

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA

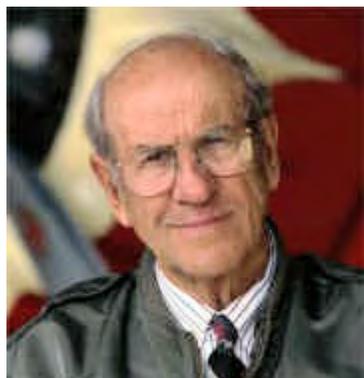


Volume 60, Issue 9/10

We make flying FUN!

September/October 2013

Goodbye, Paul...



**Paul H. Poberezny
1921-2013**

Paul H. Poberezy, who founded the Experimental Aircraft Association from his Hales Corner, WI, home in 1953, passed away the morning of Aug. 22, 2013. The members and leadership of EAA Chapter One send our heartfelt condolences to his wife, Audrey, his children, Tom and Bonnie, as well as to his extended family of some 175,000 EAA members worldwide.

Paul Poberezny often said that there was not a day that went by that he didn't say the word "airplane." His flight experiences began as a high school student and continued through service in World War II and the Korean conflict. Between the wars, he began his hands-on approach to aircraft design and building that would direct his future and his legacy.

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September Chapter Meeting

100 Years of Naval Aviation

Former naval aviator and aviation activist Jack Kenton will enlighten us with a talk on "100 Years of Naval Aviation" at the September Chapter Meeting on Sept. 14 at 1 p.m. Join us for lunch and hangar talk at noon, then enjoy Jack's personal experience insights about Naval Aviation.

Jack's autobiography states, "I was an East Coast boy. In 1958, I was in college at Drexel Institute of Technology in Philadelphia and was seeing graduating engineers unable to

find work. Finding my money a bit tight I looked at alternatives and found that I met the qualifications to enter the Naval Air Cadet program – the goal being commissioning as a Naval Officer and Aviator. I joined the Navy and reported as an aviation cadet at Pensacola on July 8, 1958.

Toward the end of the Navy's Primary Flight Training, all of those who were flying airplanes had to go through training to land on an aircraft

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Sky Baby leaves Oshkosh for IAD



The Stits Sky Baby--"The World's Smallest Airplane" designed and built by Ray Stits and first flown for the public at Palm Springs Airport on May 26, 1952--has been on display at the EAA Museum in Oshkosh, WI, for the past 40-plus years, on loan from the National Air and Space Museum, to which the historic airplane was donated.

Many thousands of aviation devotees got to view the tiny plane up close at the Oshkosh museum over the decades.

But late last year, the Sky Baby was removed from its display perch. The National Air and Space Museum recalled Sky Baby, and soon it will be displayed at the gigantic Udvar-Hazy Center at Dulles International Airport in Chantilly, VA.

"It's always been in our plan to display the Sky Baby at the National Air and Space Museum," said Russ Lee, a curator at the national aviation museum. "It's a unique aircraft, and

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EAA Chapter One

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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
September 14th
Speaker: Jack Keaton

Calendar



September 2013

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.

21st – Aircraft Display Day & Car Show

Flabob Airport

28th – Flabob Flying Circus

Flabob Airport

October 2013

4th – First Friday Flicks

Chapter One Hangar - 5 p.m.

12th--Young Eagles

Chapter One Hangar - 8 a.m.

12th--Board Meeting

Chapter One Hangar - 3 p.m.

19th – Aircraft Display Day & Car Show

Flabob Airport

November 2013

5th – Aircraft Spruce Super Sale

Aircraft Spruce, Corona

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



How rebuilding a Champ got me back into flying

By Jim O'Brien, VP

In June of 2010, I started getting the "flying bug" again, after watching Harrison Ford's *YouTube* video of him explaining the feelings he experiences when flying his Beaver. I was immediately re-infected. So, the search for a plane started all over again. I wasn't sure what I wanted, especially since I had NO budget, but knew where there is a will...there's a way.

I was covering a selfish motive with a noble one. My oldest son, Jimmy III, was a member of the working world at the time, but had no clear direction or real purpose in the kind of job he held. So, I told him of my plans to look for and find an airplane to rebuild, and to "partner" up with him on the project, hoping that by upgrading his associations with good people, he'd get into 2nd and 3rd gears in developing into the man he could be.

