

The WingNut



EAA Chapter One Flabob Airport (RIR) Riverside, CA

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March 2007

EAA Young Eagles program is safe!

Young Eagles flights will *not* be affected by the FAA's new Air Tour Safety Standards Rule. This was assured following a meeting between top FAA and EAA officials in Washington on Feb. 22.

"Young Eagles flights that are done with no compensation involved, don't worry about (the Air Tour Rule)," EAA Young Eagles Coordinator Steve Buss said the following day. "I have a letter on my desk from the FAA stating that the rule doesn't apply to 99 per cent of Young Eagles flights—those for which the pilots are not compensated."

The EAA brass were shocked and concerned when the new law was published. In effect, the rule would permit no more than four YE rallies per year; homebuilt aircraft would not be allowed to participate; pilots with less than 500 hours could not fly; and a considerable amount of paperwork would need to be submitted to the local FSDO at least seven days prior to the rally. This rule applied to all charitable fund-raising events.

The problem arose, Buss said, due to the "fund-raising" clause in the new law. While our flight rallies are not fund-raising events, funds are raised to support the Young Eagles Program. The FAA rule writer thus included Young Eagles within the Air Tour rule.

The Air Tour rule's charitable flights portion was written to correct a problem found in the older rule. "A lot of people have been skirting the rules by setting up so-called charity flights, but actually doing what's tantamount to a commercial operation," explained Doug McNair, EAA Vice President of Government Relations. Unfortunately, the Young Eagles program got mixed up in the new rule.

"The FAA really did not intend to do what it did (by including the Young Eagles Program)," McNair said. "It was actually an embarrassment to the FAA."

McNair, along with EAA's President Tom Poberezny, met with FAA's senior leadership, including Administrator Marion Blakey. *(Continued on Page 4)*

The Good News!

'Just say no' to FAA budget proposal

If the current FAA budget proposal is adopted, it's going to hit you in your pocketbook, according to Doug McNair, EAA Vice-President of Government Relations.

There's a lot of buzz from EAA and other national aviation organizations about the impending threat of "user fees" which are included in the President's new budget proposal. There are dire warnings that these fees will heavily impact general aviation, but not much has been said about impact the average Chapter member. *The WingNut* contacted McNair, EAA's man in Washington, to find out what user fees will mean to the average Chapter member, and what we can do about it.

The Bad News!

The actual funding bill has not been released to the public yet, McNair explained, but aviation lobbyists have managed a few "glimpses" of what it contains. "There will be user fees for services the FAA provides, such as aircraft registration, titling, liens, issuance of medical certificates and airman certificates," he said. "These fees will be substantial...somewhere in the range of \$50 to \$130 per service, I believe...and there are currently no fees for these services." The FAA has proposed some 13 new or increased fees that would impact pilots, aircraft owners, and mechanics at various times through their aviation lives. Registering an aircraft would cost \$130, plus a recurrent renewal fee. Issuing any airman certificate would cost \$50, replacing a certificate would be \$25.

The tax on avgas and auto gas used in aircraft will be quadrupled. "I don't know how they'll collect the tax on the auto gas," McNair said, "but that's included in this proposal." The new avgas tax will be \$.70 per gallon (up from around \$.19). *(Continued on Page 4)*

EAA Chapter One

Officers

President

Jerry Cortez
(951) 485-9125
president@eaach1.org

Vice President

Gino Barabani
(909) 882-9884
vicepresident@eaach1.org

Treasurer

Karen Schicora
P.O. Box 3667
Riverside, CA 92519
(951) 682-6236
treasurer@eaach1.org

Secretary

Martin Britton
(909) 496-4491
Britton108_1@yahoo.com

Directors

Nancy Acorn
(951) 788-5694
membership@eaach1.org

Ray Stits
(951) 682-6236

Leon Grumling
(951) 582-0978 home
(909) 534-9347 cell
editor@eaach1.org

Lloyd Dunn
(951) 737-9922
lloydandjoy@sbcglobal.net

Jim Pyle
(951) 452-5232 cell
(951) 684-6258 home
jim.pyle@sbcglobal.net

Tech Counslors

Norm Douthit -- (888) 811-2232
Jim Pyle -- (951) 684-6258

Flight Advisors

Ron Caraway -- (760) 247-6771
Hal Nemer -- (760) 788-0184

Webmaster

Jan Buttermore
webmaster@eaach1.org

WingNut Editor

Leon Grumling
editor@eaach1.org

Young Eagles

Wes Blasjo -- Coordinator

Kathy Rohm -- Reservations
ye@eaach1.org

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**Featured Airplane
for March Meeting:**

The Stinson Project

Calendar



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

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.
- 31st -- Riverside Air Show**

May

- 4th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 12th -- Young Eagles**
Chapter One Hangar - 8 a.m.
- 19th -- Aircraft Display and Car Show**
Flabob Airport
- 20th -- Chapter Meeting**
Chapter One Hangar - noon
- 20th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 26th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.



