

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 7

We make flying FUN!

July 2009

Aviation legend Clay Lacy to speak at Open House

During his career, he has been characterized as a show biz glamour pilot, military jock, experimental test pilot, unlimited air race champion, aviation record setter, United Airlines' #1 pilot, a teacher, entrepreneur, and the unchallenged holder of the highest number of flight hours of any active pilot. All this and the owner and president of the nation's most respected jet charter company and FBO.

Clay Lacy is a true aviation legend, and will be featured speaker at the Gala Banquet during the Chapter One Open House on Sept. 26.

The 50,000+-hour pilot is well-known in Hollywood as an aerial cinematographer, as well as for starting and owning the first jet charter service west of the Mississippi. Based at Van Nuys Airport (as well as Seattle and Denver), Clay Lacy Aviation has been flying the rich and famous in style and comfort since 1968.

Lacy has flown more than 300 different aircraft types. He has 32 different type ratings and holds 29 current world speed records. As for flight hours, he's accumulated over 50,000—reportedly more than any other human. He's done cinematography for movies such as *The Right Stuff*, *Armageddon*, *Cliffhanger*, *Top Gun*, *Air Force One*, *Flight of the Intruder*, *Firefox*, and many others. He was deeply involved in the development of the Lear Jet. In short, Clay Lacy's bio reads like an aviation adventure novel.

Lacy was born in 1932 and grew up in Wichita, Kansas, the birthplace of aviation manufacturing. Interested in model airplanes at age 5, Clay built his first flying model in 1940 when he was only 8 years old, and had his first flight at age 12. He managed to secure a student pilot permit at the age of 14. With that piece of paper—which added an additional two years to his age—it was easy for Lacy to gain his private pilot license and instructor's rating two years ahead of time.

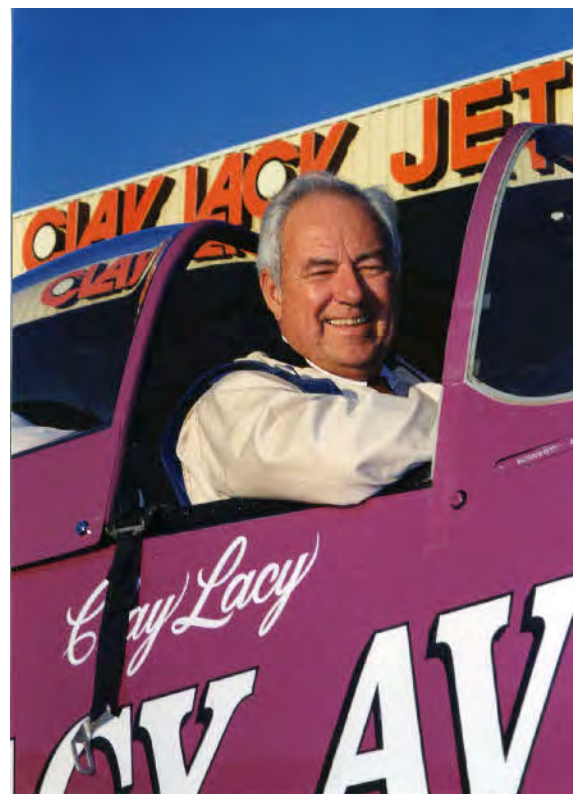
And that is how, at the age of 19, with 1,500 hours already logged, he was able to persuade United Airlines to hire him, in January 1952. As a new hire, Lacy was given the option of being based in Los Angeles or San Francisco. He chose LA.

Lacy was enjoying his position with United, when, due to the Korean War, the draft board began sending him messages.

"I was afraid I would get drafted in the infantry or something," he said. "I went through all my options and I found out about the Air National Guard, right here at Van Nuys. They had a program where they could send you to Air Force pilot training. I got in that program, and took military leave from United, starting January 1 of 1954."

At that time, the California wing was flying the North American P-51 Mustang, but they were soon to transition to the North America F-86 Sabre, a swept-wing jet fighter. Because of that, Lacy headed to Nellis Air Force Base for training in that aircraft. He returned to the California ANG in August 1955, where he would fly the F-86, and later, the T-33 and C-97. Upon his return, Lacy would be very active with the Guard, as well as flying a full schedule for United.

