

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 61, Issue 1/2

We make flying FUN!

January-February 2014

Chapter President gets Volunteer of Year Award at Flabob



Tom and Carol Wathen present Volunteer of the Year award to Jan Buttermore (right) at the volunteer luncheon.

Chapter One President Jan Buttermore was named Volunteer of the Year at Flabob Airport. Tom and Carol Wathen presented the award to Jan at the Wathen Center's annual volunteer luncheon last month.

Jan has been an active volunteer instructing classes for the Wathen Center's Air Academy programs. He has guided and trained the kids who volunteer at Young Eagles, the Flabob Flying Circus, Veterans Day and the Riverside Airshow. Jan has been the chief volunteer instructor with the Wathen Center's Stinson Project since 2005. And, in 2012, he stepped up to the leadership position at EAA Chapter One.

During the luncheon, Flabob volunteer and Chapter Vice-President Jim O'Brien expressed his feelings on what it means to be a volunteer. He spoke of the devotion the Flabob volunteers have for sharing their love of aviation and knowledge with the youth.

We at Chapter One add our thanks to Jan for his dedicated service in the advancement of general aviation. Thank you, Jan!

Federal bill would allow 'drivers license medical'

On Dec. 11, U.S. Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) introduced the *General Aviation Pilot Protection Act*. The legislation, House Resolution 3708, would dramatically expand the parameters for flying under the driver's license medical standard. Rokita and Graves are both active pilots.

This act would allow pilots to use the driver's license medical standard for noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats. That includes virtually all

single-engine airplanes with six or fewer seats, including Beech Bonanzas, as well as many light twins like the Piper Aztec, Beech Baron 55 and 58, and Cessna 310. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The act also would require the FAA to report on the safety consequences of the new rule after five years.

Saturday, Jan. 11th
Young Eagles 8 a.m.
Chapter Meeting 1 p.m.

"As a pilot, I am pleased to introduce this important legislation with my colleagues and fellow pilots," said Rokita. "This bill eliminates a

(Continued on Page 7)

EAA Chapter One

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Start the New Year right!
Attend our Chapter
Meetings

Calendar



January 2014

- 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

February 2014

- 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

March 2014

- 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

Giant arrows pointed way across America



in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as 70 feet in length, sitting in the middle of scrub-covered nowhere.

What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals? No, it's the Transcontinental Air Mail Route.

On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route--just 60 years after the Pony

Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

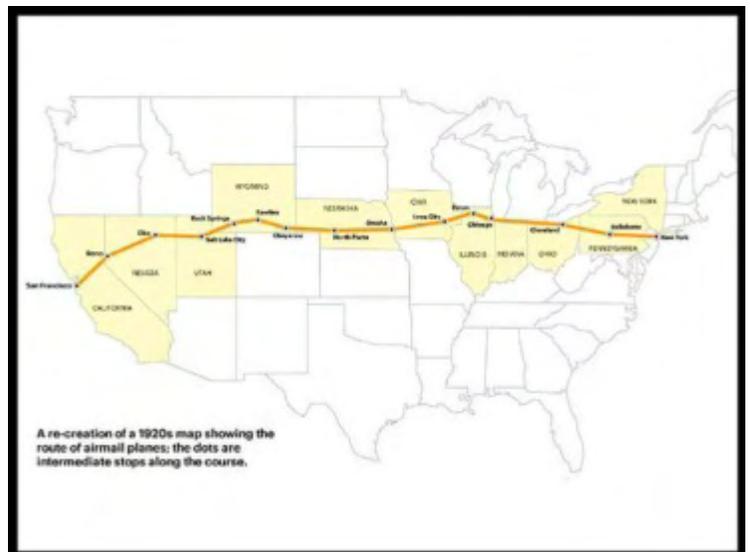
The Postal Service solved the problem with the world's first ground-based civil navigation system: a series of lit beacons that would extend from New York to San Francisco. Every 10 miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. A generator shed at the tail of each arrow powered the Every so often, usually beacon.

Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in 30 hours or so.

Even the dumbest of airmail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rocky Springs, Wyoming, to Cleveland, Ohio. The next summer it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort. But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with each winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.

But they're still out there.



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*"How AMA Clubs and EAA Chapters
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FRIDAY

JANUARY 10, 2014 11AM - 5PM

SATURDAY

JANUARY 11, 2014 EXPO 10AM - 5PM
MEMBERSHIP MEETING 9AM - 10AM
(FREE COFFEE AND DONUTS)

SUNDAY

JANUARY 12, 2014 10AM - 4PM

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Program to promote aviation in the area



The Raviator hopes to make aviation cool again.

Ravi is a well-known rock musician and motivational speaker who fell in love with flying, and felt the need to share his passion for aviation with the world—especially with young people, who can easily relate to the lead guitarist for a popular rock band. He will bring his entertaining audio-visual show to Cal Baptist University's Copenbarger Dining Room at 10 a.m. on Jan. 25th, sponsored by the Riverside Flight Academy.

