

The WingNut



EAA Chapter One Flabob Airport (RIR) Riverside, CA

Volume 55, Issue 8

We make flying FUN!

August 2008

Sharp sets new speed record at Oshkosh

Jon Sharp, who will be one of the exciting forum speakers at the Chapter One Open House, set a new world record July 31 at AirVenture 2008. He flew his Nemesis NXT aircraft to an average speed of 356 mph.

Sharp broke the 19-year-old 3 km C-1 (b) record (take-off weight of 1,102 to 2,205 pounds) of 341 mph set by Richard Greer in a Questar Venture in 1989.



Photo by Jim Pyle



According to Sharp's website, "The weather was less than perfect with winds gusting to 20 plus knots, yet the Lycoming Thunderbolt powered Nemesis prevailed. 'It was incredibly bumpy! I'm surprised by the speed. I thought for sure that we may have just barely made the record,' staid Sharp, 'I love that Thunderbolt engine!' The speed is calculated by averaging the four passes through the 3 kilometer timing gates. This is done by a NAA (National Aeronautical Assoc.) approved GPS unit that is placed in the plane."

Currently, Sharp and the Nemesis NXT hold three race records and two Gold National Championships (2006 & 07) in the Sport Class at the Reno National Air Races. The records include a 386.9 mph, a '07 heat race record of 385.6 mph, a '07 Gold race record of 385.6 mph, and a 2007 qualifying record of 384.7 mph and a 2007 record of 384.7 mph and a

Our Open House speakers!

Sharp and his wife, Patricia, run Nemesis Air Racing out of Mojave, CA, where they produce the Nemesis NXT

(Continued on Page 11)

Burt Rutan, Tom Poberezny celebrate the roll-out of WhiteKnightTwo at AirVenture



Burt Rutan, of Scaled Composites, and Sir Richard Branson, of Virgin Galactic, unveiled the long-awaited WhiteKnightTwo aircraft in Mojave, California, on Monday morning, July 28.

In a dramatic morning ceremony, this successor to the legendary White Knight One aircraft was rolled out of its hangar in front of a gathering of media and industry representatives. Assembled media at Oshkosh took part in a video conference held at the EAA Vette Theater and had the opportunity to ask questions of Virgin Galactic President Will Whitehorn and Scaled Composites' Bob Morgan.

The day after unveiling WhiteKnightTwo in Mojave, California, Burt Rutan of Scaled Composites and Sir Richard Branson and Will Whitehorn of Virgin Galactic came to EAA AirVenture Oshkosh 2008 and pledged to bring the newly introduced launch vehicle for SpaceShipTwo to next year's fly-in and, when ready, to conduct their first commercial sub-orbital space flight from AirVenture.

"We're going to take it to Sweden to fly in the aurora borealis, to the UK, Spain, and Australia

(Continued on Page 8)



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\$26.00 per issue

**Open House Banquet
tickets now on
sale! Call Kathy at
951-683-2309 x 104**

Calendar



August 2008

- 1st -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
9th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.
10th -- Chapter Meeting
Chapter One Hangar - noon
10th -- Board Meeting
Chapter One Hangar - 3 p.m.
16th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

September 2008

- 5th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
6th-7th -- RV 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.
19th-21st -- ELSA Workshop
Chapter One Hangar
27th -- Chapter One Open House
Chapter One Hangar

October 2008

- 3rd -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
4th-5th -- SportAir Workshops
Chapter One Hangar - see schedule
12th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.
12th -- Board Meeting
Chapter One Hangar - 1 p.m.
18th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

-Flabobians invade AirVenture 2008-

Sometimes things just work out!

Sometimes things just work out in the end. Like the trip Jim Spee and Wes Blasjo took to Oshkosh this year.

The plan was to deliver an Aeronca 60-TF Build A Plane project to a group of high schoolers from Kentucky at Oshkosh. Two days before they were scheduled to leave, Robert Jordan was busy welding and grinding as he finished an 18-foot trailer that will become Flabob's official airplane trailer.

