

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 55, Issue 2

**We make flying FUN!**

February 2008

## Founder's Night at Flabob

Some 240 people filled Chapter One's hangar Saturday night, February 2, for the EAA Founder's Night banquet, which was highlighted by a teleconference between Ray Stits and Tom Wathen here at Flabob and Paul and Audrey Poberezny in Oshkosh.

The 5 p.m. event began with welcome remarks by Dr. Art Peterson, president of the Wathen Academy, followed by a lasagna dinner. After dinner, EAA's vice president of development, Elissa Lines, took over and started the program with a film, *Oshkosh: The Spirit of Aviation*.

Following the film, the teleconference link was established between Flabob and Oshkosh, and, thanks to the marvels of modern technology, the Poberezny's appeared on the huge screen in Chapter One's hangar, while an image of the crowd at Chapter One appeared on a screen at Oshkosh.

Paul Poberezny and Ray Stits reminisced about the founding of the Experimental Aircraft Association and its first chapter. "I want to thank you for contacting me years ago about forming the first chapter, back in 1953," Paul said.

Ray recalled that he had just finished his third airplane design, when he had a visit from the Cole brothers (Marion and Arnold). While "shooting the bull" with the Coles, "They mentioned the forming of an experimental aircraft group in Wisconsin," Ray said. "Some weeks later, I got a letter from a guy named Paul in Milwaukee asking me to join the group. I agreed to join and sent in my five dollars, and sent a letter saying let's start a West Coast chapter."

Ray's request was considered by the new group, and they decided that ten people could form a chapter. Ray rounded up nine other recruits, and Chapter One of the EAA was formed.

Ray and Paul finally met in the spring of 1954, when Paul flew a T-33 Shooting Star to Flabob (Paul flew for the National Guard) and had lunch with Ray at the Café.

Paul Poberezny then thanked Tom Wathen for all he has done for Flabob and for aviation education.

After the teleconference concluded, Ms. Lines gave Founder's Awards to Ray and Tom, which included beautiful custom plaques and custom leather jackets.

Entertaining closing remarks were provided by Wathen Foundation Executive Director John Lyon. Then came the fun part—the socializing that takes place after every Chapter One event, where people who love aviation gather to talk aviation and more.



*Photos by Leon*

*Tom Wathen and Ray Stits reminisce*



*Ray examines his award*



*Tom Wathen expresses his delight at the award presented by EAA*

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**Featured airplane  
for February:  
The Stinson Project**

# Calendar



## February 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.
- 23rd -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.

## 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

# The Vice-Prez Sez...

Jerry sent me an email, "Do you want to do the February's Prez Sez?" Why not! So here is my finest attempt in the second month of 2008. Can you believe we are two months into a new year? We are looking forward to seeing you at one if not each and every one of our chapter meetings during the next 11 months. If you have not been to a meeting recently, transport yourself to Flabob enjoy our meeting, guests, speaker and fellow members.

At our January meeting we received some upsetting information from Nils Eyton, a guest "snow bird" from Nyhammar, Sweden EAA Chapter 222. EAA Chapter 222 was founded in 1964 as the first EAA Chapter outside USA/Canada. Chapter 222 has some 1,800 members throughout Sweden, thus making it the largest Chapter world-wide. They also have 300 members flying their own homebuilts, most of them built by themselves as there is a limited market for homebuilts in Sweden and Scandinavia. There are many on going projects of various types with most common types are Jodels, RVs and Ezes.

Hence, the upsetting information brought to us by Nils Eyton. Chapter One is no longer the largest Chapter! I believe Chapter 222 used some type of magic trick or card trick or sorcerer to do this. What really happened is that Sweden is organized with one Chapter for the whole country. This makes it difficult to have good contact with all members, but gives a good rapport with "their FAA." They only have one board to talk policy with instead of many separate builders.

