

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 6

We make flying FUN!

June 2009

TSA slips in new rules to stifle GA

From EAA Headquarters

Things are happening and happening soon. June 1 is right around the corner and that's the deadline to implement the controversial TSA Security Directive (1542-08F). The directive applies to airports where general aviation operations coexist with scheduled airline service, even where the airline service is minimal.

Details of this TSA directive started coming to light late last year, as airport officials began advising airport users to prepare for security changes. Since then, EAA has partnered with AOPA, NBAA, GAMA, and other aviation-interest groups to voice concerns and raise awareness on The Hill. The groups believe the measures outlined in this directive are unnecessary, do not enhance national security, are costly and impractical, and threaten to stifle valuable general aviation activity.

Furthermore, we all have objected to the way TSA is handling this situation. The TSA packaged the new requirements as a security directive to airport managers instead of treating the sweeping terms as regulatory changes requiring public comment. In doing this, the TSA operated under a veil of secrecy, avoiding the disclosures and solicitation of interested-party feedback that a rulemaking (regulatory) process demands.

Because of this approach, not all details about this security program are known. However, enough of the puzzle pieces have come together and we now have a picture of the directive's major provisions. If adopted in full by the beginning of next month, the directive would:

**See related rant
on Page 6**

- apply only to airports that have commercial airline service, even those that have only a handful of airline operations per week and those where commercial and general aviation operations are already well-segregated;

- institute background checks and require I.D. badges for all aircraft operators, passengers, and related personnel based at these airports, including general aviation airport users;

- require anyone who does not have an airport-issued I.D. to have an authorized escort, even at airports that are sparsely staffed; and

(Continued on Page 7)

A Weapon of Mass Destruction?



Chris Felton with Andy Anderson and the C-150

Young Eagle now flying youth in plane he first flew in—at Flabob!

Eleven-year-old Chris Felton was agog with excitement on November 17, 2001. The towhead youngster from Riverside was one of a number of young people about to take their first flight in a "little" airplane at a Chapter One Young Eagle Rally at Flabob Airport. Flabob fixture and photographer Andy Anderson was the pilot who took young Chris for a ride that day in his beautiful 1959 Cessna 150, N5641E. Chris

(Continued on Page 4)

EAA Chapter One

<h2 style="margin: 0;"><u>Officers</u></h2>	<h2 style="margin: 0;"><u>Directors</u></h2>
---	--

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

Vice-President
Karen Schicora
 (951) 682-6236
vicepresident@eaach1.org

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

Secretary
Garbiella Amthor
 (760) 669-5234
secretary@eaach1.org

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
activities@eaach1.org

Bob Chase
 626-336-5485

Walt Wasowski
 (909) 829-8029 home
 (909) 565-8099 cell
membership@eaach1.org

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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Calendar



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 - 3 p.m.
21st – Father’s Day
27th – Design Group Meeting
 Chapter One Hangar - 10 a.m.

July 2009
3rd -- First Friday Flicks
 Chapter One Hangar - 5 p.m.
4th -- July 4th Picnic/meeting
 Chapter One Hangar
11th – Young Eagles Rally
 Chapter One Hangar - 8 a.m.
25th -- Design Group Meeting
 Chapter One Hangar - 10 a.m.
27th-Aug. 2nd–EAA AirVenture
 Oshkosh, WI

August 2009
7th -- First Friday Flicks
 Chapter One Hangar - 5 p.m.
8th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.
9th – Chapter Meeting
 Chapter One Hangar - noon
9th – Board Meeting
 Chapter One Hangar - 3 p.m.
22nd – Design Group Meeting
 Chapter One Hangar - 10 a.m.



The Prez Sez...

Last meeting John Durant spoke about the Berlin airlift and how he personally lived through this historical event. By 1948, it became apparent that the Western Powers (Great Britain, France, and US) plans to rebuild Germany differed from the Soviet Union's plan. Currency, German Unification, Soviet War reparations, and mere ideology were among the many differences the two sides had. There would be no compromise. As a result, Stalin wanted them out of Berlin.