To tow the trailer, The Wathen Foundation contacted Alvarez Lincoln-Mercury-Jaguar, who graciously agreed to provide an almost new king cab Ford truck for the trip. They loaded the Aeronca on the trailer and Jim and Wes began the long drive to Oshkosh.

Meanwhile, Past President Jim Pyle had begun his annual meandering trip to Oshkosh, stopping at the Pietenpol fly-in at Brodhead, WI, sponsored by EAA Chapter 431. Jim knew that Ned Dodds was searching for a Pietenpol project, so Jim brokered a deal between Ned and Doc Mosher, editor of the Pietenpol newsletter, and Ned became the proud owner of a Piet. They arranged for Jim and Wes to pick up the Piet and bring it back to Flabob on the trailer...which otherwise would have been empty. It just worked out.

Another thing worked out, according to a report from Mr. Pyle. The Aeronca was delivered to the students from Frankfort High Aviation Academy who began work on the restoration at AirVenture. The fuselage of the project, which was donated by The Wathen Foundation, had been badly damaged when the Foundation went to get the donated plane. At AirVenture, one of the attendees happened upon the high school kids working on the project. Noting the damaged fuselage, he said he had an Aeronca fuselage hanging in his hangar, and donated it to the high school

Don't you just love it when things work out?

The Build A Plane program takes requests from schools around the country and pairs them up with available planes. The aircraft are donated to the schools, which can then use the aircraft and curriculum to help develop and foster their students' knowledge, interest, and skills in aviation-related topics. At present, the organization has placed 80 aircraft in high schools across the United States, and it even has projects in Nigeria and Bangalore, India.

Cessna has teamed up with Build A Plane and has collaborated with the Department of Energy (DoE) to create an aviation-themed Real World Design Challenge. The program will allow high school students across the country to collaborate online with scientists and engineers from all 17 U.S. DoE laboratories as well as the Oak Ridge National Laboratory to create "greener" aircraft designs. Each teacher who attends and completes the two-day training to learn to use PTC's Pro/Engineer CAD software receives more than \$900,000 worth of free CAD software to use in his or her classroom.

Build A Plane has also teamed up with Glasair and is putting a group of students through its Two Weeks to Taxi factory-build program. The effort is being co-sponsored by the General Aviation Manufacturers Association (GAMA), Garmin, Lycoming, Hartzell, the Thomas Wathen Foundation, Advanced Flight Systems, Aircraft Spruce, Pacific Coast Avionics, and others who will provide the various subsystems and components needed to complete the project. The end result of the project will be the completion of a Glasair Sportsman 2+2 project.

Finally, Build A Plane announced a teaming with Snap-on Tools, which will provide, with the assistance of the Professional Aviation Maintenance Association, a core set of tools required for most aviation projects. The tools will be offered at the company's preferred education pricing.

Build A Plane is a 501(c)(3) not-for-profit organization that is seeking other aircraft projects to pair with open requests. For more information or to donate an airplane, visit Build A Plane online at www.BuildAPlane.org or call 920-279-3714



Photo by Jim Pyle

Carah Durell, Wathen Aviation High School student and Chapter One volunteer, gets a cool treat at Oshkosh. Carah was at AirVenture working with Polyfiber.



EAA Chapter One **Open House**



Saturday, Sept. 27, 2008

Special Guest Speakers: Tom Poberezny, Burt Rutan



*Special LSA
Exhibit Area
this year!*

at Historic Flabob Airport

Lots of aircraft on display!

Food booths & vendors

Educational Forums

Wathen Foundation Education Booth

Exhibits/Hay Rides

Our Annual Silent Auction

Polyfiber Demonstrations

Aviation Swap Meet

Afternoon Speaker at 3:00: Tom Poberezny!

Start your day at our Pancake Breakfast -- 7:00 a.m.



Gala Banquet Dinner

6:01 p.m.

