

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 5

May 2007



N982C

Photo by Leon

## Seeing double! Sister ships reunite at Flabob

April 14<sup>th</sup>, Young Eagles Day at Flabob. Scores of boys and girls run hither and yon within the confines of the roped-in clubhouse patio as dozens of volunteers herd them into some semblance of order. They are introduced to pilots, loaded into planes, then take off for the greatest thrill of their young lives.

“Big Red,” the beautiful Stinson 108-3 owned by Marie Brock and flown by Mike Sheehan, was there as usual, giving the mostly prepubescent kids their introduction to general aviation. Shortly after 11 a.m., Big Red lands and parks in front of the Chapter One hangar. Several minutes later, Big Red lands again and discharges another load of Young Eagles. It parks next to...Big Red! We’re seeing double!

Two nearly identical Super Stinson Station Wagons parked together in the Flabob grass. One is N984C, owned by Marie Brock. The other is N982C, owned by Ross Benike, of Birchdale, MN, who flew to Flabob for the chance to park next to his airplane’s twin. Both have the Continental 230 hp conversion.



N984C

Photo by Leon

The differences between the two aircraft are subtle: Benike’s Stinson is slightly more purplish in color, and has attachments for floats. But the similarities between the two aircraft are not incidental.

“When Ken and Marie (Brock) won at Oshkosh, the previous owner of my airplane fell in love with the paint scheme and copied it,” Ross said. So N982C—two serial numbers away from the 1947 Brock Stinson—was painted in an almost identical paint scheme from pictures taken of 84C.

*(Continued on Page 4)*

## Stinson Project keeping teens involved

While most teenagers are sleeping in or watching mind-numbing TV on Saturday mornings, a number of loyal teens make their way to Hangar 4 at Flabob each week and spend their Saturday mornings sanding, riveting, painting, and learning all the skills necessary to rebuild a vintage airplane.

These 18 young people have, for the past two years, been working on the Wathen Foundation’s current restoration, the Stinson Project. The follow-up to the Aeronca Kids project, the Stinson 108-3 Station Wagon was donated to The Wathen Foundation to be used for a young people’s restoration project by a group led by Alan Shackleton, Secretary of the EAA, and an EAA Director. According to Foundation Director John Lyon, “The group

is located in Aurora, Illinois, and enjoys restoring airplanes. Most of its members are members of Chapter 579, of which Alan was president for 20 years. They read about the Aeronca project, and, reviewing their ‘inventory’ of projects, realized that they probably had more projects than they could complete in a reasonable time. We are very grateful that they decided to donate this excellent airplane for the follow-on to the successful Aeronca Project.”

Jan Buttermore, Chapter One member and webmaster, is project supervisor, eking out the time for the project among his other roles as professor at the A&P program at San Bernardino Valley College and computer instructor at Riverside Community college, his A&P work at Far West

*(Continued on Page 5)*

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**Featured Airplane  
for May Meeting:  
Allyn & Richard  
Auck's Savannah  
Project**

# Calendar



## 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.

## June

### **1st -- First Friday Flicks**

Chapter One Hangar - 5 p.m.

### **2nd -- Pre-Oshkosh Picnic**

Chapter One Hangar - all day!

### **9th -- Young Eagles**

Chapter One Hangar - 8 a.m.

### **10th -- Chapter Meeting**

Chapter One Hangar - noon

### **10th -- Board Meeting**

Chapter One Hangar - 3 p.m.

### **16th -- Aircraft Display Day & Car Show**

Flabob Airport

### **23rd -- Design Group Meeting**

Chapter One Hangar - 10 a.m.

## 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.**

# Young Eagle to go to Oshkosh Event

Flabobian Young Eagle Carah Durell will attend EAA's Coffy Gregory Women in Aviation Program at Oshkosh this month, sponsored by the Wathen Foundation. She will be accompanied by Chapter One member Loreen Wynja, who will also be one of the speakers at the event.

EAA's Women in Aviation Program, held at the EAA Air Academy Lodge May 18-20, is a weekend designed for young women who are interested in a career in aviation. Participants enjoy several presentations from women involved in aviation, tours of local aviation businesses, and a Ford TriMotor flight. Program registration includes participation in online AeroScholars courses with college credits.

