

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 3

**We make flying FUN!**

March 2009

## **Light Sport Aircraft after four years: Are they changing general aviation?**

The majority of light sport aircraft are being purchased and flown by pilots with a private or higher ticket, industry experts say. And, contrary to the hopes of many, the LSA market has not provided a low-cost way to fly.

Tom Peghiny, president of Flight Design USA, which handles one of the best-selling LSAs on the market, was curious about who was buying his aircraft. He commissioned a study, which found that 78 per cent of Flight Design purchasers had a private license or higher. Only 22 per cent went to sport pilots.

This is only natural, according to EAA's light sport expert, Ron Wagner. "You had a ready-made, pent-up market waiting for LSAs," he said.

The majority of America's pilots are over the half century mark and at an age when health problems become an issue. Many pilots are opting to take advantage of the LSA rules that require only a driver's license instead of an FAA medical.

Peghiny pointed out that it can cost several thousand dollars a year to have all the tests done that the FAA requires after a cardiac event. It's much easier for a pilot to not renew his or her medical and fly under LSA rules. And it seems that is what U.S. pilots are doing in ever increasing numbers.

*(Continued on Page 5)*



## **Former WASPs to relate experiences at monthly Chapter Meeting on March 8**

Two ladies will discuss their careers with the WASPS, the Women's Airforce Service Pilots. Mary Thoits and Vi Cowden were members of the famous World War II organization who flew aircraft in a variety of missions in support of the war effort. Their story celebrates the achievements of women in aviation, and is an ongoing tribute to women of the United States. Please come and pay tribute to these pioneers and glimpse the lives and careers of some of the most talented and famous people in our industry.

Vi Cowden was in the Womens Airforce Service Pilots (WASP) ferrying fighter planes for the war effort. She had gotten her pilots license before the war while

living in South Dakota, then joined the Army Air Corps as a *civilian* contract employee. Vi has flown 19 different types of Planes, including the P-51, P-47 and P-63. At the age of 89 Vi took her *second* parachute jump out of a plane, and after her 90th birthday she had her first paragliding trip!

Mary Thoits was in the last WASP class and the war ended before her training ended. Following the war, she was a sea plane instructor in her home town of Grand Rapids, Michigan. Her life's work has been in service to others. Mary worked in Berlin and Korea providing recreational opportunities for our armed service ladies and

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**Riverside Airshow**  
**March 28th**

# Calendar



### 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

### May 2009

#### **1st -- First Friday Flicks**

Chapter One Hangar - 5 p.m.

#### **9th -- Young Eagles Rally**

Chapter One Hangar - 8 a.m.

#### **10th -- Mother's Day**

#### **17th -- Chapter Meeting**

Chapter One Hangar - noon

#### **17th -- Board Meeting**

Chapter One Hangar - 3 p.m.

#### **23rd -- Design Group Meeting**

Chapter One Clubhouse - 10 a.m.



# The Prez Sez...

As I write my last Prez Sez I would like to thank the current and past Chapter One board members who have supported me during my time as President and Vice-President of Chapter One. I would also like to thank all the volunteers who have helped with all our events and activities during my time on the board. I have met a lot of people as Chapter One President and made a number of friends; this has been one of the greatest benefits of being the President of Chapter One.

In last month's *WingNut*, you read I am resigning as Chapter One's President effective April 1<sup>st</sup>. My job and family are taking a lot more of my time and I do not have the time to be a hands on President. Chapter one is a busy chapter with all our monthly and annual events and needs a President who has the time to be a good administrator.

Again I am asking for people with some time on their hands who haven't volunteered to be on our chapter board. This request is intended to our members who have not served on the board, not to those who have. I know as a member, I appreciate those who have served and brought much needed help and new ideas to our chapter. My plans are to still volunteer when I can and support the chapter as much as possible.

Thanks again for all the support I have received and will see you around at our events.

*Jerry Cortez*

## Profiles of Flabob Youth

# Flabob youth continues life in aviation

By Wes Blasjo

Mike Carrier, the gentle giant of a young man who was one of the Flabob youths who spent and donated time at Flabob events, is busy living a life involved in aviation.