\$20.00 per ticket

Special Guest Speaker:

Burt Rutan

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

Open House to feature LSAs

Light Sport Aircraft—the newest and fastest growing segment of general aviation—will be featured at this year’s Chapter One Open House. A number of LSA dealers and manufacturers have indicated they will have their planes on display for your viewing pleasure on Sept. 27 at Flabob. The LSA area will be directly in front of the Chapter One hangar. This is your opportunity to see the latest advancements in aircraft design from around the world.

Light Sport Aircraft were developed to fill a void in general aviation...daytime, VFR-only two seat aircraft that usually come with a much lower price tag than other certified GA aircraft. Since this new category of aircraft was approved by the FAA in April 2005, the LSA industry has gained FAA approval for 84 new aircraft models. This can be a bit boggling to GA pilots, who have seen decades go by with the appearance of a slight handful of new models from manufacturers. The names are many and new, and the choices seem endless. Come out to Chapter One’s Open House on Sept. 27th and browse among many of the new aircraft to your heart’s content.

Some of the LSAs which will be on display for your viewing pleasure include:



Breezer

The Breezer is a carbon fiber LSA which comes with either an 80 hp or 100 hp Rotax engine. It has an empty weight of 704 pounds, gross weight of 1,320, carries 18.5 gallon of fuel, and has a range of 497 miles. It climbs out at 900/1100 fpm, and has a cruise speed of 110/120 knots. The 80 hp has a two-blade, the 100 hp a three-blade ground adjustable prop.

CubCrafter’s Sport Cub S2

The Sport Cub comes with a Continental O-200 100 hp engine. With an empty weight of 848 pounds, it grosses out at 1,320, and holds 25 gallons of fuel. After a ground roll of 415 feet, it gives a rate-of-climb of 790 fpm, then cruises at 103 mph for a 450 mile range. The landing ground roll consumes only 245 feet of runway.



Evektor SportStar

The SportStar is an all-metal design with a 656 empty and a 1,268 pound max take-off weight. It has +6/-3g load factors, and cruises at 110 KCAS, but stalls at only 40 KCAS with full flaps. It heads skyward at 1,020 fpm and has a service ceiling of 15,500’. Maximum range is 700 nm. *(Continued on Page 6)*

GET YOUR BANQUET TICKETS **NOW!**

- *There will be **NO** tickets sold at the door this year!* -

**To get your tickets, contact Kathy Rohm
951-683-2309 ext. 104 or send your check (\$20 per ticket)
along with a stamped, self-addressed envelope to
Kathy Rohm, Flabob Airport, 4130 Mennes Ave., Riverside, CA
92509**

PLEASE INDICATE YOUR CHOICE OF STUFFED CHICKEN BREAST OR BEEF TRI-TIP

LSAs to be exhibited at Open House



Fantasy Air Allegro

The Allegro is a composite body/metal tapered wing aircraft with a Rotax 80 or 100 hp engine, that carries 17 gallons of fuel. An empty weight of 622 and MTOW of 1,320 pounds gives it a 596 pound useful load with full fuel. It cruises at 120 mph with a range of 500 miles, and stalls at 40 mph with flaps. It takes off in 300 and lands in 340 feet of runway.

Flight Design CTLS

The Flight Design CTLS is a composite airplane with a Rotax 100 hp engine that has an empty weight of 770 pounds and a gross of 1,320. The ground adjustable composite prop pulls the plane through the skies at 115 kts cruise, and the 34 gallons of fuel are burned at 4.5 gph, giving a range of 830 miles. The plane has a take-off roll of 800 feet, and climbs out at 805 fpm. It stalls at 39 kts.



Jabiru

The Jabiru 170-SP is powered by the Jabiru 2200 80 hp engine. It climbs out at 900 fpm, cruises at 115 knots, stalls at 39 knots, and has a service ceiling of 15,000 feet. Solo take-off distance is 350 feet. Jabiru LSAs around the world have accumulated nearly a half million hours of flight time.

Legend Cub

The Legend Cub is a modern version of Piper's legendary J-3, and is available with a Continental O-200 100 hp or a Jabiru 3300 120 hp engine. It also comes with open or closed cowling, and has options of floats or skis. The tube-and-fabric plane cruises about 89 mph, stalls around 35 mph, and carries 22 gallons of usable fuel. The plane is sold in ready-to-fly or as a kit. Factory quick-build is available.



