

The WingNut



EAA Chapter One Flabob Airport (RIR) Riverside, CA

Volume 54, Issue 7

July 2007

July meeting is on July 4!

No meeting on second Sunday this month!

Just a reminder to you all that our July schedule is a little different from normal. Instead of the usual meeting on the second Sunday of the month, we will hold our membership meeting at 1:00 p.m. on July 4th. After a brief meeting, the rest of the day will be for enjoying a Fourth of July picnic at the Chapter One hangar's grounds. Many members bring their own picnic lunch and spend the day relaxing and socializing. When the sun goes down, we have great "seats" to watch the fireworks set off from Mt. Rubidoux. Food and drinks will **not** be provided by the chapter.



Come watch the fireworks over Mt. Rubidoux on Independence Day!

So dust off your picnic supplies and come to Flabob on the 4th for an afternoon and evening of fun and fellowship. Feel free to arrive or depart any time; the membership meeting will be pretty much of a formality--Jerry will convene, ask if there's any old or new business, then adjourn it--and there's no speaker or presentations planned. Our Fourth of July picnic has been a tradition at Chapter One for many years. Make plans to join us this year! Note: The Young Eagles Rally will be held on July 7.



Getting ready for our Open House

Chapter One President Jerry Cortez and the Open House committee have plans well under way for the chapter's annual Open House, to be held September 22nd.

In addition to airplane, helicopter, sailplane, and hot air balloon displays, there will be a number of aviation-related vendors, an airplane parts swap meet, educational forums, food and fellowship. Jerry has worked hard to get new quality displays and vendors for the event. We may even be treated to some Wes Blasjo-created ice cream.

The Open House flyer should be available soon, and we hope to get them distributed to airports all over Southern California. If you're flying to another airport, take some flyers along to tack on bulletin boards, please.

Open House committee members include Kathy Rohm, Carolyn Badger, Jim Pyle, John Durant, Jim Hayes, and is

chaired by Jerry Cortez. As usual, they are looking for volunteers to help man the event.

We're starting now to pray for calm winds and good weather for Saturday, September 22. Make your plans to be there, and tell all your aviation friends about it. This should be the best Open House ever, if we all do our parts to make it so.

Flabobian **Ed Marquart** is doing as well as can be expected. He is being transferred from the Palm Terrace convalescent facility to La Habra for long-term care. The address will be provided later. He enjoys seeing his friends, but may not remember your visit.

For further information, contact Russ Earnhart at 562-697-3758. Please speak slowly and clearly.

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**Have you
paid your
dues??**

Calendar



July

**4th -- 4th Annual July 4th Gathering
And Chapter Meeting**
Chapter One Hangar - noon
6th -- First Friday Flicks
Chapter One Hangar - 5 p.m.
21st -- Aircraft Display Day & Car Show
Flabob Airport
**23rd - 29th -- EAA AirVenture
Oshkosh, WI**
No Design Group meeting this month.

August

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 Day & Car Show
Flabob Airport
25th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

September

7th -- First Friday Flicks
Chapter One Hangar - 5 p.m.
8th -- Young Eagles
Chapter One Hangar - 8 a.m.
9th -- Chapter Meeting
Chapter One Hangar - noon
9th -- Board Meeting
Chapter One Hangar - 3 p.m.
15th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

22nd--Chapter One Open House

28th-30th--SportAir Workshop
LSA Repairman--Chapter One Hangar

Hangar Happenings

Chapter One builders taking to the sky!

Wes Blasjo finally gets one of his projects in the air!

Wes walked around Flabob with a big smile for days after getting his Aeronca 7FC Tri-Champ into the air in mid-June. Mike Sheehan did the first test flight, then checked Wes out in the plane and gave him his Biennial Flight Review. Wes said the refurbished aircraft “flies beautifully,” and said the Continental C90 “runs so smoothly!”

Wes added N7500E to his long list of airplane projects about a year ago. The plane was finished up at Far West Aviation.

