

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 55, Issue 7

We make flying FUN!

July 2008

EAA President Tom Poberezny to be afternoon speaker at Open House

Chapter One's Open House on Sept. 27 is shaping up to be one of the most spectacular events in chapter history, with a stellar line-up of speakers and events. We are pleased to announce that our afternoon keynote speaker will be EAA President Tom Poberezny.

At 3 p.m., Poberezny will speak on "The Spirit of Aviation" in the Chapter One hangar, after which he will be available to answer questions. At 6:01 p.m., the hangar will open for the Gala Banquet, with guest speaker Burt Rutan.

The son of EAA founder, Paul Poberezny, Tom took the reins of the organization in 1989. Since that time, membership has increased 40 per cent, to 170,000 members worldwide.

An accomplished aviator in his own right, Poberezny was a member of the U.S. National Unlimited Aerobatic Team that captured the World Championship in 1972. The following year, he won the U.S. National Unlimited Aerobatic Championship. He subsequently flew for 25 years as one wing of the legendary Eagles Aerobatic Team (originally the Red Devils), the most successful civilian precision flying team in history.



(Continued on Page 4)

White Knight Two set to roll out on July 28

Virgin Galactic's White Knight Two is set to roll out of Scaled Composite's Mojave Spaceport on July 28, the day AirVenture 2008 opens. Those who attend the Oshkosh fly-in will, in some way, be participating in the

historic event, according to the EAA.

"I can absolutely confirm that the Virgin Galactic event, which takes place during the opening day of AirVenture, will have ties back to Oshkosh, both real-time and throughout the week," said EAA President and AirVenture Chairman Tom Poberezny. "We've been in regular communications with our friends at Virgin Galactic and its partner organization, Scaled Composites, to coordinate."

Poberezny added that the Virgin Galactic team—including Virgin Group owner Sir Richard Branson, Virgin Galactic President Will Whitehorn, and Scaled Composites founder Burt Rutan—will arrive at AirVenture the following day (Tuesday, July 29) to speak and interact with EAA members and event visitors.

(Continued on Page 6)



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

Calendar



July 2008

4th -- Chapter One picnic/meeting
Chapter One Hangar - 4 p.m.

12th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.

12th -- Board Meeting
Chapter One Hangar - 1 p.m.

19th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

27th- Aug. 2nd -- EAA AirVenture
Oshkosh

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

13th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.

14th -- Chapter Meeting
Chapter One Hangar - noon

14th -- Board Meeting
Chapter One Hangar - 3 p.m.

19th-21st -- ELSA Workshop
Chapter One Hangar

27th -- Chapter One Open House
Chapter One Hangar



The Prez Sez...

Half the year is gone and Chapter One still has a busy schedule ahead of us. Hosting three more Sportair Workshops, our Open House Sept. 28th, co-hosting the Starduster/Bi-wing Fly-in Oct. 17 thru 19 and supporting Flabob's Veterans Day Celebration. Plus our Chapter's Christmas Dinner. When you add our monthly Young Eagles Rally and membership meetings, between Chapter One and Flabob Airport, this is a happening place.

Speaking of our Open House, I would like to thank the Open House Committee (led by Gino, our Vice-President) for the hard work they have invested and are still investing. They have planned out a great Open House for us with Burt Rutan speaking at the Open House dinner and Keynote speaker Tom Poberezny. There's a lot going on that day. The Open House Flyer should be out shortly (still fine tuning it).

As you know from our recent by-laws change last year, we have elections every year now. This year you will be voting for a President, Secretary and three board positions. Where a few of your elected officials have decided to run for their position again, we will lose some. I would also like to thank the ones who are leaving and the ones who are planning to run again for their support during my time as President. This part of the "Prez Sez" is aimed at our members who have a little time on their hands and have not held an elected position in our Chapter. I appreciate those who have served in the past and if you decide to run again we will be more than happy to welcome you back. But this is really aimed at the ones who haven't had their turn yet. There are two reasons I feel we need new blood: 1. Give our current and past elected members a break and let someone else step up; and 2. The new blood is important because it brings in new ideas. Our chapter does not need the same ideas over and over. We need new blood with new ideas. Please contact John Durant and put in your name. Remember there are five elected positions you can try for. The more I see running, the more I see people interested in the future of Chapter One.

