

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 60, Issue 10

**We make flying FUN!**

October 2013

## *EAA Chapter One 60<sup>th</sup> Anniversary!*

### **The birth of EAA's first chapter**

**By Ray Stits**

About the middle of July 1953, Arnold and Marion Cole, two of the four Cole Brothers air show team, well-known in aviation in the late '40s and early '50s, came to visit at my hangar on West Riverside Airport, later renamed Flabob. We had met several times in my past airshow days. The other two Cole brothers are Lester and Duane.

In our conversations, Marion mentioned that an aircraft builders club had formed in Milwaukee, WI, and suggested I contacted them. In the past years I had received several invitations to join aircraft builders clubs, and, after paying my annual dues, they soon all disappeared, and I wasn't interested in joining another start-up.

About a month after the Cole brothers visit, a relative of the airport manager brought a letter to me at my hangar. It was addressed to me at just "West Riverside



Airport, Riverside, CA." The postmark said Hale's Corner, WI, and the postmark date showed it had been laying in the airport office for at least five weeks. After moving to California, I built two aircraft--the Sky Baby and the

Playboy--and the resulting publicity in magazines gave my location as West Riverside Airport.

The letter was from someone named Paul Poberezny, inviting me to join another aircraft builders club, called the Experimental Aircraft Association. Two pages of by-laws and one page of newsletter was enclosed. I assumed this invitation was from the association that Marion Cole had recommended.

I was impressed with their goals, and particularly, that they were communicating with a newsletter which would let builders know about on-going projects other than just those mentioned in magazine articles and

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### **Jack Norris to tell about Voyager flight**

"How do you make an airplane fly for nine days straight--without stopping, without refueling?"

This is a question speaker Jack Norris will ask and answer at our 60th Anniversary Chapter Meeting on Oct. 12. Jack is uniquely qualified to speak to this question, since he served as Technical Director-Mission Control for the incredible record-setting flight of the Rutan

*Voyager*--the first aircraft to fly around the world without stopping or refueling.

The *Voyager* didn't just break records...it shattered them! Flying from Edwards Air Force Base in Southern California, the custom-built Rutan-designed craft flew around the world in 9 days, 3 minutes and 44 seconds. It flew non-stop for 26,366 miles, more than doubling the

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Congratulations,  
**EAA Chapter One!**  
 60 Years of service!

# Calendar



## October 2013

- 5 – Aircraft Spruce Super Sale**  
 Corona, CA - all morning
- 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.
- 19th – Aircraft Display Day & Car Show**  
 Flabob Airport

## November 2013

- 2nd – Young Eagles**  
 Chapter One Hangar - 8 a.m.
- 2nd – Chapter Meeting**  
 Chapter One Hangar - 1 p.m.
- 2nd – Board Meeting**  
 Chapter One Hangar - 3 p.m.
- 9th – Flabob Veterans Day Event**  
 Flabob Airport - All Day
- 16th – Aircraft Display Day & Car Show**  
 Flabob Airport

## December 2013

- 7th – Chapter One Christmas Dinner**  
 Chapter One Hangar - 6:01 p.m.
- 21st – Aircraft Display Day & Car Show**  
 Flabob Airport - All Day
- 25th – Merry Christmas, Chapter One!**

# The birth of EAA's very first chapter

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newspaper stories.

I thought it over for several weeks, and reasoned that, since California had more aviation activities than any other state, we aircraft builders in California would benefit by joining a strong well-managed association in Wisconsin. I also factored in Marion Cole's endorsement of the EAA.

I finally sent a letter with my \$5 dues, and asked about the possibilities of forming a West Coast chapter. Then, to spice the chapter request, I made the wild prediction that someday there would be a thousand members in California! In about three weeks, a letter arrived at my home address, advising me that my membership number was 136, and the Board of Directors had voted to change the by-laws allowing 10 members to form a chapter.

It took me about four days to collect the nine names and addresses of members needed to form a chapter, and seven \$5 bills...two potential members didn't have \$5 so I paid their dues.

In October, I received a letter stating that we were Chapter Number One. Soon after receiving the news that our chapter was authorized, I contacted the nine

members and scheduled a meeting at my hangar. I was elected President, a position I held for five years.

When news about forming chapters was published in EAA's newsletter, new chapters were formed across the country. EAA members in San Diego and all of the Los Angeles area were members of Chapter One before forming their own local chapters.