Sixteen-year-old Carah is a straight-A student at the Wathen High School and attends San Bernardino Valley College, where she is enrolled in the A&P program and private pilot ground school. The petite blonde became interested in aviation "six or seven years ago" when she took a Young Eagle flight. She was immediately captivated by airplanes and flying, and tried to become a volunteer at the airport, "but they said I was too young." In March of 2006, she started as a volunteer with the Stinson Project.

When she's not attending high school or college, or studying, or working on the Stinson, Carah said she walks around the airport and asks people if they need help working on their planes. The youngest of seven children, the Pedley native was home schooled until she began attending Flabob's high school this year. She gets her interest in the mechanical aspects of aviation naturally: her father is a mechanic and machinist. She hopes to begin pilot training after school ends this spring.

Carah said she feels fortunate to be chosen to attend the Women in Aviation program.

Loreen will attend the event for the third time, as a chaperone and as a presenter. A Registered Nurse with a master's degree and a critical nurse specialist, Loreen will present a course in aviation physiology, similar to the one she presented to Chapter One a few months ago. Loreen joined Chapter One in 1998, shortly after she earned her private pilot's license. She has been active ever since flying Young Eagles in her 180-hp Cessna 172.



*Photo by Leon*  
*Aspiring pilot and A&P mechanic Carah Durell poses with Norm Manary's Pitts S-1E. The Flabob high school student has been chosen to attend EAA's Women in Aviation Program at Oshkosh this month.*

## Looking for someplace fun to fly to?

### Watsonville Fly-In & Air Show

The 43rd Annual Watsonville Fly-In & Air Show will be held May 25-27, 2007. Display classic, neoclassic, homebuilts, warbirds; B-17; P-51, AT-6s; Military and Military Fly-bys; Thunder Delfins four-ship jet team; air show; static displays, souvenirs, food and much, much more. If you go to the Central Coast airport, take advantage of a \$1 discount on every gallon of 100LL before departing. Discount prices good noon Friday May 25 to 8 a.m. Monday May 28.

There will be a Friday Night Family Spaghetti Dinner and a Saturday Night's Pilots Get-Together. Tickets can be purchased online at [www.watsonvilleflyin.org](http://www.watsonvilleflyin.org).

### Starduster 2007 Fly-In

The Starduster 2007 Fly-In will be held June 1-3 at the Historic Wendover Airfield in Utah, sponsored by Aircraft Spruce and Salt Lake EAA Chapter 23. The Starduster gathering, which used to be held at Flabob, was last held three years ago at Oshkosh. According to the flyer, "All biplanes welcome, monoplanes tolerated." Speaker for the Saturday night banquet will be Alden Rigby, Utah's only P-51 ace (four kills in 30 minutes in one action). For information or tickets, contact H. Clay Gorton, 210 N 600 E, Bountiful, UT, phone 801-292-0127.



## The Prez Sez...

For those of you who could make our April membership meeting, not only did Tom Aberle put on an outstanding presentation, he received about 15 questions after the video. Everyone was glued to the screen watching his Phantom go around the pylons over 300 miles per hour just above the ground. I'm also sure you noticed your backside was a little more comfortable thanks to Ray Stits picking up new chairs for our chapter. The old chairs have served their time with honor and will be donated to a worthy cause.

For our May meeting we are, as usual, moving our membership meeting back a week, so we can all celebrate Mother's Day (our Young Eagles Rally is still on Saturday May 12<sup>th</sup>). In honor of Mother's Day we decided to do a Woman's theme for our May meeting. Allyn Auck will show us her project for our Aircraft/Project Display with Christine Malcomson-Young as our guest speaker; Christine flies for

Flex-Jet. And before any of you guys ask if we are going to have a Man's theme in June for Father's Day; think about it. Yes we have women members and pilots, but most are men and you celebrate Father's Day every time your wife lets you come out to the airport and play. The answer to a man's theme is no!

Now onto another subject; we were very lucky when Jim Pyle talked Leon Grumling to take over our chapter newsletter. Leon has done a great job and I have heard a number of positive comments about the newsletter. As you all know from my past Prez Sez, my only goal is to get people involved again with our chapter. Here is another way you can help. If you would like to contribute an article to our newsletter, please do and if you know of some past articles about Chapter One or Flabob, let us know. For many of you, it may be old news, but for people new to the chapter and to Flabob (like me) it's new. The chapter and Flabob have been around for a long time and I know there's a lot of info and history out there many of us do not know about.

