

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 2

We make flying FUN!

February 2009



President Jerry Cortez leaving office March 31

Chapter One President Jerry Cortez has resigned his position with the chapter, effective March 31, citing increasing professional responsibilities which have taken the time he needs to be an effective chapter president.

“I have always felt the President position is a hands-on position and I do not feel I can do that any more. I am sure most of you whom I have served with since I have been on the board as Vice-President and my first year as President saw I was very much hands-on. I feel this is best for me and my family and gives Chapter One a chance to bring in someone who can be hands-on,” Jerry wrote in an email to Board of Directors members.

According to chapter by-laws, Vice President Gino Barabani will automatically move to the President’s position. The Board of Directors will be required to appoint a new vice

president.

“I am sure you all remember I did not want to run again as President,” Jerry said to the Board. “As I have said before, the position at work I took last January takes up a lot of my time. I only ran again for two reasons: 1: No one else stepped up, and 2: at work there was talk about hiring a third person to relieve some of the pressure from me and the other guy I work with.

“They closed the job announcement because, like many other companies, Boeing also let a lot of people go. It’s now hard to complain too much about the job right now because I still have one, unlike so many other people.”

Jerry took the reigns as President in January 2007. Long active as a Young Eagles pilot with his Cessna 150, he became a very proactive leader, readily accessible and full of enthusiasm. He introduced the “Plane of the Month” concept for the chapter meetings, with a plane on display in the hangar and the owner giving a brief presentation about it.

When any event took place in the Chapter One hangar, Jerry was there bright and early to open the doors and help get things ready. All hangar events were scheduled by him, and he worked closely with The Wathen Foundation and other groups to provide facilities for meetings and events.

During his tenure, the computer and printers in the Chapter One office were upgraded. Jerry worked with EAA’s SportAir Workshops to conduct a number of their homebuilding workshops in the Chapter One hangar. In 2007, Jerry presided over a washed-out Open House, as pouring rain kept people away in droves. In 2008, he saw one of the most successful Open Houses in the chapter’s history, with keynote speakers Tom Poberezny and Burt Rutan.

We all know that life situations change, and we regret that Jerry’s has required him to step down as chapter president.

Thank you, Jerry, for a job well done! We who supported you for the past two years will continue to do so. We will sorely miss your leadership.

Chili meal this month!

Tired of the same old chicken dinner provided at the Chapter One monthly meeting?

Well, February is your month! Instead of the usual fried chicken dinner, Board Member Walt Wasowski will be making a big pot of his “famous” chili. His wife, Carol, will be providing homemade corn bread. Chili and corn bread, plus drinks. That’s the menu.

You are invited to bring your own complementary dish...a salad, dessert, whatever.

Come on out to the Chapter Meeting on February 8 at noon in the Chapter One hangar, for chili and corn-bread and all the fixin’s. We’ll provide the chili and corn bread. You provide the fixin’s.

EAA Chapter One

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**Walt Wasowski's
famous chili
at this month's
Chapter Meeting**

Calendar



February 2009

- 6th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 7th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 8th -- Chapter Meeting**
Chapter One Hangar - noon
- 8th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 28th -- Design Group Meeting**
Chapter One Clubhouse - 10 a.m.

March 2009

- 6th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 7th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 8th -- Chapter Meeting**
Chapter One Hangar - noon
- 8th -- Board Meeting**
Chapter One Hangar - 1 p.m.
- 21st -- Design Group Meeting**
Chapter One Hangar - 10 a.m.
- 28th -- Riverside Air Show**

April 2009

- 3rd -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 11th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 19th -- Chapter Meeting**
Chapter One Hangar - noon
- 19th -- Board Meeting**
Chapter One Hangar - 1 p.m.
- 25th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.
- 24th-26th--Pietenpol Gathering**
Flabob Airport



Wathen Aviation High School suffers budget cuts, looks for outside funding

At the January meeting of our Chapter, we had visitors from the Wathen Aviation High School at Flabob to express concern about the funding cuts that will affect this school and many others in California. Anticipated funding reduction for this coming semester will require staff reduction unless additional funds are raised. To try to fill this funding need, concerned parents, students, Flabobians, Chapter One members and others are participating in a rescue plan.

The Wathen Foundation represented by Kathy Rohm and two students, Adrian Ortiz and Mitchell Robles, explained the conditions facing the school and students. Later, Adrian and his brother, along with Kathy, addressed the Chapter One Board of Directors. Adrian made a very effective presentation to express the student attitude toward being Flabobians and his gaining the benefit of being part of our "family" with the appreciation of the Flabob experience being passed to his generation.