Other projects awaiting Wes’ attention include a Funk B, an Interstate S1A Cadet, a Tern II sailplane, a BD-5, and enough parts to make two Thorpe T-18s. The next project he hopes to finish is the Funk. Wes is the busy principal of the Wathen Aviation High School and our Young Eagles Coordinator.



Wes is all smiles as he shows off his newly completed Tri-Champ

Dick Hein is flying the time off his new Sonex

Dick Hein has been building a Sonex at his home in Fullerton for some time. He has the fuselage and tail feathers done and has the wings clecoed. But it was going slow...too slow. He wanted to get into the sky. So in January, Dick bought a Sonex project which had the engine and instrument panel completed. All he had to do was build a new canopy, and finish the wings, ailerons and flaps. He got the project done last month. He got Frank Silveira, who has over 500 hours in a Sonex, to do the test flight, and Ron Caraway agreed to check him out and give him a BFR. Dick, who hasn’t flown in many years, passed his BFR in 3.5 hours.



Dick Hein’s Sonex was completed in June at the Far West Aviation hangar

“It flies like a dream,” Dick said, noting that the Jabiru 3300 120 hp engine provides plenty of power. The panel sports a Stratomaster EIS. With the titanium landing gear, “you can’t make a bad landing,” he said.

Dick is going to paint the plane bright red, with white invasion stripes. “I originally planned to take it to Oshkosh this year,” he said. “I’m not going to make it.” (See Dick’s story on Page 5).

(Continued on Page 6)



The Prez Sez...

For those of you who are going—or vacillating on going—to Oshkosh (aka AirVenture) this year: ARE YOU READY? There is a lot to do and see in Oshkosh and if you are going to be there all week, you need a plan. With all the forums, workshops, vendors, shows and the list goes on; be prepared to “go.”

First thing you need to do is go to www.airventure.org from here, you can plan your trip: the Planning Guide is at www.airventure.org/2007/planning/07planning_guide.pdf. If you are driving, go to www.airventure.org/2007/planning/driving_maps.html if flying, you need this link www.airventure.org/2007/flying/index.html make sure you have the NOTAMs in your plane; the controllers aren't very happy when you ask “What are the procedures?” Where to stay? www.airventure.org/2007/planning/where_to_stay.html Schedule your activities; www.airventure.org/2007/planning/forms_schedules.html

Ian Cant, a Chapter One member, may be able to help out with your travel arrangements: www.flightofeagles.com. One source for meals is Mike Sawicki, Chapter 7's newsletter editor, who serves breakfast and dinner in Camp Scholler. You can contact Mike at always1@verizon.net.

If you have some time on your hands, they are always looking for volunteers to help out for a day. There is a lot of info on the webpage to help plan your trip. Here is a safety note; make sure you have lots of sunscreen and water; you are going to need it. Last year when I was there, the Aeronca Project was at the Red Barn and it became a meeting place for Chapter One members. I suggest we use the Red Barn again; it's a way to pass information and upcoming activities to our members.

Nancy Acorn (Membership Chair) is sending out membership renewals, please check and make sure all the info is correct. I had a number of e-mails sent back to me because of a bad e-mail address. John Durant, our Election Committee Chairperson, is still looking for candidates for the upcoming election. If you are interested in one of the four positions, please let John know at jdurant9@msn.com. Our Open House is also coming up September 22nd, any help would be appreciated. The Open House flyer will be ready early July.

How many of you are interested in a once-a-month \$100 hamburger run or even every other month? I hear talk every once in a while about setting one up, but then I don't hear anything for a while. Let me or Jim Pyle know if you are interested and with enough interest, we can set it up. We also have a lot of members with motorcycles—another hamburger run we can set up as a change of pace. Contact Lloyd Dunn or myself if interested in a \$50 hamburger run (we can all wear our Chapter One patch).

Just a reminder, our membership meeting will be held July 4th at 1 o'clock and our Young Eagles Rally is Saturday July 7th.

Thanks!