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Can you receive your
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 If so, let us know!

Calendar



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.

September 2009

4th -- First Friday Flicks
 Chapter One Hangar - 5 p.m.

12th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.

13th -- Chapter Meeting
 Chapter One Hangar - noon

13th -- Board Meeting
 Chapter One Hangar - 3 p.m.

**26th --Chapter One Open House,
 Starduster Fly-In, Aircraft Display
 Day and Car Show.**

26th -- Design Group Meeting
 Chapter One Hangar - 10 a.m.

Are you listening....???

By David B. Gurkin

I'm certain all pilots have heard this from a significant other... "You never listen!" Well, you know, by golly, they may be right!

Recently I witnessed an example of pilots doing the right thing by transmitting their intentions on CTAF (Common Traffic Advisory Frequency) on 123.6 MHz, but not *listening* to what was being broadcast by other aircraft at the non-towered airport.

It happened on an early VFR Saturday afternoon. The airport is located in the heart of a farming community and there wasn't much air traffic, except for the local EAA chapter providing Young Eagles flights in three or four aircraft.

I was inbound to my home base airport in our corporate turboprop on an IFR flight plan. We were executing a GPS approach to descend through a cloud layer to reach VFR conditions. The AWOS indicated that the ceiling was 4,000' MSL or 2,500' AGL and the winds were 050° at 5 kts. The airport has two runways, 12/30 and 03/21.

We announced our position on CTAF at eight miles out, five miles out, our position in the pattern and one mile from touch down on runway 03. There were no other aircraft in the traffic pattern and as our wheels touched the pavement, we heard two Young Eagles flights taxiing from the main ramp. The first aircraft, a two-place trainer, announced he was taxiing to runway 21. I mentioned to the trainer aircraft the AWOS winds favored runway 03. He acknowledged by saying, "Roger."

The second aircraft, a four-seat retractable gear low-wing saw us land on runway 03 and broadcast he was taxiing to runway 03.

We rolled to the end of the 5,500' runway because the little two-place trainer was blocking a mid-field taxiway we needed to clear the runway. As we cleared at the end of the runway, the two-place trainer was taxiing towards us at a high rate of speed on the parallel taxiway. We had to hold our position to let the plane squeeze by us into a small run-up area. A little courtesy would have gone a long way, but that's another subject for another day.

While we were taxiing to our hangar, we heard the two place trainer announce he was departing runway 21. As soon as the first aircraft ended his transmission, the four-place aircraft announced he was departing runway 03. I immediately transmitted to both aircraft that they were taking off towards each other. Fortunately both aircraft aborted their take-offs. The four-place was able to clear the runway on a taxiway and taxied back to the hold short line on runway 03. The two-place aircraft did a 180° turn on the runway to return to the take-off position on runway 21. The runway has a slight dip near the mid point and neither aircraft would have seen each other until they were airborne.

The two-place trainer departed runway 21 and once he was past the departure end of the runway, the four-place departed runway 03.

Okay, you've read the story. In your judgment, which pilot was in error? The two-place PIC, the four-place PIC, both, or none?

As a pilot, you may make all of the proper radio calls on CTAF, but if you don't *listen* to what is being said by other aircraft, you could be dead right! Situational awareness is a MUST! And just because you don't hear any other aircraft on CTAF doesn't mean there isn't air traffic in the vicinity. There could be aircraft without radios or an aircraft with a radio but on the wrong frequency.

Listening to two Young Eagle aircraft on CTAF announcing they were taking off from opposite ends of the same runway sent a cold chill down my spine and a pucker factor off the scale. It had the same effect on my co-pilot. If it would have happened 30 seconds later, we would have been shutting down and would have had the avionics master switch off. Somebody from above was watching out for the Young Eagles that day...one I'll never forget.



Flying the space shuttle back from California—a kick!



