

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 9

September 2007

Open House Sept. 22nd!!

It's only a few short days until the annual EAA Chapter One Open House on Sept. 22nd—a day when aviation enthusiasts can gather for camaraderie, educational forums, good food, an aviation “Fly Market,” vendors, a silent auction, displays of airplanes, balloons and gyroplanes, and capped off with a fun and exciting Gala Banquet.

The Gala Banquet (tickets \$20) begins at 6:00 p.m., with a delicious banquet—your choice of chicken or beef, with all the trimmings—followed by our special speaker, Patrick J. “Pat” Halloran, Maj. Gen. USAF (ret.), former commander of the SR-71 Blackbird squadron.

“If there is ever a true Godfather of the SR-71 program, it's Pat Halloran. He's done it all and done it well—a highly respected individual, not only in the Blackbird program, but the entire Air Force. The mere mention of his name in conversation evokes comments ranging from “What a neat guy!” to “Outstanding gentleman.” So states author Richard H. Graham in his book *Sr-71 Blackbird: Stories, Tales and Legends*. He adds:

“General Halloran was raised in Minnesota and received his Air Force wings and commission through the Aviation Cadet program in 1950. He spent his first seven years in the Air Force flying F-84 jet fighters, including 100 combat missions in Korea. He was selected in the first group of pilots to fly the U-2 aircraft. He flew it for almost nine years, accumulating over 1,600 hours in the plane. From there Gen. Halloran moved to the SR-71 and flew it for over eight years, accumulating over 600 hours. He flew missions over Vietnam in both the U-2 and the SR-71, a distinction few pilots can claim.”

Gen. Halloran wound up his 34-year career with the Joint Chiefs of Staff, in the Pentagon, retiring in 1983 with over 8,000 hours of military flight time.

A resident of Colorado Springs, he is an active member and past president of EAA Chapter One. He currently flies a Lancair. He has also owned and flown a Mustang II and the famous midget racing plane, Loving's Love, designed by Neal Loving.

New gyroplane dealership to open at Flabob

A full-service gyroplane dealership--South West Aviation, LLC-- will soon be in full swing at Flabob Airport.

The new business is a partnership of Far West Aviation's Roger Farnes and Jan Buttermore, and Don Hoffman, of Fallbrook, CA. The offices will be at the Far West Aviation hangar.

South West Aviation will sell and service Sport Copter gyroplanes as well as Carter Copter components. The flagship of the Sport Copter's line is the Super Sport gyroplane. This fully-enclosed gyroplane utilizes the Rotary Aircraft Engine and cruises about 100 mph. With a full panel and dual controls, the cabin is equipped with forced air ventilation and cabin heat, and provides generous cargo room behind the seats.

The new dealer is working with Gotta Fly Aviation to provide instruction in the gyroplane. Customers will be able to purchase the gyroplane, receive the necessary instruction to learn to fly it, and have the craft serviced all at one location. We may soon see these sporty gyros dotting the skies of Southern California. We at Chapter One certainly wish the new dealer all the best. Perhaps each new owner will get a membership to Chapter One....?



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See you
at the
Open House!!

Calendar



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

October

5th -- First Friday Flicks

Chapter One Hangar - 5 p.m.

6th-7th -- Sport Pilot RV Workshop

Chapter One Hangar

13th -- Young Eagles

Chapter One Hangar - 8 a.m.

14th -- Chapter Meeting

Chapter One Hangar - noon

14th -- Board Meeting

Chapter One Hangar - 3 p.m.

27th -- Design Group Meeting

Chapter One Hangar - 10 a.m.

November

2nd -- First Friday Flicks

Chapter One Hangar - 5 p.m.

3rd -- Young Eagles

Chapter One Hangar - 8 a.m.

4th -- Chapter Meeting

Chapter One Hangar - noon

4th -- Board Meeting

Chapter One Hangar - 3 p.m.

10th -- Veterans Day Celebration

24th -- Design Group meeting

Chapter One Hangar - 10 a.m.



