

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 4

**We make flying FUN!**

April 2009

## Andy Andersen donates classic 150

For many years, the beautiful classic straight-tail 1959 Cessna 150 could be seen parked at fly-ins around Southern California. Its picture has adorned the cover of *Pacific Flyer* and it was featured in an article in *Plane & Pilot* and in a book, *Classic Airplanes*. Its proud owner was Andy Andersen, long-time Flabob resident and “official” photographer.

Andy has flown 341 Young Eagles—“one at a time”—in the little beauty, which he acquired in 1993, and each young person received a photograph of themselves in the airplane, as well as them on the ground holding their Young Eagle certificates. Andy logged 2,722 take-offs and landings in the airplane, he said, “and I never even bent the landing gear!” He flew his last Young Eagle when he was 87 years of age.

Now the classic bird is part of the flock at The Wathen Foundation. Andy recently donated his beloved 150 to the foundation with the proviso that the airplane should continue to fly Young Eagles and should not be used in a manner that would take business away from Gotta Fly Aviation, Flabob’s FBO.

Andy Andersen has been a fixture at Flabob Airport since 1971. Born (1919) and raised in fiery hot Needles, CA, Andy’s father owned a lumber company there until his untimely death from a heart attack when Andy was 15. At age 16, Andy dropped out of school and went to work for the Santa Fe Railroad, where he worked as a telegraph operator for 44 years until his retirement in 1979. After he had five years’ seniority with the company, he put in for a transfer to San Bernardino—“to get out of the heat!” He has been a resident of the Inland Empire ever since.

When World War II came along, Andy’s three brothers all enlisted in the Navy. So, even though he was married and had children, Andy felt an obligation to join them. He enlisted, and spent the rest of the war based in Pearl Harbor.

After the war, he remained in the Naval Reserve, and was recalled to active duty in 1950, during the Korean War. This time, he remained stateside.

In early 1971, Andy discovered aviation. “A guy named Dave Blythe took me for a ride from Redlands to Guymon, Oklahoma,” Andy said. “When we came back, I was riding around on my motorcycle, and I went to Cable Airport. There sat a little Cessna 150 for sale for \$2,500. I happened to have a hundred dollar bill on me, so I gave it to the guy that was selling it as a down payment, and made arrangements for him to bring it to Flabob the next day.”

Andy earned his pilot’s license in that 150 (not the ’59 straight-tail—that would come much later). In 1975, he traded up to a Cessna

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*Andy Andersen and his '59 straight-tail 150*

**Nose Artists  
to show & tell  
at April 19  
Chapter meeting  
-See Page 4**

# EAA Chapter One

## Officers

**President**  
**Gino Barabani**  
 (909) 882-9884  
*vicepresident@eaach1.org*

**Vice-President**  
**Karen Schicora**  
 (951) 682-6236  
*kschicora@earthlink.net*

**Treasurer**  
**Nancy Acorn**  
 (951) 788-5694  
*treasurer@eaach1.org*

**Secretary**  
**Garbiella Amthor**  
 (760) 669-5234  
*Gea2002us@yahoo.com*

## Directors

**Ray Stits**  
 (951) 682-6236

**Leon Grumling**  
 (951) 582-0978 home  
 (951) 818-5551 cell  
*editor@eaach1.org*

**Jim Pyle**  
 (951) 452-5232 cell  
 (951) 684-6258 home  
*jim.pyle@sbcglobal.net*

**Bob Chase**  
 626-336-5485

**Walt Wasowski**  
 (909) 829-8029 home  
 (909) 565-8099 cell  
*chap1flabob@gmail.com*

### Tech Counslors

**Norm Douthit** -- (888) 811-2232  
**Jim Pyle** -- (951) 684-6258

### Flight Advisors

**Ron Caraway** -- (760) 247-6771  
**Hal Nemer** -- (760) 788-0184

### Webmaster

**Jan Buttermore**  
*webmaster@eaach1.org*

### WingNut Editor

**Leon Grumling**  
*editor@eaach1.org*

### Young Eagles

**Wes Blasjo** -- Coordinator

**Kathy Rohm** -- Reservations  
*ye@eaach1.org*

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**Nose Art Featured  
 For April  
 Membership Meeting**

# Calendar



## April 2009

**3rd -- First Friday Flicks**  
 Chapter One Hangar - 5 p.m.

**11th -- Young Eagles Rally**  
 Chapter One Hangar - 8 a.m.

### **12th -- Easter**

**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.

## June 2009

**5th -- First Friday Flicks**

Chapter One Hangar - 5 p.m.

