.m.
18th -- Aircraft Display and Car Show
 Flabob Airport
25th -- Design Group Meeting
 Chapter One Hangar - 10 a.m.

March

- 3rd -- First Friday Flicks**
 Chapter One Hangar - 5 p.m.
3rd, 4th -- RV Assembly SportAir Workshop
 Chapter One Hangar
11th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
12th -- Chapter Meeting
 Chapter One Hangar - noon
12th -- Board Meeting
 Chapter One Hangar - 3 p.m.
18th -- Design Group Meeting
 Chapter One Hangar - 10 .m.
23-25 --ELSA Repairman SportAir Workshop
 Chapter One Hangar

Chapter One Christmas Dinner

More than 100 people showed up on December 9 for Chapter One's annual Christmas Dinner, with guests arriving from as far away as Canada and even Germany! Dinner organizer Jim Pyle said he had expected 80-90 people to attend, and was delighted and surprised by the great turn-out.

The ham and turkey dinner was catered by the Flabob Café, and came with salad, mashed potatoes, stuffing, cranberry sauce and rolls, with ice cream for dessert. Chapter One supplied choice of beverage. Volunteer crews once again had the hangar decorated in fine holiday style, with presents under the Christmas tree and tables draped with red and green.

Following the buffet dinner, outgoing and in-coming presidents Jim Pyle and Jerry Cortez presented certificates and plaques to many members for their exceptional service to Chapter One, including the many dedicated folks who work so hard to make our Young Eagle program run smoothly 11 months of the year. The first annual Doug Maxwell Memorial Award for Volunteer of the Year was presented to "Aeronca Kid" Anthony Ward.

Comic relief was provided by WingNut editor Leon Grumling, who pounded his keyboard and sang "The EAA Chapter One Christmas Song," a song he wrote especially for the Christmas Dinner (words to the song can be found on Page 6 in this newsletter).

Following selection of door prizes, Jim Pyle told the guests to stay and socialize, and "The last one to leave, turn off the lights." It was after 11 p.m. until the lights went out. It was a truly enjoyable and memorable Christmas Dinner, with great food, fun and fellowship. "Leon's performance was the cherry on top of a wonderful evening," Jim said. "And it was a pleasure to see so many young persons there."



