

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 57, Issue 4

**We make flying FUN!**

April 2010

## Member's meeting this Saturday!

*Young Eagles Rally*

*begins at 8 a.m.*

*Lunch at noon*

*Meeting at 1 p.m.*

April is the month when Chapter One makes its biggest change in years—moving the Chapter Meetings to the second Saturday of the month, to coincide with the Young Eagles Rallies.

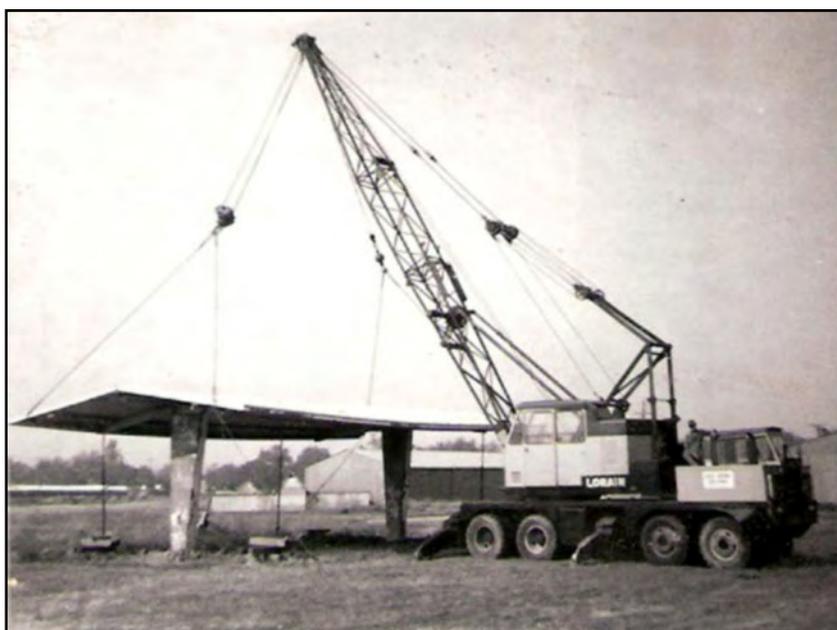
The Board of Directors voted unanimously to make the change after hearing from many chapter members who felt that it would be better to hold all chapter activities on one day, rather than spread it out over an entire week-end. The change also includes bringing back the traditional lunch, which has been a part of the meetings

for many years, but was discontinued last year because the task of preparing the meals fell on a few people (all board members) who had to do the job month after month without help. But these intrepid souls stepped up to the plate and offered to do the job again—in hopes that their efforts will help make it easier for members—like you—to find the Chapter Meetings an enjoyable experience.

This month's Chapter Meeting featured speaker will be Flabob's own John Lyon, attorney and The Wathen Foundation board member, relating the history of Flabob Airport. John is eminently qualified as Flabob's resident historian, and will present an overview of the history of one of America's most historic airports. This is one you don't want to miss!

Our "Show-and-Tell Airplane" will be John Lyon's beautifully restored Meyers 200A—the fourth Meyers to roll off the line—or rather, to be hand-built by the Meyers company (the model was extensively labor intensive). One of about 90 of the type still in existence, John's Meyers 200A is a premier example of the 1950s 200-mph single-engine aircraft that was designed to compete against the highly successful Beechcraft Bonanza.

Chapter President Jerry Cortez is urging you to come out early to help us set up lunch, and make the switch from Young Eagles to lunch to Chapter Meeting. So come out early, grab a lunch, grab a seat, and sit back and enjoy a history lesson from Flabob's own historian—John D. Lyon. See you Saturday!



