

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 8

We make flying FUN!

August 2009

Clay Lacy's race in 'Super Snoopy'



The California 1000 Mile Air Race at Mojave was held on 15th November 1970. Never before had an unlimited race been held over such a long distance on a closed course. The race course was laid out in the Mojave Desert around ten pylons with a lap distance of approximately 15 miles. With a planned race duration of 66 laps, the crews of the unlimited war-bird racers were faced with a major rethink! Most crews accepted that pit stops would be necessary, while others experimented with "wet" wings and drop tanks.

The most novel entry came from Clay Lacy, the President of the Professional Race Pilots Association,

who entered a DC-7B freighter! Lacy was no stranger to unlimited air racing but his usual mount was a purple Mustang. Lacy's "only in America" solution was not entirely flippant, for it was reasoned that the DC-7 would possess ample endurance to complete the race non-stop while also generating publicity for the event and for the sport in general.

For such a large aircraft to compete, it was necessary to waive the usual 21,000 pound gross weight limitation on unlimited racers. The aircraft chosen was an ex American Airlines DC-7BF N759Z (msn 45233) which belonged to Allen Paulson of California Airmotive. For the race, the DC-7 was painted with Lacy's usual race number 64 plus the name "Super Snoopy" on the nose. A large rendition of the famous beagle in a Superman suit adorned the rudder while sponsors' logos complemented the race markings.

The aircraft was co-captained by Clay Lacy and Allen Paulson and the flight engineer was Joe Matos. One writer observed during the race that the DC-7 flew lower than some of the single-engined aircraft and that it flew faster and made better pylon turns than a competing Douglas A-26 Invader. The DC-7 finished in a commendable sixth place in a field of twenty and still had 1,500 gallons of fuel remaining. (For the record, the race was won by a Sea Fury in 2 hours 52 minutes and 38 seconds at an average speed of 344.08 mph).

Clay Lacy was quoted at the time: "We used METO power (Maximum Except Take-Off) and flew at an indicated airspeed of 355 mph. Speed averaged about 325 mph because of time lost on the pylons. The G load was limited to 2.2 and we used an average 60-70 degree bank. The aircraft consumed 4,100 gallons of 145 octane fuel and 80 gallons of 70 SAE Pennzoil!" (From <http://www.adastron.com/lockheed/constellation/connie.htm>)

**Clay Lacy
will be the
speaker at
our Open House
Gala Banquet
Sept. 26, 2009**

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**Can you receive your
 Newsletter by email?
 If so, let us know!**

Calendar



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,
 Aircraft Display Day and Car Show.**

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

October 2009

2nd -- First Friday Flicks
 Chapter One Hangar - 5 p.m.

10th -- Young Eagles Rally
 Chapter One Hangar - 8 a.m.

11th -- Chapter Meeting
 Chapter One Hangar - 1 p.m.

11th -- Board Meeting
 Chapter One Hangar - 3 p.m.

16th-18th -- Sport Air Workshops
 Chapter One Hangar

24th -- Design Group Meeting
 Chapter One Hangar - 10 a.m.



The Airbus A380—the world’s largest airliner—and the Virgin Galactic White Knight II—designed and built by last year’s Open House Speaker Burt Rutan—were two of the featured displays at Oshkosh’s Aeroshell Square.

2009 AirVenture ‘one of best ever’

From ultralights weighing less than 300 pounds to the Airbus A380 with a take-off weight of 1.2 million pounds, flying machines of every type crowded the grounds at AirVenture 2009, in what EAA President

Wes Blasjo said the weather was nice, although it rained almost every day for a short period. Wes spent his nights in Camp Scholler with the young people from Flabob, who were chaperoned by chapter secretary Gabe Amthor. The highlight for Wes was the daily airshow, and the exhibits. “I loaded up on books,” he said.



Jim Pyle with Jay Carter

Tom Poberezny called “one of the best ever.”

