

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 61, Issue 7/8

We make flying FUN!

July/August 2014



"It was incredibly successful," said Jim O'Brien, Chapter One vice-president and director of the Low & Slow Fly-In held at Flabob Airport in June. Formerly the Aeronca Fly-In, this year welcomed all "low and slow" aircraft. Those attending participated in a number of coordinated flying activities.

July 4th barbecue, fireworks display, Chapter meeting

This is the month of our non-meeting meeting. We invite all Chapter One members, their friends and neighbors and relatives to come to the relaxing grounds of EAA Chapter One and enjoy a barbecue (BYO everything) and watch the fireworks display set off from Mt. Rubidoux after dark. With luck, Wes Blasjo will be there making his famous home-made ice cream. A social time for all—no business enacted.

The 'latest' on the 3rd class medical

Changes in the FAA's aeromedical certification procedures are looming over the horizon. For a lot of aging pilots, the changes can't come soon enough, as "normal" aging diseases pop up with annoying regularity. But the general consensus among those in the know seems to be, "Don't hold your breath!"

Two years ago, EAA and AOPA joined forces and petitioned the FAA to expand the "driver's license medical" so that pilots could use their driver's license and "medical self-assessment" to fly single-engine, fixed-gear airplanes with 180 hp or less in daytime VMC operations with one passenger aboard. The FAA received over 16,000 positive public comments supporting the petition, but took no action.

Sport Aviation contributor J. Mac McClellan wrote in June 2012, "I think the joint EAA/AOPA petition that would allow pilots flying to a recreational standard to use a driver's license instead of a third class medical is the single most

important change that would reduce cost and hassle for many thousands of pilots. If the FAA approves the requested exemption untold numbers of pilots will keep flying, and many, many more will learn to fly."

Frustrated by the FAA's inactivity on their request, EAA and AOPA lobbyists worked with U.S. Congressmen to draft bills that would force the FAA to allow the driver's license exemption. On Dec. 11, 2013, the General Aviation Pilot Protection Act was introduced in the House of Representatives by Rep. Todd Rokita (R-IN) and Rep. Sam Graves (R-MO). The same bill was introduced into the Senate on March 11, 2014 by Sen. John Boozman. Since their introduction,

these bills have picked up support in Congress, with the House bill (H.R. 3708) gaining over 100 co-sponsors, and the Senate bill 15-18 co-sponsors.

The General Aviation Pilot
(Continued on Page 6)

**Young Eagles &
Board Meeting
On July 12th**

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Join a great team--
 become a
 Young Eagles
 volunteer!

Calendar



July 2014

4th of July Gathering & Chapter Meeting
 Chapter One Hangar - all evening
12th – Young Eagles
 Chapter One Hangar - 8 a.m.
12th – Board Meeting
 Chapter One Hangar - noon
19th – Aircraft Display Day & Car Show
 Flabob Airport
28th to August 3rd – AirVenture 2014
 Oshkosh, WI

August 2014

1st – 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

September 2014

5th–First Friday Flicks
 Chapter One Hangar - 5 p.m.
13th--Young Eagles
 Chapter One Hangar - 8 a.m.
13th--Chapter Meeting
 Chapter One Hangar - 1 p.m.
13th--Board Meeting
 Chapter One Hangar - 3 p.m.
20th – Aircraft Display Day & Car Show
 Flabob Airport



Gerhard, Nicole, and Christiane Edlauer

Recent chapter members are making our vittles

It's pretty amazing! A fraulein from Hamburg, Germany, travels to the U.S., where she meets a young man from Salzberg, Austria. They fall in love, marry, and produce an All-American girl who loves aviation...and they all end up at EAA Chapter One at Flabob Airport, preparing delicious meals for our chapter meetings. You can't make this stuff up!

Gerhard and Christiane Edlauer ended up living in Apple Valley. Gerhard is a diesel mechanic, down here in the flat lands, while Christiane maintains the home and drives 9th grade daughter Nicole to her various activities. Nicole is a freshman at Excelsior High School in Victorville, and is also a freshman at Victor Valley College, where she is enrolled in the A&P course. She is also a member of the Stinson Project at Flabob Airport.

In addition to her aviation activities, Nicole competes in public speaking. She is also taking ground school and plans to solo on her 16th birthday.

The Edlaurs won a raffle at Apple Valley Airport and got a free introductory flight, which Nicole took. Then they heard about the Stinson Project at Flabob. Soon, Nicole was part of the project, and, since they had to bring their daughter down the mountain every Saturday, they decided to become a part of Chapter One. Lucky for us, they can cook!