The Prez Sez...

Weather! Weather! Weather! Can't live with it, can't live without it. Last month the winds came and kept us grounded on our first Young Eagles Rally of the New Year. We did have a great turn out at our first membership meeting. This month, we got the kids up and still had a good turn out at our second membership meeting (despite the rain). Loreen Wynja did a great job on Aviation Physiology; and I received a lot of compliments on getting a good speaker (that credit needs to go to John Durant). I was also asked by many of our members who attended, where the BT-13 was. I explained it stayed home keeping dry and warm. Interesting how having a good speaker and an airplane will get people out (even on a cold rainy day). We are working with Martin Benson to reschedule the BT-13. And before anyone living in other parts of the country or the world starts in about their weather, well, I don't live there. I live in what is supposed to be SUNNY Southern California and when it's not sunny, I'm going to complain.

Now on a more serious note, as most of you know, Chapter One has one of the best facilities available. Not only do we have a 7,000 square foot hanger, we also have our original 600 square foot club house and a 1,000 square foot T-hanger. Last year before the passing of our good friend Doug Maxwell, Ray Stits and Doug took care of everything that pertained to our hangers, clubhouse and grounds. All of us enjoyed the fruits of their labor; things were fixed before we knew they were broke. Lloyd Dunn, who has taken over Doug's position on the board, would like to set up a schedule to get things cleaned up and repaired again. Over all everything is in pretty good shape, but as you know, like with your home, you need to stay on top of it. Please call or e-mail, we can use your help.

Since we are on the subject of volunteers, Gino Barabani our Vice President is working on a hobby/skills/volunteer form. After it goes through the board for approval, we will get it out to you and hopefully you will send it back (completed with the volunteer box checked). When you voted me into this position, the only goal I had was to get people involved in Chapter One again. From working with the Wathen Foundation on the Melberg Builder's Center for you builders, education with Young Eagles or educating yourself with one of four EAA workshops coming up we are hosting, or just hanging out and socializing. Not only does this give you a good feeling of being part of a great chapter, it give us (the people you voted for) a chance to bring in more volunteers. Think about it, it's unfair to see the same faces volunteering, I would like to see everyone enjoying our events we put on, and this year we are busy with events. Again, if you have some time on your hands, we can use you at our monthly Young Eagles Rally, preparation for our monthly Membership meeting or one of our events.

For our March meeting, the display aircraft is the Stinson Project led by Jan Buttermore (also our webmaster) and our guest speaker is Eric Lewis of Kelly Space & Technology, Inc.

Thanks!

- Jerry Cortez

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Join the fight against FAA user fees

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Also included in the budget proposal is a change in airport funding that could cripple many small airports. “Currently, every public use airport gets \$150,000 a year from the FAA,” he said. “Under the new proposal, the smallest airports—those with less than 10 aircraft based there—will get nothing. They’ll be cut out of the pie, and lose that \$150,000 per year.” McNair said the largest airports will get a bigger piece of the pie, and medium sized airports will get a smaller share.

In addition, there would be airspace usage fees for all aircraft flying into Class B airspace. McNair said fees for landing at “major hub” airports are definitely included in the proposal; what is unclear at this point is whether there will be fees for transitioning through Class B airspace. “Basically, the airlines consider that their airspace, and they’re trying to squeeze general aviation out of their airspace,” he said.

Another stipulation in the budget proposal is disturbing. McNair said it would give the FAA authority “to apply fees wherever they feel that costs need to be covered. In other words, they get a blank check, with no Congressional oversight. This bill would take budgetary control out of the hands of Congress and put it into the hands of a politically appointed ‘aviation board.’”