After searching for a couple of months and several involved conversations with the owner, I went to Borrego Springs, CA, to see a 1956 7EC Champ project that he had for sale. I found it under a metal pole barn, wings off, and in dire need of TLC, to say the least. I liked it for several reasons...it was a "whole" airplane, the price was right for negotiation, and it was in relatively good shape as far as corrosion, because of the dry climate of the inland desert. The engine logs stated that it had only 60 hours or so from major overhaul, making it all even better. After that initial visit, I told Jimmy that I thought I had found "our" plane (!)...and that he needed to come with me the following weekend to see it and meet the owner. Words fall short as to his excitement and enthusiasm, so it seemed that the week dragged on. Early Saturday morning, we piled into the car and drove east into the sunrise...then the forever ride south, driving past Salton Sea.

The guy who owned the Champ, Al Williams, is quite a character. He was very interested in having his airplane go to the right people, and he liked the idea of the restoration being a father-and-son project. So, with that, we struck a deal. Al allowed us to take the plane, while he held the papers and let us make payments, since we were doing this on a shoestring budget and needed money to invest into the plane itself. In the end, we kept our promise, and Al kept his. (Sure, there's a lot of shady people in aviation, as there are everywhere, but when it comes to airplane people in general, you don't have to look far to find an honest one!). We made arrangements to borrow the Flabob Airport trailer, took a day off work the following Tuesday, grabbed a ton of tie-downs, and off we went. We brought the airplane back to Riverside on Halloween, 2010.

Since we had no hangar or shop, through a friend, I was introduced to Roger Farnes and Jan Buttermore at Far-West Aviation. After talking with them about what I wanted to do, we struck another deal, and made arrangements to "rent" space in their shop to rebuild the Champ one piece at a time. The wings went to Far-West, and we put the fuselage in a friend's garage for a couple of months. Here's where I need to say that without the help, guidance, support, suggestions, tools, rules and friendship of Roger and Jan especially, we wouldn't even have known where to start. They were the conduit to the rest of the Flabob magic that appeared when it comes to a project like this. People, parts, help and experience showed up in abundance, and we will forever be grateful to all who were a part of this!

We started with the tail surfaces, and thought that

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The Wright Stuff

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Back into flying...by Jim O'Brien

(Continued from Page 3)

learning on smaller parts would be best... but in hind sight, larger ones, like wings, would have worked better for us. The small tubes to glue the fabric to, all the short radius bends, cutting and trimming proved more difficult than say starting with a wing, where there's larger surfaces to work with. That's our story, and we're stickin' to it.

Next the wings...pulling off the old fabric, inspecting spars, ribs, etc. We epoxy varnished the spars and all other wood, and started recovering. Having the benefit of covering the tail surfaces, the wings proved much easier. We remain amazed at the Poly-Fiber process, how the fabric shrinks up, and how the application of the chemicals is effective and easy, even for us novices! We had lots of suggestion and Jan and Roger made sure we followed the Poly-Fiber book to comply with the STC. Luckily for us, the wing fabric is attached by PK screws on Champs. It was easier, but we thought we were never going to finish putting un hundreds of screws! We put a light on the other side of the wing we were working on, and the backlight would show us where the holes were in the ribs where the screws go. The wings were finished through silver and put in racks in the loft before we brought the fuselage to Flabob right after New Year's, 2011. Two months.... two wings.

We took the cover off the fuselage as whole as possible, then the work started stripping it of every nut, bolt, pulley, cable and accessory attached. We punch inspected the tubing, and found it sound, so off to the sandblaster it went. Immediately, we donned the proper safety equipment and breathing apparatus, and epoxy primed the bare frame. We learned the benefit of putting the fuselage on a "rotisserie" as covering each tube, weld, and clip with a good amount of primer was much easier when we could turn it towards the paint gun, rather than the other way around. It was suggested that we take LOTS of pictures when we were tearing it down, so using the pictures for reassemble were quite useful, to say the least!

