

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 59, Issue 5/6

We make flying FUN!

May/June 2012



Up-coming Aeronca Fly-In to be topic at May's Meeting

The second annual Southwest Aeronca Fly-In will be held at Flabob and our Chapter One facilities on May 18-20. Our May Membership Meeting on Saturday, May 12, will feature one of the event's organizers, Jim Spee, who will give a presentation on the design of the Aeronca instrument panels from 1931 to 2010. It should be interesting, and will include lots of pictures. Jim Spee, Ph.D., is a professor in the School of Business at the University of Redlands, and our local Aeronca guru.

The Aeronca Aviators Club is expecting Aeronca and other antique aircraft owners from Southern California, Nevada, Oregon and Arizona to fly in to Flabob the following weekend.

"Last year's event had over 25 Aeroncas, so we are optimistic about attendance this year," said organizer Jim Spee. "It's going to be a low key event and fun for everyone." Initial arrivals are invited to an informal dinner on the evening of Friday, May 18.

On Saturday, the Flabob Express, a DC-3 group, will sponsor a pancake breakfast. Flabob has their monthly Open Hangar and Historic Display on that Saturday as well. Participants will have a round table discussion on Aeronca ownership and maintenance at the EAA Chapter 1 headquarters, followed by box lunches. Dinner that evening in the Chapter One facility will feature barbecue from Famous Dave's. A number of awards for the best post-war, best pre-war, furthest flown, and best non-Aeronca aircraft will be presented. After breakfast at the Flabob Cafe on Sunday morning, weather permitting, the Aeroncas will depart for home after another successful fly-in.

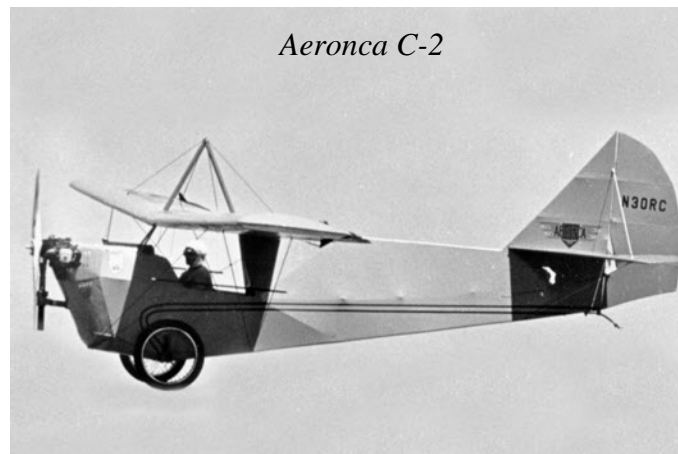
Interesting Aeronca facts...

Here are some interesting facts about Aeronca Aircraft:

The Aeronca Aircraft Corporation was founded November 11, 1928, in Cincinnati, Ohio. One of the financial and political backers of the new corporation was Robert A. Taft, son of President William Howard Taft and a prominent U.S. Senator. Taft formed the "Aeronautical Corporation of America," which eventually became known simply as Aeronca.

Aeronca became the first company to build a commercially successful general aviation aircraft.

(Continued on Page 4)



Aeronca C-2

EAA Chapter One

<h2 style="margin: 0;"><u>Officers</u></h2>	<h2 style="margin: 0;"><u>Directors</u></h2>
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President

Jerry Cortez
 (951) 485-9125
president@eaach1.org

Vice-President

Jan Buttermore
 (951) 318-5215
vicepresident@eaach1.org

Treasurer

Nancy Acorn
 (951) 788-5694
treasurer@eaach1.org

Secretary

Garbiella Amthor
 (760) 669-5234
secretary@eaach1.org

Dave Cudney

(951) 255-4880
vicepresident@eaach1.org

Leon Grumling

(951) 582-0978 home
 (951) 818-5551 cell
editor@eaach1.org

Ron Headlee

(951) 485-9812
ardee0@hotmail.com

Ray Stits

(951) 682-6236

Walt Wasowski

(909) 829-8029 home
 (909) 565-8099 cell
membership@eaach1.org

Tech Counselors

Norm Douthit -- (888) 811-2232
Jan Buttermore -- (951) 318-5215

Flight Advisors

Ron Caraway -- (760) 247-6771

Webmaster

Jan Buttermore
webmaster@eaach1.org

WingNut Editor

Leon Grumling
editor@eaach1.org

Young Eagles

Wes Blasjo -- Coordinator

Kathy Rohm -- Reservations

ye@eaach1.org

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Plane of the Month:

Aeronca

Calendar



May 2012

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-20th – Southwest Aeronca Fly-In

Flabob Aiport

19th – Aircraft Display Day & Car Show

Flabob Airport

June 2012

1st – First Friday Flicks

Chapter One Hangar - 5 p.m.

9th – Young Eagles

Chapter One Hangar - 8 a.m.

9th – Chapter Meeting

Chapter One Hangar - 1 p.m.

9th – Board Meeting

Chapter One Hangar - 3 p.m.

17th – Aircraft Display Day & Car Show

Flabob Airport

July 2012

4th– 4th of July meeting at Chapter One

Chapter One Hangar - dinner til dark

6th – First Friday Flicks

Chapter One Hangar - 5 p.m.

14th – Young Eagles

Chapter One Hangar - 8 a.m.

14th – Board Meeting

Chapter One Hangar - 3 p.m.

21st – Aircraft Display Day & Car Show

Flabob Airport

23rd - 29th – AirVenture 2012

Oshkosh, WI

Air Force Pilot training class 70-05 holds reunion at Flabob Airport

By Jon Goldenbaum

Over 40 years ago, Air Force Pilot Training class 70-05 received their USAF wings at Laughlin AFB, Texas. In recent years the class vowed to have reunions to strengthen the firm friendships forged in that most intense training year. After graduation, many went directly to combat in Viet Nam, the rest to challenging assignments throughout the USAF. Some stayed for a career in the Air Force, the majority wound up in with the airlines or in other positions in aviation.

Many in the class had visited Flabob over the years and were intrigued with the historic airport and its unique programs for bringing young people into aviation. Flabob looked like an ideal venue for this year's reunion; 70-05 classmate, Viet Nam vet, and Wathen Trustee Jon Goldenbaum assisted reunion chairman and Viet Nam vet Jim Beard in the details for a Flabob location. Viet Nam vet, (get the pattern?) Ken "Hawkeye" Gross suggested a scholarship to enable one of Flabob's young people to get their private pilot license. Over \$10,000 was quickly raised; the class reviewed applications from 14, finally choosing Wathen High School junior Jacob Palmer as the winner. A very thankful Jacob and his family attended the reunion banquet where he formally received his scholarship from Viet Nam vet M/Gen (ret) Buck Marr.

Among other memorable events, the class enjoyed a flying BBQ at Flabob complete with rides for all in a PT-17 Stearman, Navy N3N, PT-19, and a PT-22. The old flyboys dusted off their skills in these beautifully restored WWII open cockpit trainers then their wives took a hop on a beautiful spring day in California.

A highlight was the appearance of a restored T-41 Mescalero trainer, which was the initial aircraft the class had flown in pilot training. Current Air Force Capt. Justin Taylor gave a no-notice check ride in the T-41 to retired Northwest Airlines Captain Bob Smith under the pretense that Smith had somehow missed taking the appropriate number of examinations in Air Force pilot training. Smitty had not flown a T-41 for over 43 years; upon completion of this long delayed check ride, USAF Capt Taylor announced that although Smitty had flown moderately well, he flunked the check ride for improper pre-flight procedures.

Class 70-05 graduated 59 pilots from the original 80 who entered training in 1969. Over the years they logged over 560,000 flying hours, 22,000 of these in combat. They produced one Major General, six Colonels, 15 Lt. Colonels and 24 Airline Captains.