Now let's talk about the Melberg Builder's Center here at Flabob Airport. Like I have said in the past, Chapter One is a social and education chapter, not much of a builder's chapter. I know we have local members like Mark Manda, Dave Cudney and Dick Heins (and a few others) who are currently building or just completed a project. We need someone to organize the Melberg Center. This facility is open to all Flabobians and Chapter One members. This is a way to put Chapter One in all three categories—a builder's chapter, a social chapter and an educational chapter. It takes a little time from all of us to accomplish this.

Thanks!

Jerry Cortez

Who's Chapter One's Volunteer of the Year?

Once again, your board of directors is urging all members to submit their selection for the EAA Chapter One Doug Maxwell Volunteer of the Year Award. Do you know someone whom you feel has contributed a great deal of time and effort to Chapter One? Then let us know. Contact any of your board members (they're listed on Page 2). The award winner will be chosen from the top five nominees.

Call, write, email or talk to any board member about who you'd like to see receive the Volunteer of the Year Award. We want and value your opinions. Think about it, and let us know. Thanks!

Aviation Swap Meet to be held during Open House

Got a bunch of old aircraft parts sitting around the hangar or house that you've accumulated over the years--thinking maybe you'd need them someday? Are you ready to clean house? What to do with all those aviation items taking up valuable space?

We've got the solution: It's the Aviation Swap Meet that will be held during the Chapter One Open House on Sept. 27. Someone, somewhere, is looking for that particular part, so load them up and bring them to the Open House. Set up shop, and sell or swap to your heart's content. It won't cost you anything and, who knows? You just might make a few bucks!

Memorial flight pilot stops by Chapter One

In 1970, the late Sam Burgess flew to all 50 states in a Bucker Jungmeister ... a flight he did over again through the lower 48 states and Alaska in 1974 in an Acro Sport. Sam wrote about his adventures in a book, *The Jungmeister Junket*. One EAA member, J.W. French, of Fort Myers, FL, read the book and was intrigued.

J.W. later became friends with the author, who said to him, "Well, why don't you do it, too? If you can't do it now, do it when you retire." So, about 30 years ago, J.W. started planning a flight through the lower 48 states. In 2005, he set out in a Bakeng Deuce with a 108 hp engine. He was having a great flight until he reached the mountains, and then he didn't have enough horsepower to get through Mullen Pass in Montana. He flew 9,500 miles that summer at an average speed of 97 mph.

This summer he will finish re-creating Sam's 1974 flight, in an Acro Sport this time. Leaving Fort Myers on July 1, he flew from Florida to Arizona, where he picked up his first new state, then flew on to Nevada and California, where he over-nighted at Flabob.

J.W. flew to French Valley Airport Sunday morning, June 29, where he was met by Jim Pyle and Conrad Nordquist from Chapter One. Conrad had previously purchased a GlasAir from J.W. After attending a Chapter 1279 meeting and viewing the chapter's Pietenpol project, it was off to Richie's for some sinful treats. The three then departed for Flabob, where Jim gave J.W. the grand tour of Chapter One facilities and other Flabob sights, including the Wright Flyer project.. J.W. spent the night with Conrad before departing for Visalia on June 30 as he continues the 2008 Sam Burgess Memorial Junket.

The memorial flight will continue through Oregon, Idaho, Montana, Wyoming, North Dakota, South Dakota, Minnesota and on to EAA AirVenture Oshkosh 2008.

An interesting side-note is that Chapter One's Ray Stits, in the early 1970s, constructed custom spars for Sam Burgess' Jungmeister before his noted 50-state tour.