McNair urged each of us to fight this budget proposal. “You need to contact your Congressmen and Senators and say we’re aware this is happening, and we don’t like it,” he said. “I think we can beat this, or at least knock back a lot of bad parts of this proposal.”

The political climate change in Washington may help. McNair said the budget proposal is supported by the Republicans and opposed by the Democrats, so the swing in Congressional power to the Democrats may work in general aviation’s favor.

The WingNut urges you to contact your Congressional representatives and let them know you are not in favor of the FAA’s budget proposal. As McNair said, “The quadrupling of any tax is pretty excessive.”

To contact your House member, simply go to www.house.gov/writerep/ and put in your state and zip code, and you will be directed to the email page for your Representative. For our local members, you can contact Sen. Barbara Boxer (D-CA) at <http://boxer.senate.gov/contact>. Sen. Diane Feinstein (D-CA) can be reached at <http://feinstein.senate.gov/email.html>.

EAA-FAA work out rule affecting Young Eagles

(Continued from Page 1)

When they arrived at FAA headquarters the agency had, in anticipation of the meeting, drafted a letter clarifying Young Eagles flights as non-compensation flights. The letter emphasized that the Air Tour Rule does not apply to Young Eagles flights where the pilot does not receive compensation.

Young Eagles pilots should be aware that, if you deduct the cost of Young Eagles flights from your income tax, the FAA considers that “compensation,” and you will fall under the Air Tour rule.

The issue of Young Eagles pilots purchasing avgas at a discount should not be a problem, Buss said. “Basically, an FBO or oil company can sell their gas for whatever price they want,” he said. “If we were getting if for 25 cents a gallon, there might be a problem...”

First Friday Flick feature *“Too Hot to Handle”*

Everyone enjoyed "Test Pilot" with Clark Gable and Myrna Loy, and Jack Gentry pointed out that in the same year the same duo made yet another flying movie. I have now obtained a copy and it will be the March First Friday Flying Flick. So please come to Chapter One at Five O'Clock on Friday March 2 for Clark Gable, Myrna Loy, Walter Pidgeon, California's own Leo Carillo (you remember him as Pancho to Duncan Renaldo's Cisco Kid -- you don't? -- well, you were born too late), and Marjorie Main again, in *Too Hot to Handle* (1938). In this one Myrna is the hot pilot and Gable the conniving newsreel photographer in a screwball comedy. The flying is mostly fake, although there are some great scenes of a Staggerwing on floats, but the wisecracks are fast and frequent, the plot twists not wholly predictable, and the result enjoyable.

- John D. Lyon



FROM THE EDITOR'S DESK

On being cheap

I don't like to think of myself as "cheap." I do, however, tend to be a tad bit "thrifty." Not long ago a pilot friend and I were talking about dating, and I said, "It's not hard getting the first date. It's hard for me to get the second."

"Well," he said, "remember where you took your last date when you asked her out to dinner?"

"What's wrong with Costco?" I asked. "They give all those free food samples, and some of them are really good. I was full." But I think I got his point. The next time, I'll try Costco *and* Sam's Club, and if that doesn't impress her I may spring for the hot dog and soda.

Benjamin Franklin told us, "A penny saved is a penny earned." Franklin also said, "To lengthen thy life, lessen thy meals," and we seem to ignore that one pretty much, so why save pennies?

One place you don't want to pinch pennies is on your airplane or project. Past-president Jim Pyle told those at our January meeting that when he tore the fabric off his Tri-Champ project, he found that whoever recovered the plane last had used a variety of covering materials. "Just because it says in the logbook that it's covered in Stits Polyfiber, don't believe it," Jim said.

Polyfiber President Jon Goldenbaum, at his seminars, strongly urges aircraft builders and restorers to use only one recovering system, and only that system. "First, the systems aren't compatible," he says, "and second, it's not legal." He points out that the different types of coverings are color-coded; an inspector can look inside the fuselage and tell if there were different types of fabric systems used, and, if there are, the plane will be grounded until it is recovered.

Jim also points out that some people try to save on the finishing procedures after the airplane is covered. "People sometimes go to either nitrate dope or an untinted poly brush," he says. "Then some people paint with auto enamel, which looks beautiful until it is flexed, then it cracks. Water gets in the cracks and the paint can be peeled right off."