The plan to prevent the loss of a teacher at the school involves donations by the interested parties. Tom Wathen is matching contributions by adding \$2 for every \$1 donated, with a goal of \$60,000. Presently, the goal has been about one-third reached, so much more is needed.

The Chapter One Board voted to donate \$1,000 (Tom Wathen will match with \$2,000=\$3,000), and the Board suggested this information should be presented to the entire membership so everyone has a chance to contribute to reaching the goal and preserving the school staff level.

Any individual contributions qualify as a tax deductible contribution to a non-profit corporation. Any member may write a check to: The Wathen Foundation, School Enhancement Fund. The check amount will be matched with double that amount by Tom Wathen when the Foundation receives your check. Checks may be mailed to Flabob, 4130 Mennes Ave., Riverside, CA 92509. Remember, \$1=\$3!

Those of us who are close to the situation feel it is appropriate to ask your support for this cause. Please consider it and help if you can.

– **Jim Pyle**

Gotta Fly Aviation featured speakers for February

Mary Ellen Lubak will be presenting a "A Heads UP" about what has, is and will be happening at GottaFly Aviation. She has some facts and otherwise to share. Well, if that does not get your interest piqued, Kobbe Farwick, a protege and "Gotta Flier," will follow with a slide presentation.

Kobbe will be sharing his experiences getting his pilot's certification at Gotta Fly at Flabob Airport. He wants to inform us about what he is doing with the knowledge he has gained and what his plans are for his future in aviation.

Questions will be taken from the floor after the presentation.



Charlie Webber and the SR-71

By Jon Goldenbaum

Charlie Webber has lived for almost 40 years in a small jungle-like corner of Flabob known to all as Jurassic Park. Charlie is part of Flabob history and lore; his tidy mobile home is surrounded by plantings of banana trees and bamboo accented with scattered pop art lawn sculpture, mostly dinosaurs.

It's hard to nail down Charlie about his past; fact and fiction seem to blur. We do know that Charlie is a retired engineer, originally from a prominent Boston family. His uncle was a judge. Charlie immigrated early to the West Coast where he became an accomplished glider and power pilot; much taken with motor gliders, particularly his Fournier.

Charlie loves conflict and seeks it whenever possible. The best Charlie stories come from fights he purposely picks with the FAA. Charlie once formed an organization dedicated entirely to hassling the Feds through his newspaper called "The Soapbox." Charlie proudly wears a jumpsuit bearing a huge skunk logo on the back with the motto "spray the FAA." His most famous battle concerned his fundamental belief that FAA medicals are an unnecessary impediment to aviation. This all started one day when Charlie was comparing medical incidents involving glider and power pilots. Since there is no FAA medical required to fly gliders, Charlie was most interested to find that glider pilots recorded far fewer medical related incidents than power pilots. He concluded that getting an FAA medical was detrimental to air safety and the good health of pilots. To show his opposition, he allowed his own medical to lapse, then called the Riverside FSDO to report that he would soon fly from Flabob to Riverside without a medical. He cordially invited the FAA to meet him upon landing for a ramp check. The result was predictable, Charlie's license was suspended and the fight was on. Charlie eventually fought the issue with great zeal through the twists and turns of the FAA, and eventually into the legal system. The District Court of Appeals eventually agreed with the FAA. This gave Charlie even more zest for the fight. The story goes on and on, and Charlie became more of a local legend as he continued tilting windmills. Happily, he has reached the age where a medical is a challenge, but he steadfastly sticks to the principle.

On his softer side Charlie is a great patron of the arts; he has commissioned a series of metal lawn statues to be placed around the airport to add to Flabob's ambiance. Charlie had a 10-foot metal replica of Pegasus, complete with working navigation lights built to grace the garden in front of Flabob Airport Headquarters. His latest and most impressive creation is a wind indicator built in the shape of an SR-71. Charlie loved the look of the Blackbird and thought it would be an appropriate honor for Flabobian M/Gen Pat Halloran, pioneer SR-71 pilot and Wathen Foundation Trustee. The result is a working wind indicator, certainly an elegant replacement for our old 55-gallon drum tetrahedron. The SR-71 has become Charlie's crowning achievement. Come visit us at Flabob where you can find Charlie napping in the café midmorning almost every day!

