

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 57, Issue 1

We make flying FUN!

January 2010

Jerry Cortez resumes his role as president *Major board realignment for new year*

It's the beginning of a new year, and a new chapter is beginning in the organization of EAA Chapter One. President Gino Barabani has resigned his position and left the Board effective Dec. 31, and Jerry Cortez, who stepped down as President last March 31, is moving back into the leadership role.

Jerry had begun his second term as Chapter President when he got extremely busy at his work, and felt he had to step down. "I have always felt the President position is a hands-on position and I do not feel I can do that any more," he said at the time. As proscribed by the chapter bylaws, Vice President Gino Barabani moved to the President slot, and the board appointed Karen Schicora as Vice President.

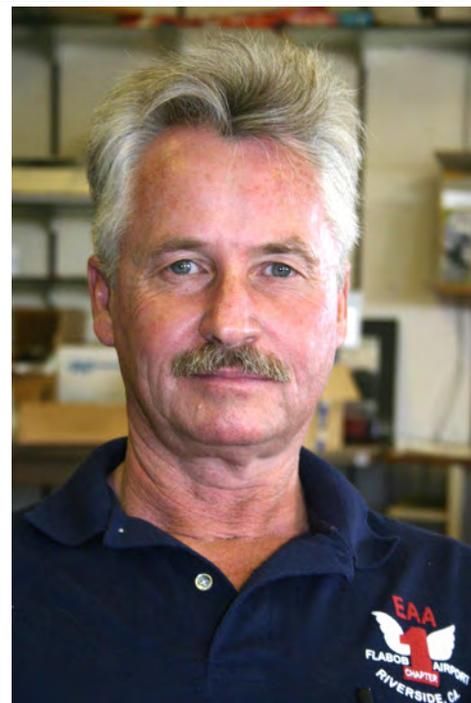
Gino, like Jerry, eventually felt that his job was demanding more of his time, and through a series of negotiations involving high level officials, Jerry agreed to return to his position as President.

Two new members will be joining the Board of Directors—Dave Cudney and Ron Headlee. Long-time Board member Karen Schicora, who has perennially been one of the chapter's most dedicated volunteer workers, decided not to run for reelection this past year, and is off the board.

Director Bob Chase ran for reelection in 2009 and was voted in. Membership Chairman (and chili chef extraordinaire) Walt Wasowski missed being reelected by a few votes. Bob decided that, due to his many other commitments and obligations, he would like to see Walt on the Board rather than himself, so Bob resigned from the Board in order to devote more time to his other endeavors. Directors then voted to seat Walt (as next highest vote-getter) to Bob Chase's seat on the Board. Walt will (hopefully) remain our Membership Chairman.

So to recap...for 2010, your EAA Chapter One President is Jerry Cortez. Serving as Vice-President will be Jim Pyle. Nancy Acorn will remain as Treasurer, and Gabe Amthor will continue as Secretary. Board members will be Dave Cudney, Ron Headlee, Leon Grumling, Ray Stits, and Walt Wasowski. Jan Buttermore will serve as webmaster, and Wes Blasjo will be Young Eagles coordinator.

The year's first Chapter Meeting and Board Meeting will be this Sunday, Jan. 10, beginning at 1 p.m. President Cortez will be conducting a basic reorganization of membership meetings and the board. Jerry wants your input, support, and cooperation as he prepares to guide the chapter on a new course for the new year. So be sure to come to the Chapter Meeting on Sunday, and stick around for the Board Meeting if you can. If you can't make it, give one of the Board members a call and let them know what you'd like to see happen at Chapter One throughout the year. Your input is important to us, and each and every suggestion we receive will be brought before the Board. Happy 2010, and we hope to see you Sunday!



HAPPY NEW YEAR!

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1/4 page, 4" x 5"
\$18.00 per issue

½ page, 8" x 5" --
\$26.00 per issue

Chapter Meeting
January 10th

Calendar



January 2010

7th -- First Friday Flicks
Chapter One Hangar - 5 p.m.
10th -- Chapter Meeting
Chapter One Hangar - 1 p.m.
10th -- Board Meeting
Chapter One Hangar - 3 p.m.
16th -- Young Eagles
Chapter One Hangar - 8 a.m.
16th-- Design Group Meeting
Chapter One Hangar - 10 a.m.
30th -- Young Eagles (Imperial County)
Imperial County Airport

February 2010

5th -- First Friday Flicks
Chapter One Hangar - 5 p.m.
13th -- Young Eagles
Chapter One Hangar - 8 a.m.
14th -- Chapter Meeting
Chapter One Hangar - 1 p.m.
14th -- Board Meeting
Chapter One Hangar - 3 p.m.
20th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

March 2010

5th -- First Friday Flicks
Chapter One Hangar - 5 p.m.
13th -- Young Eagles
Chapter One Hangar - 8 a.m.
14th -- Chapter Meeting
Chapter One Hangar - 1 p.m.
14th -- Board Meeting
Chapter One Hangar - 3 p.m.
20th -- Design Group Meeting
Chapter One Hangar - 10 a.m.
27th -- Riverside Air Show
Riverside Airport

Rogers Aviation opens flight school at Flabob



The new flight school at Flabob Airport is anything but a "new" flight school. "I'm instructing third generation pilots," laughs instructor Dave Rogers. "I'm teaching the grandkids of people who I once instructed."