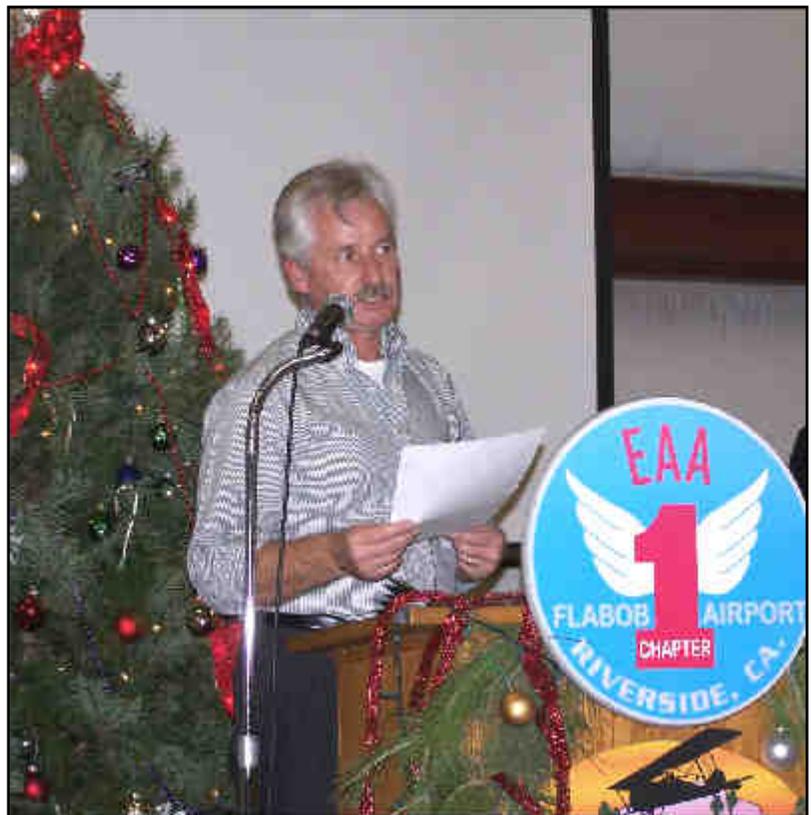
Wes Blasjo and his date show up

**Photos by
Donald L. Dobbs**

More photos on Page 4



Ray and Karen looking pretty spiffy



President-elect Jerry Cortez welcomes the large crowd



Photos by Donald L. Dobbs

The Prez Sez...

Happy New Year!

The second thing I would like to say is: Thank you for allowing me to lead Chapter One. Chapter One has been around so long, I feel like the grandchild who is taking over the family business, where the parents and grandparents have invested their blood and sweat. Now it's my job to keep us moving forward. We have a busy year ahead of us. Not only do we have our Young Eagles Rallies January thru November, monthly membership meeting's (membership meeting/Christmas Dinner 12/08/07) Open House (09/22/07), Flabob's Veterans Day Celebration (11/10/07). We also have 4 SportAir workshops, 2 in March, 1 in September and 1 in October. There are plans for a Pre Oshkosh Picnic (06/02/07) where all the Southern California chapters were invited. We are working on getting AOPA and the FAA to have there Safety Seminars and programs here in our hanger. There are two projects we need volunteers to help with (one is 85% completed).

I'm very fortunate in that I do not need to build a chapter, Jim Pyle and previous President's with their boards have done this for me, and it's up to me with my board to keep Chapter One number one. I have only one goal this year and that is to get people involved in Chapter One again. We have some outstanding volunteers and the last thing I want to do is burn them out. Our membership meetings have been declining in attendance and I have sent out a letter to all our members who live within 50 miles of Flabob on what it takes to get them back to our meetings. I'm getting good feedback from the letter. We serve a great chicken lunch with mash potatoes, vegetables, salad, rolls and desert starting at 12 noon before our membership meeting. And we are always looking for new volunteers to help with all of our events. We are one busy chapter; just to show you what I mean, we had 65 certificates with a volunteer pen to hand out at our Christmas dinner and this shows the number of volunteers it takes to put on these events.

The number one is important to a lot of us. Leon Grumling, our newsletter editor, has a goal to have the *WingNut* compete with other newsletters at Oshkosh. Knowing Leon the way I do, # 2 is not going to cut it. We're selfish, we want number one on everything.

We have flight and tech advisors, please take advantage of their expertise. The Design Group meets the 4th Saturday of the month in our hanger, another great resource.

One thing we are starting in January at our membership meeting is having a member bring their aircraft "even if it is still a project" and spend 5 to 10 minutes talking about it. This was Mark Manda's idea so he and Paula gets to be first to show off their beautiful RV-7A. We are always open to our member's opinions, please drop by or send us an e-mail to say hi and let us know how we are. We want new ideas and suggestions on how we can make our chapter better and ALWAYS looking for new volunteers. See you at the January meeting.

We're Still Around!

Plans by:

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

Thanks, Doc!

“Pre-Oshkosh” picnic planned for June 2

It’s a long way from California to Oshkosh. Most pilots would prefer having another airplane or two keeping them company for the almost 2,000 mile trip. So President Jerry Cortez’ wife, Maribeth, suggested having a picnic where pilots who would like to fly to AirVenture 2007 could meet other like-minded aviators and plan their trips to Oshkosh.

Jerry jumped on the idea and sent emails to EAA chapters within a 200-mile radius of Flabob to see if there was any interest in such a gathering. Jerry mistakenly sent an email to EAA Chapter 20, in San Carlos, CA. The northern California group responded. “They are excited about the picnic and are planning on sending planes down from the San Francisco area and are thinking about hosting next year,” Jerry said. So Jerry decided to invite all EAA chapters in a 500 mile radius of Flabob. The fly-in picnic will be a bring-your-own-food affair, where Chapter One will provide free drinks for those flying in. We will also set up a microwave for those wishing to heat up their food. At this point, it looks like June 2nd is the target date for the picnic.