On June 24, 1948, all land and water access to West Berlin was cut off by the Soviets. A plan was developed to use an armed convoy through Soviet Controlled Germany to break the blockade. This action would certainly create a war. British Commander Sir Brian Robertson offered an alternative: supply the city by air. The only aircraft the Americans had available for this occupation were 5 year old Douglas C-47 Skytrains, the military version of the DC-3, which would barely hold 3.5 tons. West Berlin had two airports, Tempelhof, which was Berlin's main airport and located in the American Sector, and Gatow, in the British Sector. Supplies could be airlifted in by C-47 and there was nothing the Soviet Union could do.

Gen. Clay called upon General Curtis E. LeMay, commander of USAFE and asked him if he could haul supplies to Berlin. LeMay responded, "We can haul anything." Gen. Clay and Gen. LeMay also made requests for more C-54's, for they could carry over three times more cargo than C-47's. On June 27, an additional 52 Skymasters were ordered to Berlin.

On May 12, 1949, the Soviets capitulated. The blockade was officially over on Sept. 30, 1949, fifteen months after its beginnings. The US delivered 1,783,572.7 tons, while 541,936.9 tons were delivered by the British totaling 2.3 Million tons from 277, 569 total flights to Berlin while flying over 92 million miles in order to do so. The cost for this stance for freedom was 101 fatalities as a result of the operation, including 31 Americans, mostly due to crashes.

Our aircraft and airway system we enjoy today was developed and perfected as a result of the Berlin Airlift. Loading procedures and maintenance procedures are greatly improved as a result, too. The Berlin Airlift demonstrated the military need for Air Transport in addition to Bombers and Fighters. Giving us aircraft like the C-141 Starlifter, the C-130 Hercules, the C-5 Galaxy, and the C-17 Globemaster III.

Gino Barabani

At 92, former WASP flies again in a P-51 Mustang

For the first time in 65 years, Violet "Vi" Cowden recently climbed aboard a P-51 Mustang, an aircraft she used to fly as a member of the Women Airforce Service Pilots during World War II. "It was unbelievable," the 92-year-old grandmother said of her flight from San Diego to Long Beach, Calif.

"It's been 65 years since I've flown in that airplane, and when I got in it, it was like the 65 years had just disappeared."

During the war, Cowden flew 19 different models of aircraft, delivering them from the factory to the military facilities where they would be based.

Vi was a speaker at our Chapter One Meeting in March.

Meyers Fly-In set for June 10th to 13th

Flabob Airport and the Wathen Foundation will play host to the 33rd annual gathering of Meyers Aircraft on June 10-13.

Founded in 1976, the Meyers Aircraft Owners Association is dedicated to the three production aircraft manufactured by Allen H. Meyers. These include the Meyers OTW ("Out To Win"), a two-seat, open cockpit biplane; the Meyers 145 and 200 which are both low wing, all-aluminum, retractable gear aircraft.

This year's fly-in, which is open to the public free of charge, will feature visits to the March Field Museum and the Planes of Fame. There will also be a fly out to Santa Paula. Maintenance meetings are planned for owners and a banquet is scheduled for Saturday night in the Chapter One Hangar.



Young Eagle comes full circle



Chris Felton flies his first Young Eagle

(Continued from Page 1) became another of the 341 Young Eagles that got their first flight in Andy's classic airplane.

Years pass. Andy continued to fly youngsters in 41E until 2006, when, at age 87, he flew his last Young Eagle. Unable to continue flying for fun and introducing Young Eagles to flight, Andy this year donated his beloved classic 150 to The Wathen Foundation (see story in April's *WingNut*).

