

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



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We make flying FUN!

March 2008

Feds evaluating homebuilt 51% Rule

More than 50 years ago, homebuilders were granted governmental recognition (and oversight) with the adoption of the Experimental Amateur-Built Category. This new category imposed no limits on the types of aircraft which homebuilders could construct and fly—anything from a Pietenpol to SpaceShipOne.

But the Amateur-Built Category does require that the aircraft be built “solely for the purpose of education or recreation,” and that the amateur builders complete “the major portion” of the aircraft construction tasks. This “major portion” requirement became known as the “51% Rule.”



Since its inception, the 51% Rule has been the subject of much debate. And now, the FAA has decided to take a long, hard look at the rule—an action that, quite naturally, has homebuilders nervous about retaining their right and freedom to construct aircraft.

With the introduction of complex homebuilts, kit-built aircraft, composites, and builder-assist programs,

what constitutes the builder/owner’s 51%? What if you buy the kit and have it built for you by an A&P? What if you own a machine shop, and have your employees do much of the labor? If the kit you buy is 49% constructed/assembled by the factory, then what if you have commercial assistance in completing your 51%?

On July 26, 2006, a concerned FAA established an Amateur-Built Aviation Rulemaking Committee, made up of representatives from the FAA, aircraft kit manufacturers, commercial assistance center owners, and associations, to look into these questions about the rule. During a forum at this year’s AirVenture, the Committee admitted that there are a lot of people buying airplanes in the amateur-built category who never touched their airplanes during construction—a clear abuse of the 51 percent rule. *(Continued on Page 4)*

Pearl Harbor survivor slated for March meeting

Our meeting Sunday March 9th will feature Richard Derwig, who was a crew member on a sub tender in a slip at the Pearl Harbor submarine base during the attack. Luckily, his ship was not hit, but he was witness to the terrible explosion of the *Arizona*. Richard states that that explosion was the single most devastating sight that he could ever conceive of in his lifetime. His description of that event when the *Arizona* flew apart was extremely moving.

Richard joined the Navy in 1937 and spent some time as a crewman on the ill-fated *California*, before it was hit

at Pearl Harbor.

Richard then applied for flight training, was accepted, got his "Wings of Gold" and flew 26 different aircraft during and after WWII. Among them was the Lockheed Ventura, the PBM, PBY, and the DC-3, 4, and 6. He stayed in the Navy and retired as a Lt. Commander. He recounts some striking stories about his many experiences during and after the war..

Come join us on the 9th to hear one of our own members recount his fascinating first hand experiences from Pearl Harbor onward.

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**Featured airplane
for March:
Dr Sam Puma's
Classic Cessna 210**

Calendar



March 2008

- 1st & 2nd -- RV Workshop**
Chapter One Hangar - 8 a.m.
- 7th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 8th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 9th -- Chapter Meeting**
Chapter One Hangar - noon
- 9th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 28th & 29th -- ELSA Workshop**
Chapter One Hangar - 8 a.m.
- 29th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.
- 29th -- Riverside Air Show**
Riverside Municipal Airport

April 2008

- 4th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 12th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 13th -- Chapter Meeting**
Chapter One Hangar - noon
- 13th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 26th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.
- 26th--Pietenpol Gathering**
Flabob Airport

May 2008

- 2nd -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 10th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 17th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.
- 18th -- Chapter Meeting** Chapter One
Hangar - noon
- 18th -- Board Meeting**
Chapter One Hangar - 3 p.m.



The Prez Sez...

February was a busy and exciting month for Chapter One. First we had Paul Proberezy honor our very own Ray Stits and Tom Wathen at Chapter One Founders Night. You can read about it in the Founders Night article in our February WingNut. The following Saturday at our monthly Young Eagles Rally, Pretend Entertainment came out and videoed the event and interviewed a few of our volunteers and Young Eagles. We were told this will be aired on the History channel sometime in May; we will keep you informed on the time and date. The Stinson Project was our monthly membership display aircraft. The kids are hard at work restoring it back to new under the supervision of Jan Buttermore. Jack Norris was our guest speaker at the monthly membership meeting. Great guy and great presentation! March speaker is Richard Derwig.

The following months are going to be just as busy. We are going to start looking for volunteers in March to help on the Open House Committee. If you have some time on your hands, please join us. We also have 2 workshops this month, the RV Workshop March 1-2 and an ELSA Workshop March 28-30. Remember Riverside's Air show is March 29. On April 26, we are again hosting the Pietenpol Gathering.