**10th-13th -- Meyers Fly-In**

Flabob Airport

**13th -- Young Eagles Rally**

Chapter One Hangar - 8 a.m.

**14th -- Chapter Meeting**

Chapter One Hangar - noon

**14th -- Board Meeting**

Chapter One Hangar - 1 p.m.

**27th -- Design Group Meeting**

Chapter One Hangar - 10 a.m.



# The (New) Prez Sez...

Chapter One has a new President, Vice President and Board Member. Announcing this in the April Wing Nut might have many of you thinking April Fools. No such luck, due to irrational interpretation and charitable bylaws the position of President was thrust upon me. In all seriousness, I am looking forward to being your Chapter President.

Jerry Cortez set a high standard with his hands-on organizational skills, vision, commitment and leadership of this Chapter during the last few years. I want to take this time to thank him for his loyalty and dedication he brought and maintained as President of Chapter One. A very tuff act to follow.

## **Useful stuff for EAA Members:**

Everyone should take the time to subscribe to EAA's "EXPERIMENTER" which is delivered via email monthly. It appears like it will feature some technical articles with back to basic building tips and articles of past EAA publications. In an attempt to provide the latest information at your fingertips via the web, EAA has created the electronic version of Experimenter. To subscribe simply go to <http://www.eaa.org/experimenter/> Best of all - it's FREE! While there you can also download a FREE copy of "Custom Aircraft Building Tips."

Another useful on-line (AND FREE) tool is the "Homebuilder Hints" videos. <http://www.eaa.org/video/homebuilders.html> is the website for the videos. The videos show how to work wood, tube, fabric, sheet metal, and composites. Well done videos which are straight and to the point.

## **Newsletter Editor could always use your help:**

The newsletter editor is always looking for member input. If you have input please Contact Leon at ([editor@eaach1.org](mailto:editor@eaach1.org)). How about some project updates? Just some simple information such as when you started your project, per cent completed and any other information you think the members would be interested in. Pictures are also always welcomed. We got the best newsletter of the entire EAA Chapter system, but he can always use your article and photos. The newsletter is outstanding. Just think what Leon could do with your help.

## **Come to a Chapter Meeting:**

If you have not been to meeting lately; come eat some lunch, talk about airplanes, listen to a speaker and for a real treat meet the new President. I know that spring and summer is always busy times, but slow down and take an aviation moment for you and come on by. Bring a friend or a potential new member.

## **Open House:**

Only five months away, this is a good time to think about which exciting job you would like to volunteer for. We are always looking for hard workers, doing long hours for no money. Anyone can get paid for working, try something revolutionary, volunteer. If you can't step up to the plate; Volunteer a friend or two; don't tell them, just send in their name, we will assign them a job. What a great surprise when they show up, you're a giver, they will thank you. Offer them free admission to our Open House before and / or after their volunteer shift. Do not worry if you do not hear from them for a while after doing this; they're just speechless at your kind intentions.

Progress is made when more people say "I can do something about that" than say "That's not my job" or "It's none of my business."

# Aircraft Nose Art: From Sea Monsters to Sirens and Back Again

Come join us at our monthly meeting in the EAA Hangar at noontime on April 19<sup>th</sup> to hear local artists, sisters Terri Polley and Jerri Bergen and their entertaining presentation titled “Aircraft Nose Art; From Sea Monsters to Sirens and Back Again.”

Terri Polley and Jerri Bergen (twins!), both local to Cable Airport in Upland, CA, have designed and/or painted hundreds of nose art pieces on leather flight jackets, aircraft, RC models, hangar walls, and even bathroom tiles! Their presentation takes a historic view of aircraft nose art, its origins in WWI, the heyday of nose art in WWII, and how the art form is faring today. Terri and Jerri also support various aviation organizations such as the Inland Empire Wing of the Commemorative Air Force (CAF) and the American Aviation Historical Society. Both of their spouses are pilots; Chris and Jerri travel about in a 1966 Mooney M20C, while Mike and Terri Polley fly a 1947 North American Navion. The family also enjoys flying two 1941 Porterfields.

