

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 59, Issue 7/8

We make flying FUN!

July/August 2012



Allyn Auck competes In Air Race Classic

June 3, 2012, I came home from water skiing on the lake, tired from sun and fun, and got a message to "check your email!" I waded through the long forwarded emails and decided to reply to the following:

Fwd: Opportunity to participate in this year's Air Race
Date: Sun, Jun 3, 2012 at 5:02 PM

Subject: Opportunity to participate in this year's Air Race

Linda Pecotte of Silver City, New Mexico, called and said her co-pilot had to

drop out for medical reasons and she is looking for a new co-pilot for the Air Race Classic. She is flying her C-182 and is an experienced racer.

**By
Allyn
Auck**

The race starts in Lake Havasu City, AZ. You have to be in Lake Havasu City, AZ no later than June 16, and the awards banquet is June 24 at Battavia, Ohio. If you have the time, this is an incredible opportunity,

If you are interested and want more information, call Linda at 575-538-1623 or email at LindaPecotte@gmail.com

You do not have to be a 99 to compete. So if you know a woman pilot who might be interested, please forward this email to her.

Hal Nemer gone West...

Dear Friends,

It is with great sadness that I inform you that my dear husband Harold passed away on July 6 after several months of increasingly difficult health problems related to seizures and other medical issues.

He received excellent care at Balboa Naval Hospital, Scripps Mercy Hospital, and finally at San Diego Hospice. He could not overcome the multiple problems he encountered even with expert physicians and nurses in attendance. He died peacefully in my arms with my being able to tell him how much I loved him.

I apologize for this type of communication, but I have been overwhelmed by these events. A military memorial will be planned at Ft. Rosecrans, in Pt. Loma, but I have no date or details as yet.

Please know that I am at peace with the comfort that Hal is now with the Lord.

Jean Nemer

I replied: "I am a 172 pilot. Call me on Monday, if you are interested. Allyn Auck, Rio Colorado 99s" A couple of hours later I sent: "A phone number would help.. (951)660-5758 Allyn Auck"



(Continued on Page 8)

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 \$26.00 per issue

Plane of the Month:

Calendar



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 - noon

21st – Aircraft Display Day & Car Show
 Flabob Airport

23rd - 29th – AirVenture 2012
 Oshkosh, WI

August 2012

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.

18th – Aircraft Display Day & Car Show
 Flabob Airport

27th – Cougars v Kittens, Tigers v Cubs
 Flabob Airport

September 2012

7th – 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 – Aircraft Display Day & Car Show
 Flabob Airport

15th – Chapter One Open House
29th-30th – Flabob Flying Circus



John Goldenbaum (l) and Hualdo Mendoza pose in front of the Air Force T-38 Talon that took Hualdo for the ride of a lifetime at Langley Air Force Base in Virginia. We're proud of you, Hualdo!

From the Streets to a Supersonic USAF Jet

Ten years ago Hualdo Mendoza was spiraling out of control: kicked out of high school in Riverside, CA, for fighting, in real trouble with the law for running with a gang. Hualdo and his brother, Nando, came to Flabob with a gang intervention program sponsored by the local school district, the Wathen Foundation, and Poly Fiber. The school wanted to find work for gang members with the intent of providing an alternative to the streets.

Jon Goldenbaum of Flabob's Poly Fiber Inc. thought that the menial labor the school suggested would provide no competition for the excitement of the streets. Instead, he volunteered to teach those young men aircraft restoration and maintenance—a real job, with real responsibility. Initially they reported to Flabob after school three hours a day for hands-on instruction on aircraft. As a former combat fighter squadron commander and Viet Nam vet, Goldenbaum reasoned that gangs had much in common with fighter squadrons: both are run entirely by peer pressure, loyalty to the group, and that their only fear was not of personal danger, but of looking bad to fellow gang members. So John proceeded with leading them as he did a fighter squadron.

Goldenbaum wound up with a cadre who eventually flourished in the program. Within a year they had formed their own restoration company, West Side Aviation, named after their former gang, West Side Rivas. This became the model of many of the Wathen Foundation youth education programs, many specifically targeted at troubled youth. Some faltered and returned to the streets, but many matured and excelled.

Ten years later, Hualdo is a top-notch technical specialist for Poly Fiber. He has travelled internationally, working and consulting on aircraft restoration, fabric covering and paint, as well as continuing to restore scores of high-end antiques. He teaches at all the major air shows, where middle-aged aircraft builders are at first skeptical, then completely taken in by his knowledge and teaching. In addition to technical support, he keeps his hand in working daily at the Aerocraftsman, Mark Lightsey's renowned restoration center on Flabob where he and his brother Nando turn out trophy winning aircraft. Hualdo is an honors graduate of high school, has his private pilot license, is currently completing his A&P, and has started a family with two young sons.