Well, it's been 48 hours since I landed the 747 with the shuttle Atlantis on top and I am still buzzing from the experience. I have to say that my whole mind, body and soul went into the professional mode just before engine start in Mississippi, and stayed there, where it all needed to be, until well after the flight...in fact, I am not sure if it is all back to normal as I type this email. The experience was surreal. Seeing that "thing" on top of an already overly huge aircraft boggles my mind. The whole mission from takeoff to engine shutdown was unlike anything I had ever done. It was like a dream...someone else's dream.

We took off from Columbus AFB on their 12,000 foot runway, of which I used 11,999 1/2 feet to get the wheels off the ground. We were at 3,500 feet left to go of the runway, throttles full power, nose wheels still hugging the ground, copilot calling out decision speeds, the weight of Atlantis now screaming through my fingers clinched tightly on the controls, tires heating up to their near maximum temperature from the speed and the weight, and not yet at rotation speed, the speed at which I would be pulling on the controls to get the nose to rise. I just could not wait, and I mean I COULD NOT WAIT, and started pulling early. If I had waited until rotation speed, we would not have rotated enough to get airborne by the end of the runway. So I pulled on the controls early and started our rotation to the takeoff attitude. The wheels finally lifted off as we passed over the stripe marking the end of the runway and my next hurdle (physically) was a line of trees 1,000 feet off the departure end of Runway 16. All I knew was we were flying and so I directed the gear to be retracted and the flaps to be moved from Flaps 20 to Flaps 10 as I pulled even harder on the controls. I must say, those trees were beginning to look a lot like those brushes in the drive-through car washes so I pulled even harder yet! I think I saw a bird just fold its wings and fall out of a tree as if to say, "Oh just take me." Okay, we cleared the trees, duh, but it was way too close for my laundry. As we started to actually climb, at only 100 feet per minute, I smelled something that reminded me of touring the Heineken Brewery in Europe. I said, "Is that a skunk I smell?" and the veterans of shuttle carrying looked at me and smiled and said, "Tires!" I said "TIRES??? OURS???" They smiled and shook their heads as if to call their Captain an amateur...okay, at that point I was. The tires were so hot you could smell them in the cockpit. My mind could not get over, from this point on, that this was something I had never experienced. Where's your mom when you REALLY need her?

The flight down to Florida was an eternity. We cruised at 250 knots indicated, giving us about 315 knots of ground speed at 15,000'. The miles didn't click by like I am used to them clicking by in a fighter jet at MACH .94. We were burning fuel at a rate of 40,000 pounds per hour or 130 pounds per mile, or one gallon every length of the fuselage. The vibration in the cockpit was mild, compared to down below and to the rear of the fuselage where it reminded me of that football game I had as a child where you turned it on and the players vibrated around the board. I felt like if I had plastic clips on my boots I could have vibrated to any spot in the fuselage I wanted to go without moving my legs...and the noise was deafening. The 747 flies with its nose 5 degrees up in the air to stay level, and when you bank, it feels like the shuttle is trying to say, "Hey, let's roll completely over on our back"...not a good thing I kept telling myself. SO I limited my bank angle to 15 degrees and even though a 180 degree course change took a full zip code to complete, it was the safe way to turn this monster. *(Continued on Page 5)*

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Space shuttle transport a kick *Continued from Page 4)*

Airliners and even a flight of two F-16s deviated from their flight plans to catch a glimpse of us along the way. We dodged what was in reality very few clouds and storms, despite what everyone thought, and arrived in Florida with 51,000 pounds of fuel—too much to land with. We can't land heavier than 600,000 pounds total weight and so we had to do something with that fuel. I had an idea...let's fly low and slow and show this beast off to all the taxpayers in Florida lucky enough to be outside on that Tuesday afternoon. So at Ormond Beach we let down to 1,000 feet above the ground/water and flew just east of the beach out over the water. Then, once we reached the NASA airspace of the Kennedy Space Center, we cut over to the Banana/Indian Rivers and flew down the middle of them to show the people of Titusville, Port St. Johns and Melbourne just what a 747 with a shuttle on it looked like. We stayed at 1,000 feet and since we were dragging our flaps at "Flaps 5," our speed was down to around 190 to 210 knots. We could see traffic stopping in the middle of roads to take a look. We heard later that a Little League Baseball game stopped to look and everyone cheered as we became their 7th inning stretch. Oh, say, can you see...