Unmanned Combat Air Vehicle pilot to speak at Sept. meeting

It's 7 feet high and 27 feet long and weighs 8,000 pounds. It can carry 3,000 pounds of weapons. But the latest U.S. 'X' plane – X for experimental -- doesn't carry a pilot. And its eyes can be provided courtesy of orbiting satellites.

Jim Thornwell, pilot of the X-45A will give us a rundown on his experiences flying one of the latest in a series of robot airplanes which grace the skies these days at our September Chapter Meeting..

Boeing has built the X-45A research craft that is the latest in a series of pilotless airborne robots that can snoop on U.S. adversaries and, if needed, deliver a knockout blow of bombs and missiles, all without risking the life of a pilot.

The concept is called "Unmanned Combat Air Vehicle" or UCAV. And while the flying robots look like a miniature version of a stealth bomber, its price tag is decidedly cheaper -- about \$131 million in development funds, divided up amongst U.S. defense research organizations including the Air Force and Defense Advanced Research Projects Agency (DARPA). Boeing itself put up \$21 million for the effort, which began in March of last year.

With their missions loaded into each craft's flight computer, the UCAVs would carry out dangerous and high-priority combat assignments without risking the lives of military pilots or multimillion-dollar planes. The UCAVs are not meant to replace combat aircraft but to supplement their operations.

The robot planes are projected to cost up to 65 percent less to build than future versions of fighters and up to 75 percent less to operate than today's fighters. Advanced computers, software and space navigation satellites would take the place of extensive ground-based control facilities.

Defense planners envision cramming the UCAVs with sophisticated equipment and loading target data into their computers before launch. The robot fleet would then take off and carry out their assignments.

Flying back to their bases, they could be quickly prepared for another flight or dismantled and placed in small storage containers. The UCAVs can last for up to 10 years in storage awaiting their next flight. Control systems can be replaced with more advanced designs and flight guidance systems that will use secure, satellite relay links.



Art Peterson spends a month teaching at Stanford University

Dr. Art Peterson, president of the Wathen Academy, spent a month this summer in his "natural" environment—the halls of academia—teaching a course in Basic American Government at Stanford University.

The summer program is put on for Stanford's "Junior Statesmen of America" program, in which promising high school seniors who have not yet been accepted at the prestigious university take courses to see if they can "make the cut" for admission.

"It's a very concentrated course," Dr. Peterson said. "It's three hours a day, six days a week, and we have debates every night." The course lasts three-and-a-half weeks.

Dr. Peterson has taught at the university for the past three summers. "They give me a nice little apartment to stay in, and keep me quite busy," he said. "I also get a chance to spend time at Ames Center, where they are developing some excellent aviation education programs for students from third grade through high school."

And, he said, it was good to be back in the ivied halls.

Wathen Aviation High School begins third year of aviation-related classes

A new school year is underway at Flabob's Wathen Aviation High School. About 50 students are enrolled, with more soon to enter the aviation-oriented curriculum, according to Principal Wes Blasjo. This is the third year of operation for the charter school. The program includes field trips and practical experience in aviation-related subjects.



The Prez Sez...

Here it is September already and it's time for our Open House. Our Open House committee and other volunteers have been working for the last three months getting ready for the 22nd. I would like to thank our committee members; Carolyn Badger, John Durant, Jim Hayes and Jim Pyle, plus others like Karen Schicora who is arranging our Open House dinner. I appreciate their time and having regular meetings getting prepared for this event.

This year we are delighted to have Maj. Gen. Pat Halloran USAF (Ret) as our guest speaker at the banquet dinner (thanks to John Durant). If you have used aircraft parts to sell, we have a place for you. Come early and enjoy a DC-3 (Flabob Express) group pancake breakfast. There will be vendor's forum speakers, all day aviation movies and more. We are still looking for volunteers to help during the day also and if you will like to help, please let us know. Carolyn is making phone calls looking for help, so please don't turn her down. We are also looking for donations for our silent auction.

