

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 58, Issue 11/12

We make flying FUN!

November/December 2011



Join us for our annual Christmas Dinner – Pot Luck Dec. 3rd

It's hard to believe, but almost a dozen pages have fallen off the calendar, and the time is at hand for our annual Christmas Dinner. This year's festivities will take place at the Chapter One hangar, starting at 6:01 p.m. on Saturday, December 3rd.

After the success of last year's event, this year's Christmas Dinner will once again be a "pot luck." Our Chapter will provide turkey and ham and beverages, and it's up to us to bring all the trimmings. The dinner is FREE—your ticket price is to bring a main dish, a salad, or some dessert. So whip up a nice amount of your favorite dish and bring it to share with all your friends and Flabobians. It will be a fun

evening of great food, good fellowship, games, musical entertainment, and more.

There will be an ornament exchange, for those who wish to participate (suggested price around a dollar). And, who knows, Santa may even make an appearance again this year!

Our November Young Eagles Rally and Chapter Meeting will be held on Nov. 5th, the first Saturday of the month, due to the fact that Flabob's Veterans Day Celebration will be held on the 12th. There will be no Young Eagles Rally in December. Our last event of the year will be our Christmas Dinner. December 3rd. See you there!



Young Eagles & Chapter Meeting Nov. 5th
Flabob Veterans Day Celebration Nov. 12th

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See you at
The
Christmas Dinner!

Calendar



November 2011

4th – First Friday Flicks

Chapter One Hangar - 5 p.m.

5th – Young Eagles

Chapter One Hangar - 8 a.m.

5th – Chapter Meeting

Chapter One Hangar - 1 p.m.

5th – Board Meeting

Chapter One Hangar - 3 p.m.

12th – Flabob Veterans Day/Open House

Flabob Airport - all day

18th - 20th – EAA Workshops

Chapter One Hangar

19th – Design Group

Chapter One Hangar - 10 a.m.

December 2011

3rd – Christmas Dinner

Chapter One Hangar - 6:01 p.m.

11th – P-38 Meeting

Chapter One Hangar - 2 p.m.

17th – Design Group Meeting

Chapter One Hangar - 9 a.m.

17th – Aircraft Display Day & Car Show

Flabob Airport

January 2012

6th– First Friday Flicks

Chapter One Hangar - 5 p.m.

14th – 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.

Cobras & Mustangs featured at Lyon Air Museum Sunday



SANTA ANA—Lyon Air Museum, a premier Southern California showcase for vintage military aircraft and automobiles, will host an open forum inviting owners of classic and late-model Cobras and Mustangs to bring their cars to the Museum as part of a “Cars & Cockpits” event scheduled for Sun., Nov. 6, 2011, from 10-11:30 a.m. at the facility, located on the west side of the runway at John Wayne Airport in Orange County. (NOTE: Weather permitting).

Viewing the automobiles in the Museum parking lot is free of charge. Regular Museum admission prices will be in effect.

“The Ford Mustang is one of the most successful sports cars ever built by an American automobile manufacturer, and we want to showcase this incredibly popular vehicle,” said Mark Foster, president of Lyon Air Museum. “This is the first time we’ve ever used this ‘Open Forum’ mode of inviting all comers to bring their cars for display. We think it will open this event to newer audiences.”

Lyon Air Museum opened in Dec. 2009. The Museum has on exhibit some of the world’s rarest operational aircraft and vehicles. In addition to military vehicles and motorcycles, on display are an original 1939 Mercedes-Benz Model G4 Offener Touring Wagon used by Adolph Hitler in Germany and Poland until it was seized by the French Army at the war’s end.

Lyon Air Museum is located at 19300 Ike Jones Road, Santa Ana, CA 92707. P: 714/210-4585. F: 714/210-4588. Email: info@lyonairmuseum.org. Web: www.lyonairmuseum.org.

Hours of operation are daily from 10 a.m. to 4 p.m. Admission rates: General admission—\$12; Seniors and Veterans—\$9; Ages 5-17—\$6; Under age 5—Free.



Join us at EAA Chapter One for
**‘An Old Fashioned
Christmas Pot Luck’**
Saturday, Dec. 3rd, at 6:01 p.m.

Turkey and Ham will be provided by the Chapter.
Members are to bring side dishes and desserts.

No Fee—Your delicious dish is your ticket in.

Music, games and gift certificate give-aways.

Bring an ornament for our Ornament Exchange!

Come join us for some old-fashioned fun and a delicious dinner!