Most of us have seen penny pinchers in action. My friend tells of the time he saw a Stinson with the N-numbers done with black electrical tape. It's not a big problem to use a non-AN rated fastener, is it? You have a 1/4-28 nut handy, and it's just what you need. So what if it's not an AN nut? Does it matter? It might if the darned thing fails at 5,000'. It could end your life...or someone else's, years down the road.

So, save where you can...that's my motto. But not when it comes to your aircraft. Not when your life or other's lives depend on the integrity of the myriad of parts of your plane. Spend the extra to do it right. Save money elsewhere.

See you at Costco.

-LG

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The son of aviation legend makes history

We got shot down one day and when I say we, Dave Kouba was the captain. We were flying a Twin Otter and got the right engine shot out. Actually, the small arms fire had hit the fuel line in the right strut and fuel was streaming out back around the tail and being sucked into the large cargo opening in the side of the airplane and filling the cockpit with a fine mist of jet fuel.

I held the mike in my hands, "Should I call Cricket and possibly blow us up or...?" (Some of you may remember "Cricket"... "This is Cricket on guard with an air strike warning to all aircraft.")

But Davy found us a friendly dirt strip and we were back in the air the next day. When the war came to an end in 1973 I moved back to Van Nuys and started flying Lears for Lacy again until October when I went up to Seattle and sat in on a Boeing 707 ground school for Air Club International on spec.

Three weeks later I ended up in the left seat of the 707 with a total of eight hours in type. Air Club begat Aero America and we flew junkets out of Vegas for the Tropicana and Thunderbird Hotels. I left Aero having not been fired and in the summer of 1975 I was Director of Ops for Ambassador Airlines 2 flying 707 junkets also out of Vegas. After that airline

Lebanon, in September of years for Trans Mediterra-cargo carrier. It was a very interesting tions around the world and a copilot that had maybe fortunately a first rate around the world. My fabul, Afghanistan, with a one way strip, land uphill 6000 foot elevation with no

My excuse is simple: I am not the brightest crayon in the box, I am extremely lazy, I have a smart mouth and a real poor attitude.

collapsed I moved to Beirut, 1975 and flew 707s for two nean Airways a Lebanese

job in that they had 65 sta-you would leave Beirut with 200 hours in airplanes and plumber and off you'd go vorite run was Dubai to Ka-stop in Kandahar. Kabul is a and take off downhill, it was navajds.

During those two years I made many round-the-world trips and many over the pole trips. In 1977 I moved back to Vegas and was Director of Operations for Nevada Airlines flying DC-3s and Twin Beech's to the Canyon. In September of '77 I was called to Budapest for another CIA operation, flying 707s loaded with arms and ammo to Mogadishu .

Leaving Budapest then refueling in Jeddah we flew radio silence down the Red Sea trying to avoid the MiGs based in Aden, whose sole purpose on earth was to force us down. The briefing was simple. If you guys get into trouble DON'T CALL US. Back to Vegas in December of that year I was hired as Chief Pilot for Bonanza Airlines 2 operating DC-3's and a Gulfstream 1 from Vegas to Aspen .

After that airline collapsed I was hired by Hilton Hotels to fly their Lear 35A. In my spare time, I flew part time for Dynalectron and the EPA on an underground nuke test monitoring program. I flew their B-26, OV-10, Volpar Beech and Huey helicopter. I also flew the Tri Motor Ford part time for Scenic Airlines. In 1978 my Dad passed away and left me with one dollar, which incidentally, I never got.

In 1980 I ran for the Nevada State Senate district 4. I lost miserably, only because I was uninformed, unprepared and both of my size 9 triple E's were continually in my mouth.

I got fired from Hilton shortly after that and moved to Cairo, Egypt, to fly for Air Trans, another CIA cutout. After the Camp David accords were signed in 1979 each country, Egypt and Israel, was required to operate four flights a week into the other's country. Of course, El Al pilots didn't mind flying into Cairo but you could not find an Egyptian pilot that would fly into Tel Aviv. So an Egyptian airline was formed called Nefertiti Airlines with me as chief pilot to fly the four flights a week into Tel Aviv. On our off time we flew subcontract for Egyptair throughout Europe and Africa. All this, of course was just a cover for our real missions, which was all kinds of nefarious gun running throughout Europe and Africa which we did in our spare time.