The Raviator, a musician who climbed to the top of that industry and now reaches new

heights as a pilot and motivational speaker, embodies just how accessible and instantly gratifying aviation is. He will show you how you can live that dream, where to begin, how to budget for it, the many life skills acquired while learning to fly, and more.

Throughout this multimedia presentation, he shares his exciting adventures on stage (the White House and the President, Madison Square Garden with Aerosmith, Saturday Night Live with Jack Nicholson), in the cockpit (aerobatics in a Stearman, landing a seaplane, hovering a helicopter), and around the world (flying in France, building schools for the poor in India).

Emphasizing STEM (Science, Technology, Engineering, and Math), he shows how learning to fly enables one to instantly apply one's school subjects, giving education increased value and relevance. Additionally, Ravi demonstrates how flight training enhances productivity in all aspects of life and how aviation skills can lead to having a truly positive impact on humanity—every parent's dream.

In addition to his passion for aviation, Ravi is an accomplished musician who shot to worldwide fame as the guitarist for the 90's band *Hanson*, playing guitar in front of millions of screaming teenage fans in scenes reminiscent of "Beatlemania." Their triple Grammy nominated chart-topping song "MmmBop" catapulted the band into the music stratosphere. His book *Dancin' with Hanson*, written on tour as guitarist of that year's top-selling band in the world, was published by Simon and Schuster.

Despite being a relatively new pilot, Ravi's log book boasts a variety of aircraft. In addition to his trainer, an IndUS Aviation Thorpedo T211 (LSA), he has logged time in a Cessna 172S, Cessna 172NAVIII, Cessna Skymaster (inline twin), Cessna 142 (tailwheel), Cessna 182 (Diesel), Cirrus SR20 Avidyne, Piper Cub PA12 (tailwheel), Piper Cub PA8 (Float Plane), Boeing Stearman Model 75 (tailwheel), and more.

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New bill would expand flying without a medical

(Continued from Page 1)

duplicative and therefore unnecessary medical certification regulation that drives up costs for pilots and prevents the general aviation industry from fulfilling its economic potential.”

“For many recreational pilots, the FAA’s third class medical certification process is nothing more than a bureaucratic hoop to jump through,” said Graves. “It discourages new pilots and does not truly improve safety. As a pilot, I have gone through this process several times. However, like all pilots, I am responsible for determining whether I am medically fit to fly during the time between my mandated medical certifications. Expanding the current exemption makes sense and will promote greater recreational aviation activity across the U.S. without an impact on safety.”

In addition to Rokita and Graves, the bill was co-sponsored by Reps. Collin Peterson (D-Minn.), Bill Flores (R-Texas), Richard Hanna (R-N.Y.), and Mike Pompeo (R-Kan.). All four co-sponsors are members of the GA Caucus.

The legislative action comes after the FAA has repeatedly declined to rule on a March 2012 petition filed by AOPA and EAA. That petition asked the FAA to expand the driver’s license medical standard already used by sport pilots for nearly a decade. Under the petition, pilots would be able to operate noncommercial VFR flights in single-engine aircraft with 180 horsepower or less, four or fewer seats, fixed gear, and a maximum of one passenger. To participate, pilots would need a valid driver’s license and would be required to take recurrent safety training to help them accurately assess their fitness to fly.

More than 16,000 overwhelmingly favorable comments were filed during the public comment period on the petition. But despite strong support from the aviation community and solid evidence that the exemption would maintain or improve safety, the FAA failed to act, so EAA and AOPA turned to supporters in Congress for help.

Building support for the *General Aviation Pilot Protection Act* will be critical to its passage, and we are calling on members to show their support. Contact your federal House representatives and urge them to support House Resolution 3708.



Before each flight, make sure that your bladder is empty and your fuel tanks are full; check T/O wt....

He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night and over the ocean.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

In the Alaskan bush, I'd rather have a two-hour bladder and three hours of gas than vice versa.

An old pilot is one who can remember when flying was dangerous and sex was safe.

Airlines have really changed; now a flight attendant can get a pilot pregnant.

I've flown in both pilot seats. Can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.



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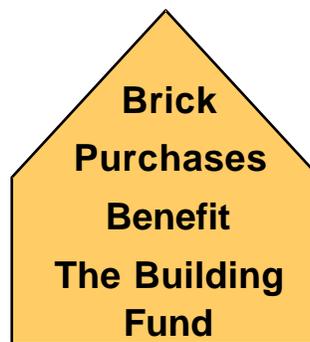


lanisavage@gmail.com

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EAA Chapter One

*Join us for
Our Chapter Meetings*



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

*Chapter Meetings
Jan. 11th, Feb. 8th*

See you there!

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

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FOR MORE INFORMATION CALL:

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We Make Flying FUN!!!

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