'Flight of Passage'

reenactment coming to Flabob



As historical re-enactments go, Chris Nesin's transcontinental flight couldn't be much more authentic. Nesin and his wife April will take off from Pennsylvania June 22 following the flight path of the Buck brothers, Rinker and Kern, that turned into the inspirational book *Flight of Passage*. What's more, they'll do it in the same Piper PA-11 the teenagers flew on their epic journey more than 48 years ago. "We've spent the last two and a half years rebuilding it and we just finished it last week," Nesin, a corporate pilot who now lives in Chattanooga, TN, said. As of Sunday he had five hours on the Cub and said the new engine will literally be run in on the adventure.

Nesin will first fly the aircraft from Tennessee to Lock Haven, PA, for Sentimental Journey, the annual gathering of Piper aircraft at the original headquarters of the company. Then he and his wife will head out from Lock Haven and join the original route (the Buck brothers started in New Jersey) on a flight across the country to Flabob Airport in Riverside, CA. "We're only going to fly about 250 miles a day," said Nesin. Dozens of stops are planned along the way and Nesin said the public will be welcome to come and meet them and look at the aircraft. The flight is also being undertaken as a fundraiser and awareness campaign for the Austin Hatcher Foundation for Pediatric Cancer.

From Avweb—used with permission



The Wright Stuff

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Low & Slow Fly-in @ Flabob



Flabob Interns Blake Plante and Josh Green tell of experiences

Blake:

My internship here at Flabob Airport has been nothing short of fantastic. Last year, I presented a video on the Flabobian Golden Age of Air Racing, a topic suggested by Gabriella Baumert, and from that stemmed a larger undertaking than I ever thought possible. I got Joshua Greene on board, and we worked together to create a project with the goal to increase interest in both the school and the airport. What's so nice about this setting—besides the airplanes—is that if we want to head out and capture specific footage, we can go ahead and do it. This airport setting has greatly empowered us to take amazing footage of various happenings on the fly. We may not be permitted to create a bombastic shot with students sporting Flabob jackets walking toward a camera while an airplane takes off directly overhead (although one can only hope), but the ability to take almost entirely uninhibited footage wherever and whenever, allows us to truly test and expand our capabilities. I'd like to thank Gabriella Baumert for opening up the doors to this project, and the airport and the school for letting us do what we do best.

But something important needs to be said. This is for all the potential interns out there: An internship of this caliber requires students to be almost entirely self-driven; the student needs to be able and willing to dedicate time and effort—lots of it. It's hard. Procrastination is inevitable; the only measure is for how long it lasts. But it can be done, and it is worth the effort. And, just maybe, you might find your passion.

Josh:

My colleague Blake Plante and I have an internship with the Tom Wathen Foundation and EAA Chapter 1 at Flabob Airport. We produce promotional video for the school, and try to attract dedicated students who are passionate about aviation to attend in years to follow.

This opportunity has allowed us to explore our school in depth and experience the full length and breadth of it like never before. I personally have attended many airport functions for this project that I wish I had known about when I first came here. The potential to help the school is massive, and extremely rewarding as well. I have learned a great deal about filming, editing, narrating, and about the logistics of putting together cinema documentation. My fellow Flabobians have been invaluable in helping us with our mission, and I'd like to give a special shout-out to Jacob Palmer who took us up in his Aeronca Superchief and allowed us to take aerial footage of the school. This was truly an awesome experience that I could have had nowhere else but at Flabob.

Don't Forget...



4TH OF JULY



at Flabob Airport

Our Schedule*:

(* All times are wild estimates and subject to random change.)

5:00ish to 6:00ish – World's Quickest Chapter Meeting. Two minutes or less. This is our only Chapter Meeting in July.

6:00ish to 8:30 or so – **BYOB** – Bring your own barbeque. Chapter One drone workers (board members & the faithful few) will have the

barbeques fired up for you to roast your hamburgers, hot dogs, steak, Spam, or whatever. Combine the gourmet barbeque with your baked beans, macaroni salad, or whatever accompaniments you like, and chow down in our beautiful Young Eagles Park. Share your food, if you like, and share your stories with other Chapter members and guests. This is our Independence Day social time!



About 8:30 – Watch the “Burning of the Mountain!” One of the best views of the Mount Rubidoux fireworks display available.



Latest on the 3rd Class Medical actions

(Continued from Page 1)

Protection Act outlines a plan that would give pilots much more privileges without a third-class medical than the EAA/AOPA petition would. 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. (See Bill on Page 8).

The bills were referred to committees in both the House and Senate. Which is where most bills die a silent death. According to the website www.govtrack.us, these bills have a 6% chance of getting out of committee, and a 1% chance of being enacted (based on a comprehensive algorithm used by govtrack). According to this source, there is a 99% chance these bills will *not* become law. Not great odds, by any calculation.

But the fact that the bills were introduced and have received so much support in Congress has been a good thing, since it has forced the FAA to sit up and take notice, according to Jonathan Harger, EAA Advocacy and Safety. Now, Harger said, the FAA is "looking seriously" at the EAA/AOPA proposal.