Chapter One members Jim Pyle and Wes Blasjo gave a wrap-up report. The crowds were huge and the airshow was huge. “It was walk, walk, rest...walk, rest, walk and rest,” Jim said. Jim met quite a few people he knew on the flightline, including the kids from The Wathen High School and Anthony Ward, who was serving as a camp counselor, and several people from the French Valley chapter. Jim enjoyed the Ford’s President’s Reception at the Ford Pavilion, and the Flabob & Friends gathering at the Oshkosh terminal building conference room.



The CarterCopter



Darryl and Pat Straube, Warner Springs aviators, prepare for their flight in the "Express"

Flabob Express has a 'night out'

By Jon Goldenbaum

A dedicated group of Flabobians has spent the past five years restoring "The Flabob Express," our signature DC-3. Like any restoration of this magnitude, it takes time, perseverance, and a lot of work. We view the Express as the sister ship to Ron Alexander's "Poly Fiber" DC-3. After all, Flabob is the home of the Poly Fiber factory.

Although we have had the Express flying reliably for about a year, it's been two steps forward, one step back. Happily, a few months ago it all came together and we have been flying the big ship regularly. Last week we decided to just have some fun with her, so we rounded up the volunteers and members of Flabob Aviation Associates (our version of the FAA) and headed to the mountains of San Diego County for some long deserved R&R. Warner

Springs is a lovely resort with a 3,600-foot runway, surrounded by 7,000-foot mountains, hot springs, and beautiful western vistas.

Ten of us flew her down, then spend the day, relaxing, telling war stories and generally enjoying the company of our companions away from wrenches, rags and sweat. After a lovely banquet in the Ranch dining room, we spent a peaceful night in the adobe casitas under crystal clear western skies. The next day we flew a local sortie out of the mountain airstrip giving local folks memorable views of the beautiful Southern California terrain. On the trip back to Flabob we flew low over Lake Elsinore where the huge Martin Mars flying boat has been positioned from its Canadian home to prepare for the coming California fire season. Great fun, more to come!

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A Flabob love story—The Flabob Express

By Wes Blasjo

About six years ago, some of the “good ol’ boys” at Flabob came up with the idea of owning a truly unique airplane that could be used for airshows and display, but one that could be used to fly them to places just for fun. For a while, this was just dreams and talk, but Ken Brown, Wes Blasjo, Roger Farnes, Travis Gammill and Jon Goldenbaum put legs and feet—or more properly wings—to those dreams.

Arrangements were made with Jerry Barto, who had a then non-flying DC-3 that had been sitting forlornly on the ramp at Chino for over five years. It had suffered wingtip and aileron damage during one of the Southern California windstorms. A non-profit 501(c)(3) corporation was formed to own the airplane, with the assistance of Lance Schaus and more recently by Linda Duet, who had previously done this for the Missing Man Foundation.

Much maintenance and TLC was needed to get it back in flying condition. The wingtip was unbolted and taken to Flabob where Sam Pratt and Roger Farnes did a complete rebuild. The 40 foot aileron was another story. That was solved by strapping it to the roof of Wes Blasjo’s motorhome and transporting it to Flabob. Once there, Travis, Ken, Roger and Wes completed the repair and recovered it with aircraft fabric. (Yes...ailerons, elevators and the rudder are covered with fabric on a DC-3).

Back at Chino it was a big day when the wingtip was bolted back on and the aileron reinstalled. There were other maintenance issues, like installing new batteries, rebuilding one carburetor, doing a landing gear swing check and much cleaning and polishing. During this time Joe Garcia became the technical advisor and chief mechanic. Joe’s expertise came from years of maintaining the Catalina Airlines DC-3s.

Finally on Thursday, April 20, 2006, Jon Goldenbaum and John Pappas flew it to Flabob. Jon very gently kissed the runway with the main landing gear in a picture perfect landing. That was a beautiful sight! Once on the ground,

there were still maintenance items to be taken care of. Leaking fittings on the gas tanks kept it grounded for quite a while. Even so, it was home at last and open for display to hundreds of area school children as well as adults. One of the common comments heard over and over by those who have toured it is that the DC-3 is their all-time favorite airplane. It has an intense and immense following.