Fighter Wing holds their biennial reunion at Flabob



68 years later, WWII fighter pilot Robin Hansen flies a PT-22 again

By Jon Goldenbaum

Every two years, veterans from the famous 1st Pursuit Group/1st Fighter Wing hold a reunion. This year it was held at Riverside CA, home of Flabob. This historic fighter unit dates to WWI. Famed pilots Eddie Rickenbacker and balloon buster Frank Luke were among those who made the 94th “Hat-in-the-Ring” and 27th Fightin’ Eagles” famous. The 1st went on to a great battle record flying P-38s in WWII, then were the first to fly the F-15 Eagle, now the F-22 Raptor.

This year, the 1st was honored to be selected to join the Famous Fliers' Wall at Riverside’s historic Mission Inn Hotel. Since the '20's, the Mission Inn has recognized aviators with a banquet where a signed ceremonial set of copper wings are hung on the Famous Fliers' Wall as a tribute. Charles Lindbergh, Amelia Earhart, and Hap Arnold are among those whose wings hang on the wall, and the list of honorees goes from the earliest days of aviation to the astronauts. The 1st wing is one of the few units recognized; having the reunion at Riverside was a natural. This event attracted eight of the WWII 1st Group P-38 combat vets including P-38 ace Darryl Welch.

As part of the event, Jon Goldenbaum, former squadron commander in the 1st Wing invited all to Flabob for an afternoon of Bar-B-Que, beer, and flying in a variety of antique and classic biplanes and trainers. Every one of the P-38 pilots got to fly again, many for the first time in years. Lots of willing arms lifted them in, buckled them up, and sent them into the air for another adventure. Flabob Wathen trustee Kevin McKenzie gave 13 rides in the N3N biplane trainer, Terry Freedman gave 9 rides in the PT-22. Former P-38 pilot Robin Hansen, now 92 years young, was lifted into the PT-22 for the first time since 1943. Robin trained in the PT-22 at nearby Hemet Field, and then went on to combat in North Africa and Italy with the 1st. He and his family were overwhelmed, and frankly, so was the crowd. It was a great honor to see these 90-year-old fighter pilots fly again.



Lt. Gen., Bud Wyatt, Commander Air National Guard and Col. Randy Ball, Commander 163 RW, March in front of Mission Inn Famous Fliers' Wall.

VETERANS DAY CELEBRATION

at

Historic Flabob Airport
Saturday, November 12, 2011
9:00 am to 4:00 pm

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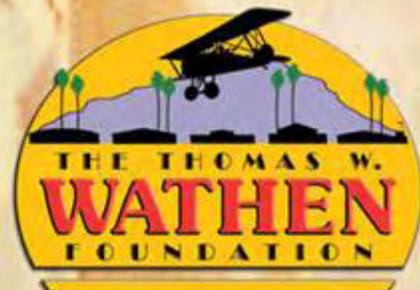
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Riverside County Record



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Education Through
Aviation

Chapter pilots do YE rally at Imperial Valley Airport



The cast and crew at Imperial Valley Airport.

On October 22nd, nine Chapter One pilots flew to Imperial Airport and along with one local pilot and one pilot from San Diego, flew 118 youth as a major part of their local annual Airport Days.

All week long the weather at Flabob had not cleared until late afternoon or not at all. We had grave concerns that the

weather would not clear and leave us waiting at the airport. Four pilots and two passengers left Flabob Friday afternoon, and once above the “muck”, it was great flying all the way to Imperial. The rest of the pilots and ground support flew down on Saturday in the clear skies that the weatherman had predicted. After a whole week of non-flying or marginal flying weather at Flabob, there was a lot of apprehension as to whether or not the clear weather predicted by the weatherman for Saturday would actually come to pass. The imprecise art of weather prediction certainly can't be wrong all the time and fortunately the prediction was right for Saturday.

The Imperial Airport Days had widespread publicity, and pilot Jack King from San Diego answered the call as well as local pilot Jim Piper who flies out of Imperial. It was good to have Allyn Auck fly in from Blyth and join us.

We brought a number of ground support people to make things run smoothly. Jerry Perry's nephews Derek and Shane Selby parked airplanes. Greg and Dusty Yonge did the data entry and certificates and Ron Headlee did loading. I was there to smooth off the rough edges of the operation. Their crew of local ground support people did an outstanding job and things ran smoothly.