Meyers Fly-In to be held at Flabob June 10-13



John Lyon's Meyers 200A

The Meyers Aircraft Owners Association annual Fly-In will be held at Flabob on June 10-13, 2009. They are hoping to have 15-20 Meyers 200s, several Meyers OTWs, and one or two Meyers 145s show up for the event.

These are the three airplanes produced by Al Meyers and his company in Tecumseh, Michigan, from the 1930s to 1965. At that time the Meyers 200 was sold to Aero Commander and produced for two more years as the Aero Commander 200. After Aero Commander discontinued production, all models have reverted to being called "Meyers."

The 200 was sold to a company which produced the first certificated pressurized turboprop single, the Meyers 400 or "Interceptor." One prototype exists. It will true at 300 kt at 24,000 feet.

During the Aero Commander era, the factory made a push in air racing. The result was the end of civilian stockplane races, because Beech, Cessna, and Piper tired of looking at the back end of Meyers 200s and dropped out of racing.

Allen H. Meyers was born in Allenhurst, New Jersey on September 4, 1908. He was a graduate mechanical engineer. He apprenticed with pioneer aircraft builders such as Chance Vought, Glenn Martin and Stinson Aircraft.

Al's first design was the OTW, then the 125-145, and finally the 200 series. Al Meyers designed the Meyers 200 at least 10 years after, but to compete with, the Beechcraft Bonanza. The Meyers 200, Meyers 200A, Meyers 200B, Meyers 200C and Meyers 200D have an excellent maintenance and safety record.

In 1974, Al was elected to the Pioneer Aviation Hall of Fame. The Meyers 200 series aircraft have never had a FAA mandated Airworthiness Directive (AD) issued against their airframe, something no other aircraft can claim. It was, and still is, regarded as perhaps the finest single engine production aircraft ever built. There are currently 102 Meyers 200 type aircraft registered in the U.S. today.

The Meyers 200D set many speed records during the 1960's. Peter Gluckman set a class around the world record with a Meyers 200D equipped with auxiliary fuel tanks.

Jerry Mock, a Columbus, Ohio, homemaker, set several records in women's racing in the Meyers 200D. She piloted a 200D to a new world speed record for 500 kilometers in Class C-1b. Her average speed of 203.858 mph broke the ten year old record of 178 mph set by a Czech racing

plane. Bill Brodbeck set a National Aeronautic Association (NAA) speed record of 227.24 mph in Class C-1b over a 3 km course which stood for almost eighteen years. Bill also

set a Federation Aeronautique Internationale (FAI) World record of 365.700 kmh. Then Don Washburn, flying a standard production 200D, claimed a record of 239.5 mph (208.26 kts!!) in class C-1c over a 3 km course. The Meyers

is the fastest normally-aspirated (non-turbocharged) production piston single engine plane ever built. The Meyers 200D is faster than even the fabled Piper Comanche 400 which has 400 horsepower. Many magazine articles have been written

(Continued on Page 9)

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Jan Buttermore Is now an IA

There's a new IA on the field at Flabob. Last month long-time Flabobian and Chapter One Webmaster Jan Buttermore added the Inspection Authorization to his A&P license.

Jan passed the grueling FAA exam and added the IA to a long list of degrees and educational accomplishments. "It's probably the hardest exam I've ever taken!" he said. That says a lot, coming from a guy who has taken quite a few exams in his time. In addition to his A&P, Jan has a B.A. with a double major in chemistry and biology and a double minor in math and Shakespearean theater. He also earned a Master's Degree in Education Administration with a specialty in research and statistics.

Jan is a former associate professor at San Bernardino Community College, where he taught the general course in the A&P program. But he has always yearned to get back into aviation—where he began. When he was a 16-year-old sprout in Eastern Kentucky, he got his private pilot's license, and after that owned several airplanes. Then, like so many of us, life intervened and his career took him to live in various places such as New Mexico, Texas, and Florida, and away from aviation.

About six years ago, he and friend Roger Farnes formed Far West Aviation, LLC. Shortly thereafter, Jan earned his A&P and worked at the Far West hangar in addition to his teaching duties at SBCC. Now, with an IA certification fresh in hand, he is full time at Far West. He and Roger are also partners in a Luscombe 8E and a 1941 Stinson 10A ("Baby Stinson").

Far West Aviation, LLC, is an FBO servicing most single engine piston aircraft. They're open in Hangar 23 at Flabob Mondays through Fridays. You can call them at 951-684-4300 (leave a message) or visit their website at <http://www.farwest-aviation.com>.