In February 1954, I received a large charter certificate signed by Paul Poberezny on Jan. 24, 1954. By February, there were 25 members in our chapter, and all of them signed our charter certificate which now hangs in a large frame in the Chapter One building on Flabob Airport.

For years, our chapter meetings were held in my hangar, or sometimes we would go out to a member's project for a meeting.

When meeting in my hangar, I cooled sodas in a tub of ice water and brought potato chips and cookies. Sometimes we covered the windows and showed black-and-white 8mm aircraft movies.

It is my opinion that without Paul Poberezny's leadership, the EAA would have been just another start-up and drop-out.

# Jack Norris to speak on Voyager flight

(Continued from Page 1)

old record of 12,532 miles set by a USAF B-52 in 1962. Designer Burt Rutan, pilots Dick Rutan and Jeana Yeager, and crew chief/builder Bruce Evans received the 1986 Collier Trophy for the flight.

Jack Norris was truly a Renaissance man by the time he joined the *Voyager* team. Trained as an engineer, he worked with Walt Disney personally in creating the lifelike motion of Abe Lincoln and the Pirates of the Caribbean at Disneyland, launching Disney's now world-wide Audioanimatronics. Going to work for an aviation corporation, he was assigned to go help the corporation's new controls division grow. In the first year, Jack sold the manual maneuvering rocket controller for Project Mercury, set up a corporate business interchange treaty with the Canadian government and the Canadian aircraft industry, and then led the creation of the complex, must-never-fail Boeing 727 Roll Servo Control package, then set up the takeover of all Boeing 737 Primary Flight Controls.

Assigned to create a new West Coast Division, Jack

built a team, ran past all the local established companies, and created what became the leading designer and manufacturer of the many demanding fluid control components for the maneuvering rocket systems on all Mercury, Gemini, and Apollo flights.

Jack's first consulting client wanted to understand the

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# 3 Aircraft “Game-Changers” (?)

By Wes Blasjo

This year there were three products that I saw as “game changers” in aviation. The term “game-changer” comes from the sports world and is any call, decision or play that alters the direction or changes the momentum and/or final outcome of the game.

The first one concerns the fuel that is used for aviation, commonly known as avgas. It has been on the “endangered list” for some time now. Avgas is only a tiny dot on the radar screens of the oil companies, accounting for a tiny percentage of the total crude oil refined. Another reason is that the environmentalists have clamored loudly to get the lead out (tetraethyl lead), so now at the pumps we have no lead. The United States is one of the few countries that still have leaded avgas, but it is much less lead than was formerly used. The fuel that is universally available at airports is jet fuel. Diesel engines run on jet fuel. Why then are there so few diesel engines in general aviation aircraft? That is a good question and the answers are several. First, diesels are very heavy, which is not a good thing for airplanes. Diesel engines generally have more vibration, which is not a good thing for propellers. In the past they have been loud and sometimes temperamental to start. (These two also describe a lot of gasoline piston aircraft engines.) However, a diesel does have some definite advantages for aircraft use. They develop their maximum power at a lower rpm than a gasoline piston engine. This is an advantage both for propeller design and in flight noise. They are more efficient than a gasoline piston engine and will have a supply of fuel available for years to come. There is a company in Germany, Zolch, that has been bringing a radial diesel to AirVenture for twenty years. They have never flown it as an airplane. Diamond had a twin diesel that showed promise, but that seems to have faded back into the woodwork. Cessna is working on a diesel for their 182. Diesel engines for aircraft have had a rocky road and the progress has been painfully slow.

There is a company in New Richmond, WI, just across the border from St. Paul, MN, that may change this. They have developed a horizontally opposed eight-cylinder diesel that they call the “flat V.” They call it this

because it has the same connecting rod arrangement as the small block automotive V-8. The engine is designed to take the high internal pressures of a conventional diesel, but is as lightweight as a gasoline V-8. The company representative claims that they have the vibration problem solved, but would not elaborate how this was done. They do have a mechanical counterweight on the crankshaft, a system used by aircraft engine manufacturers. Unlike Zolch, they tested it on the ground at high altitude just before AirVenture, and are currently testing it in a proven airframe at Mohave, CA with Dick Rutan as their test pilot.

