

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 58, Issue 6

**We make flying FUN!**

June 2011



## ***Icon Aircraft team member to join us for June meeting***

The Icon aircraft wasn't really designed for pilots. Icon founder and CEO Kurt Hawkins' idea was for an airborne vehicle that would appeal to the "power sports" segment of the population. Power sports include things like off-road motorcycles, watercraft, snowmobiles, ATVs, and the like. Hawkins saw the Icon aircraft as the "apex of the power sport world." He proposed a unique flying machine designed only for the sheer joy of flight.

"Icon's mission is not so much about transportation," Hawkins told a crowd at the Icon's introduction at Oshkosh. "It's not about the usual metrics of speed, range, payload, altitude and complex cockpits. It's about getting you out there and interacting with your world."

A former Air Force F-16 and American Airlines pilot, Hawkins came up with the concept of the Icon while a

student at Stanford's school of business after he learned about the new Light Sport Aircraft regulations. He soon surrounded himself with a group of highly skilled aeronautical engineers (many from Burt Rutan's Scaled Composites) and businessmen, raised an apparently sizeable amount of start-up funds, and produced the Icon A-5 amphibious aircraft.

Its introduction at Oshkosh's AirVenture caused a huge ripple in the aviation community. "The Icon A5 is the most beautiful aircraft I've ever seen!" said aviation great R.A. "Bob" Hoover. Thousands agreed as they lined up to see the unusual aircraft. Some 500 were so impressed that they havethat most prospective buyers are pilots, more interested in aircraft than ATVs and jet skis.

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### Ad Rates

Business card size--  
\$5.00 per issue

1/8 page, 4"x 2½" --  
\$10.00 per issue

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

½ page, 8" x 5" --  
\$26.00 per issue

**Plane of the Month:  
Icon Aircraft**

# Calendar



## June 2011

### **3rd – First Friday Flicks**

Chapter One Hangar - 5 p.m.

### **11th – Young Eagles**

Chapter One Hangar - 8 a.m.

### **11th – Chapter Meeting**

Chapter One Hangar - 1 p.m.

### **11th – Board Meeting**

Chapter One Hangar - 3 p.m.

### **12th – P-38 Meeting**

Chapter One Hangar - 2 p.m.

### **25th – Design Group Meeting**

Chapter One Hangar - 9 a.m.

## July 2011

### **1st – First Friday Flicks**

Chapter One Hangar - 5 p.m.

### **4th – Independence Day at Flabob**

Chapter One Hangar - 4 p.m.

### **4th – Chapter Meeting**

Chapter One Hangar - 4 p.m.

### **10th – P-38 Meeting**

Chapter One Hangar - 2 p.m.

### **16th-17th – SportAir Workshop**

*Van's RV Assembly*

Chapter One Hangar

### **23rd – Design Group Meeting**

Chapter One Hangar - 9 a.m.

### **25th - 31st – AirVenture at Oshkosh**

## August 2011

### **5th – First Friday Flicks**

Chapter One Hangar - 5 p.m.

### **13th – Young Eagles**

Chapter One Hangar - 8 a.m.

### **13th – Chapter Meeting**

Chapter One Hangar - 1 p.m.

### **13th – Board Meeting**

Chapter One Hangar - 3 p.m.

### **8th – P-38 Meeting**

Chapter One Hangar - 2 p.m.

### **21st – Design Group Meeting**

Chapter One Hangar - 9 a.m.



# Aeronea Club, Antique Airplane Fly-in draws many to Flabob On May 21st



Chapter One Founder Ray Stits took delivery of his new Cessna 162 Skycatcher on May 6th from a Cessna dealer rep. Ray flew Young Eagles in the new LSA for our Chapter's May Young Eagles Rally on May 14th.



Sam Pratt had two reasons to celebrate at Flabob Airport this month. He became the first recipient of a Thomas Wathen Lifetime Achievement Award for his work as a volunteer at the airport, and he turned 100 years old on the day he got the award.

# Chapter One presents



# 4TH OF JULY



## at Flabob Airport

### Our Schedule\*:

(\* All times are wild estimates and subject to random change.)

**5:00ish to 6:00ish** – World’s Quickest Chapter Meeting. Two minutes or less. This is our only Chapter Meeting in July.