On Saturdays, you will find Jan volunteering...supervising a bunch of kids who are rebuilding a Stinson 108 Wathen project airplane. So if you need A&P or IA services, with a mechanic who can square your pi or quote *Othello*, give Jan a call.

Congratulations, Jan!



121.5 monitoring has ended

Termination of satellite monitoring of 121.5 MHz ELTs has taken place. Are you ready?

On 1 February 2009, the International Cospas-Sarsat Organization (U.S. included) terminated processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Protect each other...

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.



FROM THE EDITOR'S DESK

On Doubling Your Salary

The job of newsletter editor can get a bit frustrating at times, as I'm sure most of my fellow EAA newsletter editors would confirm. Ask someone to submit a story for publication, and they react like you've asked them to run around the hangar naked. In fact, it would probably be easier to get them to streak through the clubhouse than to write something up for the newsletter.

So the editor is always in search of the area's latest aviation news. And often, the editor is the last to know the news. By the time we find out, the whole darn chapter knows about it. Someone will mention, "I heard Jim Bob just got his instrument ticket." When did that happen, you inquire, sniffing news. "Oh, just a couple months ago."

Then, when you do get the break and get the story on time, you write it up, slap it in the newsletter and get it published just past the deadline, you find that only a handful of people actually read it!

I've written newsletters for Chapter One and other organizations. It always amazes me when prominent members of the organization ask questions or make statements that reveal they never even browsed through the headlines of the newsletter. On one occasion, I had an official send me an article that he thought would be good for the newsletter. The article had been in the newsletter the previous month. Oh, well!

Not long ago I got fed up with the low-paying, thankless job. I went to the Board of Directors and complained. To my surprise, they understood my dilemma. They were very sympathetic, and immediately offered to double my salary.

What could I say? Such generosity was overwhelming, and I agreed to keep the job. Same job. Double the pay. Yessir, editors may be lazy, but at least we're not stupid.

So, to all you hard working Chapter One volunteers who feel like no one cares...you're wrong. You are welcomed, you are appreciated, and you are needed. There wouldn't be a Chapter One without you. Thank you for your time. Thanks for your work and your support. Forget Uncle Sam...*Chapter One* needs you!

And, if things get too jumbled up and too frustrating for you, let us know. Who knows...we may even double *your* salary!

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With all the bad news pouring from every news source—the economy's in the tank, our state is flat-out broke, the government is broken and ineffectual at every level, from federal to local, Jessica Simpson is gaining weight—isn't it good to have a news story in which the pilot is the hero? Hooray for "Sully" Sullenberger and the Miracle on the Hudson! People everywhere rejoiced as they watched all 150 passengers of the doomed US Air Flight 1549 escape with minimal injuries. But pilots, especially, rejoiced as news sources and people everywhere recognized that the "miraculous" water landing was accomplished by the expertise of a highly trained and competent pilot (and a bit of luck!). Usually, the pilot is the scapegoat, with "pilot error" appearing everywhere. Not this time! The accident was clearly an Act of Goose, and the pilot's quick, decisive and wise actions prevented a large-scale tragedy.

The nation's gratitude to Sully and his crew was unexpected and overwhelming. I was deeply touched when the

flight crew appeared to thunderous applause on the field prior to the Super Bowl. And the media is all abuzz with who will be the first to interview the now-famous pilot (ESPN won the race!). And did you hear that Virgin Atlantic's Richard Branson offered Sully a job, promising to make him the "best paid pilot" on the airline, even offering him a position as an astronaut on the airline's intergalactic spaceship company?

I say, "Go for it, Sully! You've earned it!" Whether he was very good, or very lucky, it doesn't matter. Sully did us all proud. He put pilots in the position where they always are in their own minds—in the role of the hero!

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A seagull, a life, and a great man's gratitude

It happened every Friday evening, almost without fail, when the sun resembled a giant orange and was starting to dip into the blue ocean.

Old Ed came strolling along the beach to his favorite pier. Clutched in his bony hand was a bucket of shrimp. Ed walks out to the end of the pier, where it seems he almost has the world to himself. The glow of the sun is a golden bronze now

Everybody's gone, except for a few joggers on the beach. Standing out on the end of the pier, Ed is alone with his thoughts...and his bucket of shrimp.

Before long, however, he is no longer alone. Up in the sky a thousand white dots come screeching and squawking, winging their way toward that of the pier.