Both Terri and Jerri (or as their mom says “Whichever one you are...”) enjoy the history and stories behind aircraft nose art, and are pleased to present some of these stories for your enjoyment. See their website at [www.victory-girl.com](http://www.victory-girl.com) for more information.

**April 19th**  
**at noon in the**  
**Chapter One**  
**Hangar**



# Andy Andersen's 150 will still fly Young Eagles

(Continued from Page 1)

Skyhawk, and in '78, he got a Cessna Cardinal. In 1993, he purchased the '59 150 straight-tail.

Andy's love affair with Cessna aircraft has a lot to do with his hobby—photography—and wing placement. “I always liked the high wing aircraft so I could do air-to-ground photography,” he said. Andy said he always carried a little camera with him when he went to the airport, but around 1990, he purchased a Minolta SLR camera “and began taking pictures in earnest.” He has taken thousands of pictures over the years. Many of them have been published (about 200 have been in *Pacific Flyer*), and “30 or 40” of them can be found hanging on the wall in the Flabob Café. He became known as Flabob's official photographer.

Along with his love of aviation, Andy shares a love for motorcycles. On the wall in the Flabob Café, back near the television, is a small old black-and-white picture of a handsome young man on a motorcycle. “That's me in Needles in 1936 with a 1926 Harley-Davidson,” he said, “my first motorcycle.” He could be found scooting around on two wheels most of the time since. In 1969, he took a 6,800-mile trip to Cancun, Mexico, and back (an article he wrote about that trip was published in a motorcycle magazine). Later that year, he purchased a brand new Honda 750 which he kept for the next 25 years—putting over 178,000 miles on it. “It never missed a beat!” he says.

At nearly 90 years of age, Andy is a beloved figure at Flabob. Friendly and unassuming to a fault, he states, “One of my greatest achievements is being an accomplished underachiever. I may have been notorious, but I've never been famous.”

But those who know him know his heart of gold, and his commitment to general aviation. Over the years, when strangers would approach to ask him questions about his airplane or flying, Andy would most often invite them along for a ride. His logbook shows the names of 83 passengers that “I didn't know”...just people who were interested in flying. His favorite route for these lucky passengers was over to Ontario, down over Lake Matthews and Lake Elsinore, over to the Hemet dam, and back to Flabob—about a 1:15 flight. This, he proved, is what aviation is all about.

Andy still makes his stops in to Flabob Airport. If you see him there, say “Thanks” for all he's done for Young Eagles and to promote general aviation. He can no longer take you for a ride in N5641E. But the shiny classic 150 will be there...and will be taking first-time passengers into the sky for years to come. Thank you, Andy!

## New Chapter officers named

EAA Chapter One has a new slate of officers. With the resignation of Jerry Cortez, Gino Barabani has stepped into the position of president. Board member Karen Schicora, who served many years as treasurer, stepped into the position of vice-president. Nancy Acorn remains as treasurer. Gabriella Amthor has been elected board secretary. And long-time Chapter member Bob Chase agreed to serve on the board in the position vacated by Karen Schicora.

## Open House committee needs YOU!

September 26<sup>th</sup> is the Chapter One Open House, Starduster Fly-in, Aircraft Display Day and Car Show. The Open House committee is currently being formed. To get in on the ground floor and pick your position of responsibility or crew, volunteer now. If you want to be on the committee, volunteer now.

People are needed for the setup on Friday and the cleanup on Sunday.

Lets make it a good event, so sign up NOW!

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# Restored Hatz CB-1 flies at Flabob

By Jon Goldenbaum

Mark Lightsey, of Aerocraftsman ([www.aerocraftsman.com](http://www.aerocraftsman.com)), restores and builds aircraft for a living at Flabob...most recently the beautiful Caudron C.460 racer. Like most of us obsessed with aircraft, on the weekends he builds and flies more airplanes. Mark and partner Jack Pickering recently finished this beautiful Hatz CB-1 and flew it for the first time on February 21st. It flew hands off, no squawks, no drama.

Nine years ago, Mark inherited the plans, ribs and a fuel tank from a builder who started the project then stalled out. Enter partner Jack, who had completed an RV-6 and was looking to build a tube-and-fabric aircraft. Together they launched out. Jack assembled the wings, did the electrical, plumbing and systems. Mark welded the fuselage and tailfeathers, then taught Jack how to cover and paint.