At Chapter One's Young Eagles Rally on April 11, the shiny straight-tail 150 once again took to the skies carrying Young Eagles. Its pilot this time was Chris Felton—all grown up and a private pilot in love with aviation, taking Young Eagles for their first general aviation experience in the same plane that had given him his...eight years before. A Young Eagle come full circle.

Chris is one of Flabob's stand-out young people. He has been a member of the Wathen Foundation's Stinson 108-3 project for several years. He also has been active in the Chapter One Young Eagle program, demonstrating to hundreds of young people how to preflight an airplane. Month after month, Chris has performed the preflights, over and over, after his sister, Tiffany, has put the kids through the "ground school" in the Chapter One hangar. He has been one of our "regulars."

Members of the Stinson 108 team each received a special deal from The Wathen Foundation: work four hours on the Stinson and get one hour of subsidized flight training, which cost the student \$15 an hour (about what it cost us old folks in the 1960s). Young Chris took advantage of this, and on July 5, 2008, he earned his private pilot ticket.

When Chris wasn't flying, or helping with Young Eagles, or working on the Stinson, he could be found at Flabob washing and polishing airplanes. Sometimes for money, sometimes for flight time. He just wanted to be around airplanes.

He is now a senior at Martin Luther King High School in Riverside, and will graduate on June 10th. And, as you would expect from a young man with such ambition, his future is well planned. He has been accepted at Embry-Riddle Aeronautical University in Prescott, AZ. He plans to get a double major in Aeronautical Science, with an airline pilot specialty and a minor in air traffic control, and in Global Security and Intelligence. And he plans to spend a fifth year at ERAU to get his Master's Degree in Safety Science. He will work as a CFI the fifth year, and the tuition for his master's degree is waived. "This way, I'll have four careers to fall back on," he said, "Airline pilot, air traffic controller, airline security, and accident investigation."

Tuition at the prestigious Embry-Riddle is not cheap: \$35,000 tuition plus an additional \$15,000 per term for flight training. "There's no way my parents can afford it," Chris said. But already, the ambitious young man has come up with \$35,000 in grants and scholarships...on his own. Somehow, some way, you know Chris will come up with the rest.

His goal: To be an airline pilot. "It's what I've wanted to do since I was little," he said. Those who have met Chris have no doubt that he will achieve his goal. All of us at Flabob are proud that he was one of our Young Eagles.

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You can go home...retiring pilot returns to his roots at Peach State Aerodrome

By Matt Miller, who flies a Piper Cub at Peach State Aerodrome in Georgia

The year is 1973. My best friend has just returned from the steaming jungles of Vietnam, where he spent an honorable tour of duty flying U-8s along the Ho Chi Min trail. As luck would have it, Mac's reentry into civilian aviation marks the beginning of my own flying career. Charged with running the now-defunct Atlanta Sailplanes at Woodward Field in Williamson, Georgia, Mac hires me—the earnest accumulator of 200 hours and the proud bearer of a commercial pilot's license—to tow gliders for \$1 a tow.

I simply can't believe my good fortune. Now, instead of paying \$8 an hour to rent a 7-AC, or \$12 an hour to fly the fancier C-150, I will pocket \$40 to \$50 per day doing what I love most. All it takes is a couple of hops around the field with a glider in tow, and I'm instantly qualified for the job. And what a job it turns out to be! The Bellanca Scouts are brand new. With their 180-horsepower engines and their nose-high attitudes, we are flying the very best. I can feel the snap of the towrope as each sailplane releases, and I make the hard, descending left turn over the neighboring soybean fields. A few pilots turn this into a very slow roll, or an occasional split-S. It makes no difference to me whether it's the first or the fiftieth tow of the day. This, I am certain, is the good life.

"Gulfstream N1040, report 30 West to Gander on 8864."

The oceanic controller has broken the silence of a late-night crossing. His coolly professional tone—calm, instructive, detached—snaps my attention to the present. Indeed, I am light years away from the simplicity of aviation that I first experienced at the glider port.