**6:00ish to 8:30 or so** – **BYOB** – Bring your own barbeque. Chapter One drone workers (board members & the faithful few) will have the

barbeques fired up for you to roast your hamburgers, hot dogs, steak, Spam, or whatever. Combine the gourmet barbeque with your baked beans, macaroni salad, or whatever accompaniments you like, and chow down in our beautiful Young Eagles Park. Share your food, if you like, and share your stories with other Chapter members and guests. This is our Independence Day social time!



**About 8:30** – Watch the “Burning of the Mountain!” One of the best views of the Mount Rubidoux fireworks display available.





# From the Editor's Desk

## On flying and the Dunning-Kruger Effect

“The **Dunning-Kruger effect** is a cognitive bias in which unskilled people make poor decisions and reach erroneous conclusions, but their incompetence denies them the metacognitive ability to appreciate their mistakes. The unskilled therefore suffer from illusory superiority, rating their ability as above average, much higher than it actually is, while the highly skilled underrate their own abilities, suffering from illusory inferiority.” (from *Wikipedia*)

The two Cornell University professors who came up with the eponymous effect found, in simple words, that the less you know (to a point) about a subject, the more likely you are to believe you are an expert. They found that those who are incompetent in a given skill will:

1. tend to overestimate their level of skill.
2. fail to recognize genuine skill in others.
3. fail to recognize the extremity of their inadequacy.
4. recognize and acknowledge their own previous lack of skill *if* they can be trained to substantially improve.

Dunning and Kruger found that people who were not at all skilled in an area knew that they knew nothing. In other words, novices almost always know that they are novices. They also found that those who were highly skilled in an area tended to have some doubts about their level of mastery of the skill set, and tended to believe others knew as much or more than they did.

As people progress from novice to amateur to expert to master, problems usually begin in the amateur stage. The novice stage usually passes quickly; in no time at all, you've progressed from novice to amateur. But to progress from amateur to expert is a much, much longer and more arduous process; and to become a master usually requires a lifetime of work and practice.

Psychologists found that those in the later part of the amateur stage tend to overestimate their mastery of the subject or skill set. They have put in the time and study (say, 50 hours) required to advance from novice to amateur. Now, they have put in two or three times the amount of time and study required in the novice stage, so they have 100 or 150 hours of “expertise.” The Dunning-Kruger effect postulates that in this stage people are most likely to overestimate their skill level. They are still amateurs, but they don't know enough to know what all they don't know. They believe they are experts, but they do not and can not perform at the same level as experts or masters when tested.

Thus, we have the phenomenon of the “hundred hour pilot.” He got his private pilot certificate in 50 hours, and now has twice that many. He is comfortable in the airplane and is beginning to feel that he is mastering this art of flying. He is a little bit cocky, very sure of himself and his abilities, and he is dangerous! (I use the masculine pronoun here for two reasons: 1) I am old-fashioned and stick with the “universal 'he',” and 2) I believe males are more prone to this “I am a master pilot” syndrome).

The answer to the problem of the “hundred hour pilot” is found, I believe, in Dunning and Kruger's finding that “Those who are incompetent in a given skill will recognize and acknowledge their own previous lack of skill *if* they can be trained to substantially improve.” It involves continuing education and training. Put an amateur pilot (whether he has 100, 500 or 1,000 hours), in a continuing ed program and he will lose his cockiness as he learns. Instrument training will leave him feeling less like an expert and more like a novice. Unusual attitude and aerobatic training will give him a realistic evaluation of his flying skills. He may feel like Superman when he takes his girlfriend to Big Bear for breakfast; he may want to take up another hobby when asked to perform a two-turn spin and recover on a selected heading.

A lifetime of learning. That's what a private pilot certificate offers. The Dunning-Kruger effect, applied to aviation, shows us that continuing education (well beyond a Biennial Flight Review) is what it takes to break the “hundred hour pilot” syndrome, and to advance pilots from the amateur to the expert stage of development. From expert to master...I don't know. I have yet to meet someone who introduces himself as a “master pilot.”

As Charles Darwin stated, “Ignorance more frequently begets confidence than does knowledge.”

LG

# Icon Aircraft featured at Chapter Meeting

(Continued from Page 1)

The Icon A5 is an amphibious, trailerable folding-wing LSA. Its interior is more high-end sports car than cockpit, with a dashboard where a pilot expects to find a panel. It has simple instrumentation for a pilot, but is not threatening to a non-pilot. Its smooth-flowing design is appealing to the eye, and has certainly appealed to a great number of pilots. It will be interesting to see how this unique air machine appeals to the non-flying members of the power sports community. If it fulfills Hawkins' dreams, it will become one of the best-selling high end toys available for boring holes in the sky. since plunked down a \$5,000 deposit for the chance to purchase one. It is probable that most prospective buyers are pilots, more interested in aircraft than ATVs and jet skis.