The ballots were counted (133 YES to 2 NO) to change our bylaws. I would like to thank everyone who took the time and sent their ballot in. Now back to my job and asking for volunteers for the Nomination Committee. We will be voting in the Vice President, Treasurer and 3 Board positions. If you or if you know of another chapter member who is interested in one of the positions or would like to help on the nominating committee, please let us know

The same weekend as our membership meeting in May is the Chino Air Show. Enjoy the Air Show Saturday and we will see you Sunday. Thanks again!

*Jerry Cortez*

## **Twin Stinsons reunited** *(Continued from Page 1)*

Over two decades later, the plane came to Flabob to visit its famous twin. Ross made the long trip from upper Minnesota to Southern California to visit relatives, but basically with the idea of uniting the two Stinsons.

Through the magic of the internet, Ross found Big Red at Flabob. He emailed Chapter One President Jerry Cortez, who emailed him a phone number for Robert Jordan, who referred him to Mike Sheehan. Twin found, Ross planned a trip to Flabob.

Ross lives in the "suburbs" of Birchdale, MN (population 8). He works full-time at a paper mill in International Falls, and is in partnership with his brothers in farming the family farm they took over from his parents—the farm at which he has a 2,000' private strip and where he hangars his Stinson. There they grow small grain, wheat, canola, and grass seed. Ross, who is 40 and unmarried, has a home about ½ mile from the farm.

Ross has owned 82C for about 10 years, and flies it on floats in the summer, and on skis in the winter.

He arrived at Flabob on Tuesday, April 10, and spent his first evening as part of "Taco Tuesday Night," the weekly gathering of a number of Flabobians at a local watering hole. He got a motel room and spent the rest of the week at the airport with which he fell in love.

Ross, who served as Young Eagles coordinator for a dozen years at Chapter 1012 in International Falls, was eager to help Chapter One's Young Eagles event on Saturday.

# Stinson Project Update *(Continued from Page 1)*

Aviation, and husband and father.

According to Jan, one thing that draws youth to the program is the “payment” they get for their work in flying time. Each teen has a time card, like at a real job, and clocks in and out when they work on the Foundation project. After they accumulate 60 hours, they earn one hour of flight credit for every four hours they work. The credit gives them one hour of instruction in an airplane for \$15 at Gotta Fly Aviation. Each volunteer also gets a shirt with the “Stinson Project-Flabob Airport” logo on it.

The donated project included an almost complete fuselage, and assorted other aircraft parts. The package was actually the combination of the remains of two Stinsons caught in a tornado—the fuselage of one and the wings of the other. The Stinson Team worked for quite some time to build up a wing—a lengthy task given the three-piece ribs—only to find out, after primer and paint, that the spars were rusted in several places. This caused the tear-down of the wing, and the purchase of three new spars—a disheartening but educational event for all involved. With the new spars, one wing is nearing completion.

One problem encountered by the project is that the vertical stabilizer skin was severely damaged by hail and is unusable. Since new skin is not available commercially, it has to be fabricated. Call in the experts. The father of Carah Durell, one of the Stinson Team, is a mechanic who built a “wide bead roller” that will enable fabrication of the aluminum skin of the vertical stabilizer.

The project also lacks a horizontal stabilizer and an engine. “We need a horizontal stabilizer,” Jan said, “and we are working on getting a Lycoming or Continental STC for the plane.”

Jan said the kids do all the work on the aircraft.. Jan has a helper, an intern from the A&P program at SBVC, who assists with supervision, but, Jan said, “He also does not work on it.” All of the work is done by the teens. The roster of volunteers includes David Adling, Laura Adling, Jordan Baus, Matthew Counts, Friend Deming, Dev Dhillon, Gina Duran, Carah Durell, Chris Felton, Alex Garcia, Ryan Goebel, Chris Gramm, Andy Hand, Cory Hoogland, Austin Jones, Aaron Kenny, Brittany Taber, and Jordon Whitley.

In addition to working on the Stinson, the Team also makes airplane chocks with Flabob Airport stencils, and builds model aircraft and aircraft parts for Wathen Foundation educational purposes.

Jan said the project will require “at least three more years” to completion.

**Don't forget--  
Next Chapter Meeting  
Is May 20th!**

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Thanks, Doc!



# FROM THE EDITOR'S DESK

## On it's and its

OK, I'll admit, as an editor it's one of my pet peeves...the misuse of "it's" and "its." It's a grammatical rule I learned in third grade (or second, or fourth; it's hard to remember back to pre-computer days).