The builders in Sweden have to work side by side with EAA Chapter 222. "Each builder gets an EAA designated inspector who not only helps them do it right the first time, but the inspector *must* give a competent answer to all builder questions, if necessary through someone else," Nils said. The Chapter's main office is situated at Barkarby Airfield outside Stockholm. The Chapter has two persons employed full-time for handling all the technicalities with inspections, approvals and also administration of ongoing projects and flying homebuilts. Since Jan, 1, 1999, Chapter 222 has the full handling of homebuilts in Sweden, which includes issuing Permits to Fly and inspections. They have additional Flight Advisor system. The pilot for the first few flights *must* be approved by the EAA chapter board or by their "Chief of Flight Operations" and given a training program to be done on a similar or same type, mainly engine-out landings and emergency procedures. This might just be a little too restrictive for us here in the U.S..

So, what does Chapter 222 mean to Chapter One? Building this Chapter is like building an airplane, one rivet, one stick and one composite part at a time. It takes lots of time, patience and problem solving. Let's make it simple, just share your joy, pleasure and enthusiasm for aviation with others. By doing this we can increase our membership, We are only about 1,400 (give or take a couple hundred) members away from regaining our lead from Chapter 222. We have a great start with you, our present members, and this great newsletter that Leon organizes.

Our organization's reputation and attempt to regain prominence as the largest Chapter is in your hands. Being the oldest Chapter does not warrant being the largest. If you know or come across any individual with a desire to learn or build an aircraft, grab hold of them and bring them or invite them to our Chapter meeting. Just share the fun and joy. You just can not have too much fun in your life. The best part of promoting our Chapter, we get the opportunity to share personal aviation, the aviation we all know, the fun, sport and personal use type of aviation. Only 66 large airports (2 percent) serve almost 90 percent of the nation's aviation passenger traffic. What a miserable and disconcerting view of aviation these travelers get at the hands of airline handling and DMV style airports. We as members of Chapter One are the fortunate ones, getting to see aviation in a wholesome form. Do not forget to keep sharing our Chapter and airport every chance you can.

The board is always open to new ideas about Chapter growth. We also would like to hear from the younger generation, (under 25) what it will take to get and keep you as a member. Of course the next younger group (under 125+) is also definitely welcomed to express their ideas.

- Gino Barabani

## **Young Eagles Rally to be filmed for television**

Chapter One's Young Eagles Flight Rally will be ary 9, to film the ground school, preflights, and flights of filmed for inclusion on a program that is being prepared the many young people that show up for the free introduction to aviation provided by Chapter One volunteers.

A crew from the production company Pretend Entertainment will be at the Flight Rally on Saturday, February- interviewed by the film crew. More to come....

# Nominating committee a huge success!

Recently I spent a considerable amount of time canvassing members to find people willing to run for board position for the annual election. I must have called or asked about 75 people if they would consider running for our board positions. I succeeded beyond my wildest dreams!!! I found four. Just the minimum required number.

I suspect that Jerry is going to ask me once again in several months to take on the task of heading the nominating committee. I will, of course, agree, because I firmly believe that I must donate some time to our club from which I derive so much pleasure. My purpose in writing this is to appeal to your basic sense of loyalty to our club and to convince you that this year is the year for you to step up and run for the Board of Directors of Chapter One. Several of you have told me, "This year is a bad year for me to run but next year ought to be better." Please remember your veiled promise when I call.

We have the oldest and one of the largest clubs in the whole of EAA. We have loads of talent in our club. We deserve excellent leadership. We need to put this talent to good use. That's where you come in!

To those who say, "Time is a problem," we respond with, "You can put in as much or as little time as is most convenient for you." Monthly meetings are held right after the membership meetings to prevent double trips to Flabob. The fly-in in September is a belly thumper, but everyone pitches in anyway so this is really not too much different. Nobody is going to ask you to sing at the Christmas party. So being on the board is not a giant time consumer. As an added benefit, board members usually wind up becoming very good friends.

As a board member, you will be working with a sterling group of aviation devotees whose mission is to maintain and improve Chapter One.

Time goes by fast. I'll be calling you again this summer. Please take a moment to consider running for the board. We really need you!