All of the people there welcome us with open arms and appreciate our participation. A great big thanks goes to all our pilots and ground support people who are the lifeblood of this great day. Thanks also to Jennifer Donnat who is the on-site person who puts it all together.

– Wes Blasjo

Pilots:

AllynAuck	Cessna 172
Michael Clearman	Cessna 150
Larry Conley	Ercoupe
Jerry Cortez	Vans RV6A
Barry Duble	Cherokee 235
Jack King	Bonanza
Gerald Perry	Citabria
James Piper	Bellanca

Darrell Snider	Technam
Walt Wasowski	J-3 Cub
LoreenWynja	Cessna 172

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The Battle of Palmdale

Some days, even the best preflight plans of the pros go terribly wrong. Know about the battle we fought against ourselves over Los Angeles? It makes for some pretty interesting Cold War reading – and a great exercise in counting how many links are in an accident chain.



On the morning of August 16, 1956, U.S. Navy personnel at Point Mugu prepared an F6F-5K for its final mission. The aircraft had been painted an overall high-visibility red. Red and yellow camera pods were mounted on the wingtips. Radio-remote control systems were checked, and the Hellcat took off at 11:34 a.m., climbing out over the Pacific Ocean. As ground controllers attempted to maneuver the drone toward the target area, it became apparent that it wasn't responding to radio commands. They had a runaway.

Ahead of the unguided drone lay thousands of square miles of ocean into which it could crash. Instead, the old Hellcat made a graceful climbing turn to the southeast, toward the city of Los Angeles. With the threat of a runaway aircraft approaching a major metropolitan area, the Navy called for help.

Five miles north of NAS Point Mugu, two F-89D Scorpion twin-jet interceptors of the 437th Fighter Interceptor Squadron were scrambled from Oxnard Air Force Base. The crews were ordered to shoot down the rogue drone before it could cause any harm. Armed with wingtip-mounted rocket pods and no cannon, the Scorpion was typical of the Cold War approach to countering the "Red Menace." Each pod contained 52 Mighty Mouse 2.75-inch rockets. Salvo-launched, the Mighty Mouse didn't have to have precision guidance. Large numbers of rockets would be fired into approaching Soviet bomber formations to overwhelm them with sheer numbers. Today, they would be used against a different kind of red menace.

At Oxnard AFB, First Lieutenant (Lt.) Hans Einstein and his radar observer, First Lt. C. D. Murray, leapt into their sleek F-89D. Simultaneously, First Lt. Richard Hurliman and First Lt. Walter Hale climbed into a second aircraft. The interceptors roared south after their target. The hunt was on.

Einstein and Hurliman caught up with the Hellcat at 30,000 feet, northeast of Los Angeles. It turned southwest, crossing over the city, then headed northwest. As the Hellcat circled lazily over Santa Paula, the interceptor crews waited impatiently. As soon as it passed over an unpopulated area, they would fire their rockets.

The interceptor crews discussed their options. There were two methods of attack using the fire control system, from a wings-level attitude or while in a turn. Since the drone was almost continuously turning, they selected the second mode of attack. In repeated attempts, the rockets failed to fire during these maneuvers. This was later traced to a design fault.



(Continued on Page 8)

The Battle of Palmdale (cont. From Page 7)

The drone turned northeast, passing Fillmore and Frazier Park. It appeared to be heading toward the sparsely populated western end of the Antelope Valley. Suddenly, it turned southeast toward Los Angeles again. Time seemed to be running out. Einstein and Hurliman decided to abandon the automatic modes and fire manually. Although the aircraft had been delivered with gun sights, they had been removed a month earlier. After all, why would a pilot need a gun sight to fire unguided rockets with an automatic fire control system?

The interceptors made their first attack run as the Hellcat crossed the mountains near Castaic. Murray and Hale set their intervalometers to “ripple fire” the rockets in three salvos. The first crew lined up their target and fired, missing their target completely. The second interceptor unleashed a salvo that passed just below the drone. Rockets blazed through the sky and then plunged earthward to spark brush fires seven miles north of Castaic. They decimated 150 acres above the old Ridge Route near Bouquet Canyon.

A second salvo from the two jets also missed the drone, raining rockets near the town of Newhall. One bounced across the ground, leaving a string of fires in its wake between the Oak of the Golden Dream Park and the Placerita Canyon oilfield. The fires ignited several oil sumps and burned 100 acres of brush. For a while the blazes raged out of control, threatening the nearby Bermite Powder Company explosives plant. The rockets also ignited a fire in the vicinity of Soledad Canyon, west of Mount Gleason, burning over 350 acres of heavy brush.