Before long, dozens of seagulls teeming and flapping wildly. Ed greets the birds. As he does, if you listen closely, you can hear him say with a smile, "Thank you. Thank you."

In a few short minutes the bucket

He stands there lost in thought, and place. Invariably, one of the weather-beaten hat—an old mili-

When he finally turns around and a few of the birds hop along the pier then they, too, fly away. And old end of the beach and on home.

If you were sitting there on the pier with your fishing line in the water, Ed might seem like "a funny old duck," as my dad used to say. Or, "a guy that's a sandwich shy of a picnic," as my kids might say. To onlookers, he's just another old codger, lost in his own weird world, feeding the seagulls with a bucket full of shrimp.

To the onlooker, rituals can look either very strange or very empty. They can seem altogether unimportantmaybe even a lot of nonsense.

Old folks often do strange things, at least in the eyes of Boomers and Busters.

Most of them would probably write Old Ed off, down there in Florida. That's too bad. They'd do well to know him better.

His full name: Eddie Rickenbacker. He was a famous hero back in World War II. On one of his flying missions across the Pacific, he and his seven-member crew went down. Miraculously, all of the men survived, crawled out of their plane, and climbed into a life raft.

Captain Rickenbacker and his crew floated for days on the rough waters of the Pacific. They fought the sun. They fought sharks. Most of all, they fought hunger. By the eighth day their rations ran out. No food. No water. They were hundreds of miles from land and no one knew where they were.

They needed a miracle. That afternoon they had a simple devotional service and prayed for a miracle. They tried to nap. Eddie leaned back and pulled his military cap over his nose. Time dragged. All he could hear was the slap of the waves against the raft.

Suddenly, Eddie felt something land on the top of his cap. It was a seagull!

Old Ed would later describe how he sat perfectly still, planning his next move. With a flash of his hand and a squawk from the gull, he managed to grab it and wring its neck. He tore the feathers off, and he and his starving crew made a meal—a very slight meal for eight men—of it. Then they used the intestines for bait. With it, they caught fish, which gave them food and more bait.....and the cycle continued. With that simple survival technique, they were able to endure the rigors of the sea until they were found and rescued. (after 24 days at sea...).

Eddie Rickenbacker lived many years beyond that ordeal, but he never forgot the sacrifice of that first lifesaving seagull. And he never stopped saying, "Thank you." That's why almost every Friday night he would walk to the end of the pier with a bucket full of shrimp and a heart full of gratitude.



have enveloped him, their wings fluttering and flapping wildly. Ed stands there tossing shrimp to the hungry birds. If you listen closely, you can hear him say with a

is empty. But Ed doesn't leave.

as though transported to another time, Ed stands there tossing shrimp to the hungry birds. If you listen closely, you can hear him say with a

begins to walk back toward the beach, with him until he gets to the stairs, and Ed quietly makes his way down to the



Winds blow out January YE Rally

January's Young Eagle Flight Rally was another "bust" due to the high winds. It was dead calm at Flabob at 6:30 a.m., and just a little wind by 7:30, but after 8:00 the wind was back to the gusting that it had been doing for the last several days. The wind continued to increase and showed no signs of letting up, so after the ground school and preflight instruction were completed the flying was called off. When we have to cancel flying, about 50 per cent of the youth return the next month, so we can expect about 35 kids ready to fly at 8:00 on February 7.

Also, Kevin McKenzie conducted a ground school for a group of 25 kids "off site," so they will be ready to fly at 8:00. We expect 80 kids to show up for the regular February Young Eagle program, so the total will be quite large. What this means, is that on Saturday February 7, everyone needs to be there earlier than usual. Ground support people will have to have everything set up and ready to go by 7:30 at the latest. We will have a pilot briefing at 7:45 and the first airplane should have "wheels off the ground" by 8:00, weather permitting. This is a little bit earlier than usual, but this is one of those times when we have to "rise to the occasion," no pun intended. Thank you all for the extra effort.

Wes Blasjo
Young Eagle Coordinator

Meyers Fly-In to be held June 10-13

(Continued from Page 5)

400 horsepower. Many magazine articles have been written about the Meyers 200D.

The Meyers 200D has never had an in-flight structural failure and has never had a FAA mandated Airworthiness Directive (AD) issued against the airframe. The 4130 chrome-moly steel tubular roll cage and understructure act like a race car protective cage during a crash. Several Meyers aircraft have been forced down in the trees and off airport runways with documented instances of the occupants walking away with only minor injuries or a broken bone.

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February 8, 2009
at noon

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

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