*Charlie Webber's hanger (just outside the Chapter One Hangar) being built from an old gas station canopy—just part of the history of Flabob Airport that will be presented at the Chapter Meeting on Saturday, April 10th. Join us there!*

# EAA Chapter One

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**Plane of the Month:**  
**John Lyon's**  
**Meyers 200A**

# Calendar



## April 2010

**2nd -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.  
**10th -- Young Eagles**  
Chapter One Hangar - 8 a.m.  
**10th -- Chapter Meeting**  
Chapter One Hangar - 1 p.m.  
**10th -- Board Meeting**  
Chapter One Hangar - 3 p.m.  
**17th-- Design Group Meeting**  
Chapter One Hangar - 10 a.m.  
**24th-25th--RV Workshop**  
Chapter One Hangar

## May 2010

**5th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.  
**8th -- Young Eagles**  
Chapter One Hangar - 8 a.m.  
**8th -- Chapter Meeting**  
Chapter One Hangar - 1 p.m.  
**8th -- Board Meeting**  
Chapter One Hangar - 3 p.m.  
**15th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.

## June 2010

**4th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.  
**12th -- Young Eagles**  
Chapter One Hangar - 8 a.m.  
**12th -- Chapter Meeting**  
Chapter One Hangar - 1 p.m.  
**12th -- Board Meeting**  
Chapter One Hangar - 3 p.m.  
**18th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.



# The Prez Sez...

April 10<sup>th</sup> is coming soon! Our first Saturday membership meeting after years of having it on Sunday is just around the corner and it is going to be a busy day!

We have Young Eagles in the morning, lunch at noon, and our membership meeting at 1 p.m. We are going to need all the help we can get to pull this off. For those of you who can help, please come early to help with preparing for the membership meeting and getting the food ready while we finish up with Young Eagles. For April, we are having our fried chicken dinner with mashed potatoes and gravy, vegetable, rolls, salad, coffee and drinks and what ever the membership wants to share. We are starting

off with the same lunch we served before and are open to suggestions on what to serve for future meetings.

The chapter board, with our membership's help, has speakers and show and tell aircraft scheduled for the next three months. John Lyon is our April speaker and his Myers 200A is our show and tell airplane. Leon Grumbling talks more about John and his airplane in the April WingNut.

When the chapter board decided to move the membership meeting to the second Saturday with Young Eagles, it is on a six-month trial. As of the day I am writing the PrezSez, all I have heard is everyone is in favor of the move. We will decide after a few months to see how it is working out and possibly extend it to November and finish out the year (remember our Christmas dinner is Saturday, December 4th) or permanently change it to the second Saturday of the month. This is where you, our members, can help. Either let us know by e-mail, our group e-mail address is [aaaone@hotmail.com](mailto:aaaone@hotmail.com) or let any of the board members know. This is also a good time to let us know how we (the board) are doing and any other info you would like to pass along. Many of our local members have been sent a survey on what they want to see in our chapter membership meetings. A lot of have not responded and we need this info to better our chapter. Please fill it out as soon as you can (communication is a very important tool).

Thanks!

*Jerry W. Cortez*

## **Changes made to LSA rules**      ***Biplane fly-in scheduled***

**By AOPA ePublishing staff**

The FAA has issued corrections to its rule regarding the certification of aircraft and airmen for light sport aircraft operation, which went into effect April 2.

The agency has removed the requirement for an individual to receive a make and model endorsement to operate various aircraft within a specific set of LSA. (The requirement was removed by deleting Sections 61.319 and 61.323 and amending Section 61.317). This allows pilots who receive one endorsement for a specific set of aircraft to fly all aircraft within that set.

Another correction would require pilots operating under a sport pilot certificate to receive training and an endorsement to operate light sport airplanes with a maximum level flight speed (Vh) less than 87 kcas. The FAA issued the change because of safety concerns regarding pilots who had little experience flying slow, high-drag airplanes.

The 2010 National Biplane Fly-In will be held June 4-5 at Freeman Field (3JC), Junction City, Kansas, sponsored by EAA Chapter 1364. It is billed as “A celebration of antique, vintage and modern biplanes.”