Jerry W. Cortez

Flabobians are planning night out at Oshkosh

Some of us decided to revive the Flabob dinner get-together at Oshkosh. This time it is Dutch treat. We will assemble at Robbins restaurant, 1810 Omro Rd, Oshkosh, WI 54902, (920) 235-2840. Omro Road is the last exit off 41 north before you get to the river, and the restaurant is a long block east of 41. You can take an EAA bus to the transit center and then a route 6 bus which will take you within a couple of blocks. The West Side Bus may be even closer. It is on Wednesday, July 25, at 7:00 p.m. (If you want to get there earlier to get a start on the Lienie's Red, they have an excellent watering hole.)

We will have a limited menu to order from: beef, chicken, fish or vegetarian.

Now, here's the rub: the only room left at Robbins seats 34, tops (if the fire marshal is in a tolerant mood). We already have 20 confirmed (Loomis 6, Vandam 3, Pyle 1, Halloran 1, McKenzie 1, Freeman 1, Wathen 2, Goldenbaum 2, Cortez 1). So, if you want to come, get your name in to Janice Loomis, who is doing one hundred percent of the heavy lifting on this project, thank you, Janice. Her email is "wacowalker@netzero.net." The next 14 are in; after that, we have to go to a wait list. - John Lyon

Newbie builders: Learn this lesson well!!

By Dick Hein, EAA785411, N365SX

Let me start by saying that I have a technical education and have designed and built complex machines before. But nothing on which my life depends. And there are so many things to learn that aren't in a book. When I considered building the Sonex, I recognized the value of the Technical Counselors and assumed a final inspection by the DAR to obtain the Airworthiness Certificate would assure the safety of the craft. The Sonex internet chat room has scores of horror stories of DARs refusing the AC for what seem to be trivial reasons.

The DAR I used also did my weight and balance before the inspection so on the day I had scheduled for the inspection, I had the plane, the plans, photos of the construction steps.... I had all the manuals for the avionics as well as the Sonex Pilots Operating Handbook and the brand new empty log book awaiting the stamp of approval. I had even brought along my laptop with the Kitlog building program.

The DAR finished the W&B and turned to the paperwork. Assured that the paperwork was complete and the plane LEGAL, he issued me the Airworthiness Certificate forthwith.

The next weekend I had scheduled the first flight with a pilot with over 500 hours in his Sonex. In the course of the preflight, he found discrepancies that I should have found had I known better. But I didn't. Surprised at the discrepancies, we pulled out the seat pan which in the Sonex hides all the aileron-to-control stick connections. During the construction, I had several times installed and

removed the bolts which fasten the aileron push rod to the control stick assembly. During the push to get done, I had missed putting the washer, nut and cotter pin through those bolts. We spent the next weekend making the plane meet the approval of my first flight plot. Had we flown that airplane with the missing nuts, someone would have been killed sooner or later.

Unhappy that the DAR hadn't found that, I called the EAA for advice and was told that the responsibility of the DAR is to assure that the plane is LEGAL to fly, NOT safe. Wow! To find that out after the assumption I had made about the inspection!

The lesson I learned is that *nobody*--not the FAA, not the EAA, not the Tech Counselor, nor the DAR--is responsible for the safety of the airplane. Only I, the builder, hold that responsibility. Everyone else can ask, request, plead or pray, but had the bolt fallen out while in flight, the blame would have fallen to nobody but me.

It turns out that some DARs will do a complete physical inspection, while others will inspect for legality. The choice belongs to the DAR.

I guess the reason for writing this is two-fold: First is to warn the builders out there, who seem to be largely unaware, that the DAR has the responsibility to assure that the plane is legal—not necessarily safe. And second, to ask those who have lots of experience to remember that some of us don't understand simple standards, such as how tight to make a castle nut, while others suffer from occasional “senior moments.”

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Thanks, Doc!

Hangar Happenings

(Continued from Page 3)

Mark Manda, with 'need for speed,' finishing up a Harmon Rocket

Mark no sooner finished his beautiful RV-7A last February than he began working on a new project--a Harmon Rocket. With his well-known diligence, Mark has been working 14 hours a day, from five to seven days per week, at the hangar in Bakersfield ever since. He should have the high-spirited steed done soon.

