The Wing Nut

EAA Chapter One Flabob Airport (RIR) Riverside, CA

Volume 60, Issue 5/6 **We make flying FUN!** May/June 2013

Popular paper *Pacific Flyer* publishes its last issue

For nearly 35 years, pilots in the Southwestern US—and apparently countless others from around the country and around the world—have looked forward to the monthly aviation newpaper/magazine, the *Pacific Flyer*. With the latest news covering all aspects of aviation, from military to commercial to general aviation (its main emphasis), written in a refined, easy-to-read, and often humorous style, the *Pacific Flyer* was on every airport bum's must-read list.

So pilots everywhere were shocked and saddened when the March/April edition which went out to subscribers was emblazoned with the words, "Our Final Issue. Thank You and Good Bye." The *Pacific Flyer*, a victim of the double whammy of the economy and the gradual demise of general aviation, could no longer be a financially viable publication. Its publisher and editor, Wayman Dunlap, reluctantly stopped the presses and closed the doors on an age-old aviation icon to stop the financial bleeding which had occurred for the past few years.

"We tried everything to stay alive," Wayman said. "(His wife) Candy and I took a 50 per cent cut in pay. I took no salary the last month." But the black ink was running red, and the Dunlaps were forced to close the publication that

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'Low and Slow' Fly-In at Flabob May 17-19

The "Low and Slow Fly-in" will be held at Flabob Airport from May 17th-19th. This fly-in, which was held years past as the Southern Californa Aeronca Fliers Fly-In, has been opened up to "all low and slow breeds."

A celebration of the tube-and-rag tail-dragger era, any aircraft and pilots are welcomed to a weekend of comaraderie and fun at the historic Flabob Airport. There will trophies for "Most of Type." Aviators who arrive Friday night and set up camp will be fed dinner out on the patio around Chapter One's clubhouse.

On Saturday, there will be a flour drop and spot landing contests. Saturday's lunch will be BBQ style, with hot dogs and hamburgers, and dinner will be a catered Mexican meal.

Organizer Jim O'Brien said that the past Aeronca fly-ins brought in a fair number of airplanes, but "We decided to open it up to all low and slow breeds."

Those who don't have an aircraft to show off at the fly-in are welcome to come out and enjoy and photograph the ones that are on the flight line. Information can be found at www.lowandslowflyin.com.

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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

Chapter Meeting
& Young Eagles
May 11th

Calendar

May 2013
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.
17th-19th – Low and Slow Fly-in
Flabob Airport
18th – Aircraft Display Day & Car Show
Flabob Airport

June 2013
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

July 2013
4th – 4th of July at Flabob
Chapter One Hangar - all evening
13th--Young Eagles
Chapter One Hangar - 8 a.m.
13th--Board Meeting
Chapter One Hangar - 3 p.m.
20th – Aircraft Display Day & Car Show
Flabob Airport
29th-Aug. 4th – AIRVENTURE!
Oshkosh, WI

Pacific Flyer closes 35-year publication

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had become as dear to them as any child. So Wayman reluctantly bid his scores of thousands of readers *adieu* and sent out the final edition of many a pilot's favorite publication.

The *Pacific Flyer* was always free to readers. Pilots could pick them up at their local airport restaurants, FBOs and pilot shops. At one time, some years ago, the paper was running two sections, some 120 pages, and with color pictures. It was a lot of publication, and the price was just right for your average pilot...*free*! It would have been a bargain at twice the price!

The paper was paid for by the ads. Tons of ads! Ads for every aspect of aviation—from airport real estate to airplanes and helicopters, from jewelry to aviation art and desktop models. The ads paid for the overhead, salaries, printing and distribution of the *Pacific Flyer*. The result: aviation buffs got a huge, first-class publication for no charge. Yes, the paper sold subscriptions, but the cost of the subscription merely paid for the postage and handling to send it out, mostly to points far distant from Southern California.

It quickly became a favorite among aviators everywhere...not only because of its price, but because of its high quality and informative content.

Then Wayman—always the adventurous entrepreneur—added the world-famous "Swim Suit Edition" and really put *Pacific Flyer* on the map.