We bought new wood stringers, but made our own formers and window frames, using the old ones for templates. We decided on a lighter weight interior, so we used 1/8" aircraft grade plywood panels instead of the upholstered galvanized ones used originally. We installed the interior, cables, wiring, new wood and antenna base. The headliner was next, and needed to go in before recovering. We got hold of an old one from a friend, and patterned it to make our own. That installed, the fuselage covering process started.

We started on the bottom of it first, then sewed two sections of fabric together, because one width wouldn't reach from bottom stringer over the top to the other. We were amazed at how fast our Champ went from a 'bunch of bones' to an airplane fuselage when it was covered. We spent the next few weeks applying the chemicals, waiting for the temperatures to cooperate, as we were in February, cold and wet. We looked at hundreds of pictures of paint schemes and decided on one we liked, with our own twist.

We painted it all Juneau White first, then applied the Santa Fe Red, and Nevada Silver accents. We installed the landing gear, tail wheel, and wheeled her out of the booth, so that we could color paint the wings to match.

I need to say here that working on the fuselage was my REAL lesson in learning what goes into rebuilding a classic or antique airplane. EVERYTHING needs consideration. Is each part in good condition?... need replacing?... if so, where to get it???... move it to where we'd like it???... make it better???... make it prettier???... and it goes on and on. I'd go to sleep each night thinking of things like this and what I would do to it the next day. It came to be a fun and exciting thing to make these decisions together with Jimmy. Actually, I miss that part most.

On July 4th, 2011, we put the wings on for the first time since 1985, and wheeled her into the sunshine for the first time with her new "clothes!" The engine was not on, but seeing her at this stage was VERY motivating. The pride and joy on my son's face was priceless....worth every minute and penny spent up to this point. We took more than our fair share of pictures, and then took the wings back off, so as to not take up more space than needed in Roger's and Jan's hangar.

We went back and forth on what to do with the engine. The 7EC comes with a C90-12F, with an electrical system. Since the engine logs said that it had less than 100 hours since overhaul, we waffled back and forth...should we just remount the engine and let IT tell US what we have?...or should we split the case and take a look to see what we really have? The financial consequences of opening a can of worms seemed overwhelming, but not knowing was equally disconcerting too, considering the "worry factor." In the end, we decided 'what's the point of having a brand new airplane with an old engine, that LOOKED like it lost the war?' So, we took the plunge, and started in on the engine. The first thing we noticed was a field weld on the case....NOT GOOD. No mention of it in the logs, so off

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THE FLABOB FLYING CIRCUS

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Back into flying...by Jim O'Brien

(Continued from Page 4)

to inspection in Oklahoma it went. The first bit of bad news we got about the case was that it wouldn't pass... so we had to fork over the doe and buy a new one...LOTS of \$\$\$. We had an offer to rebuild the engine on the field, but that fell through, so we had to go on a search to see what we could do. We found Corona Aircraft Engines, and with the support and cooperation of Ben Ocon, owner, we started the process of inspection, and ordering parts as needed. Ben has (and still has...) a very busy shop, so of course we had to wait our turn, but that gave us time to find the needed parts and gather the money we needed. Fortunately, I found a buyer quickly for my Harley, so that gave us a little wiggle room money wise. We inspected the crankshaft, and found it to be below allowable tolerances, so bad news #2...find and buy another one...not as easy as you'd think. After finding one and having it pass inspection, we had it yellow-tagged and shipped to us. Had the cam reground, new pistons, rings, wrist pins, push-rods, bearings, case hardware kit, cylinders overhauled...the whole enchilada. Ben intently supervised and assisted Jimmy rebuilding our C90.

Once everything was ready, reassembly took only a matter of days. We brought the engine back and hung a freshly overhauled and repainted 'diamond' on our Champ. (I should tell you why Ben was generous to Jimmy about the rebuild. About a couple of months into our project, Jimmy decided to go to school full time at Orange Coast College in Costa Mesa in their A/P program! Another coop for me in helping my kid find something that he loves and wants to do as a career. He was about a year into the program at engine rebuild time, and Ben saw the benefit to Jimmy by allowing him to learn by doing. I can't thank Ben enough!!! And, I can't thank all the guys at RIR enough either, by just being there and being who they are...because I believe Jimmy found out for himself that us "geezer" at the airport are fun, funny, and know a lot about what HE's interested in! So... my ongoing THANKS to all of you, and you know who you are!).

