

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 55, Issue 11

We make flying FUN!

November 2008

New hangars coming to Flabob?

You may have occasionally heard rumors floating around Flabob that new hangars are going to be built. Well, it's time to squelch the rumors and find out the facts. Come on out to our Chapter Meeting on Nov. 2 at noon and learn if there is any truth to these rumors.

Les Whittlesey, of Whittlesey Doyle, an Irvine-based land brokerage company, will be on hand to make an announcement about hangar development at Flabob, and to answer your questions. Be among the first to know the facts.

Then you will be treated to a presentation by Jack Hammett, who was a Navy hospital corps man and one of the survivors of the attack on Pearl Harbor. As Jack described it:

"For my 17-year-old wife and me, it all began like this...

"Sunday morning, December 7, 1941, was different.

I was in bed with Mary Jo after a night out at Kapiolani Park listening to dance band music. There had been a light rain and the morning was bright and balmy. A lot of explosives like big guns going off jarred us out of deep sleep. We assumed it was the Army conducting their usual maneuvers. We did startle full awake, however, when a loud knock sounded on our door. I jumped out of bed and my Chinese landlord stand-immediately, clad in my shorts), asked Mary for the landlord quietly took the voice said, 'The Japs are

**Hear an eyewitness account
of the attack on Pearl Harbor**

"This could have been compared to a statement that, 'by the way, it rained last night.' The landlord then left leaving me standing there in my underwear trying to comprehend the enormity of the situation. A quick look outside the door convinced me that 'sure as hell' something was going on in Pearl Harbor, just 12 miles down the hill.

"A tremendous explosion occurred just then sending fire and smoke hundreds of feet into the air somewhere in the naval shipyard. It was either the Arizona explosion or the Cassin and the Downs (destroyers in dry dock) going up.

"I looked southward to sea and observed two naval destroyers running 'with a bone in their teeth' back and forth about one or two miles off shore. At the same time I saw that plumes of water were going up adjacent to them which I interpreted as 'near misses' of dropping bombs.

"These events, of course, immediately and spectacularly affected millions of lives and thrust us headlong into a conflict which forever changed the world."

So don't miss the Chapter Meeting on November 1st. Come and find the real story on whether or not there will be new hangars at Flabob, and then sit back for an eyewitness account of the Japanese attack on Pearl Harbor. As usual, the Chapter Meeting kicks off at noon in the Chapter One Hangar with a chicken dinner, and the program begins at 1:00. Following the Chapter Meeting, there is a Board of Directors meeting, to which all are welcome.

Oh...and don't forget to buy your tickets for the Christmas Banquet on Dec. 6.



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Ad Rates

Business card size--
\$5.00 per issue

1/8 page, 4"x 2½ --
\$10.00 per issue

1/4 page, 4" x 5"
\$18.00 per issue

½ page, 8" x 5" --
\$26.00 per issue

**Christmas Banquet
Tickets
Now on Sale!**

Calendar



November 2008

1st -- Young Eagles Rally

Chapter One Hangar - 8 a.m.

2nd -- Chapter Meeting

Chapter One Hangar - noon

2nd -- Board Meeting

Chapter One Hangar - 3 p.m.

7th -- First Friday Flicks

Chapter One Hangar - 5 p.m.

8th -- Veteran's Day Celebration

Flabob Airport - all day

15th -- Design Group Meeting

Chapter One Hangar - 10 a.m.

December 2008

5th -- First Friday Flicks

Chapter One Hangar - 5 p.m.

-No Young Eagles in December-

6th -- Christmas Dinner

Chapter One Hangar - 6 p.m.

20th -- Design Group Meeting

Chapter One Hangar - 10 a.m.

25th -- Merry Christmas!



**Christmas
Banquet
Dec. 6th**

Veteran's Day at Flabob Nov. 8th (and other fun happenings)



Flabob's biggest and busiest day will soon be here, with the Veteran's Day Celebration on November 8. Every year, the event draws a large number of historic aircraft and a myriad of local people to the military-themed event.

The airport, for the day, is transformed into a WWII-era field, complete with NCO Club, a chow hall serving Spam and SOS, military parades, swing bands and dancing, stand-up comedy, warbirds and military vehicles. There is also a huge car show with vintage and hot rod cars, airplane rides in vintage aircraft, and an area where kids (and kids at heart) can shoot paint ball guns and flying model aircraft.