The EAA Chapter One Christmas Song

When Santa left the North Pole for his midnight flight
he thought he had everything rigged just right,
But when he got to SoCal and dipped under Class B
he ran into smog so thick he could not see.
He spotted runway lights way down far below
so he put his reindeer in a spiral, “Down we go!”
When they got down closer Santa smiled and lit his corncob
‘cause as luck would have it they had come to good ol’ Flabob.



Chorus:
Chapter One! Oh, Chapter One. Santa’s gonna start flying out of EAA Chapter One.

Well, Santa and his reindeer touched down on two-four
and they taxied right up to Chapter One’s front door.
Santa used his magic to get inside the door
and to his surprise Ray Stits was there sweepin’ the floor.
Santa knew he was caught, he saw no place to hide
even though he searched that hangar both far and wide,
So he thought he’d ask Ray’s help, and he gave him a call,
and said, “I’m lookin’ for the Schmidt house.” Ray said, “It’s down the hall.”



Chorus:

Well, Santa Claus never will forget that night
‘cause everything that Christmas Eve turned out all right.
Santa said, “Have you been good?” Ray said, “Hell, no!”
but he got the old guy oriented and on the go.
Santa was so grateful for the help he promised Ray
he could have *anything*, he just had to say ...
Ray just smiled, and, you know, since this December
Santa’s been our newest EAA Chapter One member!



Chorus:

Words & music by Leon E. Grumling

Member airplane to be on display at Chapter meetings

Each month's Chapter meeting will feature a display aircraft, starting in January.

President Jerry Cortez, in an attempt to bring the joy of aircraft back into chapter functions, decided it would be fun and informative to have members put their aircraft on display.

"Every aircraft has a history, a story," Jerry said. "It doesn't matter whether it's an unfinished project, a home-built, or a production airplane. There's a story behind each one."

Members who display their aircraft will give a short presentation about it. Join us as we celebrate the joy of aircraft--those flying things that join us in common bond.

New YE pilots to be honored at January Chapter meeting

On Sunday, January 14, 2007, at the regular Chapter One meeting, after regular business has been addressed, Gotta Fly Aviation will be presenting Eagle Pilot Awards to those ladies who have completed their training in 2006.

This is a regular event to honor the achievements of those students who have especially been sponsored by Young Eagles and EAA Chapter One. You won't want to miss those Young Eagles some of you first introduced to flying.



Good for the soul...

Cessna 152: "Flight Level Three Thousand, Seven Hundred"

Controller: "Roger, contact Houston Space Centre"

EAA Chapter 224 calls it quits

EAA Chapter 224, of Alhambra, CA, held its final meeting in December, ending more than 30 years as an active chapter at El Monte airport. According to the chapter's newsletter, the chapter's board decided at the November meeting to terminate chapter activities.

Newsletter editor Tom House wrote that after discussion by the nine members at the meeting, "We all agreed that chapter activities, except for our monthly meetings, had dwindled to zero. Our last home-built has flown away and no new projects are scheduled."

House ended the newsletter with, "This is the saddest newsletter that I have ever written."

EAA Chapters 14 & 590 invite you to Jan. 20 fly-in

EAA Chapters 14, Yuma, AZ, and 590, San Diego, are co-sponsoring a joint fly-in at Ocotillo Wells on January 20 at 0800. 590's President Paul Rachels has sent invitations to all Chapter One members, as well as to members of Chapters 681, Lake Havasu, and 1116, Bermuda Dunes. Those interested in attending can make plans at our Chapter meeting on Jan. 14

Special Aircraft for Sale...