I make my usual observation to the First Officer that the HF is 1940s technology in a 2003 jet. He agrees. We report. "Gander, Gander, N1040 position," I drone into the microphone. Like the sleeper awakening from an unfinished dream, I want so badly to return my thoughts to simpler times. But, there are checklists to run, estimates to calculate, and 70,000 pounds of aluminum and jet fuel to pilot swiftly toward Teterboro, New Jersey. It is a routine I've run so often in my decades of corporate flying that I have to wonder: *Can I go back?* Is it even possible to return to my aviation roots? If so, where and how would I begin?

Woodward Field? Perhaps I should start where it all began for me—tube and fabric airplanes at Woodward Field. Actually, after changing hands several times, it's now called Peach State Aerodrome. Long gone are the gliders, the Bellanca Scouts, and the endless rolls of bright-yellow nylon tow rope. In the hands of owner and aviation maverick Ron Alexander, the airport has literally transformed itself into the mecca of antique and sport aviation for the Atlanta area. The feeling here is one of innocence. On any sunny weekend, you can sit in the restaurant and watch the Cubs, Champs, and Wacos practice touch-and-go's on the manicured grass runway. The pretty blue Bucker Jungman that bases itself at Peach State is guaranteed to provide a show. My own Piper J-3 Cub sits in a hangar with an open front. The long, low building looks like part of a movie set from the 1920s. Perfect!

Then there is Toni. This is the lady who runs it all. If you can't find her, just listen for the hum of the airport tractor, which she sits atop most days. Always smiling, always willing to lend a hand. This is down-home hospitality at its best. Here, one can forget crime, traffic, the Internet, terrorism, and whatever else ails the big cities, with their tower-controlled concrete runways and their Class B airspace. Come to Peach State, buy a Coke, chat with the locals, bum a ride in a Cub. This place is special.

(Continued on Page 8)

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FROM THE EDITOR'S DESK

On 'time to draw the line'

"There's a lot of pressure in some circles to get rid of general aviation," a fairly high ranking FAA manager said in a recent phone conversation about TSA and general aviation. It was just a passing comment, but it sure got my attention. I've long suspected this to be true; but to hear it from an "insider" was still a shock. There are people in government, in positions of power, who believe it would benefit national security if GA simply went away.

"Security in general aviation is a thorny issue," he said. And there is no doubt that the demise of GA would greatly simplify things for the TSA—a bureaucracy created as a desperate response to 9/11/01 to provide "safety" to the American public. Unfortunately, that safety—whether real or imagined—can only come at the cost of liberty. As I watch our freedoms being eroded day after day, I can only cry out, "Please...*don't* keep me safe! I'll take my chances. Don't take away my liberty under the pretext of keeping me secure!"

December's column here urged readers to voice their objection to TSA's proposed Large Aircraft Security Program (LASP). This set of draconian regulations is not only unnecessary and only peripherally related to national security; it would cripple much of corporate and general aviation. According to EAA's head government guy, Earl Lawrence, there's good news and bad news concerning the LASP. The bad news: It *is* going to be enacted (in some form). The good news: The definition of "large aircraft" will probably be revised well upward of the 12,500 pound limit...thanks to the comments provided to TSA by thousands of concerned pilots and airplane owners.

TSA, however, continues its concern that some right-wing Cub pilot (who's probably a veteran just back from Iraq) may flip out and turn his little yellow airplane into a WMD. While we were making calls and writing letters about the LASP, good ol' TSA issued a secret directive to airports across the country which enacted similar highly restrictive rules...all without public knowledge or input (See story on Page 1). Details of these new regulations have been leaking out, and it doesn't look good for GA. Many pilots and passengers will be forced to have background checks and issued a security ID card before they can get to their airplanes, beginning on June 1.