Freeman Field has two turf runways—13/31, which is 1915' x 150', and 5/23, which is 1927' x 200'. There is also a newly resurfaced asphalt runway, 18/36, which is 3495' x 75'. The chapter claims that Freeman Field is “the most perfectly suited airport in the Midwest to carry on the great biplane fly-in tradition.”

There will be camping on the field and plenty of lodging is available nearby. Information can be found at their website [www.nationalbiplane-flyin.com](http://www.nationalbiplane-flyin.com).

Fly-in visitors are invited to attend a minor league baseball game on Friday night, where beer, burgers and brats are served in the beer garden of the beautiful restored 1930s ball park adjacent to the airport.



# Wings on the Web

Need to track a flight? Find an ETA? You can do that and more on <http://flightaware.com>. FlightAware gives you live, up-to-the-minute information on any instrument flight. Simply type in the aircraft N-number, and up pops the latest flights of that aircraft. Or, you can enter the airline flight number for commercial flights.

The flight information page shows you a map of the flight. Below that are given the date, type of aircraft, origin, destination, departure and arrival times and the average speed of the flight.

For instance, I decided to check on the status of JetBlue Flight 204, from Long Beach to JFK. The flight info page loads and I find that the flight is using an Airbus A320. It departed at 8:43 a.m. and is now close to Denver, CO. It has been flying for 1 hour 49 minutes, and it has three hours and 11 minutes to go. It's cruising at 454 knots, slower than the 474 knots used in the flight plan. It's at 33,000 feet. The fare prices for this flight ranged from \$94.61 to \$684.93, with the average ticket price at \$165.03.

Want to check on a business flight, but you're not sure of the aircraft N-number? On the home page, simply type in the airport code or the name of the airport from which the flight departed, and FlightAware gives you the day's arrivals and departures at that airport, including the N-numbers and aircraft type. Checking the activity at RAL, I see that the earliest arrival at Riverside Airport today was a Beechcraft King Air F90, N68DK, which flew in from Grants Pass, OR. Click on the aircraft N-number, and it shows that the King Air is scheduled to fly back to Grants Pass at 1:10 this afternoon. I also noticed two Cessnas took off for Las Vegas within a few minutes of each other. One was a Citation III, the other a 172. Wonder which will get to Vegas first?

Along with FlightAware, I use [www.airnav.com](http://www.airnav.com). I assume many of you use this terrific site to find information on airports. If you type in the airport name or identifier, Airnav will give you a very complete rundown of all airport information. Anything and everything you need to know about the airport is presented, along with maps, sectional chart, and, in many cases, an aerial picture of the facility. At the bottom of the page is a listing of airport services available, including the price of 100LL, and a list of local motels/hotels.

If you look at the information for Flabob Airport, you will see how complete the info is. If you're flying into a new airport, just read the information on Airnav, and you will have a pretty good idea of what to expect when you get there. Airnav also provides information on navigaids and airspace fixes, for those of you who have instrument tickets.

With these two sites, you can find a tremendous amount of information. Imagine sitting at an airport with your laptop or iPhone and watching planes land. Within seconds, you can find where the plane departed from, see its flight path, know its average speed, and if it's scheduled for departure soon. A few more clicks and you can find out who owns the airplane. So much information at your fingertips. A bit scary, isn't it?

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# From the Editor's Desk

## On Business Aviation

If you're smart enough to be a member of Chapter One, then you're smart enough to know that the politicians who run our country aren't necessarily the brightest candles on the cake.

They prove this on a daily basis, and we--the poor dumb-as-cattle electorate--quietly shake our heads in disbelief and exasperation and go on our merry way. But occasionally, the elected elite touch an area that's sensitive to us and, as if spurred by a cattle prod, we raise our feeble voices in protest.