Meanwhile, the errant drone meandered north toward Palmdale. The Scorpion crews readjusted their intervalometers and each fired a final salvo, expending their remaining rockets. Again, the obsolete, unpiloted, unguided, unarmed, propeller-driven drone evaded the state-of-the-art jet interceptors. In all, the jet crews fired 208 rockets without scoring a single hit.

The afternoon calm was shattered as Mighty Mouse rockets fell on downtown Palmdale. Edna Carlson was at home with her 6-year-old son William when a chunk of shrapnel burst through her front window, bounced off the ceiling, pierced a wall, and finally came to rest in a pantry cupboard. Another fragment passed through J. R. Hingle’s garage and home, nearly hitting Mrs. Lilly Willingham as she sat on the couch. A Leona Valley teenager, Larry Kempton, was driving west on Palmdale Boulevard with his mother in the passenger seat when a rocket exploded on the street in front of him. Fragments blew out his left front tire and put numerous holes in the radiator, hood, windshield, and even the firewall. Miraculously, no one was injured by any of the falling rockets. Explosive ordnance disposal teams later recovered 13 duds in the vicinity of Palmdale. It took 500 firefighters two days to bring the brushfires under control.

Oblivious to the destruction in its wake, the drone passed over the town. Its engine sputtered and died as the fuel supply dwindled. The red Hellcat descended in a loose spiral toward an unpopulated patch of desert 8 miles east of Palmdale Airport. Just before impact, the drone sliced through a set of three Southern California Edison power lines along an unpaved section of Avenue P. The camera pod on the airplane’s right wingtip dug into the sand while the Hellcat cartwheeled and disintegrated. There was no fire.

Originally published in Briefing: Official Newsletter of Warbirds of America. Taken from EAA’s website, www.eaa.org.





66 Young Eagles flown in October

October's Young Eagle Flight Rally went well for the first 66 youth, but then treacherous winds stopped the flying and the last 6 or 8 kids had to be told to come back the next month. I was at Aircraft Spruce in Corona helping with their annual parking lot sale. The usual cast of characters did the ground support and things ran smoothly. After a very abbreviated Chapter One meeting some of the pilots drove or flew over to Corona and got some great buys at Aircraft Spruce's once a year sale.

Thanks to everyone who did their part, things ran smoothly and there were no major glitches.

- Wes Blasjo, Young Eagles Coordinator

Pilots Who Flew:

Michael Clearman	Cessna 150	Tom Jones	Super Cub
Larry conley	Ercoupe	Kevin McKenzie	Marquardt Charger
Dave Cudney	Cherokee 180	James Meeker	Taylorcraft
Barry Duble	Cherokee 235	George Pruitte	Cessna 210
Jim Hayes	Cessna 172	Ray Stits	Cessna 162

Chapter One plays host at Aircraft Spruce annual parking lot sale; invited back!

Again this year, Chapter One was invited by Aircraft Spruce in Corona to run the morning coffee and donut sale and lunch hot dog(the good all meat ones), chips and drink sale (donation). Gerald Perry and nephews Derek and Shane Selby handled all the edibles very nicely. Later in the morning my granddaughter Shelby Blasjo joined in on the fun.

The first raffle was at 9:00 AM and continued every hour until closing at 3:00 PM. Again this year there were some really great prizes donated by the many vendors who were there. My friend Pandora Mitchell helped with the raffle by doing the Vana White thing of shuffling the tickets and then drawing winning tickets. A great plus by Aircraft Spruce was that you did not have to be present to win. If you were not there when your ticket was called, they then later called you and let you come in and pick up the prize. The raffle ticket sales was a little slower than last year, but sales were still brisk. The GREAT thing about this is that Aircraft Spruce let Chapter One keep all the proceeds from both the food donations and the raffle ticket sales. This is a major source of income for Chapter One and we all appreciate their generosity. Thanks to Desiree Czaplinski, Jim Irwin's right hand person at Aircraft Spruce, for putting this event together and making it run so well. Thanks also, to the Chapter One people who donated so freely of their time and energy. We are scheduled to do it again next year!!!!



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EAA Chapter One

Christmas Banquet December 3rd!!

Brick
Purchases
Benefit
The Building
Fund

Chicken 'n fixins will
be provided. Please
bring salads, side
dishes and desserts!

*Chapter Meeting
November 5th, 2011
at noon*

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

SEE YOU THERE!

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