Just a reminder, September's membership meeting is on the 9th and our Young Eagles Rally is on the 8th.

Jerry W. Cortez

LSA repairman/inspection Course coming to Flabob

The EAA's SportAir Workshop "Repairman (LSA) Inspection – Aircraft" will be held in the Chapter One hangar on Sept. 28-30. The Repairman (LSA) Inspection-Airplane Workshops are described as:

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

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

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

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

The repairman certificate earned during this course is only applicable to aircraft certificated as Experimental Light Sport - Airplane. It **IS NOT** valid to obtain a Repair/Inspection Certificate for an aircraft with an Airworthiness Certificate in the following categories: Experimental Light Sport - Weight Shift (Trike); Experimental Light Sport - Powered Parachute (PPC); Special Light Sport Aircraft (SLSA) Factory Built Light Sport Aircraft Ready To Fly; Experimental Amateur Built (Homebuilt from plans or a kit); Experimental Exhibition; Standard Category Aircraft (i.e. Piper J-3 Cub, Aeronca Champ, Ercoupe, etc.).

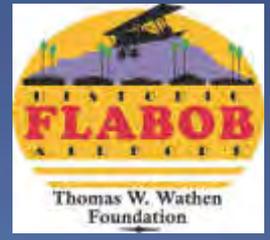
Bern Heimos is off on another cross-country flying adventure

Chapter One member Bern Heimos, who entertained us at the June chapter meeting with his cross-country trip in his J-3 Cub to Sentimental Journey and Airventure, is on the road...or, in the air...again. This time, he and his trusty Cub are journeying to the Antique Aircraft Association Fly-In at Blakesburg, IA, and the Stearman Fly-In at Galesburg, IL.

As he did last year, Bern is recording his adventure with stories and photos at his website, www.vintageflying.com. Check it out!



EAA Chapter One **OPEN HOUSE** **Flabob Airport**



Saturday, September 22, 2007

Celebrating 60 years of the US Air Force
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Patrick J. "Pat" Halloran, Maj. Gen. USAF (ret.)

Commander of SR-71 "Blackbird" Wing

Dinner tickets on sale...Call 951-683-2309 ext. 104



FROM THE EDITOR'S DESK

On Restless Pilot Syndrome

Isn't it great that pharmaceutical companies are now allowed to advertise on TV? We are bombarded with advertisements for prescription drugs, each of which urge us to "Ask your health care professional if you need (*insert name of drug*)."

Can't you see yourself going to the doctor and pulling out a long sheet of paper, and reading, "Doc, do I need Allegra Cialis, Celebrex, Claritin, Imitrex, Lipitor, Prevacid, Prilosec, Prozac, Zoloft, etc., etc." The hapless physician will likely write a prescription for 100 mg placebos and get you out of his office as soon as possible..

In their rush to sell their products, the drug companies even come up with new "diseases." You know they're important, because they have acronyms. You may suffer from RLS—"restless leg syndrome"—which is not to be confused with RAS, "restless arm syndrome," or RES, "restless ear syndrome." RLS is characterized by a restlessness and "creepy crawly" feeling of the legs (I'm not kidding—watch the ads!).

Women who are especially out of sorts during certain times of the month may have more than simple PMS (premenstrual syndrome); they may have PMDD, or "premenstrual dysphoric disorder." Or, as it is known in various hangars throughout the country, "Time to hang out with the guys at the airport!"

One disease for which no drug has yet emerged is RPS, or "restless pilot syndrome." This serious and not uncommon disorder is characterized by the following medical conditions: tachycardia (increased heart rate) when around airplanes, diaphoresis (sweating) and akathisia (inability to sit still) when seated in certain types of aircraft (such as aerobatic, amphibian, gyros, etc., depending on personal preference), aphasia (lack of ability to speak) or verbigeration (obsessive repetition of meaningless words and phrases) when watching Sean Tucker perform, feelings of euphoria when flying, mild to severe depression when grounded, and creepy crawly feelings over the entire body when approaching an airport.. All of these symptoms are intensified upon arriving at EAA's annual AirVenture.