And now that our beloved 40th president has passed on I can tell you that in fact (with my apologies to Michael Reagan) the October Surprise was true. The October surprise, for those of you that don't remember, happened

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during October of 1980 when Reagan and Bush were running against Carter and Mondale. George Bush was flown in a BAC 111 one Saturday night to Paris to meet with the Ayatollah Khomeini. Bush offered the Khomeini a deal whereby if he would delay the release of the hostages held in Tehran until Reagan's inauguration, the administration would supply unlimited guns and ammunition to the Iranians. In order to get Bush back for a Sunday morning brunch so that nobody would be alerted to his absence, he was flown back in an SR-71 from Reims field near Paris to McGuire AFB.

Of course Reagan won, the hostages were released and one of my jobs in Cairo was to deliver those arms from Tel Aviv to Tehran .

During the two years I was in Cairo I averaged 180 hours a month with a top month of 236 hours in a 31-day period. I spent a six week tour in Khartoum flying cows to Saana, North Yemen, in an old Rolls Royce powered 707.

Back in Las Vegas in December of 1982 I sat on my ass until I was out of money, again, and then went to work for Global Int'l Airlines in Kansas City, another CIA cutout run by Farhad Azima, an Iranian with a bonafide Gold Plated Get Out of Jail Free card, flying 707s until they collapsed in October of '83. During the summer of 1983 the FAA celebrated its 25th Anniversary at the Mike Monroney Aeronautical Center in Oklahoma City. There was much fanfare and speech making and two honored guests. Bill Conrad from Miami, FL, who had the most type ratings, I think over 50. And myself. I had the most airman certificates issued of any other airman.

After Global's collapse I went to work for American Trans Air flying 707's. I wrote their international navigation manual as MNPS for North Atlantic operations was just being implemented and became the first FAA designated check airman for MNPS navigation. ATA then added 727s and then Lockheed L-1011s. For a very brief time I was qualified as captain in all three.

After getting fired from ATA in July of 1989 I became a freight dog flying DC-8's for Rosenbalm Aviation which became Flagship Express and after that airline collapsed I was hired as Chief pilot for Patriot Airlines out of Stead Field in Reno, flying cargo 727's from Miami to South America. After getting fired from Patriot I went to work for Connie Kalitta flying DC-8s then the L-1011 on which I was a check airman. Kalitta sold out to Kitty Hawk International which went bankrupt in May of 2000.

I was 57 at the time and nobody is going to hire an old ---- for two and a half years except to fly sideways so I turned in my stripes and ever present flask of Courvoisier. Except for one last fling in March of 2001 where I flew the Hadj for a Cambodian Airline flying L-1011's under contract to Air India. We were based in New Delhi and flew to Jeddah from all throughout India. There was absolutely no paperwork, no FAA, no BS and for six weeks we just moved Hadji's back and forth to Saudi Arabia.

One final note, in October of 1999 I had the honor and extreme pleasure to get checked out in a Lockheed CF-104D Starfighter. My instructor was Darryl Greenamyre, the airplane was owned by Mark and Gretchen Sherman of Phoenix . It was the highlight of my aviation career, particularly because I survived my first and only SFO in a high performance fighter.

One other thing, some how I managed to get the following type ratings: 707/720/727, Convair 240/340/440, DC-3, DC -8, B-26, Gulfstream 1, Lockheed Constellation, Lear Jet series, HS-125, Lockheed L-10-11, Lockheed L-18, Lockheed P-38, Martin 202/404, B-17, B-25, Grumman TBM and Ford Trimotor. I also have single and multi engine sea, rotorcraft helicopter and gyroplane, and lighter than air free balloon. I never got all categories having missed the Airship. And in case you are interested many, many airmen have lots more type ratings.

What I did get, that no other airman got was most FAA certificates: these are the ATP, Flight Instructor with airplane single and multi engine, instrument, rotorcraft helicopter and gyroplane and glider. Flight Navigator, Flight Engineer, Senior Parachute Rigger, Control Tower Operator, A&P, Ground Instructor, Advanced and Instrument and Aircraft Dispatcher. I have 19,488 hours of total time of which 15,325 hours is in 1, 2, 3 or 4 engine jet. I took a total of 181 FAA (or designated check airman) check rides and failed two.

Now some of you may be asking why so many airlines collapsed that I worked for and why I got fired so many times. My excuse is simple: I am not the brightest crayon in the box, I am extremely lazy, I have a smart mouth and a real poor attitude.