Why is this engine significant? 1) It uses jet fuel which is available worldwide and will be available in the future. 2) It develops power at a low rpm and does not require a propeller speed reduction unit (PSRU). 3)

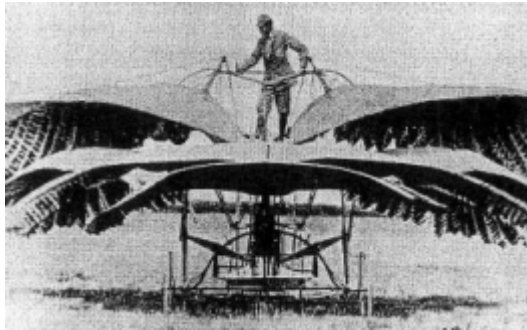
It runs very vibration free. 4) Its weight is comparable to gasoline piston engines. 5) It runs more efficiently than gasoline piston engines. 6) Turbocharging is common with industrial diesel engines, and turbocharging could be an easy option.

What are the downsides to this? It is a little pricey, but government contracts for its use in UAVs,

drones, could bring production up and resulting costs down. The company seems to have a winning philosophy: A great product to fill a known need. See more at Engineered Propulsion Systems or EPS New Richmond, WI.

New kit airplanes seem to debut at AirVenture so often that it becomes “ho-hum.” One made its debut at AirVenture that seems to have a lot of “hum.” It is called the Panther and is a low wing, all aluminum, single place monoplane powered by a William Wynn Corvair engine conversion. Interest at AirVenture was strong enough that they started work immediately on a two-place version called the Cougar. What makes this so special is that the price blew everything else out of the water. The full airframe kit is \$11,500. Couple this with building a reliable, honest 110 hp Corvair at one of the Corvair College workshops, and you are in the air for a whole lot less than other kit airplanes. The company philosophy is honest and good. This seems to be an example of good old American entrepreneurialism.

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Ray and Edith Stits

# Wathen Foundation honors Ray Stits and Andy Andersen with Lifetime Achievement Awards



Tom Wathen and Andy Andersen

The Wathen Foundation Board of Directors and Flabob management employees met in the new Flabob Cafe on Sept. 24 to bestow Lifetime Achievement awards on Ray Stits and Andy Andersen.

Emcee Chris Felton noted Ray Stits' design and building of 15 aircraft, most of which were built at Flabob Airport, and his development of Stits Polyfiber, which revolutionized aircraft covering, as well as his founding of EAA Chapter One on the field.

Ray took the microphone to say that he couldn't have done all the things he did alone. "I want to thank my silent partner for the past 70 years...my wife,

Edith," The plaques were presented by Tom Wathen.

Andy Andersen was noted for his many decades of service as a Flabob pilot, volunteer, and as Flabob's "unofficial official photographer." It was noted that many of the historic photos which adorn the walls of the Flabob Cafe were taken by Andy, who donated his classic straight-tail Cessna 150 to the foundation.

## Jack Norris to speak on Voyager flight

(Continued from Page 3)

business cycle. An expert at digging and getting to the bottom of things, he soon saw exactly how and when the Federal Reserve was managing the US and world economies, readily made himself financially independent, so he could work on whatever interested him most.

Among his extensive consulting work for clients, he created the primary method of seismic protection for the majority of the free world's pressurized water reactor nuclear power plants, and showed the Navy how to stop the unacceptable 40 gpm max propeller shaft seal leakage on our advanced nuclear submarines. Using his knowledge of psychology, he taught corporate executives how to identify the best open-minded, creative engineers.

It all started from Jack's fascination with flight as a child. He became a competition model builder, then a leading designer of all types of competition models. While a teenager, Jack designed out the graveyard spiral dive that still kills in our personal planes. Testing his way through some 300 competition props, he proved conclusively that tapered tip props significantly out-climbed and went faster than the WWII-style broad tip professional designs. Jack twice won the National Championships in his senior age division (under 21), made two world speed records, won over 100 trophies and innumerable local and national competitions, before his engineering education took over his time. Jack also won two flying courses, and in college bought a (now) classic plane that he still has, to fly to his USAF job. Jack is author of *Propellers* and *The Logic of Flight*.



Join us Oct. 12 at noon for a celebration of Chapter One's 60th year and hear a stimulating speech by a true aviation Renaissance man. We'll see you there!

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# Wes Blasjo's 3 Aviation "Game-Changers"

(Continued from Page 5)

See more at [www.flypanther.net](http://www.flypanther.net) or [www.flywithspa.com](http://www.flywithspa.com).