Please put this in your memory banks and keep the thought alive. Or, be a good sport and call me at 909-621-4578, or email me at [jdurant@msn.com](mailto:jdurant@msn.com).

-- John Durant

## Jack Norris, propeller expert and Voyager Mission Control guy, to speak at February's meeting

Come join us on February 10th to hear the story of Voyager, flown by Dick Rutan and Jeanna Yeager, discussed by the man closest to the project, Jack Norris.

Jack was the Voyager Technical Director, responsible for Mission Control, predicting the route, the time, the fuel, the wind, and coordinating all these factors for the flight. Proof of his expertise is the fact that the flight was successful and that it was completed with 18 gallons of fuel left.

Jack has written a book about the flight and will bring copies of his book with him.

Like most of us, Jack got the aviation bug early. He became an early winner of model airplane contests. With his winnings, he bought a classic DeLux Luscombe 8E.

In college Jack learned to fly and served as a flight engineer and crew chief on a B26 Invader in the Air National Guard. He graduated Tau Beta Pi and Pi Tau Sigma Honors in Mechanical Engineering from Ohio State University in 1951 with a USAF commission. Six months out of college he was leading the Aircraft Lab Team on USAF mock up and engineering inspections. He started a \$44 million landing gear overhaul business, then started a

company that produced small rocket maneuvering spacecraft controls. 107 of these controls are now in the Central Hall of the Smithsonian. He created the motion for Abe Lincoln and the Pirates of the Caribbean for Walt Disney. Then he became a consultant for the Federal Reserve.

Jack is known in the industry as the world's foremost propeller expert. He spent 12 years writing a book on the subject and has promised me he will bring copies of the book with him. I have the book. It's awesome.

Come join us on the 10th of February to hear a fascinating story of Voyager, around the world on one load of fuel.

- John Durant

### Aviation educators meet at Flabob

Thirty-three educators from around the nation met in the Chapter One hangar Feb. 2 to discuss and learn how to incorporate aviation as part of their school curriculum. The teachers were all part of the EAA Aeroscholars program, which seeks to integrate aviation into all aspects of the educational curriculum.

# Medal of Honor topic at January meeting

By Gino Barabani

Mel Locke was our January guest speaker with a wonderful presentation on USMC Medal of Honor Heroes. Mel flew as a pilot with VMTB-623 in a torpedo squadron during World War II and continued his military after that period. He came to speak about the Medal of Honor's history, recipients, authority and privileges of this Medal. His presentation concentrated on two USMC Medal of Honor Heroes, Walsh, Kenneth A., First



**Kenneth Walsh**

Lieutenant and Boyington, Gregory, Major.

Members of all branches of the U.S. military are eligible to receive the medal, and each service has a unique design with the exception of the Marine Corps and Coast Guard, which both use the Navy's medal. The Medal of Honor is often presented personally to the recipient or, in the case of posthumous awards, to survivors, by the President of the United States. Due to its high status, the medal has special protection under U.S. law.

The Medal of Honor is the highest award for valor in action against an enemy force which can be bestowed upon an individual serving in the Armed Services of the United States. Generally presented by the President in the name of Congress, it is often called the Congressional Medal of Honor. It is bestowed on a member of the United States armed forces who distinguishes themselves "...conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty while engaged in an action against an enemy of the United States..." Because of its nature, the medal is commonly awarded posthumously.

On December 9, 1861, Iowa Senator James W. Grimes introduced a bill designed to "promote the efficiency of the Navy" by authorizing the production and distribution of "medals of honor." Two months later on February 17, 1862 Massachusetts Senator Henry Wilson introduced a similar bill, this one to authorize "the President to distribute medals to privates in the Army of the United States who shall distinguish themselves in battle." Over the following months wording changed slightly as the bill made its way through Congress. When President Abraham Lincoln signed S.J.R. No. 82 on July 12, 1862, the Army Medal of Honor was born.