Jerry Cortez

AirVenture 2008 attendees can now purchase advance tickets online--for the first time

Admission to EAA AirVenture Oshkosh 2008 is now just a click away, with new advance ticket purchasing available at www.airventure.org

The advance purchase system allows EAA members and non-members to pre-purchase AirVenture admission tickets via a secure website. Both daily and weekly admissions are available, as is the ability to join EAA or renew a membership to receive the best possible admission prices available only to EAA members. This new system created by ClicknPrint Tickets also gives discounts to those who pre-purchase their AirVenture tickets by June 15, including \$2 for daily admissions and \$5 for weekly admissions for advance online purchases.

"This system responds to requests we've received from EAA members for the past several years," said Rick Larsen, EAA's vice president of marketing. "People wanted the ability to fully plan for their AirVenture experience, including having their tickets in hand when they arrive in Oshkosh. We're happy to make that possible this year."

To access the advance ticketing area, go to www.airventure.org and connect to the "Buy Now!" area. Full instructions and answers to frequently asked questions are available at that site. Advance AirVenture tickets are scanned and redeemed for the appropriate

wristband at AirVenture admission gates.

EAA AirVenture advance ticketing is made possible through support from Jeppesen.

"Jeppesen is a longtime supporter of EAA AirVenture and enthusiastically supports this new online advance ticketing system," said Rhonda Larance, Senior Manager of Business and General Aviation Marketing at Jeppesen. "Just as Jeppesen products help pilots plan their Oshkosh journeys each year, this advance ticketing system will help AirVenture attendees be more fully prepared to participate in this great event."

ClicknPrint Tickets (www.clicknprint.com) is the pioneer of online print-at-home ticketing and an industry innovator, providing ticketing services for more than 125 air shows and other sporting events. Through ClicknPrint's services, tickets can be purchased online using any Internet-connected computer. Those tickets are transferable and can be reissued if lost.

"ClicknPrint Tickets is thrilled to be the online ticketing provider for EAA AirVenture Oshkosh," said John Haak, an EAA member who is also ClicknPrint Tickets' air show specialist. "The goal is to make it easy for EAA members and other AirVenture attendees from all over the world to pre-purchase their tickets as they plan for their experience at Oshkosh."

Feds to start enforcing '51% Rule' *(Continued from Page 1)*

John Hickey, FAA's director of aircraft certification, said, "We're working up to a situation where people are not building their own airplanes. I cannot accept a policy that would support amateur-built aircraft certification for airplanes that are not built by their owners."

A few weeks ago, the Committee submitted its final report to the FAA. Shortly thereafter, the FAA placed a moratorium on its evaluation of kits to be placed on the "51% approved list." This means that no new kits will appear on the list until the FAA has completed its new process revision for determining the "major portion" (51 percent). The new policies will be printed in a future Federal Register notice. EAA estimates that notice will be published in the April-May time frame.

"Any substantive changes could cause negative effects to ripple throughout the homebuilt industry," EAA stated in a news release. "To help the FAA have a better understanding of what it takes to build even a 'fast build' aircraft, EAA is asking homebuilders to write the FAA and urge policymakers to maintain and protect the rights of ALL amateur builders."

A Call to Action

With these points in mind, EAA asks its members to get involved and write to the FAA.

If you're a homebuilder: Write and share your experience as an amateur builder with those who are spearheading the new policy. Share with the FAA your experience of building your aircraft, why you consider yourself a true amateur builder in every sense of the word, and that you advocate preserving the precedent established by the FAA when it approved today's fast or quick built kits as 51 percent-compliant. EAA has provided a sample letter with topics for you to consider including in your letter to the FAA.

If you're not a homebuilder: We sincerely hope that this issue is important to you, too. If you believe in the homebuilt movement and all the innovation that comes from it, be ready to act when the FAA publishes its new policy as to what qualifies under the amateur-built regulations. Watch the EAA website for further details.

What does all this mean to me?

Your humble editor is often a bit slow on the uptake, so *The WingNut* contacted Earl Lawrence, EAA's vice president of industrial and regulatory affairs and co-chair of the Amateur-Built Aviation Rulemaking Committee, to see how all this applies to us as homebuilders.