It's now December of 2011, and we're 99% done, with what seems like 99% to go, with all the finish up details needed before first flight. The excitement is building and with final sign-off, N4369C took first flight on December 26, 2011, with my friend John Sorrells as our test pilot. Flying for an hour above RIR, all was well and in the "green..." with only problem...a leaky oil pressure line, giving John an oil soaked pant leg...but otherwise uneventful flight. It flew straight and strong... and we were incredibly proud, only costing me a new pair of Levi's for John! We had a crowd, as many of the regulars at the airport knew that was the day we were going to fly for the first time, and seemed genuinely glad the O'Brien's were now a real part of Flabob.

Jimmy immediately started flying lessons in the Champ with Dave Belford, as dad watched the progress keenly. On the day he soloed the Champ, it was windy and I didn't expect that day to be THE day. When I saw Dave get out of the Champ with his headset in his hand, and Jimmy taxiing back for takeoff, I screamed, "Dave!!!.... What the \$@*% are you doing???" He said... "Relax, Dad.... he's ready..." and sure enough, he did a fine job! His trophy, his shirt back, is hanging in the hangar, and proudly so. Jimmy got his license in December of 2012, as his schooling and other things slowed the student process a bit. Just last Saturday, July 13th, Jimmy flew his first 6 Young Eagles.

I gave the Champ to Jimmy, so it's his now...along with the rent, insurance, etc! LOL! It's hangared right next to the chapter's Quonset Hut in 19A. Whenever the door's open....come by, as either one of us would be happy and proud to show her to you. With all that it did for Jimmy...I didn't mention what it did for me personally. I found a second home at RIR, as well as the same for my family. Along with Jimmy, my girlfriend Roberta LOVES it here and has genuine affection for its people. I've just bought a Cessna 150, N7123F, that we keep in Jim Meeker's old hangar right next to our Club House, so there are two places to check in on us. I have friends stop by often, and everyone comments as to what a great and peaceful place RIR is. As in 19A....15C has the same open-door policy!

The people at Flabob have become very dear to me (us!), and it's a very good feeling to take ownership of our place at Flabob, and feel like it's "HOME" when we're together. Roberta, Jimmy and I are involved in many places and activities around the field. I hope I can bring something to our Chapter as VP, and I look forward to trying. We love participating and volunteering whenever we can, and making Flabob a better place wherever we can. We do our best to be available, when it comes to being friends to our new airport family, from the east end to the west end of the airport. LET'S GO FLYING!

##

100 Years of Naval Aviation...Jack Kenton

(Continued from Page 1)

carrier. Using the T28C (which had a shorter prop than the T28B – to avoid hitting the deck when the hook caught), we flew Field Carrier Landing Practice (FCLP) on shore at an airfield that was to be considered to be an aircraft carrier. Just as in WWII, we flew our approaches using an aviator that acted as the Landing Signal Officer that visually signaled corrections to our landing approach by positioning paddles that he held. Moving to Advanced Flight Training, we flew the C45 to learn to navigate on LF Range stations and to use the manual DF feature to find our way to a Nondirectional Beacon (NDB). But the significant part was that, after qualifying for IFR operations, we flew FCLPs in the S2 aircraft and the carrier landing practice had now gone from using the “paddles” to using an Optical Landing System for glide slope guidance to the carrier deck; a big advance that made the approach easier to fly.

After all of that carrier training, the Navy decided that many of us would not go to fly from carriers. Instead, we would either fly anti-submarine patrol or Airborne Early Warning (AEW). In January 1960, I was designated a Naval Aviator and was sent to AEW. For two years I was based in the Hawaiian Islands. Two weeks of every four were at Midway Island flying radar-equipped Lockheed Constellations flying 14-hour missions north to the Aleutian Islands and back; we were the extension of the DEW Line watching for Soviet bombers.