RPS can strike at any time. An aviator jumps in his aging vehicle and heads for the airport. Once there, his pulse rate, respiration, and blood pressure begin to rise. Upon seeing certain aircraft, the aviator begins to perspire and feel that unless he gets airborne soon, he's going to explode. An anxiety attack? No...it's RPS.

Drug companies have diligently tried to find the cure, but the pharmaceutical fix has eluded them. It seems the only cure is to get the hapless victim into an airplane, down the runway and off the ground. Then, and only then, do the symptoms fully subside.

Those who suffer with RPS should not drink alcohol to excess, eat large amounts of refried beans, or have a small balance in their checking accounts. They should search for an understanding physician who will write a prescription requiring them to spend at least two—preferably three—days a week at the airport.

While there's no cure for RPS, there's one palliative action you can take—become active in EAA Chapter One! It's natural, drug-free, and tons of fun!

- LG

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SR-71 break-up at Mach 3.18

By Bill Weaver, Chief Test Pilot, Lockheed

Among professional aviators, there's a well-worn saying: Flying is simply hours of boredom punctuated by moments of stark terror. But I don't recall too many periods of boredom during my 30-year career with Lockheed, most of which was spent as a test pilot. By far, the most memorable flight occurred on Jan. 25, 1966.

Jim Zwayer, a Lockheed flight-test specialist, and I were evaluating systems on an SR-71 Blackbird test from Edwards. We also were investigating procedures designed to reduce trim drag and improve high-Mach cruise performance. The latter involved flying with the center-of-gravity (CG) located further aft than normal, reducing the Blackbird's longitudinal stability.

We took off from Edwards at 11:20 a.m. and completed the mission's first leg without incident. After refueling from a KC-135 tanker, we turned eastbound, accelerated to a Mach 3.2 cruise speed and climbed to 78,000 ft., our initial cruise-climb altitude.

Several minutes into cruise, the right engine inlet's automatic control system malfunctioned, requiring a switch to manual control. The SR-71's inlet configuration was automatically adjusted during supersonic flight to decelerate airflow in the duct, slowing it to subsonic speed before reaching the engine's face. This was accomplished by the inlet's center-body spike translating aft, and by modulating the inlet's forward bypass doors.

Normally, these actions were scheduled automatically as a function of Mach number, positioning the normal shock wave (where air flow becomes subsonic) inside the inlet to ensure optimum engine performance. Without proper scheduling, disturbances inside the inlet could result in the shock wave being expelled forward—a phenomenon known as an "inlet unstart."

That causes an instantaneous loss of engine thrust, explosive banging noises and violent yawing of the aircraft, like being in a train wreck. Un-starts were not uncommon at that time in the SR-71's development, but a properly functioning system would recapture the shock wave and restore normal operation.

On the planned test profile, we entered a programmed 35-deg. bank turn to the right. An immediate unstart occurred on the right engine, forcing the aircraft to roll further right and start to pitch up. I jammed the control stick as far left and forward as it would go. No response. I instantly knew we were in for a wild ride. I attempted to tell Jim what was happening and to stay with the airplane until we reached a lower speed and altitude. I didn't think the chances of surviving an ejection at Mach 3.18 and 78,800 ft. were very good.

However, g-forces built up so rapidly that my words came out garbled and unintelligible, as confirmed later by the cockpit voice recorder.

The cumulative effects of system malfunctions, reduced longitudinal stability, increased angle-of-attack in the turn, supersonic speed, high altitude and other factors imposed forces on the airframe that exceeded flight control authority and the stability augmentation system's ability to restore control.

Everything seemed to unfold in slow motion. I learned later the time from event onset to catastrophic departure from controlled flight was only 2-3 seconds. Still trying to communicate with Jim, I blacked out, succumbing to extremely high g-forces.