After a long conversation, the message came down to "Document very well what you do when you build your airplane!"

"My advice is not to hire anything at all out that wasn't done by the manufacturer, if you're buying a 'fast build' kit," Lawrence said. "Be aware that the fast build kits are very close to the edge of the 51% Rule."

Lawrence admitted that the FAA has been somewhat lax in enforcing the 51% Rule in the past. But that is now going to change, and the feds are going to require proof that you—the builder—did more than half the tasks required for certification of the airplane.

"We're talking about the things that pertain to the certification—the structural integrity—of the airplane," Lawrence said. "You can hire someone to paint your plane, because the paint job has little to do with the airworthiness of the airplane."

This new scrutiny by the FAA has arisen, he said, because of the evolution of the "quick-build" kits over the past several decades, which have come to include an increasing number of completed parts and tasks. In fact,

the feds believe that some of the "51% approved kits" should not, in fact, have been approved by the FAA.

Builders who pay other people—including employees—to fabricate parts and work on the airplane may not be in compliance with the 51% Rule. And builders who "sign off" on commercial assistance, verifying that they did the work themselves, may well encounter big problems from now on.

If the FAA discovers that homebuilders have signed off on work done by commercial enterprises or paid help, they may deny an experimental amateur-built certificate for the aircraft, in which case it can never be legally flown. And they will report the falsification of records to the Justice Department for prosecution.

Nobody knows exactly what steps the FAA is going to take toward enforcement of the 51% Rule. We will likely find out in the next few months. The feds may or may not take all the recommendations of the ARC committee.

If you are planning on building a kit airplane—especially from a "quick-build" kit—take Lawrence's advice: Document every bit of work you do, fill out all appropriate forms, and avoid contracting out or paying for work that you must state is done by you.

So far, nothing has changed for homebuilders. But it probably will. And remember...Big Brother now is watching.

Free website provides complete flight plan

I know this has happened to you...you call your privately operated FSS because you want a weather briefing, but, you are on hold for what seems an eternity. Or, you log on to your DUATS account to do the same, but there is so much text that the important information gets lost in the jumble. If there was only somewhere I could receive departure and arrival airport weather, forecasts and notams in a format that is in plain English and easy to understand at the click of a mouse....well, folks, today is your lucky day.

My new employer/corporate flight department utilizes a free service called FltPlan.com. FltPlan.com is a small group comprised of aviation professionals, commercially-rated pilots and computer programmers. They have designed it to be user friendly, and even those of you who are shy with computers will find the web site fun and non-intimidating.

FltPlan.com is a complete Flight Planning service for General Aviation pilots. They have links for fast access to up-to-date information, or become a registered user (it's free) to create and file customized flight plans and receive FAA approved weather (and much more). Below is a sample navigation log for a VFR flight from Flabob Airport to Santa Barbara. With just a few key strokes and clicks of the mouse FltPlan.com does everything except fly the plane! One unique feature of FltPlan.com is that Departure Dates and Times are entered in local time! The program will automatically convert the time to UTC/GMT or Zulu, whichever you want to call it.

IFR	C172	Type: C172/R	117Kts	Dep: KRIR
Dept: 2100Z	8,000	FILED ROUTE (see below)		
Dest: KSBA	ETE: 1:12			
FOB: 0400	Alt: KOXR	JOE PILOT	/JOB: 3	Color: W/B

DIRECT

NOTE==> No Forecast winds for that far in future: using winds valid until 03/03/2008 11:59:00 Z