During this time when this grand old lady was undergoing maintenance of all sorts, students from Wathen Aviation High School helped with cleaning and polishing and a number of other things. One time there were 12 students out working on it after school.

It was flown occasionally, but low oil pressure or high oil temperature fried the right engine twice. Joe Garcia and Don Neuman did the bulk of the engine replacement work. Those problems seem to be history, as it is now flying with normal oil temperatures and pressures.

Fast forward to July 16, 2009. A flight for six had been auctioned off at a charity event at Warner Springs, Jon’s home. Jon approached the DC-3 group at their last meeting with a proposal. He said, “It is about time we all have some fun, so let’s fly to Warner Springs, enjoy the facilities of the ranch, stay overnight and after the six people were given their flight in the cool of the morning, then fly back to Flabob.” There was not a hint of disagreement among any of the principals with this plan. An added bonus was that Jon picked up the tab for all the rooms as well as inviting everyone to his house for late afternoon refreshments.

Jon and Phyllis live in a beautiful home tucked away among the trees looking down on the ranch. Phyllis was a gracious host who kept the glasses full of cold lemonade as well as other adult beverages. She let it be known that we could not leave until all the tasty morsels were gone. Jon took us into the garage and showed us “His Wall.” This wall has photographs of all the great airplanes he has flown. When asked which was his favorite airplane, his.

(Continued on Page 6)

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A Flabob love story *(Continued from Page 5)*

reply was "Whatever airplane I am in is my favorite." After this fun and all the frivolity that went with it we went to the Warner Springs Ranch dining room for a delightful meal and great conversation. This was one of those days that you just don't want to end, but finally each of us turned in to our own little cabana.

Wheels up to wheels down was 30 minutes, the same time it takes Jon to fly there in his Bonanza each Friday afternoon. Warner Springs has a big sailplane operation run by Karen and Bret Willat. As we were taxiing to parking, Karen came over the radio with, "This really adds class to our airport." The truth is that this is probably the largest airplane that has ever landed there. During WWII there were two navy Hellcats based there for coastal defense, but a Hellcat is tiny by comparison to a DC-3. On Friday morning's return flight Bret flew his Helio Courier and did some air-to-air photography, so I would expect that you will be able to see it on his website www.skysailing.com.

A group of 11 Flabobians are co-owners of the Flabob Express. There are several more who have donated untold hours of work to keep it flying. The owners have been assessed numerous times to provide funds to get it into the air and keep it there. Thanks to Jerry Barto and the Wathen Foundation, additional funds have been provided for maintenance and insurance.

Jon Goldenbaum stated it well when he said that as we look back we have overcome many maintenance issues, gotten the airplane in the air and are now able to have some fun with it. This is what the original dream was all about. Yes, we have taken it to some airshows and we have displayed it to the public, but that is mostly a lot of work for many people. Flying somewhere and having fun is a GREAT thing, too.

'Off campus' events worth your attention

Usually I write you only about doings at Flabob, but I have learned of two events "off campus" which sound so interesting that I am letting you know.

First, on August 22, at Cable Airport, Michael Polley is hosting a tailwheel fly-in. If you get around a little you have seen Michael: he is that tall good-looking guy who flies the big yellow Antonov AN-2, the world's largest biplane. Here is what he writes: "I am having a one day fly-in, Bar-B-Q, Dance on August 22nd at my hangar [down at the West end] here at Cable Airport. The fly-in is open to anything with a tail wheel (Cubs to B-17's) It starts when you get here and ends some time in the evening. The cost is your fuel to get here. Everything else is provided. Should be a good time to see old friends, meet new ones and see some great airplanes." So, all you got to do, is (1) let Michael know you are coming, please, and how many in your party, so he knows how many bulls-locks to slaughter for the BBQ and (2) show up in a taildragger. Maybe you can get the DC-3 boys to go over, or perhaps Martin will give you a lift in his Stinson. Here's Michael's email address: mike@1st-comm.com.

Michael's hangar alone is worth the visit because it is the home of Victory Girl, two aeroladies (one of whom is Mrs. Polley) who make all those great posters, nose art and other aeronautica you crave, (www.victory-girl.com) Did you get that this whole affair is absolutely free? When I was a young pilot I learned that a real pilot never turns down three things: free flying, free food and . . . darn, I'm so old I forgot the last one.