Skylark

The Skylark is an all-metal plane stressed for +7g and has a Vne of 179 mph. The 653 pound aircraft has a gross weight of 1,320, and has a useful load of 525 with full fuel. The 100 hp Rotax engine pulls it upward at 1,200 fpm and moves it along at a 135 mph cruise speed. It has a 525 mile range at 75% and a service ceiling of 14,000 feet. This Czech-built LSA has a cruise range of about 700 nm, with a fuel consumption of 3.75 gph.

Sport Hornet

The Sport Hornet is a certified S-LSA that has a fly-away price less than \$59,995. There's also an E-LSA version which can be built in less than three weeks for less than \$40k. It cruises at over 100 knots and costs about \$15 an hour to fly. The tandem seat design offers the pilot excellent visibility. The aluminum tube frame is covered with Stits Polyfiber, and has dual spar wings rated to +4g. The Sport Hornet is produced by Higher Class Aviation of Ramona, CA.



Tecnam Echo Super

The Tecnam Echo, which serves as a primary trainer for Gotta Fly Aviation here at Flabob, has a Rotax 100 hp engine, an empty weight of 710 and a gross of 1,320 pounds. Carrying just shy of 24 gallons of avgas, it climbs at 1,200 fpm and cruises at 114 kts. With full flaps, it stalls at only 34 kts, has a take-off run of 388 and landing run of 328 feet. It has a service ceiling of 14,800' and a demonstrated crosswind component of 15 kts.

BIPLANE FLY-IN



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Riverside Flabob Airport Foundation California

- Honoring **Lou Stolp, Mr. Starduster**
- All aircraft welcome, homebuilt or factory
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- **Saturday banquet**, October 18th, 6 pm
- Guest speaker: Aviation Safety Expert **Rob Harrison**, "The Tumbling Bear"
- **Over \$3000 in prizes and awards!**
- Technical forums and exhibits
- Phone registration: **951-683-2309 X104**

WhiteKnightTwo roll-out celebrated at Oshkosh

(Continued from Page 1)

from our home base in New Mexico. But the first place we're going to bring it commercially is Oshkosh," Rutan told a cheering overflow audience at Oshkosh. "We're going to make six new astronauts right here in the evening air show with SpaceShipTwo."

Noting that WhiteKnightTwo is the 40th aircraft he's developed, Rutan said of the aircraft's potential, "It's really something that's beyond what I thought I'd be able to do, or we at Scaled Composites would be able to do, only five years ago. I didn't expect someone to step up who had the passion for space, and the ambition to take this not just into the first beginning of private space flight but to be able to create a whole new industry," he continued, turning to his partner in the venture, Sir Richard.

WhiteKnightTwo, a twin fuselage, four-engine aircraft, is the offspring of the aircraft that launched the first successful civilian flight aboard SpaceShipOne into outer space, thereby winning the \$10 million X prize. But Rutan and his Virgin Galactic colleagues have their sights on a much bigger prize: opening space flight and outer space to private enterprise. At their forum presentation at Oshkosh, the trio said White Knight Two, the largest composite aircraft ever built, has the capacity to make that future possible.

Virgin Galactic intends to begin service by offering suborbital flights to space tourists, but Rutan said the service will progress "very soon to move into resort hotels in orbit. We want to make swings around the moon from that resort hotel, and I think that can happen within our lifetimes."



Good for the soul...

Four old retired guys were walking down a street in Wickenburg, Arizona. They turned a corner and see a sign that says, "Old Timers Bar -- all drinks 10 cents." They look at each other, and then go in, thinking this is too good to be true.

The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, Gentlemen?"

There seemed to be a fully-stocked bar, so each of the men asks for a martini. In short order, the bartender serves up four iced martinis...shaken, not stirred, and says, "That'll be 10 cents each, please."

The four men stare at the bartender for a moment, then look at each other. They can't believe their good luck. They pay the 40 cents, finish their martinis, and order another round.