In total, 3,464 medals have been awarded to 3,445 different people. Nineteen men received a second award: 14 of these received two separate medals for two separate actions, and five received both the Navy and the Army Medals of Honor for the same action. Since the beginning of World War II, 853 Medals of Honor have been awarded, 527 posthumously. In total, 617 had their medals presented posthumously. There are 123 living Medal of Honor recipients.

Kenneth Ambrose Walsh (November 24, 1916 - July 30, 1998) was the fourth ranking United States Marine Corps fighter ace in World War II with a record of 21 enemy planes destroyed.

Born and raised in Brooklyn, New York, Walsh enlisted in the Marines on December 15, 1933, at age 17. Assigned to VMF-124, Walsh was one of the most experienced pilots in the Corps' first Vought F4U Corsair squadron. The unit arrived at Guadalcanal in February 1943 and was immediately committed to combat. He claimed his first three Japanese planes on 1 April 1943 and two more in his next combat, 13 May 1943, becoming the first Corsair ace.

Walsh brought his score to 20 by the end of August 1943, including two combats over the Solomon Islands that earned him the Medal of Honor. He was awarded the Medal of Honor by President Franklin D. Roosevelt on 8 February 1944.

Determined to thwart the enemy's attempt to bomb Allied ground forces and shipping at Vella Lavella on 15 August 1943, 1st Lt. Walsh repeatedly dived his plane into an enemy formation outnumbering his own division 6 to 1 and, although his plane was hit numerous times, shot down two Japanese dive bombers and one fighter.

*(Continued on Page 6)*

# Medal of Honor winners *(Continued from Page 5)*

On August 30, Walsh fought an incredible battle against 50 Japanese aircraft, shooting down four enemy fighters before he had to ditch his damaged Corsair. Assigned to escort bombers headed for Japanese bases on Bougainville, his plane soon developed engine problems. He landed at an advanced base at Munda, and immediately secured a replacement Corsair. He continued on, now alone, but hoping to catch up with his squadron. From his isolated vantage point, he attacked a gaggle of Zeros that were going after the B-24s, shooting two of them down. On the return he picked up a message from other B-24s, in trouble over Gizo. He flew off to help, and again downed two Zeros. But one of the Japanese damaged Walsh's Corsair, and he was forced to ditch off Vella Lavella. He destroyed 4 hostile fighters before cannon shellfire forced him to make a dead-stick landing off Vella Lavella where he was later picked up. It was his third water landing in six months.

He was awarded the Medal of Honor for this mission. After being shot down, Walsh was rescued and was returned safely. After this first combat tour, Walsh was sent back home. He died at age 81 from a heart attack. LtCol Walsh was buried at Arlington National Cemetery per his request. Two words explained the life of Lieutenant Colonel Kenneth A. Walsh USMC (retired), SEMPER FI.

Stories of Pappy Boyington are legion, many founded in fact, including how he led the legendary Black Sheep squadron, and how he served in China as a member of the American Volunteer Group, the famed Flying Tigers. He spent a year and a half as a Japanese POW, was awarded the Congressional Medal of Honor, and was recognized as the Marine Corps' top ace. Always hard-drinking and hard-living, Pappy's post-war life was as turbulent as his wartime experiences.

Boyington wangled a major's commission in the Marines, which were in great need of experienced combat pilots. He was assigned to Marine Aircraft Group 11 of the 1st Marine Aircraft Wing, where he became Executive Officer of VMF-121 operating from Guadalcanal. While assigned to VMF-121, Boyington did not shoot down any enemy planes. Later, he became Commanding Officer of Marine Fighter Squadron 214, better known by its nickname, the "Black Sheep Squadron."

He earned the nickname "Gramps" because, at age 31, he was a decade older than most of his men. It became "Pappy" in a song composed by one of his pilots, and this version was picked up by war correspondents.

Boyington is best known for his exploits flying the Vought F4U Corsair in VMF-214. During periods of intense activity in the Russell Islands-New Georgia and Bougainville-New Britain-New Ireland areas, Boyington added to his total almost daily. During his squadron's first tour of combat duty, the major shot down 14 enemy fighter planes in 32 days. On 17 December 1943, he headed the first Allied fighter sweep over impregnable Rabaul. By 27 December his record had climbed to 25.