Chapter One will be part of the celebration, as usual, with our snack bar and vendor's booth open. And...as usual...we are looking for volunteers to help us throughout the very busy day. Please contact any board member, or just show up on Nov. 8 to volunteer your time.

On the same weekend, Nov. 8-9, Aviation Nation 2008 will be held at Nellis AFB near Las Vegas, NV. The USAF Thunderbirds will perform their last public performances of the year, and great aviation acts such as Sean Tucker, Kirby Chambliss, the Red Bull helicopter flown by Chuck Aaron (the only helicopter/pilot authorized by the FAA to perform airshow aerobatics), the Red Bull MIG, and the Red Bull Air Force sky diving team will appear, along with a host of other unique aircraft.

If you don't feel like driving all the way to Vegas for Aviation Nation, you could fly or drive to the Mesquite (67L) Airport Fly-In on Nov. 8. Sponsored by the FAA Safety Team, this fly-in will feature hamburger cook-outs, hangar talk, raffles, skydiving exhibitions, helicopter rides, music and "free stuff." Spend the night at the CasaBlanca Resort or the Oasis Resort, and on Sunday, ride the bus to Aviation Nation 2008 at Nellis.

If you want to fly somewhere, but want to avoid the crowds, EAA Chapter 14 (Brown Field, San Diego) is having a Camp Out/Fly Out weekend at Ocotillo airstrip, which is just south of Borrego Springs near Ocotillo Wells, CA. According to Larry Rothrock, of Chapter 14, "We will arrive and set-up on Friday, November 7 and break camp on Sunday, November 9. We load up two or three of our World War I portable hangars, tables, chairs, food, drinks and kitchen and encamp on the NW side of the runway. The dirt strip is in good shape and airplanes can taxi right up to the camp. Lots of fun stuff. Most of it impromptu: Some of us like to bring original kite designs or just materials to build and experiment with kites. The food is great and we all pitch in a little money in the kitty for it. The big-deal meal is Saturday night and is followed by airplane movies in the hangar."

It's a busy aviation weekend. If you can't find some place to fly to...don't blame us!



What famous designers talk about in private...



"So that gopher stands right up, like this, and looks at me, and DARES me to kill him. So I get out my Stits Gopher-Killer Kit, and that sonuvabitch was a goner! I don't take crap from gophers! You see, I start up the engine and put the exhaust plunger down into their holes and it's 'night, 'night gophers..."

One was a former Flabobian, Bruce McJunken, who drove down from the Fresno area and then drove back after the dinner. Another was Glenda McElwee from Orlando, FL. She is a "contract" nurse and arranged to work in the Riverside area for a few days so she could be here for the dinner. She is building a KR2, and has chucked the VW engine in favor of a Corvair engine. She had Corvair College guru William Wynn help her build the engine with all the latest upgrades to prevent crankshaft failure.

Getting speakers like Burt Rutan and Tom Poberezny and our own Ray Stits here for many people to meet does a lot to spread the word about Chapter One's own little corner of the aviation world. Thanks to those Chapter One members who secured these great speakers.

- Wes Blasjo

Used av mags wanted by Wathen Foundation

This just in from the Wathen Foundation headquarters:

We need used aviation magazines! In the last two years the Wathen Foundation has placed over 6,000 flying magazines in many of the high and middle schools in Riverside and Rubidoux. So far we are in fourteen schools. These magazines have been very well received. The librarian puts them out on a table and the students pick the ones they like and they take them home....That's it!

Now comes the problem...We have run out of magazines! We are asking you to donate any airplane magazines that you may have that have anything to do with any kind of flying or building to the Wathen Foundation. We will sort through them, keep one copy for our library and deliver the duplicates to the schools.

You may drop off your donated magazines at the airport office and we will take care of everything else.

Rest assured your donated magazines will be most appreciated by the schools and the Wathen Foundation.

For more information contact Al or Kathy at 951 - 683-2309 X 104.

Pilots travel long distances to come to Chapter One's Open House in September

The newsletter editor has stated it elsewhere that the guest speakers we had for the Open House were almost "once in a lifetime" guests. One of the effects of this is that it drew people from distant places. I'm sure there were more, but I met with two of these who had come miles and miles to hear these speakers.