A few months ago, Hualdo and Goldenbaum travelled to Langley Air Force Base, VA, to donate their time helping restore a Nieuport 28 replica for the famous 94th Hat in the Ring squadron. The 94th won fame in WWI flying Nieuports and Spads; Eddie Rickenbacker shot down 26 aircraft while flying with the 94th. The 94th now flies F-22 Raptors; Goldenbaum had served as the F-15 Operations Officer of the 94th and was there when the Nieuport first built. In appreciation for his teaching and work, Hualdo was given a ride in a supersonic T-38 Talon last week at Langley. This ride of a lifetime is given only to those civilians who have made great contributions to the Air Force, a rare and unique honor to this young man who has come so far.

- By Jon Goldenbaum



Flabob kids, DC-3, to appear at Oshkosh

Flabob Airport will be participating at AirVenture this summer with a high level of activity. They are bringing the Flabob Express, which is a DC-3, a Cabin Waco, owned by Jerry Barto, which has just come out of the Aero Craftsmen restoration shop and one of Tom Wathen's famous replica racers from the Golden Age of Air Racing.

The Flabobians will be setting up a display for the duration of AirVenture. Twelve members of The Aviators, an extra-curricular group from Flabob Airport Preparatory Academy will make the trip to Oshkosh. They will spend part of their time at the display, part of it as mentors at KidVenture, and part of it wandering the flightline. All 12 of the students are Young Eagles and will be participating in Young Eagle events at AirVenture. Each one of them also attended Flabob's Air Academy, which is modeled after EAA's Air Academy. They have each spent many hours working on one of the many restoration projects underway at Flabob for the benefit of young people and they have all taken flying lessons.

Their trip to AirVenture is being sponsored by the Tom Wathen Center, which owns Flabob Airport. Bill Sawin, President of The Tom Wathen Center, and Kathy Rohm, Manager of Flabob Activities, will accompany the students along with one of their teachers, Gabe Baumert. The delegation will depart for AirVenture on July 20 and return home on July 29.



A Word From our President

There are two officer positions coming up for election (President and Secretary), plus a few board positions. If you are interested in a position on our chapter board, please contact any of our board members, contact info is in our WingNut. We are also looking for election committee volunteers to canvas for anyone who might be interested serving on our board. Anyone who may be interested in the President position will be happy to know Jan Buttermore our Vice President has another year to be around and help the new President to get settled. This is true with all new officers and board members that come on January 2011.

Thanks!

Jerry W. Cortez

Chapter



One

WE WANT YOU!

WANTED

Volunteers willing to provide leadership:

We need YOU to step up and be willing to donate several hours per month of your time to help with the leadership of Chapter One. We need people to volunteer to run for the following positions:

- President
- Secretary
- Board members

If you would like to step up to the challenge of helping lead the Number One EAA Chapter in the world, call any Board Member (see Page 2).

The Tom Wathen Center
@ Historic Flabob Airport

Flabobian Extravaganza

Join
Us

Date: Wednesday, July 25, 2012
Time: 6:00 pm

Wittman Terminal Bldg.

*Every day's a
fly-in at Flabob.*



The Tom Wathen Center
@ Historic Flabob
Airport

4130 Mennes Ave.
Building #24
Jurupa Valley (Riverside),
California 92509

Phone: (951) 683-2309
Fax: (951) 684-2309
E-mail:
nina@tomwathencenter.org



Join the rest of the Flabobians that made the trek to Air Venture. Cecil Streeter along with Mark & Sue Harris are hosting the meet and greet event. Come be with other aviators for this time to share and enjoy being together.

- Hangar Flyin'
- Casual Attire
- Dinner

**Special Thanks to
Cecil Streeter and
Mark & Sue Harris**

Dinner for two at Sizzler.....\$30.00
Two tickets for the movies..... 22.00
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An ordinary Friday night out,
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our website at www.eeach1.org

Allyn Auck in Women's Air Classic Race

(Continued from Page 1)

And so it began. We talked on the phone a couple of times and sent some texts and emails back and forth. Linda called on Tuesday morning and said, "Are you ready to race?" Team West Wings was good to go! I had two weeks to prepare for a race that most pilots in the race had a year or more of preparation. I was so glad that I was with a pilot who knew her plane, had raced before, and had already done a lot of the preparation. I had a lot to do to get ready to leave my house and dogs for the better part of two weeks. I poured some concrete, paid bills, collected the clothes I would take, read the race rules a couple of times, gave the dogs a haircut, and finished all of the neck coolers that I had promised to make for all of the pilots, since my Chapter of the 99s was putting on the Start activities for the race.