After reaching Vero Beach, we turned north to follow the coastline back up to the Shuttle Landing Facility (SLF). There was not one person laying on the beach...they were all standing and waving! "What a sight!" I thought...and figured they were thinking the same thing. All this time I was bugging the engineers, all three of them, to re-compute our fuel and tell me when it was time to land. They kept saying, "Not yet, Triple, keep showing this thing off." Which was not a bad thing to be doing. However, all this time the thought that the landing, the muscling of this 600,000 pound beast, was getting closer and closer to my reality. I was pumped up! We got back to the SLF and were still 10,000 pounds too heavy to land so I said I was going to do a low approach over the SLF going the opposite direction of landing traffic that day. So at 300 feet, we flew down the runway, rocking our wings like a whale rolling on its side to say "Hello" to the people looking on! One turn out of traffic and back to the runway to land...still 3,000 pounds over gross weight limit. But the engineers agreed that if the landing was smooth, there would be no problem. "Oh, thanks guys, a little extra pressure is just what I needed!" So we landed at 603,000 pounds and very smoothly if I do say so myself. The landing was so totally controlled and on speed, that it was fun. There were a few surprises that I dealt with, like the 747 falls like a rock with the orbiter on it if you pull the throttles off at the "normal" point in a landing and secondly, if you thought you could hold the nose off the ground after the mains touch down, think again...IT IS COMING DOWN!!! So I "flew it down" to the ground and saved what I have seen in videos of a nose slap after landing. Bob's video supports this!

Then I turned on my phone after coming to a full stop only to find 50 bazillion emails and phone messages from all of you who were so super to be watching and cheering us on! What a treat, I can't thank y'all enough. For those who watched, you wondered why we sat there so long. Well, the shuttle had very hazardous chemicals on board and we had to be "sniffed" to determine if any had leaked or were leaking. They checked for monomethylhydrazine (N2H4 for Charlie Hudson) and nitrogen tetroxide (N2O4). Even though we were "clean," it took way too long for them to tow us in to the mate-demate area. Sorry for those who stuck it out and even waited until we exited the jet.

I am sure I will wake up in the middle of the night here soon, screaming and standing straight up dripping wet with sweat from the realization of what had happened. It was a thrill of a lifetime. Again I want to thank everyone for your interest and support. It felt good to bring Atlantis home in one piece after she had worked so hard getting to the Hubble Space Telescope and back.

Triple Nickel

NASA Pilot

An email currently circulating around the internet.

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FROM THE EDITOR'S DESK

On a summer night's musings

Things have slowed down around Chapter One for the summer. There is no program for the Fourth of July Chapter Meeting, even though your Board of Directors will hold a board meeting on July 12 to take care of business and prepare for the upcoming Open House. Our next Chapter Meeting will be on August 9, and we hope to see you there.

We are still looking for some kind soul to grab the reins of the Open House committee. If the weather cooperates, it should be an outstanding event, with the Starduster Fly-in, Aircraft Display Day, and a Car Show all taking place on the field that day. And with Clay Lacy as speaker for the Gala Banquet, we will once again be treated to a great speech by an aviation legend! It's coming in a few short weeks, and we need volunteers. So, please, lend a hand!

One of my fellow board members (who shall remain anonymous) suggested last month that I "quit bitchin' about politics" in this column. But with all due respect to Jim Pyle, I have to tell you that there has been some good news about the Large Aircraft Security Program (LASP) that we've urged you to take action on. The politicians in Washington heard your outcry, and there are bills in the House and Senate that direct TSA to include general aviation in formulating the rule that "minimizes adverse affects on general aviation while addressing security concerns." H.R.2892 urges the TSA to "weigh all the costs and benefits associated with new security mandates for general aviation operators and airports." The squeaky wheel does, indeed, get the grease, and hopefully the final rule will not be a crippling burden to general aviation.