He has recently been checked out in a Cessna 182 and will fly Young Eagles with us again. If you dig back into the far reaches of your memory, you will remember Mike as a YE escort and plane parker. Mike earned his private pilots license and flew Young Eagles for a while. In December 1998, he joined the Air Force Reserve and was on active duty until 2003. He is currently in the Air Force Reserves at March Air Reserve Base. He first went to loadmaster school for the C-141 and flew around the world in that until Oct. '04, when he went to loadmaster school for the C-17. The particular C-17 that he is assigned to is the one that does the awesome landings, back-ups and take-off demonstrations such as the ones that many of us have seen at the Riverside Municipal Airport Airshow.

Since Sep. '07, Mike has worked as a tech writer for Boeing, writing C-17 manuals. Everything has to be reviewed and updated every 120 days, so there are constant reviews and updates. He also meets with representatives of foreign nations that have the C-17 and answers questions and addresses issues that they have. A typical tech writing task is the C-17 Flight Manual, which is the equivalent of the Pilot Operating Handbook for general aviation aircraft. Other manuals would be the Cargo Loading Manual, Loadmaster Checklist, Air Drop Crew Manual, as well as all of these for the pre-production prototype T-1 "Test Bird" that still flies at Edwards AFB and the Functional Check Flight for the T-1.

So, Mike flies the C-17 on weekends for the reserves and then writes about it during the 9 to 5 week for Boeing. Can you spell "total immersion in the C-17"? As Mike sat in his high school English classes, writing for a living was not high on the radar screen of his mind, but life's opportunities have a way of using those skills that might have seemed inconsequential at the time of acquiring them.

Sandwiched in between active duty tours, Mike worked for an FBO at French Valley Airport. He had hoped that it would turn into a flying job, but that didn't work out. He has also worked as a physical fitness trainer at the 24 Hour Fitness on Limonite, just around the corner from Flabob. He takes to heart the concept of physical fitness as evidenced by his 6'8" 275 pound frame of all lean but not mean. You may see him at Flabob events on the ground playing with his three young ones or they may be in all stages of climbing on him. As you talk with him you will sense his friendly manner and see his warm smile and see him as perhaps his kids see him...as a gentle giant!!!



# Caudron racer flies for first time at Flabob



By Jon Goldenbaum

Tom Wathen's beautiful Caudron racer replica took to the air for the first time on January 28, 2009, here at Flabob. You'll see a lot of this beautiful French design flying air shows this year; its first appearance will be in Europe this summer, eventually being showcased at the Paris Air Show.

The original French Caudron C.460 won the 1936 Thompson Trophy Race at Los Angeles, blowing away the American competition. Tom Wathen always loved the sleek French racer; and he commissioned Mark Lightsey of the Aerocraftsman to re-create the beautiful design.

Building such a replica from scratch is a staggering task. The famed restorer Bill Turner of Flabob's Repeat Aviation originally started the project. When he went west, Brian Newman took over the task and advanced the aircraft further. Mark inherited the project two years ago with relish. Mark had no plans to work with, no engineering, and no detail at all other than photographs and some rudimentary model airplane plans. The original aircraft, drawings and engineering were all lost when the Caudron factory was destroyed in WW II; there simply was nothing left. The only thing available was basic aircraft dimensions scaled up from model airplane drawings. Since the original Renault engine was no longer available, Mark finally chose a Czech LOM 337 260 HP inline as a suitable substitute. Again, he had to design the entire firewall forward package without the benefit of plans or specifications. Same for the systems, fuel, electrical, retractable landing gear, etc. Everything had to be thought up, engineered, then built.

How about flying it? Early on, Mark decided that he should tackle test flying the airplane as well; after all he knew it better than anyone. Although he was bigger and taller than the original French pilot, Mark could fit into the tiny cockpit. Mark has been restoring and flying antique aircraft for years, specializing in Travelairs, Stearmans and other old taildraggers, so he was comfortable with test flying it himself.

But how about the airplane? How could one predict how it would perform? Other than paying lots of attention to weight and balance, how do you determine if it would safely fly? Obviously the original flew well, and the replica was close to the basic proportions of flight controls, wing and airfoil. What about flutter? Trim? Control forces? All unknowns in such a small, powerful scratch built racer.

I had the good fortune to be Mark's chase pilot on the first flight. We planned and rehearsed emergency procedures, prepared a crash truck with a trusted crew, chose divert fields, etc. Mark had done sufficient taxi tests to prove that ground handling was no problem. We agreed that prolonged fast taxi or "short hop" testing would do nothing but put Mark in an uncomfortable regime. Mark believed that the best way to proceed was to simply fly it in familiar pilot territory, take off, feel it out, slow fly it, shoot multiple low approaches, then land it.