An aircraft that is near and dear to the hearts of Chapter One members is for sale. Doug Maxwell's Kitfox is being sold by his widow, Mary. Asking price for the low-time, beautifully constructed LSA is \$23,500. For more information contact Jim Pyle.

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Who was the real Pancho Barnes? – Part 2

Story and photos courtesy of Edwards Air Force Base

Pancho's new world was remote, lying alongside a dirt road connecting two hamlets--Muroc and Rosamond. On the east of Pancho's ranch, Rogers Dry Lake was 44 square miles of rock-hard flatness, the largest such lake in the world. Pancho arrived on the scene not long after the Army Air Corps did; in 1933, working parties in khaki had arrived to set up a bombing and gunnery range to serve the fighters and bombers from March Field, CA. An orderly array of army tents housed the range keepers--a detachment of young soldiers who must be fed. Army rations trucked up from Riverside were supplemented with whatever local-purchase foodstuffs might be available, and Pancho rose to the opportunity. Pork and milk from the ranch appeared in the Army mess hall, and Pancho shrewdly contracted to remove the encampment's garbage--which was recycled directly into her hog population.

Soon, Pancho began to expand her operations, enlarging her herd of milk cows and selling dairy products throughout the valley. The remains of her family money went into ranch improvements and within a few years the ranch had expanded from 80 acres to 368. She enlarged the ranch house and built a swimming pool--an exotic touch for the late 1930s.

When World War II arrived in the High Desert, Pancho was swept along with the current. The gunnery range became Muroc Army Air Field, a huge expansion began on the western shore of the lake, and permanent runways were built for year-round use. Suddenly a major military installation lay only three miles down the road. Pancho had always been partial to her "Foreign Legion of the American Army" and she was delighted at the new turn of events. Patriotically, she made her ranch available to off-duty fliers. Officers--and especially pilots--were welcome in her swimming pool; often they stayed to dinner and the flying talk went on far into the night. Pancho offered her horses for the recreation of those who could ride, and bought more. By degrees, the desert exile became a hostess.

In retrospect, it all had a kind of inevitability about it. The airmen loved Pancho's party atmosphere and the opportunities for other recreation were severely limited. Wartime money was suddenly available, visitors were always needing a place to stay, and Pancho had plenty of room to expand. A bar and restaurant appeared, then a dance hall, another bar, and a coffee shop. Most of the booze came up from Mexico in Pancho's plane and was dispensed freely; the more expensive stuff stayed under lock and key. The airstrip was enlarged and lighted for the increasing number of guests and friends who flew in, and a motel was built for their convenience..



Ever more boisterous, profane and swashbuckling, Pancho proceeded to have the time of her life. Almost gleefully, she allowed time and the dry desert air to transform her youthful appearance into the storied homeliness by which most remember her. To compensate, Pancho imported an ever-changing bevy of attractive hostesses to serve the weary airmen. Even the name of the ranch reflected the wartime gaiety, soon being nicknamed the Happy Bottom Riding Club in salute to the growing number of skilled and satisfied riders. Pilots were always her special comrades, and in the natural course of events a stellar array of high-ranking officers appeared at the ranch and soon became her friends. Jimmy Doolittle, a pal from the air racing days, now sported three stars, and he was joined by many others, including the commander of the Army Air Forces, General H.H. "Hap" Arnold.

Pancho was a staunch friend and confidante to many of the young professional fliers of the day--Al Boyd, Pete Everest, Jack Ridley and many others. Those she did not like, or who carelessly patronized her, were swiftly and profanely shown the door. With Chuck Yeager, a bond was formed which lasted her lifetime. It began when Pancho found out that the young captain was also an avid outdoorsman. Several hunting and fishing expeditions, some of which ended raucously down in Mexico, sealed the friendship long before Yeager had been chosen to bring the X-1 supersonic program to its ultimate success. When he did so, on 14 October 1947, Pancho was one of the few who knew about the official secret. Yeager won a free steak dinner for that feat, thereby starting a tradition for all pilots celebrating their first supersonic flight.