From Hawaii, I went to what more recently has been called “spy” flying. I was with a squadron in Rota, Spain, and from there we would go to various bases and fly along the edges of the Soviet Bloc monitoring their electronic emissions, sometimes carrying language specialists that could monitor voice communications. When the Cuban Missile Crisis came about in Oct. 1962, we flew back to the U.S. and, operating from NAS Key West, flew surveillance around Cuba to obtain electronic intelligence to prepare for the invasion of Cuba. Thankfully, that didn't happen, and in 1964 I was reassigned to an R&D facility near Philadelphia, PA. An interesting assignment, as I was able to qualify and fly five different aircraft – depending on what was needed that day. I was qualified in the C121, C45, C47, S2, and U11 (Piper Aztec).

I left the Navy in March 1968 so as to spend more time with my family. I joined Pan American Airlines and became a flight engineer on the B707 (flying out of JFK). That was a bad time to be in the airline business, and I was “furloughed” in Feb, 1970.

Stumbling through a couple of jobs while I got my engineering degree from Drexel's evening college, I ended up as a civilian engineer at the same R&D facility where I had last flown as a Naval Aviator. With civil service status, I transferred to the FAA where I was an Aviation Safety Inspector (Operations) in the air carrier specialty. In that position, I was rated in the B707, the French Nord 262, the Convair 580, and the L1011. The last rating was obtained while participating in an FAA Civil Aviation Assistance Group in the Kingdom of Jordan (from 6/84-9/87).

I retired from the FAA after spending 23 years with them. While with the FAA, I continued my affiliation with military flying as a Naval Reservist flying the C118 (the DC-6) and, when cutbacks in “the Reserve” took me off of flight orders (and assignment to a do-nothing job), I transferred to the Army Reserve where I was designated as an Army Aviator flying the UH-1 helicopter. I was active in the Army Reserve until moving to Jordan in 1984 – but became active with a new reserve unit while with the FAA in Frankfurt, Germany (1993-94).

Today, I am retired from both the FAA and the Military.”

Iberian Airline pilot visits Flabob after his last flight

After 40 years and 27,000 hours of flying for Iberia Airlines, José Luis Serrano finished up his career when he landed his Airbus A340 at LAX at 1600 hours on Friday, May 17th. On May 18th, he brought his flight crew to lunch at the Flabob Airport Café.

José journeyed to Flabob during an LAX layover a few years ago to attend a Chapter One meeting and see what we and Flabob Airport were all about. He spoke to us briefly at that meeting, telling of his travels around the world, to every continent, with Iberia Airlines.

He will be returning to Madrid as a passenger, and will learn to adjust to the life of a retired airline pilot. His plans include flying his Pitts S-1 and to finish rebuilding a Bucker Jungmann. We hope he'll come back and visit Chapter One again.

Sky Baby leaves Oshkosh for Dulles NASM

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we have nothing else like it in our collection. So we thought it was time to bring it back and put it on display."

Lee said the Sky Baby is currently in storage at Silver Hill, MD. The museum's entire restoration corps is currently working on restoring a Curtis Helldiver. After that project is done, they will work on other display projects, including the Sky Baby. "It's on our short list to be put on display," Lee said. "...probably early next year."

The Smithsonian's National Air and Space Museum maintains the world's largest and most significant collection of aviation and space artifacts, encompassing all aspects of human flight, as well as related works of art and archival materials. It operates two landmark facilities that, together, welcome more than eight million visitors a year, making it the most visited museum in the country. The Udvar-Hazy Center is a 760,000 square foot facility that opened in 2003 at the Dulles International Airport. Many historic aircraft are housed in this facility, including the *Enola Gay*, the space shuttle *Discovery*, the *Gemini VII* space capsule, a *Concorde SST*, the *Winnie Mae* Lockheed Vega piloted by Wiley Post, and hundreds more.

Ron Twellman, curator of collections at the EAA Museum in Oshkosh, received the call last November informing him that the NASM wanted the Sky Baby returned. Sorry to see one of their top exhibits go, Twellman had the Sky Baby loaded on a 24' trailer and he and his family took one of EAA's trucks and headed for Washington, D.C., towing the tiny plane in a huge trailer. After several stops, Twellman was directed to the Silver Hill, MD, storage facility. There, the historic plane went into mothballs, awaiting its time to be put on display.