Starduster/Biplane Fly-in draws limited crowd, but those attending had fun!

Jim Pyle reports:

The Starduster/Biplane Fly-In was smaller than anticipated, but I thought it was great. I didn't get to see all the planes or walk the line, but I hope you did. Leon got out in time to get some pictures. Nancy stopped in and gave me valuable instructions, Wes kept the store for an hour while I ushered new members through the Piet project and they bought merchandise—including a set of the tile coasters, and shirts. The dinner was delicious, Rob Harrison's presentation was good. I signed up at least four new members after the dinner, and we got a Thank You plaque for the Chapter. They announced that next year this event will be blended with our Open House Fly-In. That could help both events—and I won't be in charge of the weather.

Two planes needed repairs and Roger is happy. I got one new member in contact with John Durant and they plan a program on his restored Waco.

I checked things out yesterday. All cleaned up from the pancake breakfast, and in the kitchen. I took in \$97.40 at the window, and put that and the merchandise and membership income in the horizontal file. Gino helped with getting finished and putting away.



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FROM THE EDITOR'S DESK

On aviation's *je ne sais quoi*

Je ne sais quoi.

If ever an expression captured the experience of flight, it's this, which those with more education (and less common sense) than you or me borrowed from the French. It means "a quality or attribute that is difficult to describe or express."

How do you describe the experience of flight? You could drum up a word, or write a tome, and you could not capture the myriad of feelings and emotions you experience each and every time you take a flight or experience aviation. Words alone are inadequate to convey the true experience of flight.

Flying has a unique *je ne sais quoi*.

Take your typical Joe Pilot. Joe gets up early Saturday morning and heads to the airport while the dew is drying on the grass. He pulls his airplane out into the morning mist. It's not a showpiece, but Joe admires its beauty in the eastern light. Yeah, it's his, and it's beautiful. He walks around the plane, admiring it from every side, and checking for any signs of abnormality or damage. He opens the door, and breathes in the familiar smell of his cockpit. He leans in and turns on the master switch. The *whirr* it makes is reassuring. He checks the fuel gauges...full and full. Extend the flaps, and continue the preflight, examining every familiar inch of the aircraft from prop to tail and back again on the other side.

Preflight completed, Joe climbs into the pilot's seat, shuts and latches the door, adjusts the seat and fastens the seat belt. For a short time, he sits and examines the panel, scanning every gauge and instrument (for a rag-bag pilot, this takes 2.5 seconds). Open the side window, turn on the key, mixture rich, throttle in a bit, pull on the choke, yell "Clear prop!" and crank it over. A few turns of the prop, and the engine roars to life...a little rough for a few seconds then smoothing out to the long-familiar sound of idle. Joe listens intently. The idle sounds normal. He checks the engine gauges; everything's in the green. Turn on and set the radio(s) and transponder. Set the altimeter. Ready to go.

With a look around, Joe pushes in the throttle until the airplane starts to move. Everything sounds right, everything looks right. He retards the throttle to achieve taxi speed. He notes the other, familiar, planes on the ramp, which ones are there, which ones are missing. He scans the skies above for aircraft. He monitors the Unicom which so far has been silent. He looks at the windsock, which lies as limp as a used condom. Joe heads for the end of runway 25. The sound of the engine, the sight of the aircraft on the flightline and every swatch of pavement on the taxiway, the feel of the yoke in his left hand, the throttle in his right, the smell of the cockpit, the taste of Wrigley's gum...all provide a total sensory experience. And Joe's not even off the ground!

It's *je ne sais quoi*.

Or take those of us who don't have a flyable aircraft. We thrill as we watch as a diamond of PT-22s or a group of Stearmans fly by. We get goose-bumps watching Sean Tucker perform an aerial routine that can't be done. We

relax in easy chairs, sip a soda and vicariously fly with those doing circuits and bumps at our airport. We love to watch the slow build or restoration of an aircraft, and rejoice when it takes to its natural element in the sky. Why?