"It started out as a satire," Wayman said. "I was making a call on an advertiser, and he said, 'Why don't you do a pull-out like *Playboy* does? If you do, I'll buy the back cover in color.' I explained to him why, with our newspaper format, we couldn't do a pull-out. So we talked and I decided to do a satire on the *Sports Illustrated* swim suit edition."

So Wayman, whose real passion was always photography, rounded up swim-suit models and airplanes and snapped away, burning up roll after roll of film. "I took over 2,400 shots of models, from which I picked 18 to put in the swim suit edition," he said.

He announced the upcoming swim suit edition in an earlier edition of the *Pacific Flyer*. But, he said that only subscribers would receive the special edition. "I was hoping this would increase the number of subscribers," he said. "We had about 300 at that time. After I announced the swim suit edition, we got an additional 600 subscribers right away!"

The swim suit edition was a stunning success. "Now, here I'm stuck with about 2,400 four-by-six pictures of swim suit models with airplanes," Wayman said. "What am I going to do with them? So I offer them to my readers for 50 cents a piece. They sold out within two weeks!" The next year, he does the edition again, to great acclaim, and sells the left-over photos for $1 each. They sold so fast, he did another printing and sold them a second time.

The swim suit edition of the *Pacific Flyer* was a rock solid success, adding greatly to a brand that was swiftly becomng known around the world as one of aviation's premier

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The Wright Stuff

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"The Wright Stuff" for display models and aerospace education.

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Pacific Flyer closes 35-year publication

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publications. One problem was produced by these famous editions, however: "The post office stole about half of them," Wayman said. "We had to over produce to allow for this fact."

The swim suit edition was published for 16 years. Then, Wayman said, "Political correctness reared its ugly head." Advertisers became reluctant to sponsor the "blatantly sexist" photo layouts, and the *Pacific Flyer* swim suit edition ended. And thousands of male subscribers bowed their heads in sorrow.

At its peak, back in the '90s, *Pacific Flyer* published 45,000 copies, and was read by many more. "We figured at least three readers per paper," Wayman said. "There were airports back East where you had to 'check out' a *Pacific Flyer* like you would a library book, to make sure you returned it so other people could read it."

Wayman had a brilliant plan for distribution of *Pacific Flyer*. He started the "*Pacific Flyer* Air Reserve," where he looked for volunteers to distribute the monthly in their areas. People from 18 states volunteered, and served loyally. In addition, he would send 500 copies to a contractor in San Francisco, who would distribute the paper in that area. Thousands would be sent out via UPS to FBOs, restaurants and pilot supply shops. He had three paid drivers who drove trucks delivering to every airport in the Southern California area. Also, Wayman sent 1,200 copies to people in the military--"Most paid for by other readers' contributions."

In addition, commercial pilots would call his office and offer to deliver the paper to remote destinations. "We had pilots delivering the *Flyer* to Russia, South America, even China," Wayman said.

Wayman Dunlap took a circuitous route to Oceanside and the *Pacific Flyer*. Born in Stigler, OK, he was "an Air Force brat. We never lived anyplace more than two years," he said. "I was always the new kid." After high school, he started college, but couldn't decide on a major, so he enlisted in the Navy, where he worked in Naval Intelligence. After coming home, he enrolled in night school and got his degree and, by chance, ended up in Arkansas.

"I was driving to California," he said, "and as I was passing through Little Rock, Arkansas, my car broke down. I had to get a job to pay for my car repair, and the only job posted was for a reporter for a weekly newspaper. So I applied for, and took that job, for $65 a week, where I was editor and lay-out person and reporter.

"After three months, the daily newspaper in town called and offered me a job. That job paid $75 a week for a six-day work-week, but it was a step up, so I took it." From that job he worked in news in radio and television. At the age of 29, he was an online reporter and the youngest news director ever at NBC-affiliate KARK-TV in Arkansas.

While working there, Wayman met and married an Arkansas gal, Candy, who has put up with him, worked by his side, and was the loving mother of their son and daughter, during their 47 years of marriage.