Happily, on the first flight the airplane performed beautifully: good stability and control, a powerful engine that cooled and ran as advertised, and responsive flight controls and a good CG envelope. It was a thing of beauty in flight, a sleek, well-balanced racer that operated comfortably out of Flabob's 3200-foot narrow runway. After basic airwork and handling exercises he did numerous patterns and low approaches, gradually reducing airspeed, as he got familiar with the landing attitude sight picture. After less than an hour, he put it down with style and grace, it rolled out straight and the first flight was done. Since then it has flown many successful flights, and unlike the effort surrounding flying most race replicas, Mark flew it to neighboring Hemet airport for lunch the other day, no chase, no drama, just another \$100 dollar hamburger in a Thompson Trophy winner!

Most impressive was the dedication of the man who built such a machine from scratch, then had the courage to strap it on and fly it. Characteristically, Mark downplays his achievements in building and flying and gives all the credit to the building team: Nando and Hualdo Mendoza, Bill Hill, Tony Furukawa, Don Newman, Barry Kennedy, and Larry Gudde. Overall, a great day at Flabob, watch for this beauty at airshows around Europe and the US.

# LSAs to become standard primary trainers?

(Continued from Page 1)

But Wagner and the EAA continue to predict that LSAs will some day see widespread use as primary trainers and will bring new pilots into the fold.

“We’re really in the very early stages of light sport aircraft,” he said. “We’ve been in this about four years now, and even though that seems like a long time, it’s just in the beginning stages.”

Wagner acknowledges that flight schools across the country have not really jumped on the LSA bandwagon. “I’m a little disappointed that more flight schools haven’t seen the potential in this new market,” he said. “They need to be educated about the light sport aircraft market.”

Wagner said the typical flight school has a student drop-out rate of about 70 per cent. “Students usually drop out immediately before or after solo,” he said. But with students going for the sport pilot certificate, this doesn’t usually occur. With sport pilot training, he said, “Once they solo, they’re half way to getting their license. We’ve found that almost all sport pilot students finish their training.”

Wagner said in his travels across the U.S., he has seen that FBOs which have purchased LSAs are doing well with them. “Every FBO that put a sport plane on the flightline kept that airplane busy,” he said, “and it did not impact the rental of their heavier aircraft. I’ve seen this at airport after airport.”

One of the reasons there are not more LSAs in flight schools is the newness of the market. LSAs haven’t been around long enough to see large numbers of used aircraft for sale. And the cost of a new LSA—originally and optimistically pegged to come in well under \$100,000—has soared well north of that number. A nicely equipped carbon fiber LSA with a glass panel will set you back about \$150,000. This is a cost few flight schools are able to handle...especially when used Cessna 152 can be had for \$20,000 to \$40,000.

Wagner sees the light sport airplanes becoming the future standard for flight training, however. “Many of the new Cessna LSAs are going to Cessna Pilot Centers,” he said. “That is going to put competition on the non-Cessna pilot centers to provide LSA training.” And as more LSAs are sold, more will become available on the used market, making them more affordable for flight schools and pilots.

“We knew the sport pilot segment of aviation would come in waves,” Wagner said. “From our point of view, it’s right on track.” Wagner points out that there are between 80 and 100 new models of aircraft that have been introduced under the LSA rules. A large number of these, he said, will probably not survive today’s restrictive marketplace, but those that do should have a solid future in general aviation.

The U.S. Sport Aviation Expo, which was held in Sebring, FL, in January, was “an unqualified success” that drew more people than did the AOPA Expo in 2008. LSA expert Dan Johnson wrote in his blog, “Sebring was a welcome event for all who participated. Companies that stayed home may be wondering if that was the right move. With record crowds, airplane orders taken, and merchandise selling out, the Florida LSA show gave a welcome lift to a global aviation industry that’s been laying off workers by the thousands.” (ByDanJohnson.com)

It doesn’t appear that the Light Sport Aircraft regulations have drawn new students to fill the rapidly diminishing number of pilots in America. Those in the know believe that will change, given time. The costs of LSAs have climbed considerably since their introduction. It doesn’t seem possible to produce an aircraft that pilots want to fly for much less than \$100,000. Some people believe that the sport pilot market has not lived up to expectations. Others, like Wagner, believe it’s right on track.

## WASPs to speak

(Continued from Page 1)

men. For the last thirty years, she has been the Director of the Senior Studies program at Long Beach City College where the Senior Center is named in her honor. For her 85<sup>th</sup> birthday, Mary took her first parachute jump at Lake Elsinore.