A typical daring feat was his attack on Kahili airdome at the southern tip of Bougainville on 17 October 1943. He and 24 fighters circled the field where 60 hostile aircraft were based, goading the enemy into sending up a large

*(Continued on Page 7)*



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# Medal of Honor winners *(Continued from Page 6)*

force. In the fierce battle that followed, 20 enemy aircraft were shot down while the Black Sheep returned to their base without loss.

He tied the American record of 26 planes on 3 January 1944 over Rabaul, but was shot down himself later the same day. The mission had sent 48 American fighters, including one division of four planes from the Black Sheep Squadron, from Bougainville for a fighter sweep over Rabaul. Boyington was the tactical commander of the flight and arrived over the target at eight o'clock in the morning. In the ensuing action, the major was seen to shoot down his 26th plane. Following a determined but futile search, Boyington was declared missing in action.

He had been picked up by a Japanese submarine and became a prisoner of war. He spent the rest of the war, some 20 months, in a Japanese prison camp, during which time he was selected for temporary promotion to the rank of lieutenant colonel. The Japanese did not inform anyone that Boyington was a prisoner, so he was assumed dead until his release. During mid-August 1945, after the atomic bombs and the Japanese capitulation, Boyington was liberated from Japanese custody at Omori Prison Camp near Tokyo on 29 August and arrived in the United States shortly afterwards.

Shortly after his return to his homeland, as a lieutenant colonel, Boyington was ordered to Washington to receive the nation's highest honor — the Medal of Honor — from the President. The medal had been awarded by the late president, Franklin D. Roosevelt in March 1944 and held in the capital until such time as he could receive it. On 4 October 1945, Boyington received the Navy Cross from the Commandant of the Marine Corps for the Rabaul raid; the following day, "Nimitz Day," he and other sailors and Marines were decorated at the White House by President Harry S Truman. Boyington was a tough, hard-living character who was known for being unorthodox. He was also an alcoholic, which plagued him in the years after the war, and contributed to multiple divorces as well as disciplinary problems with the Marines. He worked various civilian jobs, including refereeing and participating in professional wrestling matches. Boyington died of cancer on January 11, 1988 at the age of 75 in Fresno, CA. He was buried in Arlington National Cemetery on January 15, 1988, with full honors accorded to a Medal of Honor recipient.

These individuals were real heroes: "Heroes are people who do what has to be done when it has to be done, regardless of the consequences" Mel Locke closed with these words: "Any nation that does not honor its heroes will not long endure." - President Abraham Lincoln.

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Thanks, Doc!

# Aviation career in future for Flabob teen

By Jon Goldenbaum

Walk into Mark Lightsey's Aerocraftsman restoration shop on the Flabob flight line and you will find a bright-eyed young woman working side-by-side with the men. Carah Durell represents all that is important at Flabob: young people who love aviation, involved in real projects.

Carah discovered Flabob when she was ten. She came out for a Young Eagles ride and was immediately hooked; she decided right then that she was going to be a pilot. At the time, the Wathen Foundation was hard at work on its first youth restoration project, an Aeronca Chief. She heard about it and immediately wanted in. Only problem was that she was too young, so she bided her time, and when she turned 15 she was accepted into the Foundation's second youth project, restoring a Stinson 108.

As she spent more time at Flabob with the Stinson, she discovered the Wathen Aviation High School and immediately pestered her parents into letting her enroll. After she was admitted, she loved it. Interestingly, the more Carah worked on aircraft, the more she gained respect for mechanics and all they do. Although she loved flying, she determined that her place in life was being a mechanic, particularly one who restores old aircraft. Luckily, the Wathen High School cooperates with San Bernardino Valley College's A&P program; Wathen students can enroll in Valley's A&P program while still in high school. Carah enrolled, and soon earned completed the General Course.