Tom Poberezny to speak at Open House *(Continued from Page 1)*

During his career with EAA, Poberezny has overseen a number of the organization's milestone events. In the late 1970s he spearheaded EAA's first major capital campaign, which supported construction of the current EAA Aviation Center headquarters and museum complex at Wittman Regional Airport in Oshkosh, Wis.

In 1992, he led the creation of EAA's Young Eagles, which has become the most successful aviation youth program in history. Realizing the importance of mentoring to the future of aviation, EAA aimed to give one million kids between the ages of 8 and 17 an airplane flight by the centennial of powered flight on Dec. 17, 2003. The one millionth Young Eagle was flown in October 2003, celebrating the efforts of 85,000 EAA volunteers to reach the goal. The Young Eagles Program has now flown more than 1.25 million young people.

In 2002-2003, Poberezny played a pivotal leadership role in the national centennial celebration of flight. He was a member of the Centennial of Flight Commission, a six-person board empowered by Congress to coordinate and publicize the nation's commemoration of the Wright brothers' historic first flight.

He also led EAA's Countdown to Kitty Hawk program, which commissioned the construction of the first completely authentic reproduction of the 1903

Wright Flyer – the airplane that gave birth to powered flight. Throughout 2003, the airplane toured nationally, supported by artifacts and exhibits. The airplane successfully flew at that location in November and December 2003 and was present on those hallowed grounds on December 17, 2003--100 years to the minute from the Wrights' first flight.

Most recently, he has spearheaded EAA's leadership role in the new sport pilot/light-sport aircraft categories in the U.S. These new categories for pilot and aircraft certification are breaking down the time and expense barriers that prevent many people interested in flying from pursuing their dreams.

One of Poberezny's most demanding roles has been chairman of the annual EAA AirVenture Fly-In Convention for more than 25 years. During that time, EAA AirVenture Oshkosh, as it is now known, has grown to be the world's largest annual general aviation event, attracting an attendance of 650,000 from 70 nations and 10,000 airplanes for one spectacular week every summer.

With Tom Poberezny in the afternoon, followed by Burt Rutan, and with exciting forum speakers throughout the day such as Dr. Sam Puma and John Sharpe of Team Nemesis, this will be an aviation event no one will want to miss. Banquet tickets are on sale now. Get yours early!



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

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Our Annual Silent Auction

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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



Photo by Richard Bartholomew

The Flabob Express is back in the air! The historic DC-3 took to the skies in mid June after a long period of restoration by a group of dedicated Flabobians who formed a non-profit corporation known as Flabob Aviation Associates (FAA). "It's fully restored," said Jon Goldenbaum, who fills the front left seat in the plane. "The only thing left to do is fly it and have fun!" The co-pilot, John Pappas, is former owner of The Rose, a DC-3 that was based at Corona for many years. Chapter One congratulates the hard-working group for their successful restoration, and we look forward to seeing (and hearing) The Flabob Express as it fulfills its mission at Flabob.

White Knight Two set to roll out *(Continued from Page 1)*

White Knight Two's primary mission will be to serve as the mothership for SpaceShipTwo, which is currently under development as the world's first private tourism spacecraft. White Knight Two will carry SpaceShipTwo and her passengers to an altitude of approximately 50,000 feet, where the spacecraft will separate and blast at nearly Mach 4 up to a zero-gravity, suborbital space boundary of as high as 360,000

feet. An inventive "feathering" configuration will ease the spacecraft's reentry into the atmosphere after it has spent several minutes in weightlessness.

White Knight Two and SpaceShipTwo are significantly expanded and modified progeny of the original White Knight and SpaceShipOne. These originals seized the \$10 million Ansari X-Prize in the fall of 2004 for making the world's first qualifying, privately funded flights into suborbital space within two weeks. These aircraft wowed record crowds at EAA AirVenture Oshkosh 2005, where the mated aircraft performed their only public flight demonstrations before SpaceShipOne took its place at the National Air and Space Museum in Washington, D.C.