Mary and Vi have been friends for decades and still attend WASP reunions all over America. Thank you to member David Thoits for providing our distinguished speakers for March.

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# How the game of Monopoly helped escaped POWs



*(From the Midwest Antique Aircraft Club newsletter)*

Starting in 1941, an increasing number of British airmen found themselves as the involuntary guests of the Third Reich, and the authorities were casting-about for ways and means to facilitate their escape. Now obviously, one of the most helpful aids to that end is a useful and accurate map, one showing not only where stuff was, but also showing the locations of ‘safe houses’, where a POW on-the-loose could go for food and shelter.

Paper maps had some real drawbacks; they make a lot of noise when you open and fold them, they wear out rapidly and if they get wet, they turn into mush. Someone in MI-5 got the idea of printing escape maps on silk. It’s durable, can be scrunched-up into tiny wads, and unfolded as many times as needed, and makes no noise whatsoever. At that time, there was only one manufacturer in Great Britain that had perfected the technology of printing on silk, and that was John Waddington, Ltd. When approached by the government, the firm was only too happy to do its bit for the war effort.

By pure coincidence, Waddington was also the U.K. Licensee for the popular American board game, Monopoly. As it happened, “games and pastimes” was a category of item qualified for insertion into “CARE packages,” dispatched by the International Red Cross, to prisoners of war. Under the strictest of secrecy, in a securely guarded and inaccessible old workshop on the grounds of Waddington’s, a group of sworn-to-secrecy employees began mass-producing escape maps, keyed to each region of Germany or Italy where Allied POW camps were located (Red Cross packages were delivered to prisoners in accordance with that same regional system). When processed, these maps could be folded into such tiny dots that they would actually fit inside a Monopoly playing piece (token.)

As long as they were at it, the clever workmen at Waddington’s also managed to add:

1. A playing token containing a small magnetic compass,
2. A two-part metal file that could easily be screwed together,
3. Useful amounts of genuine high-denomination German, Italian and French currency hidden in the pile of Monopoly money!

British and American aircrews were advised before taking off on their first mission how to identify a “rigged” Monopoly set by means of a tiny red dot, one cleverly rigged to look like an ordinary printing glitch, located in the corner of the “Free Parking” square!

Of the estimated 35,000 Allied POWs who successfully escaped, an estimated one-third were aided in their flight by the rigged Monopoly sets. Everyone who did so was sworn to secrecy indefinitely, since the British Government might want to use this highly successful ruse in still another future war. The story wasn’t declassified until 2007, when the surviving craftsmen from Waddington’s, as well as the firm itself, were finally honored in a public ceremony.

Anyway, it’s always nice when you can play that “Get Out Of Jail Free” card.

## Pietenpol Gathering last weekend in April

The Pietenpol Gathering will be held the last weekend in April at Flabob Airport. All airplanes and pilots are welcome to attend the event. Last year’s Gathering was attended by four Pietenpols. For more information, contact Jim Pyle, Chapter One’s resident Pietenpol expert/builder.

### Non-classified ad:

WANTED: Chevrolet Corvair 164 cid engines. Price offered will depend on condition, completeness and suitability for aircraft conversion as determined by the two letter suffix on the case serial number. Please contact Ned at 925 209 9341 or ned\_dodds@yahoo.com.





## FROM THE EDITOR'S DESK

# On Having a Heart Attack

Sometimes, being tough ain't enough. I've always prided myself on being tough, being able to survive tough times, keeping a stiff upper lip and not being a "cry baby," as my Dad used to say. I tried not to be one of those our governor would classify as "girlie men," and I've developed a rather high pain tolerance through a series of mishaps and broken bones over the past half-century.

(One caveat here: Put me in a dental chair and I revert to prepubescent sissiness. Just the sound of the drill causes pain all the way down to my toes...and the dentist hasn't yet touched the tooth. It's a psychological thing. I'll work on it.)

A few days before our February Chapter Meeting, I experienced a half-hour or so of moderate-to-severe chest pain while at home. The pain was centralized along the sternum, was a pressure, or crushing type of pain, and caused me to walk around the room moaning and cradling my chest. I stood up, sat down, lay down, and bent over, but no position helped relieve the pain. I got nauseous and threw up a couple of times.