"It's" is a contraction for "it is." In other words, it functions as both a noun and a verb. "Its" is the possessive form of "it." I understand how confusing this can be; normally, you make a word possessive by adding an apostrophe-s at the end (like "Jerry's airplane"). But not in this case. This word has its own unique spelling for possessive: its.

Apparently millions upon millions of people—including college graduates and those with advanced degrees—never learned or can't remember this simple rule.

I was online reading the well-written mission statement of The Historic Wendover Airfield when I came across this: "...the Wendover Airfield strives to maintain **it's** maximum originality of the early 1940's and re-create an authentic setting..." In the May issue of *Plane & Pilot*, a pilot report on the Cirrus SR22 Turbo states, "...planning to take the Cirrus up to **it's** certificated ceiling of FL250..." In both cases, the writer should have used "its" without an apostrophe. I still shudder at this error, even though I've seen it thousands of times on hundreds of pages. (Funny thing...Microsoft Word picked up these mistakes as I wrote them and underlined them).

A few years ago in New York City, I saw a billboard that read "Flavor at it's Finest." Right. "Flavor at it is Finest." Even big city advertising executives and magazine editors can't get it right...even with spell check. You see "it's" misused so often that it begins to appear correct. But it's not.

Sometimes you see a writer who's unsure of the rule compromise by using a unique word: "its'." This would be the possessive plural of "it," but, of course, "it" is never plural. Nice try, but no cigar.

As an editor, I care about grammatical rules. Most people don't...and that's fine. That's why you have editors. So, please, especially in an EAA chapter, don't let your lack of grammatical finesse keep you from writing articles for the chapter newsletter. Your editor really won't care how you spell "it's," or anything else, for that matter. Nor will they care if it's hand-written or typed. They just want the story.

If you are involved in an aircraft project, write an article about it. Take pictures. (These days, editors prefer digital photos, but if you're still using 35 mm film, we have scanners for just that reason). If you or someone you know has accomplished an aviation feat (flying cross country, attending a unique fly-in, making a great landing, etc.), write a story about it. If you come across a unique airplane, write a story about it. Take pictures. Submit them to your editor.

Don't worry if you lack writing skills, don't know grammar, can't spell. Write it anyway. That's what editors are for! You supply the words, we add the polish. (Were you aware that polish is a *capitonym*—when you capitalize the first letter, the pronunciation changes? Other capitonyms include job, herb, august, nice, ranier...).

Okay, I'll stop with the editor stuff. Have a great May! And write a story for your newsletter!

LG

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# When a pilot builds a swing for his grandson...



*The finished plane, ready to be mounted on the swing. Note the bombs under the wings that can be released from inside the 'cockpit.'*



*The airplane parts were cut out by Jerry's brother-in-law, and Jerry took it from there. He worked hard to have it completed by grandson Carter's third birthday.*



*Photos by Jerry Cortez & family*



*Carter 'flies' in his new swing with a little help from Grandpa Jerry.*

When Chapter One President Jerry Cortez decided to build a swing for his grandson's third birthday, he wanted it to be unique. What better way to introduce the young man to the joys of aviation than to get him in an airplane swing? Jerry's wife ordered a set of plans, his brother-in-law jigsawed the wood, and Jerry assembled the beautiful swing set. "I thought it would be kind of cool to add bombs," Jerry said, so four bombs are mounted under the wings and can be released from inside the "cockpit." Jerry completed the swing set and transported it to his grandson's home in Menifee in time for Carter's third birthday. He loves it!

# **Come Join Us For Our 1st SW Pre Oshkosh Picnic**



**When: June 2, 2007 - Where: Flabob Airport (RIR) - Time: Hanger opens at 9**

- Bring your picnic basket and talk to other EAA members who are thinking or planning on going or have been to Oshkosh
- We have picnic tables for those who want to enjoy the outdoors or come inside our hanger where there are more tables and chairs. Help yourself to our free self serve coffee, ice tea and lemonade available to our guests all day
- What is a picnic without horseshoes and volleyball (a little competition doesn't hurt)
- There are tables in the hanger for pilots looking for passengers, passengers looking for transportation and alternate ways to get to Oshkosh, including info on 2007 AirVenture
- For those who don't bring their food, we have the airport café and phone numbers available to call for take out
- Come the night before and enjoy the Flabob's Fabulous Friday Night Flicks. \$5.00 donation gets you pizza, drink, an old flying serial and a flying feature movie

# American Legend to offer kit-built Cubs

The American Legend Aircraft Company has introduced its popular Legend Cub in kit form. The Texas Sport is designed to meet the 51% rule for homebuilders and will be manufactured by a new division: Texas Port Aircraft Company. The kit will be delivered with a complete fuselage and nearly completed wings. The plane can be built with either a 1320 or 1600 pound weight. It can be flown as an LSA, but it is not an E-LSA.