So, hopefully, early next year the Stits Sky Baby will find its final home on display at the Udvar-Hazy Center at Dulles International Airport...where it will be seen by millions of visitors for many years.

Goodbye, Paul...

(Continued from Page 1)

In January 1953, he organized about three dozen aircraft builders and restorers in a local Milwaukee club that was named the Experimental Aircraft Association. Later that year, the first EAA fly-in gathering formed the foundation of what has become EAA AirVenture Oshkosh.

Paul was a restorer, homebuilder and designer of airplanes. His aircraft designs include the "Little Audrey," the *Poberezny P-5 Pober Sport*, the *Pober Ace*, and the *Pober Pixie*. He flew over 500 aircraft types, including over 170 home-built planes, and had over 30,000 of flight time in his career.

Inducted into the National Aviation Hall of Fame in 1999, Paul was truly a great aviation leader. He served as president of the EAA until 1989, and then as Chairman of the Board until 2009.

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Sponsor Chapter One members!

Our treasurer, Gabe Baumert, came up with the idea that she will sponsor one new member a month for Chapter One. It's a way to get friends and young people she knows who love aviation into the Chapter, she said.

It sounds like a great idea! If you know someone who is interested in aviation—old or young—why not buy them a membership into Chapter One? It may be the best \$12 you ever spent! Talk to or call any board member for info.

We're Still Around!

Plans by:

- Paul Poberezny**
 - * Acro Sport I
 - * Acro Sport II
 - * Pober Pixie
 - * Pober Jr. Ace
 - * Pober Super Ace
- Robert Nesmith**
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31 Young Eagles flown in July

The past July saw a little change in the Young Eagle Flight Rally in an effort to avoid flying into the heat of the early afternoon. Half of those signed up were flown on the second Saturday, and the remainder flown on the third Saturday. This allowed us to finish flying by noon or before and we didn't have to fight the July heat in the cockpit or in the ground.

In August, the Young Eagle sign-ups were limited to 50 in an effort to avoid flying during the hot part of the day. The weather gremlins kept the clouds down low until almost 10 a.m., but then the sun broke through and Flabob became a little "Camelot." Not so for Riverside Municipal where a number of pilots keep their planes. There it was still IFR until almost 11:00 so they joined the Flabob group a little late.

As has been the common pattern, only 60% of those who signed up showed up, so only 31 youth became Young Eagles by morning's end.

Tiffany Felton did an abbreviated ground school, and no instruction for Boy Scout merit badges was given. We are now treating the Boy Scouts the same as any other individuals, not as a scout group and that is why no aviation merit badges instruction was given.

Thanks to everyone who helped make it a successful morning for those youth who got their first taste of flight.

- Wes Blasjo, Young Eagles Coordinator

Pilots Who Flew:

Michael Clearman	Citabria	James Meeker	Taylorcraft
Larry Conley	Ercoupe	Derrell Snider	Technam
Dave Cudney	Cherokee 180	Ray Stits	Cessna 162
Barry Duble	Cherokee 235	Bob Tymczyszyn	Decathlon
Tyler Howell	Cessna 172		



We could use your helping hand at the annual Aircraft Spruce "Customer Appreciation Day"

On Saturday October 5th, Chapter One is again assisting Aircraft Spruce in what used to be their parking lost sale but is now being called "Customer Appreciation Day." We provide the people to sell coffee and donuts in the morning, raffle tickets for a raffle every hour and lunch at noon. Through the great generosity of Jim Irwin and his great staff at Aircraft Spruce, Chapter One gets the proceeds of the morning's sales. We could use some help.

It is easy and it is fun. We start at 6:30 and are finished by about 3:00. If you can't make the whole time, come for part of it. If interested, contact Wes Blasjo, either at the September Young Eagle Rally or on his cell at 951-901-9429. Thanks.

-Wes Blasjo



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EAA Chapter One

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*Chapter Meetings
September 14th, October 12th
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