Then I had to figure out how I would get home from Ohio and when I would find time to practice in Linda's Cessna 182, since I had never flown one before. I decided to fly to New Mexico on the 13th, back to Lake Havasu City with her on the 14th, got a ride home, drove back to Havasu 4:30 in the morning of the 15th for the Handicap flight, flew to my house (where we washed and polished the plane in my hangar) and back to Lake Havasu City on the 16th for inspection, impound, and check in.

I drove the 50 miles back home Saturday night after the Welcome Reception, drove back down for the meetings and briefings the next morning, and back home after the 'Start Banquet' on Sunday night. Then I packed my clothes and drove back to Lake Havasu City Monday morning for briefings. We had a nice dinner on Monday night and went back to the hotel and tried to sleep.....

June 18, 2012

We left on Tuesday morning; WOOHOO! They say it was quite a sight, seeing 50 planes, one after another, turning out in a line across the sky.

GUP Gallup Municipal Airport, Gallup, NM 279.3 Nautical Mi. 321.41 Statute Mi.

HRX Hereford Municipal Airport, Hereford, TX 319.3 Nautical Mi. 367.44 Statute Mi.

Ahhh, the pungent smell of the stockyards of Texas! Wind was our friend on leg 3 but the second fuel truck was not available, so because we were all waiting to get fuel, many of the teams were not able to take advantage of the 25 kt tail wind because we ran out of daylight. The teams that were able to get out of Texas early placed at the top of the legs that they completed on Tuesday. Those of us who left Texas or Kansas or Nebraska on Thursday had a headwind.

GLD Renner Field (Goodland Municipal Airport), Goodland, KS 272.3 Nautical Mi. 313.36 Statute Mi.

Gee, what happened to Wednesday, you ask? Well, a couple of teams left quite early in the morning, before we got a weather briefing from our friend, Dale, at Lockheed Martin (he gave us his direct line.) The rest of us missed the tiny opening in the thunderstorms in the early morning hours. A few brave teams also went out late in the day, with barely enough time to get to the stop in Nebraska before dark. The rest of us spent the day in Goodland Kansas at the airport, because we had checked out of our hotel and check-in wasn't until 3. Interesting fact about western Kansas: the nearest rental car is a 3 hour

(Continued on Page 9)

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Allyn Auck and the Classic Air Race

(Continued from Page 8)

drive and the nearest hotel in Goodland is 6 or 8 miles from the airport. We did get to tour the NOAA (National Oceanic and Atmospheric Administration) facility next to the airport; that was interesting.

93Y David City, NE 237.44 Nautical Mi. 273.24 Statute Mi.

On Thursday morning, we decided that we could make two legs without stopping for fuel at Columbus, NE. It didn't seem to make a difference, in the final results, because of the nasty headwind most of the way, but it saved us some time. We kept losing daylight hours as we changed time zones.

ATY Watertown Regional Airport, Watertown, SD 208.1 Nautical Mi. 239.48 Statute Mi.

Thursday had to be four back-to-back legs so that we would have plenty of time to get to Claremont County on Friday by 5:00 p.m.

ASX John F. Kennedy Memorial Airport, Ashland, WI 278.9 Nautical Mi. 320.95 Statute Mi.

No time to stay and visit, just eat some great Brats, check the weather, and go!

CIU Chippewa County International Airport, Sault Ste. Marie, MI 267.3 Nautical Mi. 307.60 Statute Mi.

Finally! A tailwind! On we went to Chippewa, where we swooped down to 300 feet off the ground at full speed past the timing line and then pulled up and turned past the rainbow. Four legs, today, and we were tired! We stayed across the street from the Soo Locks, had a lovely dinner and watched the Canadian Independence Day fireworks from our table in the restaurant. Then we walked across the street and up to a viewing area and watched one of the barges enter a lock, raise up to lake level, and move on out. It was quite a sight.

We didn't leave until late morning because the next two stops were covered with rainstorms.

BEH Southwest Michigan Regional Airport, Benton Harbor, MI 261.2 Nautical Mi. 300.59 Statute Mi.

One leg to go! The weather is finally clear.

I69 Clermont County Airport, Batavia, OH 209.0 Nautical Mi. 240.51 Statute Mi.

We had to fly in circles because of all of the air traffic, including one jerk in a Bonanza who created an unsafe environment for all of us trying to land. It took three attempts and we made it down by 4:00.