Above: Viet Nam vet Ken "Hawkeye" Gross hangs the 70-05 class picture on the wall in the historic Flabob Cafe.



Left: Whoopee! Riding in the wind in a PT-22 on a beautiful spring day in Southern California! It don't get no better!

Tom Garcia receives “Master Mechanic” Award from the FAA

Tom Garcia, Flabobian, Chapter One member and long-time Southern California aviation mechanic, was presented the Charles Taylor Master Mechanic Award at last month’s Chapter Meeting. The presentation included an audio-visual presentation of “This is your life.” Family and many friends were present to view the award presentation.

Tom, who has been active in aviation for well over 50 years, said after the presentation, “When I grow up, I want to be like Ray Stits!”



Above: Tom Garcia addresses the crowd after receiving the Charles Taylor Master Mechanic Award.

Right: A nice crowd showed up at the April Chapter Meeting to see Tom get his due.

Photos by Roger Baumert



Interesting Aeronca facts...

(Continued from Page 1)

Production began with the Aeronca C-2 monoplane, often called the “Flying Bathtub,” in 1929, just as America was entering the Great Depression. Despite the economic turmoil, Aeronca flourished, and sold over 160 in just two and a half years.

Personal-plane buyers wanted to carry passengers. So Aeronca widened the C-2 into the two-seat C-3 Collegian, upping the horsepower from 26 to 40. Over the next five years, over 450 C-3s were sold.

In 1932, the Aeronca Aircraft factory at Lunken Airport was flooded with 30 feet of water (much as Piper was flooded out in 1972). The company's partially-completed airframes, production machinery and supplies were a jumbled, ruined mess. The company rebuilt on higher ground, in Middletown, Ohio.

Piper's J-3 Cubs were the dominant player in training WWII military pilots, but Aeronca was #2, with 1,000 of its planes eventually put into training service.

Aeronca ceased light aircraft production in 1951, and in 1954 sold the Champion design to the new Champion Aircraft Corporation of Osceola, Wisconsin, which continued building variants of the Champion as well as the derivative design, the Citabria.

The Champion design was sold to Bellanca Aircraft Company in 1970, and again to American Champion in 1988—where it remains in production.

In its 23 year history as an aviation manufacturer, Aeronca produced 17,408 aircraft spanning 55 different models.



‘Flabob Flying Circus,’ antique fly-in and aircraft celebration, to debut at Flabob Airport September 27 to 30

Don Newman, president of the Flabob Antique Airplane Association, has put forth the details of the first annual “Flabob Flying Circus” to be held at Flabob Airport September 27-30. Newman said that the intent is to combine the best parts of popular grass-roots events like Blakesburg, Lee Bottom, Candler Field, etc., with an organized flying program similar to Old Rhinebeck and Shuttleworth.

Antique aircraft from all over the southwest and the United States will be invited to arrive, camp, socialize and kick tires on Thursday, Sept. 27 and Friday, Sept. 28. Free underwing camping is available on Flabob and a first rate RV campground with rental cabins is within walking distance of the airport. Transportation will be available between discounted hotels and Flabob.

On Saturday the 29th, the field will be closed to traffic to allow the signature “Aerial Cavalcade.” Cavalcade chairman Mark Lightsey explains that waves of aircraft will pass in aerial review, arranged by vintage. Lightsey will recruit specific aircraft for the cavalcade; not all fly-in attendees will participate. First up will be Flabob's Wright Flyer replica, followed by a Bleriot, then aircraft from the '20s, '30s and '40s. The cavalcade will move on to golden age transports and racers, warbirds, then finally a selection of recent and current homebuilts. There will be no aerobatic or thrill displays—only a series of over 70 of the best known antique and classic aircraft doing what they do best.

Admission to the Flying Circus is free for fly-in antique tailwheel traffic, although a \$5 registration fee is required to hold a spot in the limited grass parking areas and to allow a reasonable head count for traffic control. Drive-in traffic will find ample free parking with trams to the flight line. A \$10 admission fee will be charged to drive in attendees; children are free.