Rogers Aviation moved in November into the space formerly occupied by Gotta Fly Aviation, offering a full range of flight instruction, from light sport private through commercial, instrument and multi-engine. Owner/instructor Dave Rogers brought the school from Chino Airport, where he has been operating since 1976. During his 34-plus years at Chino, he trained more than 500 pilots. Now, he's moved his expertise and fleet of aircraft to Flabob.

His fleet of rental aircraft include an Ercoupe 415C, which squeaks by under the 1320-pound rule to qualify as his Light Sport Aircraft. He also has two Cessna 172s, a Cessna 182, a Piper Comanche 250, and a twin-engine Piper Apache (which is currently grounded).

Dave is, by all accounts, a professional flight instructor...but this is actually his secondary profession. He is also a well-known and accomplished aerospace engineer.

Born and raised on a farm in Iowa, Dave grew up watching budding Navy pilots do touch-and-goes on the fields of his family farm, near Iowa State at Ames. He got the aviation bug early in life, but it was many years before he became a pilot.

After high school, Dave went to Iowa State and majored in aerospace engineering. After graduation, he moved to California and went to work for Douglas Aircraft at Long Beach. Then he moved to Cincinnati, Ohio, and worked on the design of a nuclear aircraft engine for General Electric. Then he worked for Aeronca--not on Champs, but on the B-52 revision. Aeronca was the contractor who won the bid to remove some 2,000 pounds of weight from the tail of the B-52 bomber.

Dave then moved to Denver where he worked for Martin on building the Titan I and Titan II rockets. Then he came to San Bernardino to work for Aerospace Corporation designing reentry systems for the Minuteman rockets. While there, he got his Master of Science degree in aeronautical engineering from the University of Southern California. He retired from the company (TRW) in 1992.

In 1969, Dave completed pilot training and got his private ticket. In 1976, he got his flight instructor's certificate and began instructing as a side-line job. His number of students grew, and he found he now had two professions--aerospace engineer and flight instructor--which kept him quite busy. After he retired from TRW in 1992, he began flight instruction full-time.

"I never intended to do this," he laughs. "But after I retired, I started living every day at Chino Airport. It became my new profession."

Dave is loaded with ratings. "The only rating I don't have is multi-engine seaplane," he says. And he loves to instruct, which is obvious by the hundreds of students he has graduated.

And I believe he is a patient flight instructor. Because, for many years, he has been the Riverside neighbor of our own Jim Pyle. What could take more patience than that?



Dave Rogers in front of his flightline

Flabob's aviation magazine master provides reading for budding pilots



By Jon Goldenbaum

Soon after Tom Wathen bought Flabob eight years ago, the Thomas W. Wathen Foundation embarked on a variety of programs to promote youth aviation education. Among them were an Air Academy program, a local school aviation visitation program, youth aircraft restoration projects, model airplane clubs, and eventually our own Aviation High School on site at Flabob.

Volunteers in our school visitation program quickly found that some of the young people contacted showed an interest in aviation and wanted more. A logical way to give them more was to collect and donate the ever-present stacks of aviation magazines pilots love to hoard. Eventually, we started a formal program to distribute surplus aviation magazines to interested students, particularly to those who otherwise would have no contact with airplanes or airports. Requests grew, and soon the demand for surplus magazines exceeded the number available.

Lt. Col. Al Gester, USAF (ret.) is one of Flabob's most active staff members who was involved with the school visitation program from the start. Al is a general aviation pilot who had spent a career in USAF aviation maintenance; he loves aviation and enjoys bringing young people into the fold. Seeing the sparks of interest in students, Al took it upon himself to get more magazines. He doggedly solicited surplus magazines from all Flabobians including EAA Chapter One members, regular airport bums, and all-day coffee drinkers in the Flabob café. Soon the magazines began flooding in. Al's job has become huge: sorting, protecting valuable originals, storing, and then distributing duplicate magazines to local middle and high schools. The effort has become almost a full-time job. Eight years after starting, Al now donates 1500 to 2000 magazines a year. Once placed in the schools, the students are free to take them home, and teachers tell us they disappear fast. Al says, "If we expose a hundred students, and a handful are interested, it is still well worth the effort." The idea is to get their interest up, particularly to those with no contact with aviation, then let them channel their new interest into our other programs.