The third "game-changer" is a very small, very compact very inexpensive jet engine called the "Jetbeetle." The company slogan is "Jet engines for everyone." They make an 80 and 140 lb. thrust engine that you can tuck under your arm and walk away with it. They are coming out with a 275 lb. thrust for takeoff and 250 lb. thrust for cruise engine that will be a turbofan. The engines in airliners are turbofans. They bypass the combustion process with a small percentage of the air from the compressor, making them much more efficient than the turbojet. The 80 lb. thrust engine sells for \$10,000 and the 250 lb. thrust one sells for \$21,000.

Some of you saw the jet powered plane by Sonix, called the Subsonix, fly the last two years at AirVenture. It uses the PBS TJ-100 250 lb. thrust engine that costs in the low \$50,000. The most successful BD-5 airplane was the jet powered version which uses the French Turbomecha engine at \$50,000 a copy. Neither of these engines show any hint of becoming less costly.

Do you remember when Jim Bede came out with the BD-5 and all the excitement it created? This could have gone BIG, even in spite of Jim's big promises, if the company that produced the only suitable engine for it had not gone bankrupt. Evidence as to the excitement that it created is the thousands of BD-5s that are still in garages and hangars still unopened.

Can anyone imagine the demand for a personal jet that will be created by a small, affordable, fuel efficient jet engine such as the Jetbeetle? The Subsonix airframe is readily available and many BD-5 could be resurrected from under inches of dust. Other airframes could and would become available. For more see: [www.jetbeetle.com](http://www.jetbeetle.com)

A final thought. Am I just a dreamer with a big imagination? Possibly, but remember, "Dreams are what the future is made of, plus a lot of hard work." If none of these three "game-changers" make it, I will be the first to admit that I was wrong, But I think that all three are destined for success.

## Chapter Board changes rules on YE scouts

Hundreds...maybe thousands...of Boy Scouts have come to the Chapter One Young Eagles program to earn their Aviation Merit Badges. Unfortunately, the Boy Scouts of America ruled that scouts could only achieve this by flying in certified aircraft...no rides in experimental aircraft allowed.

It should be noted that we are a chapter of the *Experimental Aircraft Association*—and, thus, many of our Young Eagle pilots fly experimental airplanes.

Our Board of Directors noted this ironic dilemma, and decided that, from now on, Boy Scouts cannot fly as Boy Scouts in our Young Eagles program. Scouts are welcome to go through our ground school and

pre-flight training, but may not take a YE flight as scouts. They are welcome to return and take a Young Eagles flight as an individual Young Eagle...not as a Boy Scout.

In this way, Boy Scouts can achieve their Aviation Merit Badge, while Chapter One can maintain its authority as a chapter of the *Experimental Aircraft Association*. Problem solved.

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# More pilots than Young Eagles?

Yes, It Finally Happened!!!

Over the years we have joked about having more pilots than Young Eagles when few youth showed up, but Saturday it finally happened. We had way more pilots than expectant Young Eagles. As of late we have been limiting the sign-up to 50. A high school ROTC group of 35 did not show up for unknown reasons. A Boy Scout group of 15 also did not show up. Five youth actually showed up. These five got an extra long flight and the YE escorts who wanted to fly got a flight too. Tiffany Felton did an abbreviated ground school for the five and the pilots did a very thorough pre-flight with the youth before the flight.

Next month we will have two YE events: First the regular YEFR on the second Saturday, Oct. 12th, and then the annual Airport Day at Imperial Airport on Saturday, Oct 26. The usual courtesies will be extended to any pilot who wants to fly down on Friday. As per usual, they expect a large turnout, so we can use any and all who will fly down. We know it will be more than five, probably over 150!! Those people love Chapter One and all that we do for them.

Thanks to everyone who showed up...your help is always appreciated.

- Wes Blasjo, Young Eagles Coordinator

## Imperial Valley Day is on Saturday, October 25th

### Pilots Who Flew:

Larry Conley	Ercoupe
Barry Duble	Cherokee 235
Loreen Wynja	Cessna 172

REMINDER Number 2 to pilots. Imperial Airport Day, Saturday Oct. 25th. A dinner for all on Friday night in the terminal building. There will probably be some F-35 pilots from NAS El Centro at the dinner. Larry Rose, the generous FBO operator, will again extend his courtesies as he has in the past. See you there, it is always fun!

- Wes

# We could use your helping hand at the Aircraft Spruce 'Customer Appreciation Day'

On Saturday October 5th, Chapter One is again assisting Aircraft Spruce in what used to be their parking lot 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. (See poster on Page 4)



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