The result is a stunning Hatz reminiscent of the classic biplanes of the '30s. Mark says it flies like a four-aileron Cub—no bad habits, just fun flying. It gets off in about 400 feet, climbs in a stately manner behind its Lycoming O290-3, cruises at 85, and lands at a slow walk. Mark installed Cleveland brakes but insisted on using heel brakes just to keep things proper. Both cockpits are roomy, lots of leg and shoulder room, but the front requires someone young and limber to squeeze under the wing.

Mark and Jack think they have about 2,000 hours labor in the aircraft, or as Mark estimates, “nine years of Saturdays.” This beauty will share the skies of Flabob and Jack’s airport, Hemet. Come out on any beautiful California day and enjoy classic airplanes and old friends. [www.flabob.org](http://www.flabob.org).

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## 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.



## FROM THE EDITOR'S DESK

# On trusting the media

I believe those in the U.S. whose political leanings are to the left are astonished and anguished that President Barack Obama was not greeted with adulation and acclaim at the G20 summit in London this week. Many who believed that the only reason the world hated the U.S. was because George Bush was president protested and cried, "Wait! This is The One, an intellectual, a liberal with deep social conscience. You can't give *Him* the cold shoulder!" What they don't understand is that the root cause of other nations' hatred of the U.S. is not hatred of our leader...it's hatred of the system which made America great. The President of the U.S., whether politically to the left or right, whether black or white, whether male or female, is seen as a symbol of this great nation, and therefore will catch flack from the other nations in this world.

Likewise, there are some in the aviation community who are shocked when the U.S. media attack general aviation. Don't be! Understand that the U.S. media, for some indefinable reason, don't trust, don't understand, and don't like general aviation. GA is perceived by many in the media as a risky hobby of the rich which endangers public safety and squanders public funds. And it seems there's nothing you and I, or EAA and AOPA, can do to change that totally erroneous perception.

I watched a news broadcast special from FOX 25 in Boston recently about ultralights entitled "Flying with No Training." It was typical of modern day journalism: sensationalistic, filled with factual errors, and agenda-driven.

Reporter Mike Beudet began the piece by stating, "Anyone can fly an ultralight. The FAA considers them vehicles, not airplanes, and doesn't regulate them or the people flying the ultralights."

Then he ominously warns, "When something goes wrong in the air, any one of us on the ground could be at risk because of ultralight pilots who may be flying with no training."

I'll tell you, I was getting scared. I looked skyward. It was okay. I was indoors.

The scene switches to a small aircraft circling above some trees. The voice-over says, "Frightening video of a woman flying an ultralight for the first time...up in the air, and out of control." The aircraft eventually crashed, we are told, and "Marjorie Venditti nearly died when she crashed in Windham, New Hampshire."

Or did she? "Miraculously, she survived with only some broken bones," we are then told. An article on the WBZ (Boston radio) website states the pilot sustained "non-life threatening injuries." How can you have "nearly died" from "non-life threatening injuries?" A little bit of sensationalism and factual misrepresentation in the reporting here?

Then the intrepid reporter intones, "Even luckier...no one else was hurt!" I again glanced skyward. Still indoors, thank God!

The piece then goes on to report a mid-air collision in Oregon which killed three. (In Oregon? Isn't this a Boston television station?) The reporter then notes, "All across the country, ultralight hobbyists are dying and being injured in these unregulated planes."

My word! They must be falling out of the sky like hail in an Eastern storm. The entrepreneurial side of me kicked in—maybe I could start selling stainless steel umbrellas to ward off falling ultralights!

My fear of falling ultralights was confirmed when the reporter interviewed a retired airline pilot with 35,000 hours in the sky. (Oh, yes...if you want to know anything about general aviation, ask an *airline* pilot.) This sky warrior warned, "They could fall on somebody. They could hit a home...land on a beach, do a lot of damage on the ground. They're a missile!"

We are informed by the truth-seeking reporter, "Many are built in someone's garage or basement. As long as they meet weight and fuel regulations, the Federal Aviation

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# ***A letter to Paul Poberezny from the new president of AOPA***

March 11, 2009

Dear Paul

As you move into retirement, all of us in the general aviation industry have been reflecting on your remarkable career and unmatched contributions to our field. I simply could not let the moment pass without extending my personal thanks.