At one point, Waymen said, he became "sick of living in Arkansas." So he decided to set out for a new location. He explored many, but settled on the San Diego area, because he had been based there in the Navy. He got a job as a reporter. He and Candy moved here and Wayman worked his way up to becoming city editor at a newspaper in Oceanside. It was there he got a chance to fulfill his lifelong desire to become a private pilot.

Charles Watry, a retired Air Force fighter pilot, had started producing a Southern California aviation newpaper which he called *Pacific Flyer*. "Charles wanted me to buy the *Pacific Flyer*. It was an eight-page publication with a only few subscribers," Wayman said. Wayman loved the idea of writing for an aviation publication, but was reluctant to leave his secure job at the newspaper. He waffled until Watry made him an offer he couldn't refuse: no payments for six months, and if, at the end of six months, he hadn't made a profit, Watry would take back the paper with no charge.

So Wayman jumped in with both feet, and thus began the *Pacific Flyer* so many today know and love. "What I bought was the name, about 180 subscribers, and a box full of pictures," Wayman said. "I knew nothing about sales, so I went to the library and checked out a book on how to sell ads. After reading it, I went to sell my first ad. I went to an FBO, and said, 'Would you like to buy an ad in the *Pacific Flyer?*' The guy said, 'Sure.' So I thought, 'Wow, I can do this!'"

He began laying out the magazine in their home (these were the days before home computing). "I started out in the kitchen, then moved to the dining room, then took over Candy's sewing room," Wayman said. "Soon we

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SCHOLARSHIPS

FOR AVIATION/AEROSPACE STUDIES

The Aero Club of Southern California in order to assist AIR MINDED youngsters in pursuit of their education is offering annual scholarship grants to:

1. High School students who plan to pursue classroom studies in aviation or aerospace. ($2,500 grants)
2. Students currently pursuing aviation/aerospace classroom studies in a College, University or nationally accredited technical school. ($5,000 grants)

Applicants must demonstrate intent to pursue a career in aviation or aerospace, must have now and maintain a 3.0 GPA and must be full time students now and when the scholarship will be used.

To apply, students should submit a typewritten statement that includes all of the following in separate paragraphs:

1. Aviation/Aerospace career goals
2. Current and future Aviation/Aerospace educational plans
3. Work experience
4. Achievements related to Aviation/Aerospace fields
5. Evidence of initiative and leadership skills
6. Other interests and accomplishments
7. Two letters of recommendation, typed, (non family members)
8. Sealed transcript of school records

Please send your application to ACSC, c/o John Durant, 1573 West Fir Ave., Fresno Ca. 93711 no later than July 15. Please include your residence mailing address, phone number and e-mail address. Questions may be directed to Mr. Durant at cell 909-418-0582 or to Jdurant50@gmail.com. See also web site www.aeroclubsocal.org

Flabob Cafe to be under new management

The Flabob Airport Cafe will be closed for two weeks (currently planned for June 15 - July 1) for renovation, especially of kitchen equipment and flooring. The current ambiance will be preserved through photos, old props, models and other memorabilia.

The kitchen equipment is nearing forty years, is too small, and makes it difficult to maintain high standards. Recent inspection problems, now remedied, have shown the wisdom of modernizing the food preparation facilities to insure the highest standards.

When it reopens, the Flabob Airport Cafe will be under new management, by a pilot who received his multi-engine rating here. He has extensive experience in restaurant and catering operations and currently operates a café at Rialto. The emphasis will continue to be on simple airport diner food, reasonably priced. The new management will bring new attention to fresh ingredients.

~ John D. Lyon

Pacific Flyer closes 35-year publication

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had to have an office."

That was three-and-a-half decades ago. During those years Waymen got to experience aviation adventures that any pilot would envy. Some of his most memorable include:

--Flying with the Blue Angels. He was the first civilian non-test pilot to do so. "And," Wayman said, "I got to fly it for 30 minutes, to do anything I wanted! I was on a high for weeks afterward."

-- Flying with the Snowbirds.

-- Flying P-51 Mustangs..."My favorite airplane!"