Then the SR-71 literally disintegrated around us. From that point, I was just along for the ride. And my next recollection was a hazy thought that I was having a bad dream. Maybe I'll wake up and get out of this mess, I

(Continued on Page 8)

SR-71 break-up at Mach 3.18 *(Continued from Page 7)*

mused. Gradually regaining consciousness, I realized this was no dream; it had really happened. That also was disturbing, because I COULD NOT HAVE SURVIVED what had just happened.

I must be dead. Since I didn't feel bad—just a detached sense of euphoria—I decided being dead wasn't so bad after all. As full awareness took hold, I realized I was not dead. But somehow I had separated from the airplane.

I had no idea how this could have happened; I hadn't initiated an ejection. The sound of rushing air and what sounded like straps flapping in the wind confirmed I was falling, but I couldn't see anything. My pressure suit's face plate had frozen over and I was staring at a layer of ice.

The pressure suit was inflated, so I knew an emergency oxygen cylinder in the seat kit attached to my parachute harness was functioning. It not only supplied breathing oxygen, but also pressurized the suit, preventing my blood from boiling at extremely high altitudes. I didn't appreciate it at the time, but the suit's pressurization had also provided physical protection from intense buffeting and g-forces. That inflated suit had become my own escape capsule.

My next concern was about stability and tumbling. Air density at high altitude is insufficient to resist a body's tumbling motions, and centrifugal forces high enough to cause physical injury could develop quickly. For that reason, the SR-71's parachute system was designed to automatically deploy a small-diameter stabilizing chute shortly after ejection and seat separation. Since I had not intentionally activated the ejection system--and assuming all automatic functions depended on a proper ejection sequence--it occurred to me the stabilizing chute may not have deployed.

However, I quickly determined I was falling vertically and not tumbling. The little chute must have deployed and was doing its job. Next concern: the main parachute, which was designed to open automatically at 15,000 ft. Again I had no assurance the automatic-opening function would work.

I couldn't ascertain my altitude because I still couldn't see through the iced-up faceplate. There was no way to know how long I had been blacked-out or how far I had fallen. I felt for the manual-activation D-ring on my chute harness, but with the suit inflated and my hands numbed by cold, I couldn't locate it. I decided I'd better open the faceplate, try to estimate my height above the ground, then locate that "D" ring. Just as I reached for the faceplate, I felt the reassuring sudden deceleration of main-chute deployment.

I raised the frozen faceplate and discovered its uplatch was broken. Using one hand to hold that plate up, I saw I was descending through a clear, winter sky with unlimited visibility. I was greatly relieved to see Jim's parachute coming down about a quarter of a mile away. I didn't think either of us could have survived the aircraft's breakup, so seeing Jim had also escaped lifted my spirits incredibly.

I could also see burning wreckage on the ground a few miles from where we would land. The terrain didn't look at all inviting--- desolate, high plateau dotted with patches of snow and no signs of habitation.

I tried to rotate the parachute and look in other directions. But with one hand devoted to keeping the face plate up and both hands numb from high-altitude, subfreezing temperatures, I couldn't manipulate the risers enough to turn. Before the breakup, we'd started a turn in the New Mexico-Colorado-Oklahoma-Texas border region. The

(Continued on Page 9)

Oshkosh 2008!

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SR-71 break-up at Mach 3.18 *(Continued from Page 8)*

SR-71 had a turning radius of about 100 miles at that speed and altitude, so I wasn't even sure what state we were going to land in. But, because it was about 3:00 p.m., I was certain we would be spending the night out here.

My first-ever parachute landing was pretty smooth. I landed on fairly soft ground, managing to avoid rocks, cacti and antelopes. My chute was still billowing in the wind, though. I struggled to collapse it with one hand, holding the still-frozen faceplate up with the other.