The Rocket is a souped-up RV-4. Mark's has an IO-540 with high compression pistons, flowed and polished heads,



The business end of Mark Manda's Harmon Rocket

that dynoed at 326 hp. It will spin a Hartzell two-bladed prop. The panel sports twin EFIS Grand Rapids Dual Horizon displays, and has TruTrak autopilot. The interior, Mark said is going to be very Spartan and military-like, with the exception of air conditioned seats. He has installed full dual controls to help with his transition to such a high performance aircraft. He modified the fuel tanks so it will carry 29 gallons per side.

Mark hopes to have the FAA inspection and the first flight done by July 10, and to have the hours flown off by August. Being in Bakersfield, Mark is not using a DAR (designated airworthiness representative), but is having his inspections done by an FAA inspector.

His RV-7A, which was featured in the March 2006 *The WingNut*, will likely be for sale, Mark said.

Bruce Wiltse enjoying his Wag-A-Bond Traveler

From an email received by Bruce Wiltse:

"I just wanted to let the Chapter know that after hauling airplane parts around for almost 19 years, in April the Traveler was certified by the FAA and it has now successfully completed its 40 hours of test flying. I want to thank the numerous chapter members who helped me along with this project. It was indeed a great learning experience and now I want to get some flying in!"

(Continued on Page 7)



Newly completed Wag-A-Bond Traveler of Bruce Wiltse of Napa, CA

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John Coe completes Volksplane

John Coe, long-time member of Chapter One and owner of the TruValue Hardware Store on Arlington Avenue, got his Volksplane in the air last month after almost nine years of building. After John did two flight hops under the watchful eyes of Hal Nemer, Ron Caraway took the plane up for the test flight. Outside of a few minor squawks (like an under-pitched propeller), the plane was pronounced fit to fly.

John utilized a HAPI 1835 VW engine. He said the finished product flies like a VP1—"in other words, like a dinosaur"—but is a blast to fly. He's hoping to have the 40 hours flown off in about 90 days. The plane is based at

Riverside Municipal, but John hopes to eventually bring it to Flabob. "It's a Flabob-type airplane," he said.

John built the plane alone...which made for some interesting and innovative techniques. "I did the rib stitching on the main wing spar alone," he said. "I had to hang a four-foot-tall mirror from the ceiling, and I laid on my back and pushed the needle through the top, then used the reflection in the mirror to bring it back down the other side."

Jim Pyle gets new spar kit

It won't be flying for a little while, but Jim Pyle took delivery of a new metal spar kit for his Champ, and is more or less reluctantly sanding away on the project on a semi-regular basis. You go, Jim!



A step back in time...Art Scholl

These vintage pictures are courtesy of Chapter One member Dave Gurkin, a 25,000-hour pilot and captain with MAXjet Airlines. They were taken June 10, 1976, at the Reading Airshow in Pennsylvania, where the top airshow acts performed. 1). Art Scholl posing with his retractable Chipmunk N13Y--which is currently an exhibit at the National Air & Space Museum in Washington, D.C. 2). Art Scholl standing on the wing of his Chipmunk as he does a fly-by at the Reading Airshow in 1976. His dog, Aileron, is in the cockpit. 3). Art doing his inverted ribbon cut, one of his signature maneuvers at the time. Dave recently "found" these photos and scanned them to share with us. If you have some interesting old aviation-related photos, let Leon know, and share them with Chapter One members.

The People of Flabob: Travis Gammill



By Jon Goldenbaum

Flabob, like all small airports, is a little community; the people of our community are called “Flabobians” and the friendliest Flabobian of all is Travis Gammill.