After graduating from the Wathen High School later this year, Carah will attend Valley College full time to complete her A&P. That's not enough for this talented young woman; she is also hard at work on college level courses in American Sign Language (ASL). Carah also plans to get a Bachelor's degree in preparation to become an ASL interpreter in addition to training as a restoration mechanic. Carah is a gem; her personality and enthusiasm make her a pleasure to be around, particularly in a world of cranky old men. Come visit us at Flabob, meet our "aviation kids" and rekindle your faith in America's youth. [www.flabob.org](http://www.flabob.org).



*Carah Durell*

## Dr. Sam Puma awarded a patent

The Puma Method for the Prevention of Motion Sickness was recently awarded a U.S. patent for a method of teaching habituation exercises that prevent motion sickness.

Dr. Puma, former Air Force pilot and flight surgeon, is a member of Chapter One, and spoke at our Open House about his work in developing flight pressure suits.

The Puma video demonstrates a series of simple conditioning exercises that are done at home to naturally prevent the nausea, dizziness and other symptoms experienced by many while engaging in activities that cause motion sickness.

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# 50 Young Eagles flown in January

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While much of the country bundled up and shoveled snow, we enjoyed on of the balmiest days for flying Young Eagles in a long time. Ten pilots brought smiles to the faces of 50 new Young Eagles, and everyone went away happy.

We welcome several new Young Eagle pilots, or relatively new Young Eagle pilots. Douglas Allen flew a C 150, Greg Cechini flew a Vans RV6 , Larry Conley flew an Ercoupe 415 C/D, and Walter Wasowski flew a C 172. Some of these have flown Young Eagles once or twice before, but it may not have been written up in this column before. Thanks guys, it takes the load off the Chapter One “faithful few”!! We are always glad to see you back each month.

Tiffany Felton did the ground school, John Durant did the Boy Scout merit badge requirements and Chris Felton did the preflight inspections. As per usual, there were numerous other “behind the scenes” people doing car parking, checking the consent forms for correctness and legibility, loading the aircraft, printing certificates, and manning the merchandise sales booth and the snack bar. Also, if you haven’t noticed, youth who have become Young Eagles in the past help out as escorts in getting the new Young Eagles to and from the airplane. Many people contribute much to make the day a true highlight for those youth who will become Young Eagles, as well as for their parents and families. Thank you for your part in making each Young Eagle Flight Rally run so smoothly.

## Pilots Who Flew:

Douglas Allen	C 150
Greg Cechini	Vans RV 6
Larry Conley	Ercoupe 415 C/D
Jerry Cortez	C 150
Barry Duble	Cherokee 235
James Hayes	Grumman AA5A
Norm Manary	J-3 Cub
James Meeker	Taylorcraft BC 12D
Ray Stits	C 182
Walter Wasowski	C 172 Eagle

## Bud Bell to receive HS diploma...61 years later

Chapter One member Clyde “Bud” Bell will be awarded a high school diploma this May as part of Operation Recognition, a Riverside County program that awards diplomas to veterans who missed completing high school due to military service.

Bud Bell joined the Army during World War II after completing the tenth grade in his hometown of Pittsburgh, PA, according to an article in Riverside’s *The Press-Enterprise*. “I wanted to go,” Bell said. “All my friends were already in the service. It was something I felt I had to do.”

After completing 17 weeks of basic training, Bud ended up in the frigid winter of Europe, where the Allies were battling the Nazis at the Battle of the Bulge. As part of Patton’s Third Army, Bell fought his way into Europe as an automatic rifleman whose job it was to provide a barrage of fire to allow other soldiers to maneuver.

Bud moved to Riverside in 1948, where he worked in the heating and air conditioning business and owned a service station at the corner of Opal Street and Mission Boulevard. His lack of a high school diploma always bothered him, he said.

“It’s a shame it’s taken me so long to get it,” he said. “I feel guilty about that.” But soon he will have his diploma, well earned and well deserved. Bud will be one of 93 veterans who qualify for the honor.

*EAA Chapter One*

# *Membership Meeting*

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