"Can I help you?" a voice said. Was I hearing things? I must be hallucinating. Then I looked up and saw a guy walking toward me, wearing a cowboy hat. A helicopter was idling a short distance behind him. The gentleman was Albert Mitchell, Jr., owner of a huge cattle ranch in northeastern New Mexico. I had landed about 1.5 mi. from his ranch—and from a hangar for his two-place Hughes helicopter. Amazed to see him, I replied I was having a little trouble with my chute. He walked over and collapsed the canopy, anchoring it with several rocks. He had seen Jim and me floating down and had radioed the New Mexico Highway Patrol, the Air Force and the nearest hospital.

After helping me with the chute, Mitchell said he'd check on Jim. He climbed into his helicopter, flew a short distance away and returned about 10 minutes later with devastating news: Jim was dead. Apparently, he had suffered a broken neck during the aircraft's disintegration and was killed instantly.

Mitchell said his ranch foreman would soon arrive to watch over Jim's body until the authorities arrived. I asked to see Jim and, after verifying there was nothing more that could be done, agreed to let Mitchell fly me to the Tucumcari hospital, about 60 mi. to the south.

I have vivid memories of that helicopter flight, as well. I didn't know much about rotorcraft, but I knew a lot about "red lines," and Mitchell kept the airspeed at or above red line all the way. The little helicopter vibrated and shook a lot more than I thought it should have. I tried to reassure the cowboy-pilot I was feeling OK; there was no need to rush. But since he'd notified the hospital staff that we were inbound, he insisted we get there as soon as possible. I couldn't help but think how ironic it would be to have survived one disaster only to be done in by the helicopter that had come to my rescue.

The next day, our flight profile was duplicated on the SR-71 flight simulator at Beale AFB, Calif. The outcome was identical.

Investigation of our accident revealed that the nose section of the aircraft had broken off aft of the rear cockpit and crashed about 10 miles from the main wreckage. Parts were scattered over an area approximately 15 miles long and 10 miles wide. Extremely high air loads and g-forces, both positive and negative, had literally ripped Jim and me from the airplane. Unbelievably good luck is the only explanation for my escaping relatively unscathed from that disintegrating aircraft.

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Thanks, Doc!

Election statements of candidates for Board positions

Candidates for Chapter Leadership positions need to comply with the By Laws requirement to put an Election Statement in the WingNut, stating their qualifications and desires for performing an elective office. Following are the statements that have been submitted:

Tiffany Felton

My name is Tiffany Felton and I'm an applicant for Board Member of EAA Chapter One.

I am a private pilot with 230 flying hours. I'm attending my 4th year as a business major at the University of California Riverside.

I've been actively involved in Chapter One for many years, I spent four years on the Aeronca Project and I've been teaching the ground school at Young eagles for the last three years. My interpersonal skills would be an asset to recruiting a new generation of aviation enthusiasts.

I am requesting your vote because I can bring new innovative ideas, and at the same time respect the opinions of our wiser "Greatest Generation" members.

Nancy Acorn

I would like to run for treasurer because I believe I would be a good steward over Chapter One's funds. I have worked in various accounting positions for the majority of my life so I understand the controls that must be in place to keep the funds secure and accountable.

I have been in the position of Membership since 2003 and feel that I have done all I can for that position. It is time for someone else with new ideas and fresh procedures to take over. Chapter One has done so much for my family. My son would not be in college obtaining a degree in Aviation Management, without this foundation. It started with one free, Young Eagle ride. I feel a strong commitment to do all I can in what ever little way I can to guarantee the continuance of this fine organization. There are a lot of youth to inspire out there. I am ready!

Thank you.

Gino Barabani

My name is Gino Barabani and I am an applicant for Vice-President in the forthcoming EAA Chapter One elections. One of the great features of our EAA organization is its traditional democratic system of operation. Our organizational guiding principle and club background is determined by volunteer leaders and the general membership and not by a paid staff of individuals.

Last year I set my goals with the following statement:

"If elected to this position, I will do my best to provide communication and cooperation between EAA Chapter One officers, myself and you the member's of Chapter One. My foremost interest and contribution that I can bring: 1) Help improve the Chapter, 2) Assist in the efforts and policies which have made the Chapter successful, 3) Contribute and help fulfill the Presidents, Officers and fellow member's future vision for this Chapter.