"This unfolding story of space tourism reflects directly on the EAA community and the environment of pioneering and innovation that it has always promoted," Poberezny said. "Burt Rutan, the genius behind the designs of the White Knights and the SpaceShips, and numerous other innovative aircraft, is a lifetime member of EAA who got started as part of EAA's amateur-built aircraft movement.

"We're proud of the accomplishments of Burt, of the Scaled Composites and Virgin Galactic teams, and of every EAA member who lives the dream of passionate participation

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homebuilt aircraft inspection.

Thanks, Doc!



FROM THE EDITOR'S DESK

On spins, or not to spin

One time long ago, back in the not-so-memorable 1970s, your humble newsletter editor was a student pilot in Carlisle, PA. As a newspaper reporter, I did a story on the new FBO at the local small uncontrolled field. In conjunction with my story, the FBO gave me a free introductory flight. I was hooked instantly. Three months later I had a brand new ticket that enabled me to escape the surly bonds...when I had the money (newspaper reporters aren't one of the higher paid professions).

Nearly every day after work, I would head to the airport to fly or just hang out. This was a kind of rural airport, and we flew to mostly rural airports. The radio on the single rental Cessna 150 was pegged at 122.8. While rules were never broken, they were occasionally bent at least 90 degrees. One of my friends was getting a BFR in his beautiful polished Swift. On return to the airport, he snap-rolled the little plane on the downwind leg. The instructor's lap belt wasn't cinched tight, and he hit his head on the roof. My friend passed.

Another friend used to bring his Champ over the airport about 1,500 feet high, then spin down to pattern altitude and recover on the downwind leg.

Speaking of spins...I was nearing the end of my training for my private ticket, when my instructor brought in another instructor from another airport to evaluate my readiness for the check ride. I climbed in the trusty 150 with this unknown instructor and went out to show him what I could do. About this time (40 hours or so), I was feeling pretty cocky. We went up and did the usual flight proficiency skills tests. I was terrific! I knew the new instructor, a pretty nice guy, was impressed.

Then it happened. It was a straight-ahead, power-off stall. I pulled the nose up. The stall warning blared, and the buffet began. It stalled. The right wing dipped...and, for some unknown reason, I tried to correct it with the ailerons! Suddenly, the world below began to spin around my windshield. I felt the urgent need for a roll of Charmin.

"I've got it!" the evil other-airport instructor yelled, as he pulled us out of the unintentional spin.

I don't really remember the rest of the flight. We obviously made it back to the airport, and I obviously got us on the ground. But I was shaken. My confidence was gone...destroyed. The instructor-from-hell told my instructor I wasn't ready for the check ride. I was devastated.

You see, my instructor was newly minted. I believe I was the first student he ever soloed. He followed the FAA regs to the letter. He taught me slow flight, stalls, and stall recognition (and, no, he never taught me to pick up a dropped wing with the ailerons...that was my idea). He taught me spin avoidance. But he never, ever showed me a spin. I had never been in any—not even a half-turn—spin. When that spin actually happened, my quick-thinking mind came up only with, "What the....???"

Enter Al Goss, a young CFII and the airport manager. With wisdom beyond his years, Al insisted I have a lesson the next day, with him. We took the trusty 150 up to about 3,000 AGL and Al announced, "Okay, now we're going

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The World Through a Cub Pilot's Eyes



Photo by Dave Gurkin

FROM THE EDITOR'S DESK (Continued from Page 9)

to do spins." I immediately looked for that roll of Charmin.

We did spins. We did spins from power-on and power-off stalls. We entered spins with my feet flat on the floor. We did spins from medium- and steep-angle banks. We did one turn, two turn, and three turn spins. And I recovered from every one of them!