-- John Lear

VP looking for some good VIP's

I stated when vying for this office that learning and having fun were my primary concerns. Well, it has been fun and rewarding with a steady learning curve. To give members a wider perspective of our Chapter, I'm determined to write various reports for the newsletter every few months. This first commentary will deal with our VIP's.

So, what great knowledge have I gained during the last few months as Vice President? I discovered one of our Chapter's most important attributes. It is the VIP's that bring out the finest quality in our Chapter. Take a few minutes to think about how this or that gets done and why. Who makes that great chicken lunch we all enjoy, cleans up the hanger, removes the trash, performs the maintenance on the buildings, provides the newsletter, helps with the Young Eagles, keeps an eye on our dollars, finds the speakers for our meetings and many additional tasks too numerous to mention.

Who makes all that happen and how it happens is due to our Very Important People (VIP's). Yes, our VOLUNTEERS, who donate their labor and time to EAA Chapter One functions. Without volunteers, many of the Chapter's activities would not occur and there would be no Chapter One.

Right about now you might be thinking "there are others doing this, why bother, I'm not needed". Everyone is needed and most important everyone has some type of skill which could be used to support our Chapter. The Chapter's requirements are for someone to handle various tasks, which involves increments of time from days to a few minutes a week.

The Chapter's quest for volunteers is not about getting just helpers and workers. It's about rewarding and benefiting our volunteer members with a meaningful impact. Whatever reason you may choose to help, we want it to hold value for you. Our goal is to provide you with a pleasurable experience while volunteering. A volunteer's greatest reward will hopefully be to learn something from another volunteer and with a bit of luck others will learn something from your efforts. With this in mind we would like to develop a hobby/skills/volunteer form to guide us with your opinions and thoughts.

Some Chapters limit their scope of volunteers to members living within 10, 20, or 30 miles from the Chapter's home base. Not us, we are Chapter One, we want everyone to participate. If you are located 100's or 1000's of miles away, how about a little item for the newsletter? Tell us a story, tell us about you, tell us about a fly-in or airport in your area, tell us about your project or thoughts on starting one, or how about a project photo. Feel free to send items to editor@eaach1.org.
- Gino Barabani

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Thanks, Doc!

'Flabob Kids' enjoy Aero Club Banquet

I had the distinct pleasure of attending the annual Aero Club banquet last evening at the Johnathon Club in LA, with my wife, guest Iris Critchell and seven beautiful Flabob kids.

We had Amanda Lockman, Carah Durell, Mary Guest, Andrew Blaize, Travis Kingsley, Anthony Ward and David Fox.

Amanda, Andrew, Travis, Anthony and David, worked on the Aeronca. Andrew and Anthony flew it to Oshkosh last year. Carah is working on the Stinson, Mary, who came in uniform at my request, flies KC135 tankers for the Air Force. Andrew and Travis are last year's winners of the Aero Club's scholarships.

The occasion was the 28th annual Howard Hughes memorial award to an aerospace leader whose accomplishments over a long career have contributed significantly to the advancement of aviation or space technology. Past winners have included Jack Northrop, Kelly Johnson, Jimmy Doolittle, Neil Armstrong., Chuck Yeager, Ben Rich, Lee Atwood, Paul MacCready, and Frank Robinson. This year's honoree was Col. Eileen Collins, whose four trips into space included two times as space shuttle commander.

We enjoyed introductory remarks by Nissen Davis, outgoing president of the club and chairman of the event, and Jim Ragsdale, current president who introduced several prominent guests and spent several minutes lauding the accomplishments of the Flabob seven.

Then we were treated to a short big screen presentation of the extraordinary life of Col. Collins. As is the custom, last year's winner presents the award to this year's honoree. Burt Rutan spent several minutes reminiscing about his and Eileen's space accomplishments, and presented her with the medallion. The medallion, presented to honorees, is a sizeable disk made of the silver which came from one of Howard Hughes' Nevada silver mines.

Col. Collins then reminisced about her youthful desire to fly and her journey through flight training in the Air Force, to her selection for shuttle flights. She laid heavy emphasis on youth education and mentioned our scholarship program and the youth in the audience. She received a standing ovation and a large bouquet of flowers.