The FAA on April 2 announced plans to go through a rulemaking process that could result in expanding the number of pilots eligible to fly without the need for a third class medical certificate. FAA is calling the rulemaking effort the "Private Pilot Privileges Without a Medical Certificate" project. It will consider whether to allow private pilots to fly without a third-class medical certificate in certain circumstances. Instead of a medical, pilots will be able to use other criteria, including a valid driver's license. As part of the announcement, FAA said it will consider whether it can "safely provide any relief to the medical requirement before the rulemaking process is complete."

So, while the General Aviation Pilot Protection Act may have a slim chance of being enacted into law, the "threat" of these bills to the FAA has forced the agency to get off its duff and act on the petition submitted by EAA and AOPA in 2012.

Harger said that the vast amount of support shown by the aviation community--over 16,000 positive comments to the FAA in support of the petition and thousands of phone calls and letters to legislators concerning the General Aviation Pilot Protection Act--has stimulated the action by the FAA to seriously look into expanding the driver's license medical plan.

On September 1, 2004, the FAA put the Sport Pilot rules into effect, allowing pilots to fly small, two-seat aircraft in daytime VFR without an airman's medical. With nearly a decade of non-FAA-medically approved pilots bumping around the skies, has the lack of third-class medical certificate caused havoc and carnage? Hardly.

"Typically, about 1.5% of all aircraft accidents are attributed to aeromedical conditions," Harger said. "What we've seen among Sport Pilots, is a very similar number...there's really no statistical difference between pilots with a medical and those without whose accidents were directly a result of medical conditions."

So, then, is the third-class medical a complete waste of time for recreational pilots? Not at all, Harger said. "A pilot could be suffering from early states of dementia, or reduced lung capacity that becomes a factor at altitude, or drug interactions...a number of things that could make it dangerous for him or her to fly." The FAA medicals are meant to keep such pilots out of the air.

The problem becomes, Harger said, bureaucratic over-stepping, losing the common sense approach to medicine. "Like when someone gets a stent put in their heart," he said. "The cardiologist will monitor the patient for a time, do a stress test, and tell the patient to come back in a year. But the FAA grants a special issuance for this, and wants you tested every six months. The cardiologist doesn't want to see you back in six months. The insurance companies won't pay for testing every six months. So the pilot is left with a very costly alternative--give up his medical or pay out-of-pocket for very expensive medical procedures every six months in order to keep the medical." One pilot said it would cost him \$6,100 a year for the tests to keep his special issuance. "It just isn't worth it!" he said. Thus, another reluctant Sport Pilot.

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Latest on the 3rd Class Medical actions

(Continued from Page 6)

Other common problems--diabetes, ADHD, prostate cancer, anxiety/depression, to name a few--are FAA red flags that can cost pilots lots of money and their privileges. And, seriously, when did any pilot in any airplane anywhere get overtaken by a sudden bout of prostate cancer and crash? Of more concern to the FAA should be, among younger pilots, texting while on final approach.

Clearly, changes are needed in aeromedical certification. Harger believes they are coming, in time. "The wheels of government turn slowly," he warns. It won't be this year. Probably not next year.

It may be that the final outcome is different from what we all expect. The Light Sport Aircraft was not the solution to greatly expand the outreach of general aviation. It was a step in the right direction, but for flight schools around the country, struggling to exist, the average \$120,000 cost of an LSA was not an answer to their prayers. You can buy a nice used 150/152 for about \$20,000; a Cessna 310 for less than \$60k. One pilot suggested that one answer might be to extend the weight limit on LSA aircraft to include the 150s and 152...if not the 172s. That would give flight schools a big boost.

But if we keep our voices loud and lifted up to the forces-that-be in Washington, we can help effect aeromedical change. Write and call your Congressmen. Write letters to the editor. Be that squeaky wheel. You never know when you, too, might become a reluctant Light Sport Pilot. - LG



Look what showed up at the Low & Slow Fly-In! The king of low and slow...the twin-engined AirCam. The AirCam was developed by Phil Lockwood for the National Geographic Society's use in the Congo Basin. Its twin Rotax 912 engines gives it a landing roll of about 300 feet and a take-off roll of under 200 feet. The kit, less instruments, crating, shipping, and paint sells for about \$100,00.

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Membership fees will go up to \$20 as of Jan. 1st

For many, many years, the dues for Chapter One membership have been kept to a rock-bottom price of \$12 per year. But, as with everyone else, our expenses have gone up and up.

Your Board of Directors in May decided to raise the membership dues to \$20 per year, beginning Jan. 1, 2015. We are sorry if this poses a burden to any of you, but...have you been to grocery store lately? Have you seen AOPA's latest increase (to \$59)?