A side benefit to local Flabobians is the treasure trove of really old and interesting magazines Al has culled for the Flabob library. We have magazines from as early as 1920, and stacks from the thirties and forties. The ads alone are fascinating: low time Travelairs for \$1,500, new Cub Coupes for \$1,800, and a J-2 "ready to go" for \$600, as well as countless schools for mechanics and pilots ready to prepare students to "change their life through aviation." Come stop by Flabob, have a cup of coffee and enjoy our collection. www.flabob.org.

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From the Editor's Desk

On editorial burn-out

I burned out.

You may have noticed that there was no December 2009 issue of *The WingNut*. The reason for that is simple...I had nothing to print. I had no news from Flabob Airport, no news from Chapter One, no ideas for a column, no great email aviation stories...nothing. I sat at my computer, looked at the blank pages, and, for the first time in three years, had nothing to say.

Due to a nagging, continuous cold that had me going through tissue paper by the case, I didn't get to Flabob Airport much during November and December. I spent a lot of my time at home, a lot of time nursing my cold. So, when it was time to get out the December issue of *The WingNut*, I had no news nor pictures to print, with the exception of Wes Blasjo's Young Eagles Report for November.

Now, that's ironic. I had Wes' YE Report and nothing else. The usual turn of events is that I have a full newsletter ready to go to press...missing only Wes' YE Report! Wes is a fantastic Young Eagles coordinator, and is a very good writer. I always look forward to getting his material. And he is one of the few chapter members who occasionally does an unexpected story for *The WingNut* (Thank you, Wes!). But Wes has been known to procrastinate. Okay, to be honest, Wes is a hard-core procrastinator. It's a ritual every month...the deadline goes by, and I call Wes. He answers, laughing, "I guess you're looking for the Young Eagles Report." Within a day or two, I can put his YE Report in the newsletter and we go to press. But in December, he had his report in early. And it was all I had.

I apologize for the month's interruption in your Chapter newsletter. But, to tell the truth, it's a half-hearted apology. I've begged and pleaded for assistance in filling these columns with print, to no avail. I read newsletters from other chapters, across the country. Many newsletter editors have only to act as editors—they place the writings of others on the pages, do the lay-out, and publish it. Many have a President's column, a Vice-President's column, advisory columns, and stories written by members. The editors don't have to write a word. They simply do the (time-consuming) task of making everything fit on the pages. What a dream job!

Not so at Chapter One! Our editor is expected to do the research, writing, photography, lay-out, and publishing of nearly every story in every issue. I guess it's my fault that I haven't recruited writers from among the ranks of our members. I know you're out there...those of you who can write and/or take photos. And I know there are hundreds of stories of homebuilts, restorations, fly-outs, fly-ins, old/new aviation stories, etc., which could be written up and submitted for publication in *The WingNut*. In fact, if you know of a really good aviation story, and you don't feel up to writing about it, contact me (editor@each1.org) and I'll do the story.

If you've taken some good aviation photos, let me know. If you have a story you want to tell, let me know. If you have opinions you want to share...let me know! We would love to have your story in *The WingNut*.

Editorial burn-out is a serious condition. You can't take a pill and call the doctor in the morning. It takes much more than that. It requires help from fellow chapter members. There is no 12-step program for this condition ("Hi, my name is Leon, and I have editorial burn-out..."). There is no miracle drug ("Editoriapamine"). There is only the assistance of fellow chapter members who can contribute their own small part to the production of the chapter newsletter month after month after month.

Please consider adding your input to our output. Anything you can contribute will be appreciated, and I thank you in advance! A mind is a terrible thing to waste, and I've wasted mine. I'm fighting this as best I can, but, remember...only **you** can prevent editorial burn-out. He, he, he, ha, ha! **LG**

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One of the classic airplanes for rent in the new Flying Club

Flying Club forming at Flabob will offer historic aircraft

Wouldn't it be great to be able to rent a classic taildragger or a state-of-the-art LSA, or even a classic straight-tail Cessna 150, and fly from an historic non-towered airport at great low prices? To have instructors available to teach you to fly these historic aircraft? To belong to a well-organized and legitimate flying club that offers social interaction?

Well, get ready to get on board. Such a club is in the formative stages on the grounds of Flabob Airport. Several meetings have been held already, laying the groundwork for the new Flabob flying club. The club will be independent and self-sustaining, while utilizing aircraft provided by The Thomas W. Wathen Foundation.

It is being formed under the watchful eyes of Foundation trustees John L. Lyon and Kevin McKenzie, attorneys-at-law, who will make sure that the club operates within legal parameters. Chapter One's Walt Wasowski will oversee flight instruction, and Jim Pyle will be the safety officer. Dave Rogers, of Flabob's Rogers Aviation, will act as gate-keeper for the club's aircraft.