If you need something done around Flabob, you go to only one guy: Travis. If anything is happening on the airfield, Travis is either doing it, or helping someone else get it done. If it’s flying, fixing, volunteering, or telling tales around the breakfast table, he does it all with a broad grin and a chuckle. It’s been that way at Flabob for over 30 years; he is at the airport six days a week, with Sundays off for family and home. If you ever read “The Grapes of Wrath,” you pretty much know his childhood: A hardscrabble life in Oklahoma followed by a migration

to the San Joaquin Valley of California to a better life. Raised by his widower dad, the two performed farm labor, picked cotton, and just tried to get by. At 16, Travis dropped out of high school, lied about his age, and escaped to the army. Two years later he was chasing (or being chased) by the Chinese Communists up and down the Korean peninsula. Travis spent six months of tough action with the Third Infantry Division in the Korean War; by the time he was 18, he was a hardened combat veteran who had seen enough of the cold, the rain, and the infantry. On his way out of the Army, he met a “sweet little thing” working as a waitress; he and Vearl have been married now for 55 years.

After an attempt to farm in Arkansas, he decided the military wasn’t so bad, and having fallen for the line that the Air Force had it soft, he changed to a blue uniform. Travis went on to spend a career in the Air Force where he became the very role model of a supply sergeant, then went into management analysis where, among other things, he organized and ran the wing commander’s daily “stand-up” briefings. Good tours at arswell and March were balanced with remotes in Alaska, Guam, and Thailand. At the end of his career, Sgt. Gammill was offered a chance to go back to school; the high school dropout saw the value of more education so he got a degree in business from the University of Omaha.

In 1970, Msgr Gammill retired and immediately enrolled in a master’s program at UC Riverside. Remembering his own youth, Travis insured that education was a priority in the Gammill home. Over the years his wife Vearl became a much respected teacher; and, in addition, the four Gammill kids finished their degrees; three of them went on to be teachers as well.

While Travis was completing his MBA, he missed being around airplanes, so he gravitated to the closest airport: Flabob. Flabob was at the height of its activity then; airport owner/manager Flavio Madriaga (the “Fla” in Flabob)

Continued on Page 9

WANTED:

An old 40 hp PROPELLER, from a Taylorcraft, Cub, or Aeronca, that fits on a Continental A-40 engine. It need not be airworthy; just something that can be cleaned up to enhance the display of my old ME2Y/HM20 Flying Flea in the Pioneer hangar of the EAA Museum in Oshkosh. If you have one, please call me at (330) 537-2235 or

**write to: Frank B. Easton (EAA4392)
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-4 bottles Aeroshell Oil 80 (aviation oil) -- \$2 each*

The miter saw maybe was used once or twice and the thickness planer very little. Contact Karen Schicora at 951-926-1837 or use contact info on Page 2.

Post office to be named in honor of members' son

The Rubidoux post office will be named in honor of the son of Chapter One members Linda and Larry Bryant at a ceremony on July 3

Todd J. Bryant was a life-long resident of Riverside, (Jurupa/Rubidoux). He enlisted in the Army Reserves during high school. He was Master Councilor in Demolay Evergreen Lodge, Boy Scouts, band and football La Canada High School, American Legion Boy's State 1997, and member of American Legion Post 13 Pasadena.

He was appointed to West Point by Congressman Ken Calvert in 1998, and was a member of the Class of 2002. Todd graduated from West Point as a 2Lt. on 1 June 2002. He attended Armor School at Ft. Knox, and was assigned to Ft. Riley. KS, 1-34 Armor.

Todd and Jenifer Reardon were married on 30 August 2003. Todd deployed to Iraq on 9 September 2003 and was killed in action by an IED on 31 October 2003, age 23. Todd

is buried at Arlington. He was posthumously promoted one day early to 1Lt.

Congressman Calvert wrote a bill to name the Rubidoux Post Office at 5757 Tilton Ave. in Todd's honor. All the CA Congressman co-sponsored the bill and it was later passed in the Senate and signed by the President on 25 May.

The dedication will be 3 July at 10 a.m. and the public is invited. Following the dedication there will be a reception at the EAA hanger.

Len Buckel does it again...

Len Buckel, a Chapter member from La Mesa, CA, has flown his J-3 Cub to Sentimental Journey to Cub Haven once again! Len enjoys the Sentimental Journey fly-in so much that he has flown over 55,000 miles--in a J-3--to attend the event. Chapter One saw portions of the fly-in during Bern Heimos' presentation at the Chapter Meeting last month.