Fortunately for most of us, these rules (for now) apply only to airports that have commercial airline service (no matter how infrequent). While it doesn't affect us directly, it affects multiple thousands of our fellow pilots who are based at the hundreds of airports with some type of airline service. There are numerous small city airports with

occasional commuter airline service that will, in effect, be out of bounds for the general public. Kids who ride their bikes to the airport to dream of flight had better bring binoculars...they will only be able to view the airplanes from outside a distant fence. And how will these rules affect the Young Eagles programs at these airports? Will every young person have to have a security check before he or she can get on the airport to get their first ride in an airplane?

There are some who will say, "Oh, well. These are just some of the sacrifices we are going to have to make to keep America safe from attack." But where do you draw the line

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TSA is at it again... *(Continued from Page 1)*

- leave specific implementation methods and details to each respective airport, resulting in a lack of standardization of airport-security policies, procedures, and protocols.

Here in Oshkosh and in Washington D.C. EAA government affairs representatives continue to press the aviation community's concerns with the TSA, with Department of Homeland Security Secretary Napolitano, and with key legislative contacts in influential committees on Capitol Hill. Important arguments against the security directive include:

- It's redundant. The FAA already has extensive information on the owners and operators of general aviation aircraft.
- It's inflexible. The directive's major requirements would apply similar requirements at small, remote airports and much busier, high-traffic airports, even though the security needs at these are likely very different. Also, it appears that the directive would treat the security sensitivity of different areas of the airport uniformly, even though these areas may have quite different security considerations and sensitivities.
- Its required practices are not standardized. Whereas the major requirements discussed above are too inflexible, at the other end of the spectrum the details regarding how to put these provisions in practice are left up to each individual airport. The burden will lie with owners and operators to keep track of the differences. (TSA indicates, however, that the background checks and badge requirements would not apply to transient aircraft.)

Our goal is to convince the TSA to explore alternatives that would address their objectives without suppressing general aviation activity and your access to general aviation airports.

Please stay alert for more information on this issue, and for the possibility of a call to action. We may need your help.

FROM THE EDITOR'S DESK *(Continued from Page 6)*

and say "No more!" to the piecemeal elimination of our freedoms? I believe we are on an ever steepening slippery slope of loss of freedom in this nation. Have you read the following news item?

"U.S. residents living in a state bordering Canada or Mexico may reportedly be given a remotely readable driver's license designed by the Department of Homeland Security (DHS) to identify U.S. citizens as they approach the nation's borders as a way to save time and simplify border crossings.

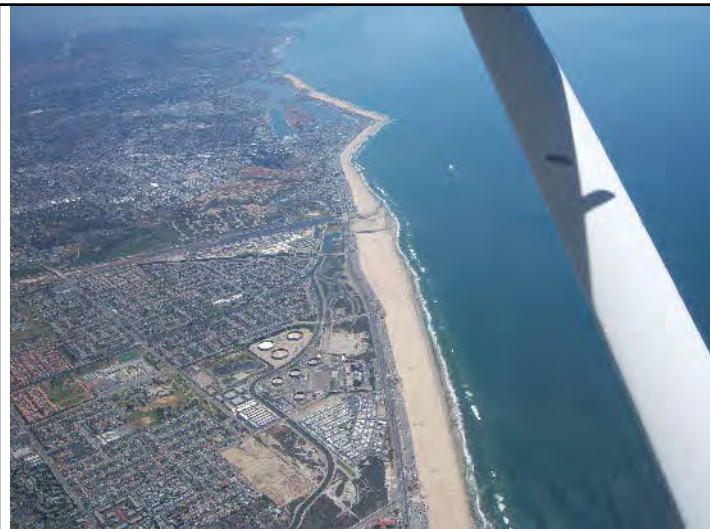
The licenses come equipped with radio-frequency identification (RFID) tags that are readable through wallets, pockets or purses from as far away as 30 feet. Tiny microchips encoded with a unique identification number are incorporated into the licenses.