"We want the club to be run by the members," according to Kevin McKenzie. "We want people to get together and have fun as well as fly airplanes."

At this point, it appears that club members will be able to rent a J-3 Cub, a Citabria, the LSA Tecnam Echo, and Andy Anderson's straight-tail Cessna 150.

"We're still in the formative stages," McKenzie said. "We're having organizational meetings at this point."

If you're an old-timer who would like to fly conventional gear aircraft, or a wanna-be pilot who would like to learn the old-fashioned way, there's a club for you. The club is now actively seeking new members. If you're interested, give a call to Kathy Rohm, at 951-683-2309 ext. 104.

Where else in the world can you join a club which allows you to fly taildraggers from an historic airport? Only at Flabob!



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50 Young Eagles flown in November

The November Young Eagle Flight Rally went down as one of those really great days. The weather was great and there were plenty of pilots. Eighty-five youth signed up, but only 50 actually showed up. Nineteen of these were Air Force ROTC cadets from Arlington High School under the leadership of Lt. Col. Dale Clauson. All of the local high schools that have ROTC programs bring their freshmen cadets each year. The upper classman leadership cadets come and provide a great source of help. The ROTC cadets and the Boy Scouts are always the “crème de la crème,” and provide a great source of quality participants to the Young Eagle Program.

We welcome pilot Allen Teets as a first time YE pilot. Allen hails from San Dimas and flew a Cessna 172. He was joined by 12 other Chapter One pilots who were finished with the regular flying quite a while before noon. This is a real switch from many of the recent YE Saturdays.

EAA’s goal is to have each pilot fly at least ten Young Eagles each year. Practically all of Chapter One’s pilots fly many, many more than that. At the start of the day, Mike Carrier only had one YE to his credit. He flew five, but that only gave him six, still short of the goal of ten. A few phone calls were made and some youth showed up and he took them flying. Shelby Blasjo and Brilea Kent help Nancy Acorn in the snack bar each month. Shelby had become a Young Eagle with Andy Andersen years ago, but Brilea had never become a Young Eagle. Well, she is a YE now, thanks to Mike. When all was tallied, Mike got 11 for the year.

Thanks to all the ground support people, YE escorts, and pilots for making this a day to be remembered for those new Young Eagles.

OOPS

Last month I wrote about Walt Wasowski flying Young Eagles on his and Carol’s wedding anniversary. Somehow his name did not get included in the list of pilots who flew YEs at Imperial County Airport. Sorry for the slip-up!

REMINDER!!!!!!

There was no Young Eagle Flight Rally in December. In January, it will be on the Jan. 16, so as to not conflict with the Cable Airshow which is on Jan. 9. Some of the participants on January 16 will be the science class from Wathen Aviation High School (now renamed Flabob Airport Preparatory Academy). Gabe Amthor, the science teacher, wants the class to be able to see the San Andreas Fault from the air. The plan is to fly these kids last and fly to an area where the fault is readily visible from the air. Prior to this I will do several classes with them on maps, map reading and visual navigation so that it will be a more complete learning experience.

- Wes Blasjo, Young Eagle Coordinator

We're Still Around!

Plans by:

Paul Poberezny
 * Acro Sport I
 * Acro Sport II
 * Pober Pixie
 * Pober Jr. Ace
 * Pober Super Ace



Robert Nesmith
 * Cougar I with EAVES FOLD WING

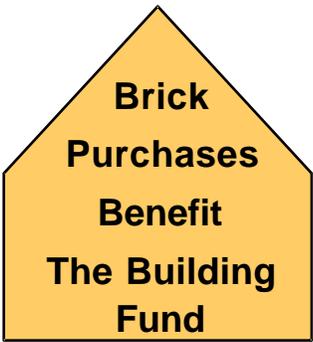
Acro Sport, Inc.
 Le-Fonda Jean Kinnaman, President
 P. O. Box 462
 Hales Corners, WI 53130
 (414) 529-2609

Pilots Who Flew:

John Alling	Piper Cherokee 250
Allyn Auck	Cessna 172
Mike Carrier	Cessna 172
Larry Conley	Ercoupe 415 C/D
Jerry Cortez	Vans RV 6A
Irvin Craig	Cessna 182
Barry Duble	Piper Cherokee 235
Tom Jones	Piper L-21 A
Ray Key	Cessna 152
George Pruitte	Cessna 210 B
Allen Teets	Cessna 172
Walt Wasowski	Cessna 172
Loren Wynja	Cessna 172

EAA Chapter One

Membership Meeting



Early birds help set up tables and chairs! Chapter Meeting begins at 1 p.m.

*January 10th, 2010
at 1 p.m.*

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

SEE YOU THERE!

Flabob Airport (RIR)
4130 Mennes
Riverside (Rubidoux), CA

FOR MORE INFORMATION CALL:
(951) 682-6236

Check our website at www.eeach1.org



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