Recognizing all the classic signs and symptoms of a heart attack, I finally decided to go to my local emergency room at Corona Hospital. I was more than a little irritated at this interruption in my life, and it seemed that the other drivers on the road were determined to impede my progress. I got cut off several times, and, of course, I had to yell at them and tell them what I thought of their driving abilities, even though they couldn't hear me. But it worked! By the time I got to the ER, the pains were much less. I looked for a parking space. None were available. Then I noticed the crowd just outside the ER doors.

I had a choice to make: Park who-knows-where, stumble back to the emergency room and get in line with a hundred or so "emergency" patients. Or go back home and die in peace.

I chose the latter.

I drove home and proceeded to do some work on the computer. Then I found myself getting a little light-headed. Knowing that this can be related to elevated blood pressure, I decided I better take mine. So I did. It was 196/128. That scared me. While I could brave the thought of keeling over with the "big one," I shrank at the thought of blowing out blood vessels in my brain and spending years sitting in a wheelchair drooling and making strange sounds.

So I jumped in my car and headed back for the ER. The trip went better this time. I found a parking place, and hobbled into the admissions area. By the time I got there I was out of breath. The pretty young receptionist looked at me questioningly.

"I've been experiencing moderate-to-severe chest pains, and my blood pressure is 196/128," I gasped.

She handed me a clipboard with some paperwork. "Here, fill this out and have a seat," she said. Well, they don't seem to be too worried about it, I thought, so maybe it's not too bad.

About 15 minutes later, they called me into triage, where a very, very young physician's assistant took my history and ordered an EKG. They did the EKG, then told me to go back to the waiting area and they would call me.

So I did what any good potential cardiac patient would do...I went to the snack machines and got a pack of M&Ms. They called me back to the ER about 10 minutes later, and began some blood work. When the results of the blood work came back, I became one of the most popular people in the ER. If I felt neglected before, now they wouldn't let me alone.

My personal physician came in shortly after, and I asked him, "What's happening?" "You're having a heart attack," he announced, eyebrows raised. "Didn't they tell you?"

Well, no they hadn't, in so many words. They did tell me my troponin level was greatly elevated, and I figured that

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# Riverside Airshow, Minter Field reunion

Aerobatic pilot Jon Melby will headline the Riverside Airshow, which will be held at Riverside Municipal on March 28. Chapter One has traditionally had a presence at the airshow, sharing space in the Wathen Foundation booth.

Jon Melby is an airshow pilot with over 32 years of flying experience. Over the many years he has flown dozens of aircraft types and currently performs in a highly modified "Pitts" S-1-11B bi-plane.

At the age of 12, Jon had the opportunity to meet the legendary airshow pilot Bob Hoover. Bob Hoover's sincerity and great personality gave him the inspiration to pursue his dream of flying. When Jon was financially able, he made it a goal to solo in a glider before his 16th birthday. In only 8 flights, he achieved his goal by riding a bicycle 45 miles, on hot Arizona July summer weekends, to the nearest glider airport!

During Jon's first competition against 23 pilots, he achieved 3rd place, and in the next two contests he won first and second place, awarding him enough points to become the Arizona State Sportsman Champion. This all took place the first year of competition aerobatics. It was then that Jon knew that aerobatics was his "groove" and it's been an adventure for him ever since.

The Riverside airshow will kick off at 7 a.m with a \$5 pancake breakfast. The airshow will begin at 9 a.m., and will include performances by Dr. FrankDonnelly, from Cable Airport, who flies old-time aerobatics in his 1946 T-cart; John Collver and his T-6 Texan; the Silver Wings Wingwalker Team; the Just-In-Time skydivers, and fly-bys by a C-17 and C-53D "Skytrooper." There will also be a classic and antique airplane show, plus a classic car show.

The Minter Field Air Museum will hold "A Minter Field Aircraft Reunion and Fly-In" on Saturday, April 18, 2009, from 8 a.m to 3 p.m.

Minter Field is base for many flying WWII aircraft, including Stearmans, Ryans, Stinsons, North American AT-6s, and Harvard, and a P-51 Mustang. Minter Field is the home of Reno Air Race Champions Bill "Tiger" Destefani and "Strega", and 8 time winner Eddie Van Fossen who flew the AT-6 "Miss T-N-T", which are included in tours. The field is known for many restoration companies who specialize in warbirds and antiques.