It's hard to imagine where general aviation would be today, had you decided to use your broad-ranging talents and limitless energy in pursuit of another cause.

Had you not turned your passion for building and flying aircraft into an organization devoted to educating, supporting, and encouraging like-minded individuals, there would be no Experimental Aircraft Association.

Had you not promoted the idea that general aviation pilots should gather together to exchange ideas, Oshkosh would be just another Wisconsin town and not a synonym for one of the world's greatest GA gatherings.

Had you not emphasized preserving and sharing our aviation heritage with future generations, many classic aircraft would have been lost to the ravages of time.

Had you not had the generosity of spirit to share all that you learned through seven decades of flying in some 500 types of aircraft, we would be a little less knowledgeable, a little less skilled.

There is no adequate way to recognize your dedication, your passion, and your commitment, though you have received virtually every award that aviation has to offer. And there is no way to thank you, a true pioneer, for having the vision and persistence to pursue your dreams while becoming a focal point for the dreams of so many others.

And so, on behalf of myself and AOPA's members, I will say it simply: thank you.

Sincerely,  
Craig F. Fuller  
AOPA President and CEO

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

says anyone can fly them...no training required!

"But just how dangerous are they?" he continues. "No one knows for sure. FAA and NTSB records show just 141 ultralight crashes resulting in 20 deaths in the past 10 years."

Twenty deaths in a decade? Wow! That's what...two a year? Our fearless reporter has indeed uncovered one of the major scourges of modern humanity! I'll bet more people have died in the past decade from choking on fast food breakfast sandwiches. And how many innocent people on the ground have been killed by falling ultralights? Unfortunately, Intrepid Reporter doesn't say. My guess is "None!"

Bit then he throws in the clincher: "The Experimental Aircraft Association estimates there are a few hundred crashes a year, resulting in an estimated 15 to 25 fatalities." The background shows the EAA logo from its web page.

Whoa, Nellie! The EAA said this?!! Exactly who in the EAA "estimates" that the FAA and NTSB are under-reporting ultralight accidents by a whopping factor of 10? Here was a major network newscast using the EAA *against* general aviation!

So I picked up the phone and called Headquarters to find out. The guilty party turned out to be Dick Knapinski, head of media relations for EAA. The producer of the ultralight hit piece spoke with Dick on the phone for about 20 minutes and, during the conversation, Dick offered "anecdotal" information about the number of ultralight accidents. The news team, in true modern fashion, then "played fast and loose" with that information. "I wasn't very happy with it," Dick said.

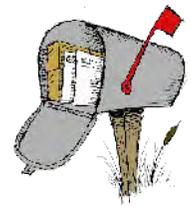
Oh, at the very end of the "investigative reporting" piece, Intrepid Reporter informs us that the pilot's husband "tells us the plane crashed because of mechanical problems." The husband also tells him his wife has flown airplanes in the past, and "has plenty of experience to safely fly one."

So, a pilot trained in airplanes has a mechanical failure in an ultralight and crashes, and the media bills it as "Flying with No Training," and intimates that we are all in danger of little airplanes falling on our heads. How much do you trust your local news team? Me...not at all! If they screw up aviation facts this badly, why should I trust them on other subjects?

By the way, if you are interested in purchasing a stainless steel umbrella fully guaranteed to ward off falling ultralights, let me know. I'm taking orders ;o).

**LG**

# FROM OUR READERS...



TO: LEON GRUMLING, WingNut Editor

Dear Leon,

I really enjoyed the March issue of the WingNut. Very educational and to the point, especially regarding light sport aircraft - are they changing general aviation - I've yet to see that it will. Man or woman can have a long educational experience, working with hand and mind, creating their own craft. When I came up with the idea as a recreational aircraft back in the mid-60's, meeting with FAA at that time, they were fully supportive. But I don't think that it would be a manufactured airplane for the average person (especially at prices well over \$100,000... which the average person could not ever afford). With airports, negative fixed base operators, managers and local politicians, I fear a bit for the future for those of us who like to fly, enjoying each other's company in this vast ocean of air above us.

On another subject, your article on having a heart attack is an outstanding contribution to all of us and I would love to see it printed in many other publications, including *Sport Aviation* magazine. Audrey and I read it - it's good food for thought. Something so far back on everyone's mind, thinking it never happens to us.