Pancho Barnes (continued from Page 6)

Yeager's boss in the flight test world, Col. Albert Boyd, was another legendary old-time pilot who had warm regard for Pancho and her accomplishments. After he was promoted and had assumed command of the flight test establishment, General Boyd appeared less frequently at the ranch. Although he never hesitated to chew her out when her guests flew too close to his base, he remained a respected member of her circle of friends. But after his departure from Edwards in 1952, the good times rapidly drew to a close.

Soon after the next commander arrived on the scene, the entire atmosphere began to change. The reasons were many: conflicting requirements, personality clashes, and some genuine misunderstandings. The immediate catalyst was air-space which was becoming increasingly crowded with large numbers of new aircraft being tested, and the private airplanes of Pancho's guests. But the times were changing as well. The brash camaraderie of the wartime years was giving way to the straight-laced Fifties, and the casual flying world of the 1940s was evolving into today's relentlessly sober approach. Even the bachelor test pilots in their twenties were becoming married professionals in their early middle age. The Happy Bottom Riding Club was doomed in any event.

It was not long before condemnation proceedings were filed against Pancho's property, on the grounds that the ranch lay on a direct line with a proposed extension of the test center's main runway. There were genuine air safety considerations as well, and a master plan had already called for the base to expand to the west. But the situation was greatly worsened by a complete lack of rapport between the principals, and conflicts soon escalated into name calling, unjust accusations, and ultimately into a flurry of acrimonious lawsuits. In the middle of the fray, coming at the worst possible time, a nighttime fire of unknown origin completely destroyed the ranch complex.

Pancho eventually won a considerable sum in the courts. She established herself on a new spread in another remote area, vowing to rebuild and continue as before. Pancho had lost not only her ranch and livelihood, but also a lifetime's accumulation of irreplaceable souvenirs and valuables. Perhaps worst of all, though, was the rift with her beloved Air Force. Then, like a relentless Greek tragedy, serious illness struck her. Although the redoubtable woman vowed never to surrender and went on to survive two cancer operations, the old zest for life gradually faded along with her energy. Pancho died, alone and undiscovered, in 1975.

Of that era, little now remains: some concrete foundations and the remains of a fanciful stone fountain near the Edwards AFB firing range; a few photographs. The dim, rectangular outline of a dirt airstrip can still be made out from the air. But the Pancho stories still circulate freely in the flight community. For many years now, the people at Edwards have gathered together on the site of the Happy Bottom Riding Club for an annual barbecue which goes far into the night. And in a hangar in nearby Mojave, Pancho's black-and-red Travelaire Mystery Ship is gradually returning to its original splendor.

As always, Pancho had the last word: "Well, ---- it, we had more fun in a week than most of the weenies in the world have in a lifetime."



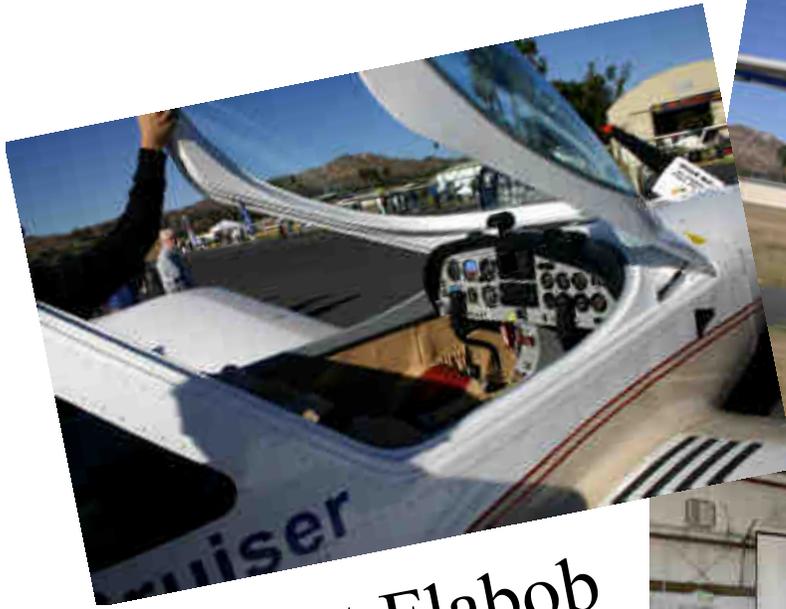
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LSA Tour at Flabob December 9, 2006