When the bearer of the license approaches a border station, radio energy broadcast by a reader device is picked up by an antenna connected to the microchip, which causes it to emit the ID number. Before the license holder reaches the border agent, the number has been fed into a DHS database and the photograph and other details of the traveler are displayed on the agent's screen." (from www.infopackets.com)

Those of us who are old enough to remember when 1984 was pure fiction may have some concerns with this proposal. Our concern is that it's another step down that slippery slope to totalitarian rule. It's not that it's not a logical idea—it is quite logical. It sounds good. As does the concept of a cashless society, with RFIDs implanted under the skin of every man, woman and child. Where you pay for goods with the wave of a hand. You eliminate (all but high tech) robbery and theft. There is no cash—only the electronic transfer of funds. What could be better? It sounds logical. But logic and wisdom are not always intertwined. Is it wise to hand over such power to government? History tells us it is not. And if you don't learn from history...

Do the TSA and Department of Homeland Security exist to keep us "safe?" Or do they exist to make us more submissive to the ever-growing legal tentacles of the federal government? As wise old Ben Franklin said, "Those who would give up essential liberty to purchase a little temporary safety, deserve neither liberty nor safety."

The infamous 9/11 succeeded beyond the terrorists' wildest dreams. They took almost 3,000 lives on that black Tuesday. They are still, eight years later, taking away bit by bit the freedoms we have known and cherished as Americans. It's just me, but I think it's time to draw the line! How about you? LG



Photos by Walt Wasowski

From the long strand of beach along the Pacific Ocean to St. Augustine Airport in Florida, Walt Wasowski was enjoying the trip in his Cessna 172 and snapping pictures. Come see the pictures and hear Walt tell of his trip to Sun 'n Fun at our Chapter Meeting June 14. Join us for fun and fellowship. (See story on Page 9).

You can go home again *(Continued from Page 5)*

And it recently got even better. A lover of antiquities and of all that flies, Ron decided some years ago that this airport would become a home for living history. His legacy—an aviation museum—opened in 2008. It's not your ordinary aviation museum, but a true return to Atlanta's pioneering days. Yes, there will be airplanes, but the focus of this museum will be history. When you tire of watching the Cubs, Luscombes, and Aeroncas—the “modern” airplanes that fly in and out every day—you can wander across the field and tour the museum complex, which is modeled on the old Candler Field, forerunner to today's Hartsfield-Jackson International. There are plans for additional museum buildings, but this first building is a real gem. Old cars, airplanes, and artifacts will make this attraction different.

I lived here once. The year 1973—the year of my first big break—saw an influx of pilots to Peach State; like Mac, many fresh from Vietnam, all looking for any type of work in aviation. Towing gliders filled the gap until one got that elusive corporate or airline flying job. For me, it garnered the much-needed total time to attach to my resume. Back then, we pilots lived in a crew bunkhouse. It was nothing more than a used, singlewide trailer, positioned precariously on concrete blocks. On any given weekend, 10 to 15 pilots (both glider and power) crashed in that trailer. Many nights, I had to run someone out of my bed. Lots of cold Hamms went down during those years, and still more tales of derring-do. On particularly stormy nights, the trailer—dubiously anchored to its cinder block foundation—seemed ready to slow-roll down the hill. It eventually did, a few years later, when a microburst sent all trailers on the property to the scrap heap.

You Can Go Home. So, I have come full circle after all, returning at last to my aviation roots. My 180-horse power Bellanca Scout evolved into 12,500 hours and four jet type ratings in what, for me, was the highly satisfying world of corporate aviation. Indeed, in more than three decades of accident-free flying, I've flown a wonderful assortment of passengers and personalities—from Prince Philip and Audrey Hepburn and the Olympic flag itself to corporate executives, company owners, and everyone in between. It's been good, very good. It's certainly been exciting.