Again, four excellent martinis are produced with the bartender again saying, "That's 40 cents, please."

They pay the 40 cents, but their curiosity is more than they can stand. They have each had two martinis, and so far they've spent less than a dollar. Finally one of the men says, "How can you afford to serve martinis as good as these for a dime a piece?"

"I'm a retired tailor from Boston," the bartender said, "and I always wanted to own my own bar. Last year I hit the lottery for \$25 million and decided to open this place. Every drink costs a dime—wine, liquor, beer, it's all the same."

"Wow! That's quite a story," says one of the men.

The four of them sipped at their martinis and couldn't help but notice several other people at the end of the bar who didn't have drinks in front of them, and hadn't ordered anything the whole time they were there. One man gestures at the group of men and women at the end of the bar without drinks and asks the bartender, "What's with them?"

The bartender says, "Oh, they're retired pilots. They're waiting for happy hour, when drinks are half price."

Avtek

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Hangar J-2

El Monte Airport

\$50.00 is donated to Chapter One for each member that uses Avtek for a

homebuilt aircraft inspection.

Thanks, Doc!



FROM THE EDITOR'S DESK

On Yoggi Berra and Chapter One

The malapropisms of Yogi Berra, the great former New York Yankees baseball catcher, have become famous. Yogi could fracture the English language like no other. The funny thing is, though, his sayings made sense, in an off-beat sort of way.

I was reading a list of them the other day and having a good chuckle, when I realized that a lot of Yogi's sayings are applicable to life here at Chapter One. For example:

"We have a good time together, even when we're not together." This is certainly true of folks at Chapter One. When you get involved as a volunteer here, you make new acquaintances and friends. There are no "strangers" here, and there is a spirit of camaraderie whether you've been a member for 50 years or are brand new. We have a great time together, and when we're not together...we have new email buddies.

"Our similarities are different." We run the gamut of different similarities at Chapter One. Long-time pilots, student pilots, helicopter pilots, gyro pilots, glider pilots, balloon pilots, non-pilots, and people you couldn't pay to get into a "little" airplane. And there are as many different ideas about things as there are members. You may find this shocking, but even those on your Board of Directors don't agree on everything all the time. That's why we have an odd number of directors.

"You can observe a lot by watching." If you watch, you'll observe that those who volunteer the most time and energy into the chapter seem to get the most fun and enjoyment out of the chapter.

"If you don't know where you're going, you'll wind up somewhere else." Your current chapter leadership, under the guidance of President Jerry Cortez, has a plan for the chapter. We want to keep it interesting, keep it fun, and keep it affordable. We want to educate the public on the joys of aviation, so our Young Eagles program remains a priority. We want to involve as many members in chapter activities as possible.

"When you get to a fork in the road, take it." Our directors try to remain flexible, and sincerely want *your* input on the direction the chapter takes. Talk to them. We consider it a duty and a privilege when you give your thoughts and ideas.

"We make too many wrong mistakes." That's why we need your guidance. Let us know how we're doing, and what we can do to better serve you—the member.

"If they don't want to come, you can't stop them." That's what Jerry Cortez was thinking at last year's Open House as he stood in the hangar and watched the pouring rain. This year, the Board wisely removed Jim Pyle as the guy in charge of weather. This year's Open House will be sunny with light winds. Think positive. Remember, *"Ninety percent of the game is half mental."*

"Nobody goes there anymore because it's too crowded." That's how many of us feel about airshows.

Yogi certainly speaks for your *WingNut* editor when he professed, *"I didn't really say everything I said."* And remember, *"Always go to other people's funerals otherwise they won't go to yours."*

"It ain't over 'til it's over." It's over. Thanks, Yogi!

LG

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Two SportAir workshops to be hosted in September

Chapter One will host two EAA SportAir workshops during the month of September.

The RV Assembly Workshop will be held on Sept. 15-16. Repairman (LSA) Inspection-Airplane Workshops will be held on Sept. 28-30.