According to Kurt Sehnert, one of the founders and owners of the company, "We didn't see much benefit to making it as an E-LSA. As an E-LSA, the builder can't make any modifications to the plans; they have to build it exactly to specs. But if you build it as an amateur-built aircraft with a 1320 pound rating, you can still fly it as an LSA, and modify it any way you want."

Kurt said if a builder builds the kit exactly as the Legend Cub, with a new engine and the same avionics, there will



Photo by Leon

## Flabob Cafe now open for dinner Friday nights

The famous Flabob Cafe is open for dinner from 4 to 8 p.m. on Fridays. On April 13, the cafe began offering dinner choices of New York steak, chicken, fillet of cod, enchilada plate, taco plate and 99¢ tacos.

be a savings of \$10-15,000 over the price of a new Legend Cub. "But, if you put in a mid-time O-200 engine, not quite as fancy an interior, and so forth, you could easily save another \$10-15,000," he said.

The company also offers quick-build options. "You come to Sulphur Springs (TX) and spend the first 14-day phase assembling the fuselage and wings, and cover everything," Kurt said. "Then everything is ready for the paint shop. You can take your kit and go home, or leave it with us and we'll paint it." Phase two of the quick build program involves returning to the factory and completing the final assembly. The plane is then ready to fly away.

American Legend has also introduced a new aircraft restoration service at their Sulphur Springs facility, where they will completely restore vintage tube-and-fabric airplanes.



Photo courtesy of American Legend

The new Texas Sport aircraft from Texas Sport Aircraft Company

## Oshkosh 2007!

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# 59 Young Eagles flown in April Rally

April's Young Eagles Flight Rally was flown under clear skies, warm weather, and no wind. This was the best conditions we have had for a flight rally in many months. Twelve pilots flew 59 Young Eagles and were finished flying by 11:30 a.m.

We welcome back pilot Gary Timbs for his second YEFR. Our welcome also goes to pilot Ross Bernike, from near International Falls, MN. Ross was in Southern California for a magazine article and photo op of his Super Stinson 108-3 and he chose to fly Young Eagles with us (Our newsletter editor, Leon Grumling, has a great article about this elsewhere in this edition).

As per usual, plenty of pilots and great ground support people allowed us to conduct another YEFR without any glitches. Thanks to everyone who shared their time and talents for the morning.

### Pilots who flew:

<b>Ross Bernike</b>	Super Stinson 108-3
<b>Jerry Cortez</b>	Cessna 150
<b>Barry Duble</b>	Cherokee 235
<b>James Hayes</b>	Grumman Cheetah
<b>Mike Sheehan</b>	Super Stinson 108-3
<b>Gary Timbs</b>	Cessna 140

<b>Martin Britton</b>	Stinson 108-1
<b>Irvin Craig</b>	Cessna 182
<b>Thomas Hamm Sr.</b>	Cherokee
<b>James Meeker</b>	Taylorcraft
<b>Ray Stits</b>	Cessna 182
<b>Loreen Wynja</b>	Cessna 172

- Wes Blasjo

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- 5). Staple and read. Enjoy!

### **New board secretary appointed**

Chapter One Board Secretary Martin Britton resigned from his post, effective this month. The Board appointed member Lloyd Dunn as secretary. Martin will remain on the board, and will assume Lloyd's position as chairman of facilities and equipment.

In other business, the board approved the purchase of a new lawn string trimmer, an electric blower, and a fertilizer for grounds maintenance.

### **Design group meeting canceled**

Because of various immovable conflicting uses of the Chapter One hangar in May, the Design Group is canceling its May meeting. June will proceed as scheduled.

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*EAA Chapter One*

# *Membership Meeting*

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The Building  
Fund**

*May 20, 2007*

*Noon to 3*

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