Please give all the wonderful people in Chapter One my very best regards. We're a large family and without the family, it's no fun.

Sincerely,

Paul H. Poberezny

Founder

EAA

ppoberezny@eaa.org

P.S. The Caudron racer - what a machine! When I was a young lad, I was amazed at its lines. It was a dream airplane. I guess it's a dream to all of us today. Great thanks to Tom Wathen who loves people and aviation.

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Hi Leon!

I am a Chapter 1 member even though I live in South Carolina and have yet to make it to Flabob.

I am about to retire from a 35 year career as a hospital pharmacist, and read your column about your heart attack with great interest.

Most people don't know how important it is to get treatment *\*quickly\** if you have even the slightest idea you are having a heart attack, or even chest discomfort. There are modern, clot-busting drugs that are truly miraculous, but your chances of a full recovery are much better if you receive treatment within 45 minutes of the onset of symptoms.

Also, it is *\*extremely\** unwise to drive yourself to the hospital, or to have someone drive you there. *\*Always\** call EMS!!! Here in Greenville, SC, all of the EMS vans carry the clot busting drugs, and the paramedics have the authority to begin them on their own without a physician. I believe that is true across the U.S.

Calling EMS can absolutely and literally be the difference between life and death. This is not just a figure of speech. We had a drug rep here who was working in his yard one Saturday and began having chest pains. His wife was out of town, so he walked across the street and asked his neighbor to drive him to the hospital. On their way to the hospital, his symptoms became more severe, and he began telling his neighbor to drive faster. The neighbor complied, but he lost consciousness, and then died en route. The neighbor drove like a lunatic, but he arrived at the ER with a dead man in his car. If they had just called EMS from the home, he would probably be alive today. Also, we sometimes see fatal (and innocent) victims of car crashes caused by other drivers who have died at the wheel trying to get to the ER themselves when they begin having chest pains!

It is my hope that you might be able to use your position as the editor of *The Wing Nut* to spread this information.

Thanks,

Dan Allen

# Low flyer at Flabob?

It looks like Conrad Norquist has been caught being naughty in his beautiful Lancair over the runway at Flabob.

But it's just the magic that can be done on computers. As you can see in the inset (small picture), Conrad was safely on the ground with wheels down and locked. The landing gear was removed on computer by photographer Richard Bartholomew.



## Purge 'probably' from your flying vocabulary

By Max Trescott, author and 2008 National CFI of the Year

Just as a drug-sniffing dog alerts in the presence of an illegal substance, you should be alert anytime the word “probably” pops into your head when flying. Probably means that you’ve done an informal assessment of the likelihood of an event occurring and have assigned a probability to it. The term implies that you believe that things will most likely work out but that there’s some reasonable doubt in your mind. Because humans are in general optimistic, there’s also a good chance that you’ve overestimated the probability of success, as do the approximately 300 pilots a year who suffer fatal accidents.

If you ever think that your course of action will “probably work out,” you need to choose a new option that you know will work out. Even if you feel there’s a 99-percent probability that things will work out, that shouldn’t be sufficient justification for you to continue with a course of action. Would you play Russian roulette with a gun that had 100 chambers and just one bullet in it? I hope not.

Pilots can also be lured into a false sense of security if they’ve performed a risky behavior successfully in the past. One CFII, known locally by his colleagues as “Luke Skywalker,” had a reputation for always being able to make it into his local airport—which didn’t have an instrument approach—regardless of how bad the weather was. Having succeeded perhaps a hundred times, he may have felt justified in believing that he could always make his system work. The last time he tried, however, it didn’t work and he became a statistic.

In the San Francisco Bay area, about one-half of all VMC-into-IMC accidents occur in the Livermore Valley, probably because a marine layer of clouds frequently obscures the mountains that rise from sea level to about 4,000 feet. A common way to traverse this area is through the Altamont and Sunol mountain passes. I tell pilots that if they ever approach these passes and, based on visibility, think “they can probably make it through,” they need to make a 180° turn and land at an alternate airport. Undoubtedly, every pilot who crashed in this area thought that he or she would “probably” make it through—otherwise the pilot wouldn’t have continued.