Our Flabob kids were enthralled and had the distinct pleasure of meeting and chatting with Dr Paul MacCready, Burt Rutan, Frank Robinson, Bob Guilliland and many other dignitaries. After the banquet, they crowded around Col Collins and chatted excitedly with her for about a half an hour during which time they all obtained her autograph on the program. The banquet was again a huge success. The Flabob young people enjoyed it immensely and with their youth, contributed greatly to the success of the evening.

- John Durant

Art Peterson gets award

Dr. Arthur Peterson, president of the Wathen Academy at historic Flabob Airport in Riverside, California, was named a co-recipient of the California Community College Administrators of Occupational Education Excellence in Partnership Award. The award acknowledges the Aeronautics Advisory Committee Partnership between the academy and San Bernardino Valley College as the most outstanding partnership in the state of California.

The Wathen Foundation hosts an aviation high school which recently won a \$772,014 Tech Prep grant to provide high school juniors and seniors with aeronautics courses and a link to college-level programs.

We Get Letters...

Hello! How is everyone in Chapter ONE?! I'm proud to say I'm a member of EAA Chapter # 1! Please include me in your e-newsletters and so forth. I'm interested in what's going on in our chapter and in keeping in touch with everyone. I was so impressed by the kindness and warm welcome extended by all at Flabob! It's an experience I won't ever forget.

Thank you so much for your friendship and the hospitality while Ron and I were there for the Sport Pilot Tour show.

Best always,

Tammy Nowland, EAA Marketing & Advertising Coordinator



61 Young Eagles flown in February Rally

Saturday’s flight rally had several firsts, or to be more correct, several almost firsts. It was the first good weather we had for flight rally in a long while. It was the first time Tiffany Felton flew a Young Eagle since she received her private pilots license. It was also the first time we flew Young Eagles in a twin engine aircraft in several years. Previously, Ted Reusch and Joe Lowe were the only ones who had flown Young Eagles in twins.

The story behind Saturday’s flight in a twin comes from several directions. Kyle Appleberry is one of our students at Wathen Aviation High School. He lives in Temecula and is in Boy Scout Troop 309 there. He and his mother, Linda, were instrumental in getting members of this troop here. The troop leader, Chet Gorman, works for the man who owns the twin, a Cessna 421 Golden Eagle. The owners, Bob and Carrie Hemme, live in Lake Havasu, AZ. Carrie has a furniture store there and Bob has an insurance business with offices in Lake Havasu and Temecula. He commutes to the Temecula office almost daily. Wheels up to wheels down is 53 minutes. He recently bought a Lancair 4 P and will use that for his commute. Travel time will be reduced to 36 minutes!!!

Bob and Carrie were anxious to fly Young Eagles for the first time. Of the 13 scouts from the Temecula troop six chose to fly in the twin and the rest opted to fly in two or four place aircraft. Shortly after takeoff, Carrie moved to the rear of the cabin and let the first scout move to the co-pilot’s seat and fly the airplane. This was repeated until all the scouts got to fly. In the process, one got a little sick and “lost his cookies.” Fortunately, Carrie was there with a bag to catch it and saved the beautiful interior of the airplane from soil and smell. This happened when the last scout was up front so he got to be there for the landing. As these young people exited the airplane and were excitedly talking about the flight, it was very apparent that this had been a great flight. Bob and Carrie have promised to be back for future flight rallies. They, like so many other pilots, said that they had more fun than the kids.

As an aside, Bob and Carrie owned a Seawind 300 amphibian. They had an in-flight fire and set it down on the Colorado River and got out safely. Kids with personal watercraft (jetskis etc.) turned their tails to the burning airplane and used their water “roosts” to try to put out the fire, but to no avail. The plane burned and sank to the bottom of the river where it is now a habitat for underwater creatures.

Back to the flight rally. The ground school was conducted by Tiffany Felton and the pre-flight inspection was done by Chris Felton with Andy Andersen standing by taking pictures. John Durant did the additional instruction for the more than 20 Boy Scouts who earned their aviation merit badges. Thirteen pilots flew 61 Young Eagles and almost everyone left with a smile on his or her face. (The airsick boy only had a faint smile on his face!) Again, a big thanks to all who helped this event run so smoothly.