KRIR to K/SBA: TC=283° : MC= 269° : JT. LINE= 123nm : AIRWAY=123nm : Extra=0%

Sectionals	Route Map		Current Radar	Radar Loop						
Winds Aloft	FL100 ISA(-05) Comp	FL080 ISA(-01) Comp	FL060 ISA(+03) Comp	FL040 ISA(+07) Comp						
K/BA0090	006/023 +09 -	021/025 +05 +001	039/033 +03	040/043 +00						
K/BA0060	013/021 +10 -002	032/023 +05	052/028 +03 +016	040/026 +00						
K/BA0030	013/018 +10 -001	032/018 +05	052/021 +03 +012	040/017 +00						
Avg. Trip Winds=>	- 3 Headwind	+ 3 Tailwind	+ 10 Tailwind	+ 8 Tailwind						
FLT TIME==>	1:15(+03) 118TAJ	1:12(+00) 117TAJ	1:08(-04) 114TAJ	1:10(-02) 111TAJ						
FIX	JT	LAT/LON	InB/Out	Leg	Rem	Gone	Leg	Rem	ETE	WX
KRIR RIVERSIDE	CA	N3359.3W11724.6	---/269	0	123	0	0:00	1:12	0:00	
K/BA0090		N3406.7W11803.9	269/268	33	90	33	0:23	0:49	0:23	122.0
K/BA0060		N3413.2W11839.3	268/268	30	60	63	0:15	0:34	0:38	122.0
K/BA0030		N3419.5W11914.8	268/268	30	30	93	0:15	0:19	0:53	122.0
K/SBA SANTA BARBAR	CA	N3425.6W11950.4	268/---	30	0	123	0:19	0:	1:12	

Want to know more? You are invited to browse through their web site. Simply enter the word "PILOT" in the **Registered User User Name:** box on the opening page. You do not need to enter a **Password** if you use Pilot as the sample **User Name**. The website also includes many other aviation related links to connect with official web sites for important information such as Special Use Airspace and T.F.R's.

I could ramble on about the merits of FltPlan.com. You may create a VFR flight plan and navigation log; unfortunately, FltPlan.com does not handle the filing of VFR flight plans. So, the next time you take off for that \$100 hamburger, have a business appointment or just want to enjoy the local scenery from above, click on <http://www.fltplan.com>. *It's Fun, Simple and Free!*

-Dave Gurkin, Chapter One Member, Altoona, PA

Riverside, other airshows in March

World-famous aerobatic pilot Sean D. Tucker will head a line-up of fabulous flyers appearing at the 2008 Riverside Airport Open House and Airshow which will take place March 29 from 9 a.m. to 4 p.m.

The show kicks off at 7 a.m. with a pancake breakfast (\$5.00) served on the patio side of the D&D Café. The flying starts at 9:00, and airshow acts include Dr. Frank Donnelly, who is bringing back old-time aerobatics to the airshow circuit with his 1946 T-Craft; Doug Jardine, flying a Sukhoi 26 MX; and John Collver in his T-6 Texan. Adding to the excitement will be presentations by the Just-In-Time Skydivers and the Air Force Reserve Jet Car. There will be a Heritage Flight made up of an A-10 Thunderbolt and two P-51s.



In addition, there will be antique and classic airplanes and warbirds, a classic car show, and a host of aviation and souvenir vendors. As usual, Chapter One will be represented in a vendor booth set up with the Wathen Foundation, and manned by a few of our loyal members. Admission to the airshow is free, but parking is \$5 per vehicle.

Two other airshows look good this month:

On March 8, the Naval Air Facility El Centro will host its airshow, featuring the Blue Angels and long slate of aerobatic acts, including Julie Clark in her T-34, Bill Cornick in a Pitts S-2C, John Collver in his T-6, Bill Reesman flying the Red Bull MIG-17F, Steve Stavrakakis with a Romanian IAR-82 warbird, Spencer Suderman in a Pitts S-2B, and Steve Cowell in a Double VEE AT-6. Also flying will be the Thunder Delphins in their L-29s and the VFA-122 Super Hornet Demonstration Team. Gates open a 9 a.m. and flying begins at 10. Admission and parking are free.

You can enjoy the weekend in El Centro if you wish, and start out with the Entertainment and Food Festival which takes place Friday evening, March

7, in Hangar 6 beginning at 5 p.m. For only \$5 per person, you will be treated to food sampling from local Imperial Valley restaurants, live band and entertainment, then meet and greet the airshow performers. The evening will end with a fireworks display.

March 15 and 16 will be repeat days at the California Capital Airshow at Mather Airport in Sacramento. The Blue Angels will headline the show. Sean Tucker will perform, along with Bill Stein in an Edge 540, Tim Decker in a Pitts S-2B, and Dan Buchanan in a NorthWing Glider. The Screaming Eagles Parachute Demonstration Team will also be on hand. Tickets are \$15 per person at the gate, and parking is \$10 per vehicle. Fly-ins are not allowed at this airshow.

Be sure to add March 9 to your schedule, and join us at the Chapter One Hangar for our monthly lunch and membership meeting. See you at noon!

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Happy Valentines Day, from Flabob...

