

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 60, Issue 1/2

**We make flying FUN!**

January/February 2013

## Former YE Anthony Ward gets degree in aviation



*Anthony with proud mom, Nancy Acorn.*

In September 2000, a skinny towheaded 10-year-old boy was brought by his single mom to Flabob Airport for a big adventure—his first light airplane ride. That day, that Young Eagle flight, set a young Anthony Ward on the path to a career in aviation. Last month, not-so-little Anthony—a commercial, multiengine and instrument-rated pilot—graduated from the University of North Dakota with a B.S. in Aeronautics with a specialty in Aviation Technology Management.

So impressed were Anthony and his mother, Nancy Acorn, with Chapter One's Young Eagles program that they both began volunteering at chapter events. Anthony became a Young Eagles volunteer, then became a member of Flabob's Aeronca Project, on which he worked from the time he was 12 to the project's conclusion in 2006. "I grew up with that project," he says. Nancy volunteered her time in Young Eagles, then became a chapter leader, serving at times as membership chairperson and treasurer and the person in charge of our luncheons, our sales shack, and our snack bar.

While a member of the Aeronca Project, Anthony had the opportunity to earn his private pilot certificate, as his time working on the aircraft gave him credit toward "free" flight time. His diligence on the project earned him and fellow project member Anthony Blaize a chance to fly the Aeronca to Oshkosh's AirVenture 2006 and serve as Flabob ambassadors. In addition to gaining a ton of aviation experience, Anthony and Andrew were minor celebrities at Oshkosh. They were interviewed by *AirVenture Today*, *Plane & Pilot*, *Sport Aviation*, and the Oshkosh newspaper. They even did a live interview on EAA Radio. And they got to meet and talk to some famous people, including Burt and Dick Rutan and actor Harrison Ford.

*(Continued on Page 3)*



*Santa showed up...at our Christmas Party on Dec. 1st. If you weren't there, you missed a great deal of fun and festivities. More photos of this memorable event on Pages 4 and 5.*

# Happy New Year!

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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

**Help out  
At  
Young Eagles  
Jan. 12th**

# Calendar



**January 2013**

**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 – Aircraft Display Day & Car Show**

Flabob Airport

**February 2013**

**2nd – 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.

**16th – Aircraft Display Day & Car Show**

Flabob Airport

**March 2013**

**2nd– 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.

**16th – Aircraft Display Day & Car Show**

Flabob Airport

# Anthony Ward, former Young Eagle, graduates

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Anthony continued to volunteer his time at Flabob and Chapter One until his graduation from Bloomington High School in Fontana in 2007. He also kept himself supplied with spending money by working as a lifeguard. During that time he applied to, and was accepted at, the aviation program at UND, one of the finest aviation programs in the nation. In the Fall of 2007, he traveled to Grand Forks, ND (an hour north of Fargo), to begin his career training.

With his typical drive, Anthony dove into full-time course work and got not one—but two—part-time jobs. He somehow fangled his way into the position of administrative assistant to the Assistant Dean of the Aviation Department, where he helped promote the aviation education to prospective students. “One of the neat benefits of that job,” he said, “I got to fly the school's planes to airshows where I would hand out literature and promote the program. It was free flying



Andrew Blaize (l) and Anthony in 2006.

time!”

He also got a job with Delta Airlines at the local airport. He began as a 'rampie,' and, after four years, is now a “complaint resolution official.” Despite the high-sounding title, he still has to check in passengers, board flights, and even de-ice the planes. Anthony worked both jobs and attended school full-time throughout his college career.

A few weeks ago, Nancy traveled to the frozen tundra to see her baby boy graduate. She nearly froze. “Everyone was telling me what a mild winter it was!” she said. “To me, it felt like the North Pole!”

A diploma fresh in hand, Anthony continues to work for Delta Airlines while he puts out resumes to small airlines for a job as a dispatcher. “A dispatcher is like a pilot, in that the major airlines won't hire you unless you have a lot of experience,” Anthony said. “You have to start with a small carrier and gain experience before the big airlines will consider you.”

Anthony's ultimate goal is to be a professional pilot. “I love flying,” he said, “but you have to be realistic. You need to have a lot of time built up.” Anthony is now working to complete his CFI rating. His plan is to work as an airline dispatcher while doing flight instruction on the side to build his hours.

He plans to stay in Grand Forks and work for Delta until he lands a dispatching job with an airline. Somewhere. Anywhere. “I've lived in North Dakota for over four years,” he laughed. “Any place I go will be an improvement, weather-wise.”

It doesn't happen often. But it does happen, Young Eagle pilots. Some of those scared, excited little kids you take to the skies in your airplane will be so enthralled, so affected by the experience that it will change their lives forever. That's pretty powerful stuff!

Anthony was one of them. And EAA Chapter One became the beneficiary of that Sept. 9, 2000, Young Eagle flight, as we got Anthony's mom, Nancy Acorn, one of the most loyal, hard-working volunteers Chapter One has ever had!

You go, Young Eagle pilots! You ARE changing lives every now and then.



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# **EAA** **Chapter One**

# **Christmas Dinner 2012**





# Where have all the pilots gone? Airlines searching



By Captain X

We can't quite put our fingers on what's occurring in the industry right now. I've talked to my counterparts at other regional airlines and they all are seeing the same thing. For lack of a better description, a large percentage of newly hired airline pilots just aren't as excited about their career prospects as they used to be.