Okay, the second event is not free but it's darn cheap. It is the world premier of Nicholas Spark's movie *The Legend of Pancho Barnes and the Happy Bottom Riding Club*. This will take place Thursday, September 10, at 7:30 p.m. at the historic Aero Theater, 1328 Montana, Santa Monica. You may have seen Nick and a rough cut of the film, but this is the final, completed work, with a full music track, etc. It should be a great event for all who are interested in old Hollywood, aviation history in our area, or just a great story. This costs \$15 bucks a ticket (plus \$0.75 service charge) which has got to be the cheapest movie premiere in decades. I suspect that this will sell out fast -- the Aero is not that big a theater -- so get your tickets today. It is easy with PayPal, just go to http://panchobarnesfilm.com/film/index.php?option=com_content&view=article&id=204&Itemid=85 (If you can't successfully click on this, cut it and paste it in the URL window, or go to the flabob.org website, where I will have it in the What's Happening page.)

Maybe we can organize some car pools.

- John Lyon



FROM THE EDITOR'S DESK

On forever learning

My beloved Aunt Charlotte became an octogenarian last week, and for her 80th birthday, she received an Apple laptop and a copier/printer/fax machine. These gifts she cannot use...yet. She doesn't even know how to turn on the laptop, let alone use it. This week, she's adding an internet modem to her cable TV. She's an active, vivacious and determined 80-year-old, and I'm betting that, with the help of her family and friends, she will be surfing the web and sending and receiving emails within a few months. Sure, she's a little intimidated by the unknown technological world out there...but she's determined to face it head on and win.

Too many of us shrink at the thought of learning anything new and completely foreign to us. It's as if we feel our brains are so full of knowledge that they can't handle any more. Wrong! Each of us has an infinite capacity to absorb knowledge. Whether you're eight years of age or 88, the neuronal synapses in your brain will create new pathways which are the roads to new knowledge. You can learn!

Put me in an all-glass cockpit, and I feel as awkward as a crippled centipede in a hurdles race. There are displays and there are buttons...but what button goes with what display? Give me some good old steam gauges, and I'm good to go. Put me in glass, and I feel like a pilot who has lost his "gl."

Sure, I'm aware that glass panels offer much more information per square inch, with easily readable graphic information. But I'm not comfortable with the vast amounts of information that are available via the back-lit displays. So, I have two choices: I can ignore the new glass technology, or I can educate myself to its usefulness.

In the same way, many older pilots have resisted the reality that is the Internet. This is a phenomenon that I can't quite understand. I began with computers back in the day of the Commodore 64 (64K of RAM!) and have ridden the wave of computer technology ever since. I've watched the World Wide Web grow from a few hundred thousand web pages to countless millions.

If you're not computer literate...if you're not on the web...you are depriving yourself of one of the most marvelous inventions ever known to mankind. You can call me and ask me any question, and I can probably have an answer for you within minutes...thanks to the web. I can read the latest news from EAA or AOPA or any one of thousands of news sources. I can take Air Safety Foundation courses online. I can look up N-numbers of any aircraft. I can get aviation weather, winds aloft, NOTAMS, or pictures of Sean Tucker after he jumped out of an airplane on the way to Sun 'n Fun. I can view videos of the hard landing the Airbus A380 made at Oshkosh, or see the White Knight II landing and taxiing in to Aeroshell Square. I can receive pictures from my friends at Oshkosh instantly, and find facts on Clay Lacy on thousands of web pages.

You can also get this edition (and all past editions) of *The WingNut* at <http://www.eaach1.org>. Anything you need to know is on the web...and it's all free. Don't let your fear of technology hold you back. Get on board. It's the wave of the future, and, if you're not on the wave, you've lost more than you'll ever know.

Even if you're a nonagenarian, you're not too old to learn...and the thing to learn now is computer literacy and web surfing. If you need hands on learning, ask your friends, or your kids, or your grandkids. Determine to make this your year to become computer literate.