Je ne sais quoi

Those who love aviation can't explain it. Those who don't can't understand it. And ne'er the twain shall meet. We fly several hundred Young Eagles, and maybe one will get "the bug." He or she will know that aviation isn't just a hobby, or a pastime, or a career...it's a passion. They don't just want to fly or be around airplanes...they *need* to. They're not sure why. It's just that *je ne sais quoi*.

Welcome to the world of aviation!

-LG

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VETERANS DAY CELEBRATION

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9:00 am to 4:00 pm

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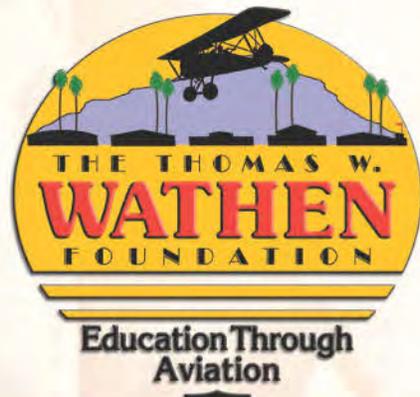
Events:

Vet's Parade, Band Concerts, Stand Up Comedy
Veteran's Honor Ceremony
Chow Hall with Spam and SOS
NCO club with live music
Games, Displays, Vendors
War Birds, Military Vehicles, Hot Air Balloons
Airplane rides available
Shoot paintballs at flying model airplanes
Vintage and Hot Rod Cars



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SPONSORS



Riverside County Record



136 Young Eagles flown in October

October's Young Eagle Flight Rally was greeted with clear skies and unlimited ceilings, very unlike last month's weather. By the end of that day, 136 youth became Young Eagles.

Fifty youth came from the Arlington High School Junior Air Force ROTC program, and 50 from the Palo Verde High School Junior ROTC program (Palo Verde school district joins the south side of March Air Reserve Base and is a rapidly growing school district). Each year these programs introduce their students to flight through our Young Eagles program.

There was more to the story than just flying these great kids, however. Flying 135 Young Eagles each month was very common several years ago. Saturday, however, we were short pilots. This has happened only two or three times in the last 16 years since our first YEFR in October 1992. Before the last youth was flown this time, we had 10 pilots, but four of those flew two-place airplanes, and it takes longer flying one person at a time. Also, several of the pilots had other commitments and had to leave before we flew everyone.

In the afternoon, as the lines of waiting young people seemed to be going down very slowly, Jim Spee joined us, flying the Wathen Foundation's Citabria, and Walt Wasowski helped out, flying his Cessna 172. When we finished at 4:10 p.m., there were four faithful pilots flying: Larry Conley, Jim Hayes, Ray Stits, and Walt Wasowski. Thanks, guys! You did yeoman duty! Ray Stits bested his previous record of 43 by flying 51 Young Eagles. Our hat's off to our flying octogenarian.

This was one of those rare months when pilots were out of town or had other important commitments. Fifteen of the pilots who fly regularly were not able to be there, and eight of the pilots who fly occasionally were unavailable. I went so far as to call pilots who had not flown with us for over five years, but to no avail.

As per usual, Tiffany Felton conducted the ground school and Chris Felton did the preflight instruction. Al Gester did the additional instruction for the Boy Scout merit badges.

The November Young Eagle Flight Rally is on Nov. 1, because Flabob's Veteran's Day Program is on Nov. 8. Come on out to both of these events and check out the progress of the WWII troop carrying glider.

Thanks to all pilots and ground support people who stayed on and went that extra mile!

Pilots Who Flew:

Larry Conley	Ercoupe	Jim Hayes	American AA 5-5
Barry Duble	Cherokee 235	Erik Lindholm	Bonanza
		Dan Newman	J-3
		Gerald Perry	Cessna 150
		George Pruitte	Cessna 210
		Jim Spee	Citabria
		Ray Stits	Cessna 182
		Walt Wasowski	Cessna 172

-Wes Blasjo, Young Eagles Coordinator

We're Still Around!

Plans by:

<p>Paul Poberezny * Acro Sport I * Acro Sport II * Pober Pixie * Pober Jr. Ace * Pober Super Ace</p>	 <p>Robert Nesmith * Cougar I with EAVES FOLD WING</p>
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EAA Chapter One

Membership Meeting

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Lunch will be
Provided!

Bring your own
salad or dessert
Dish!

November 2, 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



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