-- Flying an F-4 Phantom, in which he pulled 5 g's in a roll.

--"I got to fly 150 kinds of airplanes...everything from a 747 to Spads, B-29, B-17, P-47, Corsair, an A2 Antonov...even a Bushmaster TriMotor."

His fondest memory of the *Pacific Flyer* years, however, is the readers. "Our readers were great. We loved our readers, and we wanted them to love us back," he said. And they did. As an example, he said, someone once sent him a picture of fighter jet in which the pilot held a sign in the window that said "Send cookies!" Wayman investigated where the jet was located, and found out it was aboard the USS Nimitz. So he ran the picture in the paper. "Our readers sent 12,000 cookies to the carrier," Wayman said. "They had enough so that every person on board got two cookies. Our readers are great!"

With his own style of wit and humor, Wayman and the *Pacific Flyer* entertained and informed us for many years. Then 9-11 changed the world, the economy tanked, and general aviation felt the effects in every area of business. So Wayman, young and fit at 73, is "retired."

But as we all know, he can sing along with Sinatra, "I Did It MY Way."

"Early on," he said, "I ran an editorial in which I said I'm only going to write about aviation and stuff I care about. I hope you like it. But if you don't like it, then start your own newspaper." That was the Wayman Dunlap style. Apparently, a lot of people liked it. It was a great run!

Wayman, we wish you well!

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Weather halts April Young Eagles

In April, weather kept all the Young Eagle pilots on the ground and all the expectant youth were told to come back the next month. Experience has shown that only a small percentage actually do come back, but that was our only option. A number of pilots were standing by at home or at outlying airports and calling in to see if there was any sign of the low ceiling lifting or a break in the weather. One pilot had an aviation weather report that showed that there would be no break until Sunday night.

Meanwhile, back in the hangar/clubhouse, Tiffany Felton extended the ground school and Bob Lum and I did the additional requirements for the boy scout merit badge. On the taxiway in front of the hangar Friend Deming did the small group preflight inspections. The "would be" Young Eagles were ready to go flying, but low ceilings and limited visibility kept the pilots on the ground. At 10:00 Chapter 1 president Jan Buttermore called it and told the youth to come back next month. True to many past Young Eagle Flight Rallys, by 12:00 the sun broke through and soon the traffic pattern was alive with the beautiful sound of airplane engines.

We fared better in February and March in the never-ending quest for good flying weather. In February 11 pilots flew 64 youth and in March 11 pilots flew 59 youth. During the February Young Eagle Flight Rally, Norm Batchelder and a friend, who had flown in for breakfast, stopped by. He was quickly conscripted into flying Young Eagles, which he cheerfully did. He had flown with us in the past, but had not flown with is in the last several years. His work schedule in his business is now allowing him to fly and surf. He usually spends part of each month surfing in Hawaii.

There is still a possibility of flying Young Eagles at Imperial County in May. This time they wanted us to fly from Brawley, but the runway improvements are still not completed, so this is still up in the air (no pun intended).

Our next Flabob Young Eagle event is May 11th, so come out and join us. It is fun to just sit under the great shade trees and watch the kids have the time if their lives, as well as visit with excited Young Eagles, their parents, and other Chapter 1 members. These are truly memorable moments.

- Wes Blasjo, Young Eagles Coordinator

Pilot uses aerobatics to motivate students

Flabob's Norm Manary has quite a deal for middle and high school students: Earn straight As in a sememester, and Norm will take them for an aerobatic ride in a Christen Eagle II!

Norm is an advanced category aerobatic pilot and competition judge who flies the Eagle, owned by Conrad Nordquist, from Flabob. He decided to combine his love of aerobatic flying with an opportunity to motivate kids to excel in their academic studies. For some, the chance to fly aerobatics is just the motivation they need.

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EAA Chapter One

Join us for our Chapter Meetings!

Brick Purchases Benefit The Building Fund

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

Chapter Meeting May 11th, June 8th 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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Riverside (Rubidoux), CA

FOR MORE INFORMATION CALL:

(951) 682-6236

Check our website at *www.eaach1.org*

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We Make Flying FUN!!