We appreciate your membership and hope you will continue to support EAA Chapter One.

We're Still Around!

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The General Aviation Pilot Protection Act of 2014

S. 2103

IN THE SENATE OF THE UNITED STATES

March 11, 2014

Mr. Boozman (for himself, Mr. Moran, and Mr. Roberts) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To direct the Administrator of the Federal Aviation Administration to issue or revise regulations with respect to the medical certification of certain small aircraft pilots, and for other purposes.

1. Short title

This Act may be cited as the *General Aviation Pilot Protection Act of 2014*.

2. Medical certification of certain small aircraft pilots

(a) In general

Not later than 180 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall issue or revise medical certification regulations to ensure that an individual may operate as pilot in command of a covered aircraft without regard to any medical certification or proof of health requirement otherwise applicable under Federal law if—

- (1) the individual possesses a valid State driver's license and complies with any medical requirement associated with that license;
- (2) the individual is transporting not more than 5 passengers;
- (3) the individual is operating under visual flight rules; and
- (4) the relevant flight, including each portion thereof, is not carried out—
 - (A) for compensation, including that no passenger or property on the flight is being carried for compensation;
 - (B) at an altitude that is more than 14,000 feet above mean sea level;
 - (C) outside the United States, unless authorized by the country in which the flight is conducted; or
 - (D) at a speed exceeding 250 knots.

(b) Covered aircraft defined

In this section, the term *covered aircraft* means an aircraft that—

- (1) is not authorized under Federal law to carry more than 6 occupants; and
- (2) has a maximum certificated takeoff weight of not more than 6000 pounds.

3. Report

Not later than 5 years after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall submit to Congress a report that describes the impact that the regulations issued or revised under section 2 have had, including statistics with respect to changes in small aircraft activity and safety incidents.



TFR Cancels June Young Eagles

In May we set a YE record. It was the fewest YE's that we had flown, apart from the months when we were "weathered-out," since the start of the program in 1992. Only 12 youth showed up. One group of 30 cancelled at the last minute, leaving us with 12 (we have a pretty consistent show rate of 65% of the 50 who sign up). The good news is that those 12 received the "flight of their lives," thanks to the generous Chapter One pilots who always go all out!!

In June we fared even worse. There were ample pilots available and the weather was GREAT, but a Temporary Flight Restriction (TFR) was in place due to President Obama being in town. This kept all aircraft on the ground for the morning. The second Saturday in June is always EAA's International Young Eagle Day, a day when they encourage every chapter to fly YE's, even though it might be the only day of the year when they fly. Chapter One doesn't really need that push on one day of the year because we fly at least once a month, every month, with the exception of December.

In a last minute effort, Roberta Phillips, the YE reservations person, called the individuals and groups who were scheduled to be there and rescheduled them for July and August. There were 20-plus Boy Scouts who were not rescheduled, but showed up for the instruction for the merit badge. As most readers know, we do not fly Boy Scouts as scouts, but do the merit badge instruction and then have them return the next month and fly them as individuals, not scouts. Jimmy O'Brien, aka "Tater Tot," did the ground school and then father Jim O'Brien did the preflight inspection instruction on his airplane in front of his hangar beside the old clubhouse. Wes Blasjo did the additional instruction for the merit badges using the table and benches under the trees in front of the old clubhouse. This is one of the nicest spots on the whole airport.

Charlene Rhodes and Kathy Rohm checked the consent forms, and Nancy Acorn had the snack bar open for business. It is really great to have faithful people who help out each month. This is greatly appreciated. Thanks to all who did their part.

- Wes Blasjo, Young Eagles Coordinator



Sam w/ Tom Garcia and Andy Andersen

Sam celebrates his 103rd!

Sam Spratt and his friends recently celebrated a milestone as Sam became the official eldest Flabobian when he marked his 103rd birthday on May 20th. The gathering of Flabobians--whose average age hovers around the mid 80s, shared coffee, cake and ice cream at the Riverside County retirement home where Sam currently resides. Long-time Flabob waitress Tari Tingle was the "baby" of the group, at the tender age of 59. Those attending: Andy Andersen, Ray Stits, Conrad Nordquist, Tom Garcia, Leo Cook, Tari Tingle, Leon Grumling.



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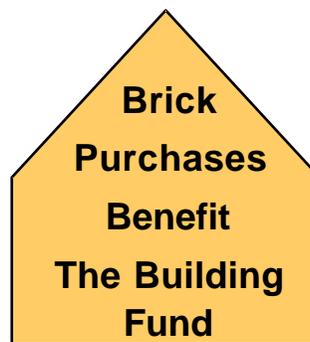


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EAA Chapter One

*Join us for
Our Chapter Meetings*



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

See you there!

*Chapter Meetings
July 4th, August 9th*

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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