During the morning, Dave and Debbie Chaney and their two teenagers walked up. In the early 90’s, when they lived in Riverside, Dave and Debbie did a beautiful restoration on a Stinson 108-3. This airplane was in very, very close competition for a major award at Oshkosh, in the mid 90’s. It narrowly missed it due to some little “nit-pick” items. Dave works for Fleetwood Motorhomes of Riverside and was transferred to Ft. Wayne, IN and then to Boonsboro, MD, and now last fall back to Riverside. In September, he was flying his Stinson back to California and had an engine stoppage over a soybean field in TN. He set it down ok, but the over three feet high soybean plants caused it to go over on its back and totaled that beautiful airplane. He doesn’t have another airplane yet, but look for them at future Young Eagle events. This behind-the-scenes look should give you a little feeling for the great pilots and ground support people we at Chapter One have to carry on programs such as Young Eagles. We are number one in more ways than being the first EAA Chapter.

Pilots who flew:

Allyn Auck	C 172	Jerry Cortez	C 150
Irvin Craig	C 182	Dave Cudney	Cherokee 180
Barry Duble	Cherokee 235	Tiffany Felton	C 152
Bob & Carrie Hemme	C 421	James Meeker	Taylorcraft
Trish Russell	RV 6A	Mike Sheehan	C 180
Larry Van Dam	Bonanza	Loreen Wynja	C 172

- Wes Blasjo

March Meeting to feature cutting edge technology

Put March 11 on your calendar. We are in for a treat. EAA Chap One member Erich Lewis is the Program Manager of Kelly Space at San Bernardino International. He will give us a complete rundown of the astounding array of interesting activities which go on there. In addition, Erich has promised to give us a tour of his facilities as soon as we can work out a date and the details.



FOR SALE:

Kitfox IV, w/ 65hp Rotax 582, 3-blade adjustable prop. Covered w/ Stits PolyFiber, tubing injected with anti-corrosion. About 50 hours on a/c, pictorial history of building process available. Will be sold with new Condition Inspection. Absolutely beautiful aircraft. Owner/builder, a professional and perfectionist from EAA Chapter 1, passed away. Asking \$23,500. Contact Jim Pyle at 951-452-5232 or jim.pyle@sbcglobal.net

March 3rd & 4th
SportAir Workshop:
RV Assembly

March 23rd-25th
SportAir Workshop:
ELSA Repairman

G & M Schapp **Powder Coating**

Specialists in airplane parts, we use polyurethane. Clear coat also available.

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Here is a partial list of Kelly activities which Erich will expound on with a professional power point presentation: A challenge: Enable the masses to take advantage of space travel; space launch capability; jet engine test; space component test; laser capabilities; aircraft interiors; giant aircraft paint facility; jet and rocket engine test site; vibration and shock machines; wave drag and sonic boom reduction; sensor research; laser paint removal.

This is all cutting edge aerospace technology, can you afford to miss this 21st century presentation? Sunday March 11, try to be there.
- John Durant

Help Wanted

Madison Elementary School, Riverside, CA, has an after-school program that serves approximately 100 students. We are looking for an individual to volunteer some time working with a group of 7 to 10 kids. We have simple balsa, rubber band powered build up kits that have wing spans of 12" to 24". The kits are simple fuselages with ribbed wings and would be covered in tissue paper. We are looking for a volunteer to come in one day per week for approximately two hours to lead the aircraft kit construction. We estimate approximate 5 to 7 consecutive meetings would be needed to go from box to test flight. At that point, a new group of kids would start a new plane project. Interested individuals will need to be fingerprinted and have a background check. Please contact Kathy Rohm (951) 683-2309 x104 if you are interested.

Wanted!

Classic/Antique airplanes for display at Riverside Air Show, March 31. Fly in 7-9:30 a.m. Pancake breakfast begins 7 a.m. For information, (951) 351-6113.

Newest Members:

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

Werner Kontara, Van Nuys, CA

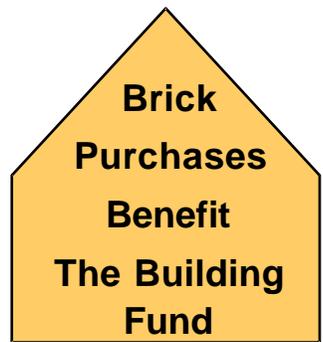
Walter Wasowski, Fontana, CA

Larry Brannon, Placentia, CA

Welcome aboard!

EAA Chapter One

Membership Meeting



March 11, 2007

Noon to 3 p.m.

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

FOR MORE INFORMATION CALL:

(951) 682-6236

Check our website at www.eeach1.org



SEE YOU THERE!

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