You should always assess risk and prepare a Plan A, Plan B, and Plan C before you take off. That way, the first time the word “probably” flashes through your mind, you can instantly begin to execute Plan B or Plan C. Fully thinking out these plans before you leave the ground leads to better decisions. Waiting until you know things are not going to work out is the wrong time to improvise a seat-of-the-pants decision.

*The FAASTeam has asked Max Trescott, the 2008 National CFI of the Year, to write a series of safety tips. Max, a San Francisco area-based Master CFI, specializes in teaching in and publishing training materials for glass cockpit aircraft. You can read more of his work at [www.maxtrescott.com](http://www.maxtrescott.com) and [www.g1000book.com](http://www.g1000book.com) or e-mail him at [info@sjflight.com](mailto:info@sjflight.com).*



# 110 flown in April Young Eagles Rally

Great weather and 17 pilots provided the opportunity for 110 youth to become Young Eagles. About 40 of these were those who did the ground school and preflight in January and February, but were unable to fly because of weather. Al Gester did the mini-ground school and the additional requirements for the boy scout aviation merit badges for 29 scouts. Loreen Wynja's plane was not flyable, but she taxied it down and used it for small group pre-flight instruction. Mike Carrier was going to rent an airplane, but it wasn't available for the time frame needed, so he did small group preflight instruction using Jerry Cortez's new RV6A (at least new to him). Both Loreen and Mike gave their vocal chords a good workout before the morning was over.

We have had a problem with the merchandise sales booth being somewhat inaccessible to users when activities are going on in the hangar, such as on Young Eagle Saturdays. It had been suggested that a mobile cart with racks for displaying merchandise and clothing be constructed so that the sales items could be displayed out where most of the people were. Garrison Keillor of the radio program Prairie Home Companion would say, "Its getting the hay down where the horse can eat it." These ideas don't have to be breathed very loudly within Ray Stit's earshot before he gets it built. Karen Schicora initiated the cart and it appeared to be a great solution to getting the merchandise and clothing exposed to the people who are congregated outside the old clubhouse. Thanks, Ray and Karen.

We welcome back Flabobian pilot Martin Britton who has not flown with us for quite a while.

Each month the consent forms are checked for legibility and completeness by Charleen Rhoades and Kathy Rohm as the participants arrive. This prevents huge problems later on in the morning when the certificates are being printed. If information is omitted on the consent form or the handwriting is not legible, then the certificates have to be reprinted after the Young Eagle gets his/her certificate and points out that a mistake was made. The checking of the consent form is a very important step in the whole process. Thanks, Charleen and Kathy.

The data entry and certificate printing was done by Brian Blasjo, Greg Younge and Greg's mother Pat Younge. When things run smoothly and every Young Eagle gets his/her certificate few give it a second thought. However, when we are short-handed here, or the computers decide to have a mind of their own, it becomes a serious bottleneck in the morning's activities. Many volunteers working unnoticed behind the scenes are what make this program run so smoothly. A great big thanks to all who make the morning a great experience for Young Eagles, family and friends.

- Wes Blasjo, Young Eagle Coordinator

**We're Still Around!**

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## Pilots who flew:

- |                |                                  |
|----------------|----------------------------------|
| John Alling    | Piper Comanche                   |
| Allyn Auck     | Cessna 172                       |
| David Belford  | Cessna 150                       |
| Martin Britton | Stinson 108-1                    |
| David Cheney   | Cessna 180                       |
| Larry Conley   | Ercoupe 415 C/D                  |
| Irvin Craig    | Cessna 182                       |
| Dave Cudney    | Piper Cherokee 180               |
| Barry Duble    | Piper Cherokee 235               |
| James Hayes    | Grumman AA5-A                    |
| Ray Heyman     | Cessna 152                       |
| Ray Key        | Cessna 152                       |
| James Meeker   | Taylorcraft BC 12D               |
| Don Newman     | Piper J-3 Cub                    |
| Gerald Perry   | Cessna 150 (Wathen Foundation's) |
| George Pruitte | Cessna 210                       |
| Ray Stits      | Cessna 182                       |

*EAA Chapter One*

# *Membership Meeting*

Brick  
Purchases  
Benefit  
The Building  
Fund

Lunch will be  
Provided!

Bring your own  
salad or dessert  
Dish!

*April 19, 2009*  
*at noon*

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

***SEE YOU THERE!***

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