The museum is inviting aircraft of the type that were at Minter Field during the WW II era--BT-13s, B-25s, UC-78s, Stearman, trainers, L-Birds and others. They also invite tail draggers, antiques, homebuilts, and experimentals. RVs, sport planes and ultra-lights. There is no admission fee for fly-Ins.

A pancake breakfast will be served at the Fly-In beginning at 8 a.m.for \$5, children under 6 are free.

## *FROM THE EDITOR'S DESK* (Continued from Page 7)

wasn't good. But nobody mentioned the ol' MI. A few hours later, I was moved to ICU. The next afternoon, I was transported to Riverside Community Hospital, where they did an angiogram within hours.

To make a long story short, the procedure saved my life. My left anterior descending artery was 99 per cent occluded, and my right coronary artery was 80-plus per cent occluded. These are the two main sources of blood to the heart muscle. The cardiologist roto-rooted the arteries and inserted stents...giving my heart, and me, a new lease on life. I was home the next day. Aaah, the miracles of modern medicine!

So...did I feel like a wuss going to the emergency room with some pains that were certainly bearable? Yeah, I did. Even though I have a considerable amount of medical knowledge and knew, in my head, that I was having a cardiac event, the "tough" part of me wanted to tough it out. It was like I was giving in. A large part of me wanted to rail against the pain, against the possibilities of heart failure, against getting sucked into the dreaded medical system.

But I gave in...and it saved my life. Not maybe, nor figuratively, but actually. My doctor told me I may not have lasted another day.

So to all you tough guys (and gals) out there, if you feel the signs and symptoms of a heart attack, call 911! Immediately! It may be the real deal! And as my good friend Karen Schicora pointed out, if you arrive at the ER by ambulance, you get admitted straightaway, bypassing the scores who are there to cure the sniffles.

No matter how tough you are, you can't out-tough a blockage or blood clot in your heart. I did it all wrong...I admit. But, thank God, I'm still here cranking out our newsletter. I like to think I'm tough. But sometimes, tough just ain't enough.





# February YE weathered out at Flabob

February's Young Eagle Flight Rally was weathered out, not due to wind as was the case in January, but because of threatening rain. We did complete the ground school and preflight inspection instruction for those hardy youth who showed up hoping against hope that the weather would not keep them on the ground.

All was not lost however, from the standpoint of flying Young Eagles. Irvin Craig flies out of Brackett Airport neat Pomona and he was contacted by a scout leader in Sierra Madre who wanted us to do a Young Eagle event at Brackett Airport. The scout leader had taken his troop to the El Monte Airport for an airport day for the last several years, but things changed there and this was no longer an option. Arrangements were made to fly the scout group on Sunday Feb. 15th at Brackett Airport. Irvin Craig and Jim Hayes were the only two of the six pilots who had anticipated flying. The scout troop anticipated 40, but only 18 showed up. Steve Tanner, the scout leader, drew upon his experience as a pilot and did the ground school instruction and the pilots did a preflight with each group before flying. Brian Blasjo and Carol Meredith completed the data entry and printed the certificates. Everything went well as Steve Tanner had the scouts do an airport treasure hunt while they were waiting for their flight. Irvin and Jim gave each of the scouts a great long flight. The scout leaders, parents and scouts were ever so grateful and thankful and came through with a generous donation. This was the first time in several years that we have "exported" the Young Eagle program to an off-site location.

This was the Pomona Valley Pilots Assn. display day for cars and airplanes. They had over 20 airplanes and almost that many cars on display. Bernie Heimos, who spoke at a Chapter One meeting a few months ago, was there with his beautiful 1939 J-3 Cub. He agreed to fly Young Eagles with us. That will give Chapter 1 six beautiful classic airplanes to use for Young Eagle flights. They are: The Wathen Foundation's J-3, Citabria, Super Chief and Cessna 150, Jim Meeker's Taylorcraft BC 12 D and Bernie Heimos's J-3. What a great fleet of classic training airplanes!!! In case you hadn't heard, Andy Andersen donated his Cessna 150, "Flabob Airport Bum" to the Wathen Foundation with the proviso that Chris Felton will be able to use it to fly Young Eagles. Thank you, Andy, you have always been such a great supporter of the Young Eagle Program!

The next Young Eagle Flight Rally will be Saturday March 7<sup>th</sup>. We have 130 signed up plus those who did not get to fly in January and February. It will be a big day, so if possible, come out and lend a hand and have fun in the process.

**Wes Blasjo**  
Young Eagle Coordinator

**Lend a hand—at the Young Eagles Flight rally March 7th**

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