For the first 15 minutes, I was sweating like a matador without a cape. Then the sweat stopped dripping off my nose. My palms began to dry. I began to enjoy myself. This was fun! With every spin recovery, my confidence was restored. Spins were no longer scary. They were enjoyable. When Al told me to head back to the airport, I was a little disappointed. I wanted to do more spins!

Since that time, I have never feared spins. Because I know what they are, what they look like, what they feel like, how to recover. In fact, some time later, I was with an instructor in an Aeronca Champ when he had me do an intentional spin. As we entered the spin, he said, "Take your hands off the stick and put your feet on the floor!" The little Champ did about a three-quarter-turn spin and flew itself right out of it...with no help from anyone.

In my humble opinion, every student should have spin training. Spin avoidance training is great, as is "distraction" training (the FAA surmises that most spins occur when pilots are distracted in a slow-flight situation). But nothing, and I mean *nothing*, substitutes for the seat-of-the-pants feeling of being in and recovering from a spin. Over and over again.

I was trained in spin avoidance. But, due to some genetically inherited trait of intermittent brain dysfunction, I got into an unintentional spin. If it weren't for that maniacal masochistic instructor-from-somewhere, I probably would have augured in. It only took about an hour with a savvy instructor to remedy that potentially fatal flaw in my instruction.

If it were your son or daughter learning to fly...would you want them to have that extra hour of instruction? I would insist on it. Regardless of FAA guidelines. **LG**

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89 Young Eagles flown in June Rally

Good fortune continued for our Young Eagle Flight Rally. Beautiful Southern California weather and 13 gracious pilots provided the thrill of a lifetime for 89 excited youth. Over half of the participants were Boy Scouts. As per usual, Tiffany Felton conducted the mini ground school and then filled in for her brother Chris in doing the pre-flight inspection with small groups. Chris was not there because he had scheduled a flight lesson. (This is one of the few legitimate reasons for not being there!!!) John Durant did the additional requirements for the Boy Scout aviation merit badges. Everything ran smoothly, thanks to a whole cadre of ground support people who make the wheels of this "fine oiled machine" hum with seaming ease. Thanks to all who came out and helped and had a good time in the process.

Pilots Who Flew:

Douglas Allen	Piper Archer PA 28-181	Don Newman	C 172
Larry Conley	Ercoupe	George Pruitte	C 210 B
Jerry Cortez	C 150	Ray Stits	C 182
Irvin Craig	C 182	Walter Wasowski	C 172 N
Dave Cudnet	Cherokee 180 C	Loreen Wynja	C 172 E
James Hayes	American AA5-A		
Barry Kennedy	C 172 TD		
Erik Lindholm	Bonanza		

-Wes Blasjo
Young Eagle Coordinator

FROM OUR READERS...



Leon:

I want to respond to your article in the June issue of *The Wingnut*.

I personally read everything in the publication, all 12-pages in the case of June, and often in the confines of that small frequently used 'office' which provides us privacy. And I enjoy reading the contents cover-to-cover for there is a lot of history you report that would never be made available to a non-member. My joining was at the invitation of Ray Stits having taking me on a tour of your facility and providing me with a membership application several years ago during my visit to FlaBob.

Also, I am a member of several EAA chapters which also have newsletters. Your *Wingnut* is more like a professional publication versus what I presently receive and used to publish as president of The Hiawatha Valley Pilots Association (MN) which was a word document, no photos.

I prefer the e-mail which I then print so I can read at my pleasure. There is little reason today to mail hard copies, except to some who do not have access to a computer, which should be few.

Keep up the good work, knowing that it gets read. I pass my copy to my son who is a pilot for he too finds interest in some of the articles.

Roger Montambo
EAA 101984

Tonight is June 3 and I just finished your great newsletter. As usual I read it from start to finish and I get it from the Chapter Homepage. Thank you. With all the members you have, getting ideas should not be difficult.

Ron Kempka
Cheyenne, WY

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

Bring your own
food & drinks.

Stay for the
fireworks display!

July 4, 2008
evening picnic!

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

SEE YOU THERE!

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