Photos by Leon

Four SportAir Workshops planned (Continued From Page 1)

in acquiring the skills necessary to assemble the popular RV kit aircraft.

Based on a similar format used in all workshops, the RV course will include such topics as; the FAR's pertaining to amateur-built aircraft, tools required, workshop requirements, insurance, engine and propeller selection, flight testing, etc.

The main portion of the workshop will be "hands-on" experiencing the techniques necessary to assemble the airplane.

Saturday morning we will begin with a discussion on basic sheet metal construction. After a classroom presentation, you will then spend time practicing the skills required to work with sheet metal. A practice project will be completed to allow you time to develop your skills. Saturday afternoon you will start the main sheet metal project—a small airfoil section patterned after the RV wing. Assembly of this airfoil will include the majority of skills necessary to build the aircraft.

Most of Sunday morning will be spent actually completing the airfoil project started on Saturday. You will become very proficient in all of the basic sheet metal skills.

Sunday afternoon we will review some of the problems associated with building the RV. In addition, weight and balance, rigging, painting, etc. will be discussed. After completion of this workshop you will certainly have the confidence level needed to begin or complete your RV aircraft.”

The Repairman (LSA) Inspection-Airplane Workshops are described as:

“FAA regulation §65.107 allows the owner of an Experimental Light-Sport Aircraft to earn a Repairman (LSA) Inspection rating by attending an FAA accepted course. Successful completion of the course allows you to perform the annual condition inspection on any Experimental Light Sport Airplane you own. (See Also Important Information Below.)

EAA has applied for and received acceptance of this course (“workshop”) in accordance with FAA Order 8000.84. The course is 16 hours in length starting on Friday evening and ending on Sunday afternoon. Students must be in attendance for the entire length of the class. A student missing any of the scheduled class time will not be allowed to take the test. No make up time is allowed. Students must pass a 50-question test with a score of 80% or better to receive a certificate of completion. An unsuccessful student will have to re-enroll and retake the entire class to retake the test.

In order to receive your repairman certificate, you need to present the certificate of completion to your local Flight Standards District Office. Complete information on how to do this is presented as part of the course information.

The course hours are: Friday 5:30pm to 8:30pm, Saturday 8:00am to 5:00pm and Sunday 8:00am to about 4:00pm. Short refreshment breaks and a lunch break each day are a part of the timetable.”

Chapter One is proud to work with EAA to provide these educational opportunities .

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Newest Members...

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

Steve Bauman, Kingman, AZ	Bernhard Conrad, Hamburg, Germany
Ned Dodds, Big Bear, CA	Leon Grieve, Castaic, CA
Greg Hirst, Ontario, CA	Dan Johnson, St. Paul, MN
Alan Kuchek, Mission Viejo, CA	Richard McInnis, Rialto, CA
Roger Montambo, Charlotte, NC	John Montensen, Loma Linda, CA
Juanita Mora, Riverside, CA	Tammy Nowland, Oshkosh, WI
James Pyle, Jr., Riverside, CA	Randee Laskewitz-Johnson, St. Paul
K.P. Rice, Santa Ana, CA	Sarah Saldana, Perris, CA
Daniel Thies, Diamond Bar, CA	Rufus Thompson, Rialto, CA
Ron Wagner, Oshkosh, WI	

Welcome aboard!

EAA Chapter One

Membership Meeting

**Brick
Purchases
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Fund**

Jan. 14, 2007

Noon to 3

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afternoon of fellowship & fun!!***

Lunch will be
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