Flavio Madriaga, Flabob's previous co-owner (and the "Fla" in Fla-Bob) was undoubtedly one of the great characters in California aviation. In his younger days he was the spitting image of Clark Gable with charm and a personality that was half Elmer Gantry, half Sgt. Bilco. Flavio was a guy who got things done, a master scrounger, superb pilot, friend to all, and an all around clever guy. Flavio single-handedly created a bustling airport out of thin air, he was constantly horse-trading, rainmaking, and creating wild schemes which he almost always made work. Flavio has been gone for almost 20 years, and he is still the talk of Flabob.

In the constant search for a way to make a living in aviation, Flavio came up with a clever idea: attach a neon sign to the bottom of an airplane with a scrolling message board that could be easily read from the ground at night.

Remember, this was well before the Goodyear and Lightship blimps, in fact, there were no lit aerial billboards at all at that time. Flavio figured this would be the next big thing in advertising, and a way to finally make some money in aviation. As he planned how to create the sign, he recognized that the real task was to find a way to control, change and scroll the message in the lit neon tubes. Since this was well before computers, he hit upon a mechanical solution: a rotating drums that held removable metal pegs. As the "programmer drum" slowly rotated, the pegs contacted the appropriate wiring, which fired neon tubes to create the scrolling message. Each wing had three "universal" tubes, which could be used to create any letter. We understand that it took great effort and time to place the right peg in the right slot, but when completed, the effect was astounding.

After several adventures and missteps in the initial stages of deploying the sign in the night skies of Los Angeles, the month of February and Valentine's Day rolled around. A local youth heard of the sign, and then contracted with Flavio to send a message of love to his sweetheart, whose name was Gloria. The young Romeo asked that Flavio fly over the young lady's house at exactly 9 p.m. with "Happy Valentine's Day, Gloria," appearing out of the darkness.

Turns out, that message was a programming nightmare for the rotating drum, so Flavio was forced to do some abbreviating.

At 9 p.m., the young man announced that he had a surprise in the back yard, and the two lovers went outside into the chilly night. Soon they heard the drone of an approaching airplane, and then the visage of a neon sign in the sky appeared. Finally, she could clearly read her Valentine's message: "HAPPY V.D. GLORIA".

- By Jon Goldenbaum



One of the existing neon signs.

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Thanks, Doc!



On celebrities

I'm sick of hearing about Britney Spears, with her exposed body parts, shaved head, pregnant teenage sister, screaming obscenities and strapped to a gurney. (By the way, isn't it a riot that her mother recently completed a book on how to raise your children, the publication of which was postponed for some inexplicable reason?)

I cringe at the mention of Paris Hilton, Lindsay Lohan, Brad and Jennifer, Brad and Angelina, Tom and Bruce, Princess Di, and all the other lot of "stars" who grace the pages of celebrity rags. The editors of *People* and *Us* may not understand, but I truly don't care what these brain-dead celebrities do, whom they do it to, what they say, what they feel, or who they're going to vote for.

My heroes have always been pilots...not cowboys, as the song says, nor people who pretend for a living. I'd walk over the fallen body of Brad Pitt to get an autograph from Sean Tucker. I'd sooner spend an evening with Bob Hoover than have a front row seat at the Academy Awards. I'd much sooner have dinner with Patty Wagstaff than Angelina Jolie. And my dream is a date with Svetlana Kapanina (the Russian aerobatic champion who looks and flies like an angel). Who cares if we don't speak the same language? I would look at her for a minute, take a picture, then watch her fly for an hour. The perfect date.

Hello. My name is Leon. I'm an aviation nut...and I don't need a 12-step program to get over it. Pictures of airplanes hang on my walls. My bathroom sports a constantly-replenished stack of aviation magazines. I like to hang out at airports. To me, fine dining is a good airport café.

As far as I'm concerned, the only "celebrities" worthy of mention are those who spend much of their time at the controls of aircraft. Like John Travolta, who owns and flies five jets, including a Boeing 707-138, three Gulfstreams and a Learjet, and who donated a Canadair CL41 Tutor to Embry-Riddle Aeronautical University in 2001. You gotta love a pilot who names his only son Jett.

Then there's Harrison Ford, who owns and flies a Beaver, a Husky, a Grand Caravan, a Citation, a Bonanza, a 1929 Waco Taperwing, and a Bell 407 helicopter. In addition Ford serves as the EAA Young Eagles Chairman, and makes a celebrity appearance at AirVenture every year.