Total Race Distance 2330.2 Nautical Mi 2681.54 Statute Mi.

We made it! Unloaded everything from the plane so it could be impounded by officials, and we checked in and turned in the keys. Then the waiting began. No one knows the results until Sunday night. It was not boring, however. Friday night was a "MeltDown" party, Saturday morning was the 'First Time Racers' debriefing, a meeting with the penalty judges, meeting with the scoring judges and signing the score sheet, free hot dogs at noon at Sporty's (at the airport,) and a huge Sporty's Birthday Bash extravagant dinner and open bar, complete with fireworks! Sunday morning was another debriefing with all teams and then we were free to do what we liked until the banquet and awards ceremony.

We placed 19th of the 47 planes that completed the race. I made some new friends and learned a lot! It was quite an experience.

June 25, 2012

Time to head home. We had hoped to make it all the way to New Mexico by Monday night, but we didn't really push too hard. We stopped at Mount Vernon, IL, and got to see Charles Lindbergh's 1934 Monocoupe D-145. We stopped for fuel a couple of more times and then ended up back in Hereford, TX for the night, rather than fly over the mountains between the restricted air spaces at night when we were tired from 8 hours of flight time (Ohio to Texas.) There's that smell, again. We took off early Tuesday morning and made it back to Silver City, Grant County Airport, where my plane was waiting in Linda's hangar. All that remained was the long three hour trip back to Fort Mohave and 103 degree heat. It was a cool 65 degrees at 10,500 feet.



The Wright Stuff

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49 Young Eagles flown in June

Chapter 1 pilots flew 49 youth on the International Young Eagle Flight Rally Day when every chapter around the world is encouraged to fly Young Eagles, even if it is the only day of the year that they fly youth.

As has been common for the last few months, the low overcast did not burn away until mid-morning, but after that it was great flying. Even with a late start our ten great pilots still finished by noon.

For those of you who may not be around to see the flights, the usual length of a flight is 20-25 minutes for a two place airplane and 35-45 minutes for a four place airplane. Some of our very generous pilots go way beyond this, especially when the youth shows a good attitude and takes to flying like a duck takes to water!

This month we welcomed back Allyn Auck who has lived in Blyth this last year. She did try to fly with us in March, but the weather did not cooperate and she could not make it.

Three pilots who base their airplanes at outlying airports did not make it due to weather. They will typically stand by at their airports waiting for weather to clear and often call me to see what the weather is like at Flabob. Quite often Flabob is a clear area, much like it is our own little Camelot.

Charlene Rhodes and Kathy Rhom checked consent forms for legibility and completeness. This is a much needed process, because when the consent forms are incomplete or unable to be read, it throws a monkey wrench into the whole process of data entry and printing certificates. The mini ground school was conducted by Tiffany Felton. Preflight inspection instruction was done by Friend Deming. Boy Scout merit badge instruction was done by Al Gester and Bob Lum and data entry and certificates were done by the able crew of Brian Blasjo and Greg Yonge. Thanks goes to all the pilots and ground support people who help make things run smoothly.

Chapter One to have big presence at Oshkosh

This is going to be a big year at AirVenture for EAA Ch. 1 and Flabob Airport. Not only is the Flabob Express DC-3 going to be displayed in AeroShell Square, the best display spot there, but the Aeronca Project will be under one wing and the 1937 Waco Cabin YKS 7 that Mark Lightsey and crew so beautifully restored for owner Jerry Barto will be under the other wing.

The theme is that youth can get a start at restoring aircraft under the guidance of skilled adults and then go on to higher skills and more advanced work under the mentorship of some of the superb craftsman that call Flabob their home. If it can be done at Flabob it can be replicated at other airports around the country.

This year a number of Flabob young people will be showcasing the DC-3. They will also talk about the current restoration projects that they are working on. Not that Flabob is isn't on the map, but it should create a much bigger radar blip than before.

Pilots Who Flew:

| | |
|------------------|--------------|
| Allyn Auck | Cessna 172 |
| Michael Clearman | Cessna 150 |
| Larry Conley | Ercoupe |
| Dave Cudney | Cherokee 180 |
| Barry Duble | Cherokee 235 |
| James Meeker | Taylorcraft |
| Gerald Perry | Citabria |
| Derrell Snider | Technam |
| Ray Stits | Cessna 162 |
| Loreen Wynja | Cessna 172 |

- Wes Blasjo, Young Eagles Coordinator

-Wes Blasjo



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See you there!

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Riverside (Rubidoux), CA

*Chapter Meeting
August 11th
at noon*

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

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Check our website at www.eeach1.org

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