Such is the case with the new wave of anti-business-aviation sentiment that is sweeping the hallowed halls of government. This "Let-them-fly-coach" mentality emerged during the Congressional hearings on the auto industry, which resulted in the nationalization/union-ownership of General Motors and Chrysler Corporation. Auto industry executives were reviled by self-righteous legislators for flying to the hearings in corporate jets (Never mind that one of the sanctimonious legislators--our very own Nancy Pelosi--has stuck the taxpayers with a \$100,000 year's tab for *boozealone* on her private military jet flights). The logic used by the pontificating and prevaricating politicians was this: Travel on business-owned/leased airplanes is a gratuitous luxury; businesses that are not profitable should not indulge in gratuitous luxuries; therefore, executives in non-profitable companies should not travel on business-owned airplanes.

The problem with this faulty syllogism is that it sells on the streets. Your average Joe, who will never be able to afford to travel in the comfort of a private plane, thinks, "Yeah, those pampered business people don't need to fly around the country in private planes. Let them fly coach, like the rest of us!" They applaud the politicians for their acumen. The politicians come across as heroes--not the idiots they are--and the business executives come across as spoiled, pampered elitists.

If we insert a healthy dose of reality into the mix, Joe's perception of reality is upside-down. The popular political syllogism is faulty because its major premise is dead wrong: Travel on business-owned/leased airplanes is most definitely *not* gratuitous luxury. It is an invaluable, money-saving and indispensable business tool.

Take the symbolic company, ABC Foods, Inc., based in Altoona, PA. The company owns 360 convenience stores located in a six-state area. Teams of executives frequently travel from 100 to 400 miles to do real estate scouting, management and employee training, quality checks, etc. There is only one airline that serves the Altoona airport, and that airline only goes to Dulles International.

Six executives need to get from the Altoona headquarters to a hotel in Goldsboro, NC, to do a management training session. They can do it the business-aviation way: arrive at the Altoona airport at 7 a.m., hop on the company's King Air and make the one-hour flight to Goldsboro. Arrive and set-up by 9 a.m. Conduct the training session until 5 p.m., pack up and head back to Goldsboro Airport. Hop on the King Air and be back in Altoona shortly after 7:00...home in time for dinner.

Or they can "fly coach." They can all pack into a car and make the two-hour drive to an airport that has service to Raleigh, NC...the closest major airport to Goldsboro. They park in long-term parking, wait for a ride to the terminal, then check in and go through the security checks, and wait to board a plane. They then fly to Raleigh, rent a car and make the hour-long drive to Goldsboro. Of course, since the training session begins at 9 a.m., they'll have to do all this the day *before* training session. They get to Goldsboro and check into separate hotel rooms. The next day, they set-up at the hotel and conduct the training session. At 5 p.m., they pack up, pile in the rental car and head back to Raleigh. They turn in the rental car, go to the terminal, check in, go through

(Continued on Page 7)

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# Flabob Express to take part in DC-3 anniversary reunion at AirVenture 2010



By Jon Goldenbaum

The volunteers who keep the Flabob DC-3 flying have announced plans to join in the 75<sup>th</sup> anniversary DC-3 reunion at Oshkosh this year.

Oshkosh planners expect at least 40 DC-3s and C-47s to attend, and even though it is a real challenge to fly the old ship back from California, it will be an event no to be missed. EAA planners expect a week of reunion activities starting with a mass arrival on opening day with lectures, presentations and historical displays of the Douglas classic.

Flabob Aviation Associates (the name of the non-profit group which maintains and flies the old bird), expects to attend in force, some flying on the trip out, the rest on the trip back. While at Oshkosh, the aircraft will be open for tours and walk-throughs.

The “Flabob Express” has a fascinating history: It was delivered to the RAF in 1943 and assigned to 24 Squadron at RAF Hendon outside of London. 24 Squadron’s mission was to fly members of Parliament as well as the Royal Family. Past owners of the aircraft insist they saw logbooks that showed that it flew Sir Winston Churchill and Princess Margaret. Later in the war it was assigned to India where it became the personal VIP aircraft of General Auchinleck who had earlier fought Rommell in North Africa. Post war, the “Express” flew in Canada until it returned to the US in the 60’s.