Did you know that Kurt Russell is a multi-engine instrument rated pilot who owns and flies a Cessna 425 Conquest turboprop? His grandfather, Bud Russell, was an aviation pioneer in the 1920s.

Top Gun star Tom Cruise is a commercial multi-engine instrument rated pilot, who reportedly owns five planes including a Gulfstream IV. Clint Eastwood is a helicopter pilot. Patrick Swayze is a private pilot with multi-engine and instrument ratings. Star Trek's Michael Dorn is a multi-engine instrument private pilot who flies his own Sabreliner, F-86 Sabre jet, and a T-33 Shooting Star. Dennis Quaid is a multi-engine instrument pilot with a type-rating in his Cessna Citation 500 series jet.

Singer-actor Kris Kristofferson, in addition to being a Rhodes Scholar, has his commercial helicopter and SEAL ratings. Country music star Alan Jackson is a private multi-engine pilot. Everybody's favorite, Jimmy Buffett, whose Grumman Albatross has been on display at AirVenture, is a commercial multi-engine instrument pilot. Country star Aaron Tippin has not only his commercial-multi-engine-instrument ratings, but is also an A&P.

Dr. Phil is a private instrument pilot (Oprah, on the other hand, can't fly). On the political side, President George W. Bush, is commercial, multi-engine, instrument rated, and his father, the 41st President, has a commercial ticket. On the other side of the aisle, John Kerry (D-MA) has his commercial multi-engine instrument ticket with glider aero tow privileges.

And, speaking of Angelina Jolie...she received her private pilot ticket in the United Kingdom in 2005. So, maybe I would enjoy having dinner with her. But I won't hold my breath...



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50 Young Eagles flown in January

Balmy weather, fifteen pilots and ample ground support people made it a memorable day for 75 new Young Eagles. Things are looking up! January and February's Young Eagle flight rallies have been under great skies. Maybe the YES Syndrome is broken and banished!!!

As per usual, Tiffany Felton and John Durant did the ground school and Boy Scout merit badge instruction and Chris Felton did the preflight instruction. We welcome George Pruitte of Oceanside, Larry Conley of Colton and Flabob's own Greg Cechini into the ranks of Chapter One's Young Eagle pilots, the greatest group of pilots that can be found anywhere. We also welcome David Belford who has flown several times in the last few months but may not have been recognized on this page. A big thanks goes to all who helped make this an event that runs so smoothly.

Pilots Who Flew:

David Belford	J-3 Cub
David Browning	Aeronca
Greg Cechini	Vans RV6
Larry Conley	Ercoupe 415 C/D
Jerry Cortez	C 150
Irvin Craig	C 182
James Hayes	Grumman AA-5A
Erik Lindholm	Bonanza
Norm Manary	Aeronca
James Meeker	Taylorcraft
George Pruitte	C 210B
Patricia Russell	Vans RV6
Ray Stits	C 182
Walter Wasowski	C 172
Loreen Wynja	C 172

-Wes Blasjo

New Rules for Pilots over the age of 60

The recent change that allows airline pilots to continue flying past

age 60 has generated some interesting discussion.

The following rules

for 'older' pilots were recently proposed at several major airlines:

1. All pants must fit and not be up in your armpits.
2. You must walk without shuffling your feet.
3. No Depends on the flight deck.
4. When using a toothpick, you must leave your teeth in your mouth.

5. If you need more than tri-focals, you are DONE! (period!)

6. No pictures of great-great- grandchildren.

7. Anytime you call the other guy "Sonny", he can hit you.

8. Never, ever mention AARP.

9. When in a restaurant with your crew, don't request the senior discount.

10. When checking into the overnight hotel, don't ask if the exercise room has shuffleboard...

EAA Chapter One

Membership Meeting

Brick
Purchases
Benefit
The Building
Fund

Lunch will be
provided!!

Bring your favorite
salad or dessert
dish!!

March 9, 2008
at noon

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

SEE YOU THERE!

Flabob Airport (RIR)

4130 Mennes

Riverside (Rubidoux), CA

FOR MORE INFORMATION CALL:

(951) 682-6236

Check our website at www.eeach1.org



EAA Chapter One
Flabob Airport
P. O. Box 3667
Riverside, CA 92519

We Make Flying FUN!!