The People of Flabob: Travis Gammill *(Continued from Page 8)*

had more things going on than a three-ring circus. A bustling flight school filled the sky with GI bill students, while aircraft builders Ray Stits, Ed Marquart and Lou Stolp had hangars full of interesting aircraft: Playboys, Chargers, and Stardusters.

Travis was hooked, so he began using his remaining GI bill benefits for flying lessons with Flavio. He loved flying and went on to complete his private, commercial and instrument rating. Travis remembers getting checked out by Flavio in a Bonanza with a throw-over control column. Flavio simply flew by manipulating the center knob on the yoke, demonstrating great landings when necessary by knob power alone. Travis went on to restore a beautiful Taylorcraft, complete with a O-200, full panel, and custom paint scheme. He became the resident Flabob painter, eventually painting dozens of aircraft on the airport. He learned fabric work and then became instrumental on EAA Chapter One's replication of "little Audrey" which now resides in the EAA museum in Oshkosh.

Travis' current project is a big one: the restoration of the "Flabob Express" DC-3. For over two years, Travis has supervised and led the project; he got it ready for its ferry flight into Flabob and now he works daily on the old girl. When you get to Flabob, look up old Trav. He looks forward to walking you around the airport, buying you a cup of coffee, and with his Oklahoma twang, showing you the fruits of his 35 years of work, friendship, and love of aviation. *(Reprinted from the Peach State Aerodrome Newsletter)*

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82 Young Eagles flown in June Rally

Eighty-two youth from all over Southern California converged on Flabob and became Young Eagles on June 9th. It is interesting to note just where these kids are coming from, other than the Riverside/Moreno Valley area. They came from: Canyon Lake, Chino Hills, Hacienda Heights, Hesperia, Laguna Niguel, Lake Elsinore, La Puente, Menifee, Placentia, Rancho Cucamonga, Rowland Heights, and Temecula. Granted, some were in scout groups that were located in some of these areas, but typically we draw participants from a wide geographic area.

Girl Scout Troop 846 from Lake Elsinore, under the leadership of Kim Dyer, brought nine girl scouts. Rick Kunzler of Boy Scout Troop 620 from Hacienda Heights, brought 22 Boy scouts. Last, but not least of the scout groups, was Cub Scout Pack 29 from Glen Avon. They brought six cub scouts and were lead by Brent Tuominen and Vary Valdez.

We had a "first" of sorts in that Gieselle O'Reilly, a language arts and careers teacher at University Middle School in Riverside brought 20 of her students. To be legally correct, we should say that 20 of her students heard about the Young Eagle Program and then came to Flabob to participate.

The ground school was conducted by Tiffany Felton and the Boy Scout merit badge class was taught by Al Gester. Loretta Lively was not here to do her usual rapid and efficient data entry for the certificates, but Greg Younge assisted Brian Blasjo and things ran smoothly. The usual cast of players did all the behind the scenes work and the flight rally went off like clockwork (as per usual). A great big thanks goes to each behind the scenes worker whose help makes this program so great.

- Wes Blasjo

Pilots who flew:

Allyn Auck	C 172
David Browning	Aeronca Champ 7GC
Jerry Cortez	C 150
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Barry Duble	Cherokee 235
Tom Hamm Sr.	Cherokee 140
James Meeker	Taylorcraft BC 12D
Ray Stits	C 182
Larry Van Dam	Bonanza
Loren Wynja	C 172



If you go to the website <http://www.LetsSayThanks.com> you can pick out a thank you card that Xerox will print and send to a soldier that is currently serving in Iraq. You can't choose who gets it, but it will go to a member of the U.S. armed services. How AMAZING it would be if we could get everyone we know to send one! C'mon Chapter One, let's do it!

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Newest Members...

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

Raymond Key	Riverside, CA
Kevin McKenzie	Temecula, CA
Scott Liefeld	Lancaster, CA

Welcome aboard!

EAA Chapter One

Membership Meeting

Brick
Purchases
Benefit
The Building
Fund

July 4, 2007

Noon

***Join us at the Chapter One Hangar for an
afternoon of fellowship & fun!!***

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Meal
This
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