During our last hiring boom in 2007 and 2008, it seemed as if we had people climbing all over each other just to get an interview. Now, we'll frequently call 10 for an interview and only five will show up. I don't know if other airlines are hiring them before we can interview them or what, but it just seems the level of interest in our industry isn't there.

Of those who do come to the interview, we are appalled at how many show up and can't pass a written test. Our interview test isn't that hard. It's straight out of the FAA commercial pilot written. We have a couple of questions we took straight from the AIM. I'm amazed at how many people who want to be airline pilots struggle to interpret a TAF! I mean if you want an airline job, wouldn't you at least review the rules on holding pattern speeds and what an ILS Critical Area sign looks like?

Then we send them on to a basic instrument proficiency checkout in an Elite PCATD. Again, it's shocking how many people can't scan a basic six-pack. Is it because Cessnas today have G-1000's? I actually interviewed one candidate who got so slow on an ILS that he stalled and went out of control. He probably would have gotten lost in the holding pattern, except he never got there because he turned the wrong way when I told him to go directly to the VOR. He couldn't read the HSI well enough to know whether he was TO or FROM.

Even those who do get hired seem to lack a basic knowledge of operating in an IFR environment. One of my instructors came to me one day in the middle of a lesson and he was extremely frustrated. He said he couldn't introduce any emergencies to the crew he was working with in the procedures trainer because they were struggling so hard just to navigate. And this was with the FMS fully functional!

It seems that there are a lot of students who think "close enough" is close enough. We tell them on day one of Basic Indoc (and every day thereafter) how important it is to learn their callouts, flows and profiles. Twenty-one days later, they're still arguing with us that they have the callouts down "pretty well." In our program, they don't even go to the simulator until they've spent 13 days in the procedures trainer, and we still have students who struggle to get ready for the sim.

We've discussed this amongst ourselves and think there are many issues at work here: (1) Maybe the younger generation just has a sense of entitlement. I know I sound like an old man here, but there really is a perceptible difference in work ethic from young pilots today and new pilots just four years ago. One of my most senior ground

*(Continued on Page 7)*

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# Airlines searching for good pilots...

(Continued from Page 6)

instructors mentioned that it's just different this time around.

(2) The industry has driven the good people away: The last four years have not been kind to the airline industry. Maybe today's best and brightest have decided to go to medical school instead of pursuing their real dream of aviation. I live in the midwest and I think everyone around here knows someone who used to fly for either Delta or Comair who has been devastated by what happened at Delta over the last few years. A friend of mine on furlough tried to get a state grant to get re-trained with a 737 type rating so he could apply to Southwest. In the past, other pilots have been able to do that. This time around, the state of Ohio denied his request by saying that basically they didn't think there would be enough flying jobs in the future to support him and that his retraining grant needed to be spent pursuing another career. It doesn't take long for word to get around that flying isn't exactly the positive career choice it used to be.

(3) The upcoming 1500-hour / ATP minimum requirement for all airline pilots might be scaring away good people. The ATP rule won't go into effect until 2013, so this is a perfect time to get an airline job. In two years of flying 85 hours a month, it'll be easy to beef up the logbook. This may be the last time in history that a guy with less than 1000 hours has a shot at an airline career. But I'm concerned that some pilots have only heard part of the story and have given up, thinking the rule is already in effect.

(4) Now that we're all wired and connected to the cloud, we just process information differently: My company is taking a hard look at our training procedures to see if we can present the information in a way that's more exciting for tech-savvy pilots. Unfortunately, many regional airlines see their training departments as expenses rather than investments, so there's not exactly an open checkbook for new training initiatives.

(5) Economic hard times have made it difficult for instrument pilots to stay proficient if they're paying for their time themselves. I'll be honest; I don't know if I could have afforded to get all my ratings in today's fuel environment. I paid between \$50 and \$85 an hour to rent most of my training planes, and I struggled to do that. That was when avgas was about \$1.50 a gallon. Throw in reduced hours at work or downright unemployment, and staying proficient takes a back seat. We're seeing a lot of people coming in the door who haven't touched an airplane for three years!

(6) No one is getting commercial pilots' licenses any more. The FAA will tell you that the number of commercial pilots licenses issued has plummeted in the last three years. It is only a fraction of what it was four years ago. That means that the regional's are going to be competing for a smaller and smaller pool of pilots. When that happens, the quality of the candidate pool remaining quickly drops.

Everyone on the inside of the industry sees it, but none of us knows exactly what "it" is yet. I personally think it's a combination of all the above factors.

I'm not sure what the answer is, but we are working hard to find one.

*Note:*

*Captain X is a training Captain for a well-known regional airline and occasional correspondent to AVweb and their aviation publications. AVweb published his compelling observations as a guest blog. [www.avweb.com/](http://www.avweb.com/)*



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*EAA Chapter One*

# *Join us for our Chapter Meetings!*

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Benefit  
The Building  
Fund

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

*Chapter Meeting  
Jan. 12th, Feb. 9th  
at noon*

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

*See you there!*

Flabob Airport (RIR)

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**FOR MORE INFORMATION CALL:**

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Check our website at [www.eeach1.org](http://www.eeach1.org)

We Make Flying FUN!!!

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