In the future, you will be seeing less of your humble editor at chapter events. That's because I've boldly gone where I've never gone before...on the NutriSystems diet program. When I stood beside a fat ultralight with full fuel, and realized I weighed more than it did, I figured it was time. I didn't understand how large I had become until I had to renew my driver's license this year. The DMV insisted that I wear a device that beeps when I back up. An advertising company offered me a job walking though the mall with flashing lighted signs attached to my sides, a la the Goodyear blimp. Southwest Airlines insisted that I buy *three* seats. Tying my shoelaces has become a half-hour of aerobic exercise.

So, one night as I was at my computer and watching TV (I always do them together...there's nothing on TV that can capture my full attention for an hour. Maybe it's ADD. It's definitely not ADHD, because if I were hyperactive, I wouldn't need to go on a diet), and I saw the NutriSystems commercial for the umpteenth time. And there was Dan Marino pushing the product. Since ol' Dan was quarterback at my alma mater (Go, Pitt!), I figured it was a sign. I signed up.

The underlying theme of the diet program is portion control. I always figured a healthy breakfast was a bowl of whole grain cereal with some fat-free milk. So I would top off the bowl with Cheerios and was good to go. Now, I pour the portion-controlled packet of cereal in the bowl, and the bottom is barely covered with about 30 or 40 flakes. Add four ounces of milk, and you have a helping that looks like what used to be in the bowl when I was done. But it works, and with all the fruits and veggies you're supposed to eat, I'm never hungry. In fact, I rarely eat all I'm allowed in a day.

Wish me luck! I hope that next year at this time I can fit in an ultralight...not be larger than one. Have a great July, and I hope to see you at the August Chapter Meeting. And we all wish the venerable Mr. Pyle a pleasant and safe trip to Broadhead, Oshkosh, and his various meanderings to visit female friends around the country. Keep us in your thoughts, Jim, and be sure to write. **LG**

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Clay Lacy to speak at Open House

(Continued from Page 1)

Lacy flew for United Airlines for 40 years and seven months, climbing to number one on the seniority list. During those years, he also flew as an air racer, a test pilot, a sales demo pilot, a ferry pilot, and as a cinematographer for Hollywood movies and advertisements.

In 1965 Clay Lacy became involved in aerial photography and the development of the camera system known today as Astrovision. Astrovision equipped aircraft have filmed over 2,800 projects, including military, general aviation, airlines, television and feature films world-wide. Clay Lacy is recognized by both the Screen Actors & Directors Guild for his achievements in aerial cinematography. His Astrovision systems operate in the nose and upper & lower fuselage, via periscope mounts. The Astrovision system includes 35 & 65mm, IWERKS & 70mm IMAX format.

Lacy's Learjets are the only U.S. jets modified for the Astrovision camera system—a concept he helped develop. His jets have the capability of four camera positions plus IMAX capability. But Lacy's reputation as the best has not come from his specially equipped jets. All cameras are hard-mounted to the aircraft. Therefore, the smoothness of the shot is in the hands of the pilot—Clay Lacy himself. And since the camera lenses don't zoom, Lacy acts as the operator by maneuvering the Lear, not the camera, to frame the shot. The job calls for detailed choreography, extraordinary skill and finesse.

In 1968, Clay Lacy established the first executive jet charter service west of the Mississippi, using a leased Learjet. He bought his first Lear in 1970, the second Lear aircraft just three years later. In 1975 he bought Bill Lear's own model 25 and since then added another Lear 24 and a Lear 35. His fleet consists of nineteen aircraft including Learjet's, Gulfstreams, Boeing 727s and business jets (BBJ). He has expanded his operations to include FBOs in Seattle and Denver.\

Upon the rebirth of national air racing in 1964, Clay's purple P-51 and his back seat companion, "Snoopy," caught the interest of America's air race fans. His presence on the air race scene found him not only a competitor but also a spokesman for the pilots whereby he pioneered the formation of the first Professional Race Pilots Association. For several years, he was a constant competitor and promoter of air racing. He once flew a DC-7 with Allen Paulson in a 1,000-mile pylon race, finishing ahead of most of the single engine war birds in the event. His colorful air-racing career was highlighted when he and Snoopy captured the Unlimited Air Race Championship in 1970.