If my Aunt Charlotte can do it, so can you. Get started, and let me know how you're doing. Send me an email at editor@eaach1.org. I'll get back to you with words of encouragement.

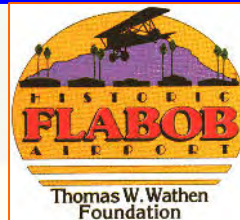
Never, ever, stop learning. Never stop daring to face the unknown. When you stop learning, you stop growing. And when you stop growing, you die. **LG**

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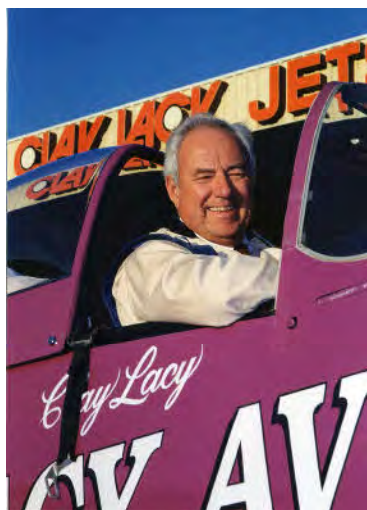


2009 EAA CHAPTER ONE OPEN HOUSE



SATURDAY SEPTEMBER 26, 2009

At Historic Flabob Airport (RIR)



Gala Banquet Dinner

6:01p.m. Sept 26, 2009

Special Guest Speaker

Clay Lacy

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96 YE introduced to flight in July

Great weather and 15 pilots resulted in 96 youth getting their first taste of flight. Over 30 of these participants were Boy Scouts who did the additional requirements with Bob Barton, Al Gester and John Durant and received their Boy Scout aviation merit badge. Tiffany Felton conducted the mini ground school. After several years of doing the preflight inspection instruction, Chris Felton handed the baton over to Devin Dhillon as Chris is now flying Young Eagles each month and after college starts in the fall he will not be around. Thanks, Chris, for all those preflight inspection instructions! (If you missed it, see the article about Chris in the June edition of *The WingNut*).

We welcome Kevin McKenzie who flew the Wathen Foundation Marquart Charger. When all the Young Eagles had been flown, Kevin spent the next several hours giving rides to the Young Eagle escort volunteers. It really takes a lot of arm twisting to get Kevin to fly!! We also welcome Lani Savage who flew out of Redlands where she rents a Cessna 152. She flew one flight with John Alling to get a feel for the way we fly and where we fly. Thanks, John! Lani and her son, Liam, are not strangers to Flabob and Chapter One, as they have attended the annual Chapter One Open House for a number of years and more recently have attended the Flabob First Friday Family Flicks. Lani brought with her a number of the first edition of an aviation newspaper that she and her son Liam are publishing. It is a very interesting aviation newspaper.

The help of everyone from the car parker to the pilots is so very much appreciated. Each volunteer doing their own thing so well makes the flight rally run smoothly. Thanks to everyone!

- **Wes Blasjo, Young Eagle Coordinator**

Pilots Who Flew:

John Alling	Piper Comanche 250
Allyn Auck	Cessna 172
David Belford	Citabria
Larry Conley	Ercoupe
Irvin Craig	Cessna 182
Dave Cudney	Piper Cherokee 180
Barry Buble	Piper Cherokee 235
Chris Felton	Cessna 150
James Hayes	Grumman American AA5-A
Kevin McKenzie	Marquart Charger

James Meeker	Taylorcraft BC 12D
Don Newman	J-3 Cub
Lani Savage	Cessna 152
Ray Stits	Cessna 182
Loreen Wynja	Cessna 172



Good for the soul...

I heard this somewhere out East while in the clag and trying to find an approach plate:

Piper: Center, Lance Six Two Eight One November, with you at 7,000 feet.

Center (sounding tired): Lance, Six Two Eight One November, roger. But two things: first you don't need to say "feet" because that's understood. And more importantly, you aren't "with me." I know everybody in this radar room, and you aren't here.

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EAA Chapter One

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