All are encouraged to bring folding chairs, picnic baskets and lunches, as there is no formal seating. Vendors will offer a variety of food on the field and the famous Flabob Café will be open throughout the event.

All operations, taxiing and parking will be on our grass area, thus nose wheel aircraft are more than welcome, but are asked to land at nearby Riverside Muni, where there is ample hard surface parking; the grass at Flabob is unsuitable for most nose wheel traffic. Transportation will be provided from Riverside to Flabob, which is less than five miles away.

The event will end on Sunday, Sept. 30. There will be no judging, no stuffy banquets, no politicians and no dignitaries. The event will celebrate the bygone days of aviation: antiques on the grass, picnic blankets, and good company. For more information, see www.FlabobFlyingCircus.com.



From the Editor's Desk

On my knees...again

The esteemed position of Newsletter Editor (and, likewise, Webmaster), in almost any all-volunteer organization, is one of default. The guys at the top, those in positions of power, rub their hands as they look around their membership and say, "Who can we get to do it *this* year?" Often, in small chapters, the burden falls on the person who *can*...in other words, if you can write and/or are good with a computer, you're elected, appointed and anointed.

So, here is an at-attention salute to all the newsletter editors and webmasters at the thousand or so EAA chapters around the country and around the world. You folks do a fantastic job!

I've perused a great number of different chapter newsletters online, and, I must say, a lot of them are terrific, high quality publications. Each one is unique. Most, I'd guess, reflect the character of their chapter to some degree. Some feature a technical article or two in each issue, usually penned by some technical genius within the chapter. Some reveal a builders' chapter, consisting mostly of articles and pictures about the airplanes their members are working on in hangars and at home. Some portray a social chapter, with lots of stories and pictures about monthly barbecues, fly-outs, and people sitting around on chairs in hangars smiling at the camera. Some are minutes of the monthly chapter meeting. Some have many stories written by chapter members. Some use canned stories.

No matter what the tone or slant of the newsletter, someone somewhere has spent many, many hours at his or her computer putting the whole thing together. Even if editors don't write their stories, they still spend many hours editing the material and assembling the whole mess into a readable—if not beautiful—newsletter of six to ten pages that keeps each member of the chapter informed about what is going on at that particular chapter. The newsletter is the only way of letting chapter members, and the rest of the world, know what's happening and when.

Laying out a newsletter is like doing a jigsaw puzzle...every piece must fit. Editors begin with an overall layout in mind, then must evaluate the stories they have to work with, determine which are Page 1 material, which go where within the publication. Then they lay it out, determining the size and location of pictures and graphics, piecing the many articles together so that everything flows and is readable and, hopefully, looks good. It's more art than science, and each editor's style is revealed in the final product.

If they have to write the stories...well, that's a whole 'nother ball game. Have you ever written a story for publication? How long did it take you? Two hours? Ten hours? Crafting a well written story is time consuming. You must do the research, do the interview(s), take notes and/or record it. Take photos. Then review the notes and recordings, and begin the process of transforming the ideas into words that will make a story to entertain and inform your readership. Then...lay it out in the newsletter and try to make it look good so people will read it.

It's a hell of a job to produce a quality newsletter. And yet, there are hundreds of high quality publications being put out regularly from EAA chapters around the country. You go, EAA chapter editors!

So, what about *The Wingnut*? EAA Chapter One is unique. We are a builders' chapter, with many experimental aircraft parked in our members' hangars. We are a social chapter, with our monthly meetings, our Fourth of July cook-out, our annual banquet, and our Christmas Banquet. We are a Young Eagles chapter, averaging some 70 kids flown per month by 10-14 chapter pilots. And, we are a national/international chapter, with members spread across the country and around the world.

I try to reflect all of this in our publication. But...I need your help! So here comes my annual plea for your contributions. I want YOU to become a published writer! If you are building an airplane, write about it, take some pictures, and send them to editor@eaach1.org. If you've had an interesting experience flying Young Eagles, write about it. Send it to me. If you enjoyed one of our social events...write about it, send it to me. If you and several other chapter members enjoyed a fly-out to somewhere...tell us about it, take pictures (you have a cell phone...right?). If you have a funny story to tell, or a great homebuilders' tip...ditto.