The RV Assembly Workshops are described by EAA as:

“EAA is offering weekend assembly workshops for those interested in acquiring the skills necessary to assemble the popular RV kit aircraft.

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

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

Saturday morning we will begin with a discussion on basic sheet metal construction. After a classroom presentation, you will then spend time practicing the skills required to work with sheet metal. A practice project will be completed to allow you time to develop your skills.

Saturday afternoon you will start the main sheet metal project-a small airfoil section patterned after the RV wing. Assembly of this airfoil will include the majority of skills necessary to build the aircraft.

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

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

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

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

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

In order to receive your repairman certificate, you 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.

We're Still Around!

Plans by:

- * **Paul Poberezny**
 - * Acro Sport I
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Jon Sharp sets new world record at Oshkosh

(Continued from Page 1)

kit plane. His original Nemesis aircraft, which broke 16 world records, retired to the Smithsonian National Air and Space Museum.

According to the Team Nemesis literature, "Nemesis NXT (Neoteric eXperimental Technology) is a two-place, retractable gear, single engine, kit airplane of all molded carbon fiber construction allowing a very sleek aerodynamic profile.

Powered by a world class Lycoming TIO-540-NXT engine and a Hartzell Three Blade Propeller, Nemesis NXT is a high performance, breathtakingly personal transportation and racing airplane available in kit form.

The NXT is a precision handcrafted, high performance kit airplane, built with the highest quality materials."

Be sure to attend the Chapter One Open House on Sept. 27, where you can hear him describe the record-setting flight in his beautiful racing kit plane. Then stick around to hear EAA President Tom Poberezny discuss "The Spirit of Aviation" at 3 o'clock. And get your banquet tickets now for the Gala Banquet, with speaker Burt Rutan.

VOLUNTEERS NEEDED FOR OPEN HOUSE

Chapter One needs YOU!

Our Open House is approaching rapidly, and it looks like it's shaping up to be one of the largest events ever at Chapter One. That means there's going to be a lot of things that need to be done...a lot of not-so-glamorous chores like parking cars, moving tables and chairs, assisting vendors, manning sales booths, doing clean-up chores, checking on rest rooms, providing transportation for aircraft dealers, parking airplanes, security, etc. Unfortunately, your handful of loyal Chapter One volunteers, upon whom we depend to get things done,

can't handle the myriad of tasks that are going to come with this Open House.

That's why we need YOU.

If you are alive, breathing, and able to move...we can use you. You don't have to be physically fit, talented or good looking (all of which would disqualify your humble newsletter editor). The only other requirement for the job is a willingness to devote a day (or at least a few hours) of your time for a really good cause.

Okay...we're desperate for help. What more can we say? We need YOU.

FROM OUR READERS...



To the editor:

I agree fully with your position on spin training. Years ago I was at Oshkosh when I saw Sammy Mason and Tony Levier promoting their ideas on the need for spin training. If Tony thought it was necessary I thought it was a good idea. There was hardly a better stick and rudder man than Tony unless it would be Bob Hoover.

Not long ago I mentioned spins to a friend who flew a 172, and he told me getting into a spin was difficult because his instructor demonstrated a spin once. Whoa, I do not know how that instructor demonstrated that spin but he left my friend with the wrong impression. I bet every Private with a new ticket got cross controlled at some point and that is how you got into your spin, I bet.

Bob Young
Apple Valley

Leon,

Another stellar issue! Agreed that every student should know/feel/recover and become comfortable with spins. I was astounded during my training in a Champ when a spin was entered over the top in a micro-second. What a revelation. Congrats and 73's.

Dick Staley
Flabob Airport

As always, The WingNut urges our readers to submit letters to the editor. Let us know your thoughts, what you're working on, or if you have questions our Chapter experts may be able to answer. Let's hear from you!

EAA Chapter One

Membership Meeting

Brick
Purchases
Benefit
The Building
Fund

Lunch will be
Provided!

Bring your own
salad or dessert
Dish!

August 10, 2008
at noon

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

SEE YOU THERE!

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FOR MORE INFORMATION CALL:

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Check our website at www.eeach1.org



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