The name Clay Lacy appears on many pages of official aviation record books. His most memorable achievement was the 36 hour 54 minute around-the-world trip in a Boeing 747SP "Friendship One" in January 1988. The trip was made with a passenger manifest of 100 aviation notables and celebrities, which raised over \$500,000 for Children's Charities of the World. In 1995 Clay took his winglet modified Gulfstream GIIISP on a record setting flight from Los Angeles to Paris. The flight culminated in placing the record-holding GIIISP on display at the 1995 Paris Air Show.

Lacy is also somewhat less known for piloting the DC-8 that carried "The Human Fly"—a stuntman strapped to a support on the upper cabin. The stuntman, named Rick Rojatt, of Montreal, performed the feat three times, achieving the honor of the world's fastest "wing walker," at speeds of over 250 knots.



Meyers' OTW Formation



The three Meyers OTWs that attended the Meyers Fly-In June 10-13 at Flabob Airport returned to the flat mid-West country in which they are based. In addition to the three OTWs, 10 Meyers 200s turned out for the fly-in.

Flabob's Anthony Ward captures a Clay Lacy scholarship for 2009-10

One of Flabob's kids has won a Clay Lacy \$12,500 scholarship for the next school year. Anthony Ward, son of Treasurer Nancy Acorn, was recently awarded the scholarship for the 2009-2010 school year.

Clay Lacy, through an agreement with the EAA Aviation Foundation, Inc., has provided a unique opportunity for students to prepare for an aviation career with a quality education at the University of North Dakota, John D. Odegard School of Aerospace Sciences.

The Clay Lacy Professional Scholarship provides up to four highly qualified potential flight students with financial need the opportunity to:

- Attend a professional pilot program at the University of North Dakota, John D. Odegard School of Aerospace Sciences.
- Earn a college degree as a professional pilot and earn commercial, instrument, multi-engine and all fixed-wing flight instructor ratings.

- Participate in flight by living on the EAA Air Academy campus, supporting the many and varied EAA programs, activities and events.

The Clay Lacy Professional Scholarship provides for substantial portion of flight related fees to a potential total of \$12,500 per year.

Some things never change; ask a homebuilder's wife.

Quote from an original homebuilder's wife: "Believe me, the domestic side of an aviator's wife is not a bed of roses. I can say that for eight years in our home, my husband had never spoken to me except about aeroplanes."

Madame Bleriot, 1909

From the SportAir Workshop Manual



June YE Rally done in by 'June gloom'

June's Young Eagle Flight Rally was a non-event...well, almost so, due to the low ceilings and limited lateral visibility. About mid-morning there was a break in the cloud cover and a little hole opened up just around Flabob. The pilots had all been waiting for a break in the weather and this looked like the beginning of clear weather. Dave Cudney went up to check out the visibility in the little "Camelot" area around Flabob and rather than go with empty seats, he took Karen Schicora's twin great nieces, who were visiting her from the Bay Area. Dave flew around the pattern several times and by the time he landed, that little hole of blue sky had once again been obscured by the clouds. That ended our hopes of a break in the weather. The disappointed youth were told to return on July 11th. Those who return will be ready to fly early on, so everyone needs to be set up and ready to go by 8:00 a.m., weather permitting!!

Thanks to everyone who was there doing their part on the Flabob Young Eagle Team.

- Wes Blasjo, Young Eagle Coordinator

Van's RV Aircraft Assembly Course to be offered at Chapter One Hangar August 15-16

EAA SportAir Workshops is returning to California with our weekend RV Aircraft Assembly course at Riverside. The workshop event is being hosted by EAA Chapter One at historic Flabob Airport.

Van's Aircraft Assembly - August 15-16 (Saturday-Sunday)

Our popular Van's RV Aircraft Assembly course consists of extreme "hands-on" practice, giving you experience in the techniques necessary to assemble the airplane. Other topics include FARs pertaining to amateur-built aircraft; tools and workshop requirements; engine and propeller selection; flight-testing; and more. This pioneering, intensive weekend seminar will provide you with practical experience and knowledge that will well equip you to begin building your Van's RV aircraft kit. The discounted price for EAA members is \$319 and includes all instructional materials and equipment.

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