Finally, if you have comments or suggestions or criticisms...email me at editor@eaach1.org. It's an honor to be your newsletter editor. But let's make our communication a two-way street. Let's hear from you. Any and all contributions to or about our newsletter are welcome. Guess I'll start working on the next *WingNut*. And you...Have a *great* year!



Flabob school students chat with astronaut on orbiting space station

Students at the Flabob Airport Preparatory School had a Thursday worth remembering.

They were able to pose questions to astronaut Don Pettit, aboard the International Space Station, who gave informative answers that were often laced with humor. The interview lasted about ten minutes, while the ISS passed from horizon to horizon.

A total of 12 students were poised with 17 questions that had been written out and voted on by students in grades 7 thru 12. They got answers to 16 of them before the Station orbited out of range. All 120 kids were in the EAA Chapter One Hangar when the event occurred. They were joined by approximately 200 adults, including the mayor, city council members and other local dignitaries.

• This was another historic day at Flabob,” said Bill Sawin, President of The Wathen Center, which owns the airport and middle/high school. “The energy level in the Chapter One Building was phenomenal. The students were flawless in their inquiries and the audience was spellbound. The questions that were asked were intelligent and drew great answers. It was an inspirational event.”

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Come Join Us...

4TH OF JULY



at Flabob Airport

Join us for an evening of fun at Historic Flabob Airport on the Fourth of July. There will be grills fired up for cooking your hamburgers and hot dogs, home-made ice cream, and lots of socializing. Come out and join us, whether you're an airport bum or a first-time visitor.

As the sun sets, you'll have a front-row seat to see the impressive vista of fireworks set off on Mount Rubidoux. Bring Mom & Dad, bring the kids, bring the whole family to Historic Flabob Airport in Rubidoux for our Fourth of July celebration.

We'll see you there! July 4th!



**For more information, call
(951) 683-2309 ext. 104**





42 Young Eagles flown in April

April was one of those “once in a blue moon” months when we had a shortage of pilots. Fortunately, only 42 youth showed up so the seven pilots who were there were finished flying by noon. Larry Conley turned nine youth into Young Eagles, one at a time, in his two place Ercoupe. This was a great effort! The rest of the event went on as usual with all the ground support people doing their part to make things run smoothly. Thanks, guys and gals, your help is appreciated.

Pilots Who Flew:

Larry Conley	Ercoupe
Dave Cudney	Cherokee 180
Jim Hayes	Cessna 172
James Meeker	Taylorcraft BC 12D
Darrell Snider	Technam
Ray Stits	Cessna 162
Walt Wasowski	Piper Cub

- Wes Blasjo, Young Eagles Coordinator



Good for the soul...

A mother and her young son were flying Southwest Airlines from Kansas City to Chicago.

The little boy (who had been looking out the window) turned to his mother and asked, "If big dogs have baby dogs and big cats have baby cats, why don't big planes have baby planes?"

The mother (who couldn't think of an answer) told her son to ask the flight attendant.

So the boy went down the aisle and asked the flight attendant, "If big dogs have baby dogs and big cats have baby cats, why don't big planes have baby planes?"

The busy flight attendant smiled and said, "Did your Mother tell you to ask me?"

The boy said, "Yes, she did."

"Well, then, you go and tell your mother that there are no baby planes because Southwest always pulls out on time. Have your mother explain that to you."



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EAA Chapter One

Join us for our Chapter Meetings!

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

See you there!

Flabob Airport (RIR)

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Riverside (Rubidoux), CA

*Chapter Meetings
May 14th, June 9th
at noon*

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

FOR MORE INFORMATION CALL:

(951) 682-6236

Check our website at www.eeach1.org

We Make Flying FUN!!!

EAA Chapter One
Flabob Airport
P. O. Box 3667
Riverside, CA 92519