Crew Chief Don Newman has been working round the clock to get the ship ready for spring shake down flights in preparation for the journey. Don plans to fly both legs out and back and no doubt his dedication and skills will get the mission done.

Arrangements have been made to have the “Flabob Express” park next to the “Candler Field Express” in the display area to show the close relationship between Flabob and Peachstate Aerodrome.



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# Watsonville fly-in looking for pilots

Shared Adventures Day in the Sky is moving forward with hosting the biggest Watsonville WVI open house festival we can on Saturday, April 17, 2010. We hope you will join us, and the 2,000 expected festival attendees, as we host the coolest airport open house on the Central Coast.

Unfortunately, as you might have heard by now, Young Eagles flights will not be offered at the April 17 Watsonville Day in the Sky. We are very bummed that we will not be able to offer Young Eagles flights in this 6th great year of Day in the Sky, but there were too many questions to be addressed regarding ownership and liability to move forward fast enough to offer flights. After much work on both sides (and several emails and phone calls to EAA national's board members and directors) Oshkosh is working closely with us to assure every effort is being made to ensure future events will return to a flying format. Unfortunately, any solution will come too late to allow us to offer Young Eagles flights this year. We hope to bring back Young Eagles flights next year.

However, we still need pilots on the ground for Day in the Sky on April 17. We want to continue To Share The Joy of Aviation with young people in what we hope will be the biggest Day in the Sky/Watsonville Airport Open House Festival in the history of WVI.

We are trying to build the biggest static display and fly-in at WVI this side of the Watsonville Fly-In. We need your help with that. We still expect up to 2,000 attendees to attend the 6th annual Day in the Sky wanting to learn all they can about aviation. So we are hoping to host the biggest fly-in we can, show the kids how the airplanes work, get the kids into cockpits and take their pictures, give them wings and balloons, run them thru a quick flight school, then invite the kids back to future Young Eagles events.

So please join us at WVI on April 17! With luck, this year's event will be as well attended as any previous event. Fly in, park the aircraft, and strut your stuff to the kids.

Free tethered Hot Air Balloon Rides. Free BBQ at lunchtime. LIVE MUSIC. Exotic animals. 100 exhibitors of cool aviation-related and science fun stuff. Please join us to make the Day in the Sky 2010 WVI Open House a ripsnorting success.

Please sign up here if you can join us in ANY capacity, bring some stuff to show off, generally have a great time!

<http://www.dayinthesky.org/pilot.htm>

Thanks for your ongoing support. Again, we are bummed about no Young Eagles flights this year. But we expect the festival to be as fun as ever, especially if we can build a massive static aircraft display and spend lots of time with the kids.

- Dean McCully

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## From the Editor's Desk

*(Continued from Page 5)*

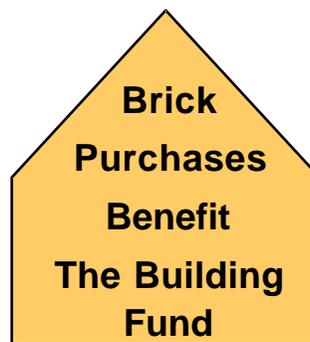
security, and wait for a plane back to their destination airport, where they deplane, wait for their luggage (there's a lot of training stuff), wait for a ride to long-term parking, pile in the car and make the two-hour drive home to Altoona. They arrive home at 2 a.m., if they're lucky, exhausted and worthless for the next day.

Now, pretend you're a CEO. Which scenario do you want your executives to experience? Which do you think will add the most black to the company's bottom line? I think even a brain-dead politician would have to admit that business aviation is an invaluable tool...not a luxury. Tell all the Joe's you know.

LG

*EAA Chapter One*

# *Membership Meeting*



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

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

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

***SEE YOU THERE!***

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