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Craig Bower, VP of Sales for Icon will join us to talk about the exciting new aviation venture.

## Chance offered to work on unique airplane

We recently had a series of emails discussing delta-wing single placers, from the new Euro Delta, back through the Marion Baker Delta Kitten, to Dr. Lippisch. In the course of this Barnaby Wainfan offered to work with some of us on making a similar airplane. I have now talked to Barnaby and he is ready to go forward. This is to ask that any and all who are interested, on the terms outlined, please advise.

Barnaby has in mind a modified "D" wing airplane. (For those history buffs thinking "Arup," this is the other way 'round. A "Pura?") It could be built either as an all-metal job, or tube and rag, depending on the experience and druthers of the group. Step one would be to build and fly a 1/4-scale RC version, to check basic aerodynamics, stability and control, etc. Barnaby would do the design but detail design is too much to ask so the participants, or some of them, should be experienced builders capable of figuring this out.

For his extensive time and input, Barnaby would like to wind up with an airplane. One could be built which he would wind up with, or we could build two or several in parallel and he would get one. Of course he would have full design credit.

Participants would split the costs, which would be economized as much as possible.

A prerequisite for joining the project is a commitment to finish it; in the old Design Group, a similar project wound up half-finished after many years.

Barnaby's expectations are that with a 60-65 hp engine (not a 2-stroke, but something like an HKS), the ship would have good flying characteristics and reasonable performance.

**-John D. Lyon**

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# 48 Young Eagles flown in May

May's Young Eagle flight Rally slipped into history with little fanfare. However, 48 youth experienced the thrill of their first flight, thanks to 13 generous Flabob pilots. We welcome into the ranks of the Flabob great Michael Clearman, who flew one of the flying club airplanes.

Ground school was conducted by Tiffany Felton and the additional requirements for the Boy Scout merit badge were done by Bob Barton, Al Gester and Bob Lum. Preflight inspection instruction was done by Jon Deming and Chris Felton. As per usual, many people pitched in and did their part to make things run smoothly. Again, thanks to everyone who had a part in what to many youth is a life changing event!! - **Wes Blasjo, Young Eagles Coordinator**

## Pilots Who Flew:

Michael Clearman	Citabria	Leandro Mendoza	Cessna 152
Larry Conley	Ercoupe	Gerald Perry	Citabria
Jerry Cortez	Vans RV 6A	Ray Stits	Skycatcher 162
Dave Cudney	Cherokee 180	Allen Teets	Cessna 172
Barry Duble	Cherokee 235	Walt Wasowski	J-3 Cub
Kevin McKenzie	Marquart Charger	LoreenWynja	Cessna 172

# War in Afghanistan takes its toll on Flabob family

SGT Aaron Blasjo, son of Daniel Jeffrey and Roberta Blasjo and grandson of Wesley Blasjo, lost his life to enemy fire while on patrol in a Humvee in Afghanistan on Sunday, May 29, 2011.

After graduating from Ramona High School in Riverside in 2004, Aaron chose to serve his country by joining the army. After completing basic training he volunteered for the additional rigors of special forces training. He was then assigned to a special forces unit at Ft. Brag, NC. He served two tours with special forces units in Iraq/Afghanistan. Upon return from his second tour he requested and was accepted into dog handling school. It could be noted that he trained his own dog to do some very amazing things. On May 1st 2011, he and his dog were redeployed to Afghanistan for his third tour. His dog was killed also when hit by enemy fire.

Aaron was married to Crystal Thomtkins of North Carolina in his home church, Palm Baptist of Riverside, on September 26th, 2009. They became the proud parents of Talon Jeffrey Blasjo on March 24th, 2011. Aaron was able to spend a little over a month with his new love before leaving for Afghanistan. He was a proud father and a loving husband and a true patriot who loved his country and his God. His parents and wife are being flown to Dover, Maine, to be there for the hero's welcome when his remains are returned to the country he loved.

Wes Blasjo has served for many years as Young Eagles Coordinator for Chapter One. Our heart-felt condolences and best wishes go out to him and his family.



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*EAA Chapter One*

# *Join us for our Chapter Meeting!*

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bring salads, side  
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*June 11th, 2011  
at noon*

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

***SEE YOU THERE!***

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