Yet, my most memorable days in the corporate cockpit—and I've enjoyed far too many to count—can't quite match the feeling of flying my J-3 Cub, door open, 2150 rpm, 70 mph. I spent half my life cruising at 45,000 feet, yet for this retiring pilot, “low and slow” never once lost its thrill. Type ratings are a thing of my past. Now, if I want to fly something different from a Cub, perhaps I will take Richard's Champ around the field, or Brian's Bucker Jungmann. For lunch, I'll drop in to the museum restaurant for Trudy's house special and a tall glass of sweet iced tea. If time permits, I'll tinker awhile with the Curtis-Robin in the museum's restoration shop, where skilled hands of all ages rebuild this glory of aviation's past.

Looking out of my Cub at 1,000 feet, I quickly forget that it's not 1926, or 1946, or even 1973. May this feeling last indefinitely, and may I never have to do another position report on the HF radio.

“Gander, Gander, N1040. Thank you.”

(Reprinted from the Peach State Aerodrome Newsletter)



103 flown in May Young Eagles Rally

One hundred and three youth tasted the joys of flight and became Young Eagles at the May Young Eagles Rally. The weather did not clear until late morning, so flying got off to a late start and didn't finish until mid-afternoon. Fortunately, the "hardy few" pilots kept on flying until the last kid was flown.

Ground school was conducted by Tiffany Felton and the Boy Scout merit badge instruction was conducted by John Durant and Al Gester. The preflight instruction was done by Chris Felton and then he flew Young Eagles. (See an article elsewhere in this newsletter about Chris.)

Thanks to everyone who did their part to ensure that things ran smoothly. You are part of a great team!

- Wes Blasjo, Young Eagle Coordinator

Pilots who flew:

Allyn Auck	Cessna 172	Chris Felton	Cessna 150
David Cheney	Cessna 180	James Hayes	Grumman AA5 A
Larry Conley	Ercoupe	Ray Key	Cessna 152
Irvin Craig	Cessna 182	Norman Manary	J-3 Cub
Dave Cudney	Piper Cherokee 180	James Meeker	Taylorcraft BC12 D
Barry Duble	Piper Cherokee 235	Walter Wasowski	Cessna 172

Trip to Sun 'n Fun topic for June meeting

Walt Wasowski had long dreamed about flying a light aircraft from coast to coast. He had also long wanted to attend the Sun 'n Fun Fly-In in Florida, the nation's second most famous fly-in behind AirVenture at Oshkosh.

In April, he fulfilled two dreams by taking his Cessna 172 and a friend from coast to coast, to Lakeland, FL, and back to his home base in Rialto.

"I asked Larry Conley if he would like to join me on this adventure," Walt said. "Larry only has a sport pilot certificate, so he cannot act as pilot in command in a Cessna 172. He is able to get weather briefings, file VFR flight plans, help fly some of the legs across the country and log the time.

"I warned him that anything can happen along the way and usually does. He agreed to go although I don't think he totally realized what he was getting into."

Walt is instrument rated, but wanted to fly the entire trip VFR...since he wanted to *see* the country, and you can't do that in the clouds. He was aware that April is not the best month of the year to fly cross-country in the clear. "The season for severe weather and tornados in the Midwest includes April," Walt said. "Because of severe weather from eastern Texas to Tennessee the trip was delayed a day. According to The Weather Channel, some 50 tornados were reported along the front."

Walt and Larry left Rialto and flew west to the Pacific Coast to take some pictures, then pointed the spinner east toward the Atlantic Ocean. Some 50 flight hours later—having used up over 350 gallons of avgas, 900 pictures and a few short videos—they made it back to Rialto airport.

Join us at the Chapter One Hangar on June 14 to hear "the rest of the story," as Walt Wasowski, our over-worked and under-appreciated membership chairman, shows pictures and tells us about his first low-and-slow trip from coast to coast. The hangar opens at noon, and the meeting begins at 1 p.m. See you there!

We're Still Around!

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EAA Chapter One
Flabob Airport
P. O. Box 3667
Riverside, CA 92519

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