Finally and most important, I plan on having fun and learn how the Chapter operates to provide the utmost services to the members."

It has been fun and my three major goals still stand as my objective for the following year. If reelected I will accept it as a great privilege and responsibility that you the members have entrusted me with.

Please take the time to vote for your choice. Voting for your Chapter Board of Directors is very important. Since our Chapter is a democratically designed organization it requires your vote as a member in order to operate properly. Involvement in elections is a leading membership function. The other members and I stand for election so that we can set Chapter policy, budgets and run the general Chapter business. By voting for your candidate, you are communicating your views on how the Club should grow and change.

One of the first items we discussed after last year's election was the great voting turnout among our members. I would like to thank you now for voting. Let's see if we can end up with 100% membership response for this next election.

Feel free to contact me e-mail, {gbdefly@yahoo.com} or by phone (909) 882-9884 if you have any questions. (I'm easier to get by email)

Please vote and vote your choice. Thank you.



60 Young Eagles flown in August Rally

Once again the Chapter One pilots answered the call in force and 11 pilots flew 60 Young Eagles. It almost didn't happen, however, as all morning long the weather stayed just below minimums. The sun broke through early, but it just did not cause it to clear up. This is just another example of the Young Eagle Saturday Syndrome (YES Syndrome). The prospect of canceling and telling the disappointed youth to come back the next month is never good. Historically we get way less than 50% returning. After anxiously waiting all morning, it finally cleared up just before noon and within an hour and a half, all the new Young Eagles had smiles on their faces.

As is the case on most flight rallies, we had a large number of Boy Scouts. Troop 399 from Chino Hills under the leadership of David Porter brought 19 and Troop 695 from Sun City under the leadership of Mark Williams brought six.

The usual Chapter 1 cast of characters performed yeoman duties and everything ran like a well oiled machine. Thanks to everyone who made this flight rally happen.

We welcome back pilot Walter Wasowski who flew with us last month. It is always great to get an infusion of "new blood" into the ranks of the monthly faithful pilots.

- Wes Blasjo

Pilots:

Dave Cheney	Piper Pacer	Jerry Cortez	C 150
Irvin Craig	C 182	Dave Cudney	Cherokee 180
Barry Duble	Cherokee 235	Erik Lindholm	Bonanza
Norm Manary	J-3 Cub (Foundation's)	James Meeker	Taylorcraft
Larry Van Dam	Bonanza	Walter Wasowski	
Loreen Wynja			

Dr. Paul MacCready passes away in August

MONROVIA—Dr. Paul MacCready, internationally renowned innovator and entrepreneur, founder and former chairman of the board of directors of AeroVironment, Inc., passed away in his sleep on Tuesday, August 28. Dr. MacCready had recently been diagnosed with a serious ailment. His passing occurred less than one week after the 30th anniversary of one of his most notable accomplishments, the record-setting flight of his human powered airplane, the Gossamer Condor.

Many of us at Flabob are saddened by his passing. We recall that Dr. MacCready was the presenter at our Fly-in

Banquet in 2006 where he wowed us with his comments on flight and the demonstration of his ornithopter. At the Southern California Aero Club banquet in January 2007, he met and spoke with several of Flabob's young people who attended the banquet.

Born in 1925, Paul MacCready founded AeroVironment in 1971 and this month celebrated the 30th anniversary of the record-setting flight of the Gossamer Condor, which made the world's first sustained, controlled flight powered solely by a human on August 23, 1977. The feat led to Dr. MacCready being nicknamed the "father of human-powered flight." Dr. MacCready was named Engineer of the Century by the American Society of Mechanical Engineers and selected Graduate of the Decade by the California Institute of Technology. He was named one of the 100 greatest minds of the 20th century by Time Magazine. In recent talks and presentations around the world he would typically leave his audiences with the following thought, reflecting his focus on the changing relationship between humans, nature and technology:

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September 9, 2007

at noon

***Join us at the Chapter One Hangar for an
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