

WingNut

EAA Chapter One
Flabob Airport (RIR)
Riverside, CA



Volume 53, Issue 3

March 2006

Mark Manda's RV-7A is flying high

EAA Chapter 1 member Mark Manda's N174MM took to the air for the first time on February 7, after four years and 3,000 hours of labor by Mark and his father, Jerry Manda. Less than a month later, the proud owner has over 50 hours in the plane.

The builders took delivery of the quick-build Vans RV-7A kit in February 2002. Although Mark is a Riverside resident, the plane was built at his father's industrial shop in Bakersfield. "We probably spent 1,000 hours more than other people say they can build it in," Mark said, "but we put a lot of special features in that took a lot of time to do."

Features like a full-glass panel, with a Blue Mountain EFIS that has an HSI and attitude indicator on one side and a moving-map GPS on the other. Plus an autopilot.

Mark ordered a factory new IO-360 engine from Lycon Aircraft Engines of Visalia, CA, that was equipped with 10:1 compression pistons, a counter-weighted crankshaft, and was ported and polished. Putting out 217 hp, it is fitted to a Whirlwind RV200 constant speed prop, that weighs only 38 pounds including the spinner. This pulls the RV-7A along at 160 knots cruise, with a top speed of 192 kts.

The plane is based at RAL, and Mark has been busy practicing formation flying with the Chino RV Formation Flyers (where his call sign is "Bad Rivet"). The N number stands for "One -7 for Mark Manda." (See panel photo on Page 5).

The Prez Sez...

As we begin the nominating process under the leadership of John Durant, we must also focus on having our Membership Roster accurate and current with any data changes fully incorporated. This is a big job, and all members need to provide our Membership Chairperson, Nancy Acorn, their correct data; EAA number, Email address, mailing address, and other contact information asked for on our Membership Application. (Information on this roster is not to be used for any purpose other than Chapter One communications). This form is shown on the website www.eaach1.org; so please take a look and send that information to Membership@eaach1.org; or mail it, and your record will be updated. This will create the roster of eligible voters in the election. No ballot for those not on the roster.

(Continued on Page 3)



Photo by Mark Manda

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Calendar



March

3rd—First Friday Flicks

Chapter One Hangar - 5 p.m.

11th—Young Eagles Rally

Chapter One Hangar - 8 a.m.

12th—Chapter Meeting

Chapter One Hangar - noon

12th—Board Meeting

Chapter One Hangar - 3 p.m.

24th-26th--EAA Repairman LSA- Inpection Workshop

April

7th—First Friday Flicks

Chapter One Hangar - 5 p.m.

8th—Young Eagles Rally

Chapter One Hangar - 8 a.m.

9th—Chapter Meeting

Chapter One Hangar - noon

9th—Board Meeting

Chapter One Hangar - 3 p.m.

20th-22nd--Aluminum Overcast B-17 from Oshkosh

May

5th -- First Friday Flicks

Chapter One Hangar - 5 p.m.

13th -- Young Eagles Rally

Chapter One Hangar - 8 a.m.

14th -- Mother's Day Everywhere

21st -- Chapter Meeting

Chapter One Hangar - noon

21st -- Board Meeting

Chapter One Hangar - 3 p.m.

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Note: One board vacancy exists

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The Prez Sez continued...

We will be sending renewal reminder letters as your renewal date draws near so you don't forget to send the next year's membership fee. We have been very lax in following up with reminders and some of our members are nearly a year delinquent in dues payment. When contacted, most people say they simply forgot and they happily send in renewal payments. We do get 'Thank You' notes from members for having continued their "Contact with Flabob" during the lapse period. That is the Happy Time result. Some others have reasons, sufficient to themselves, to decide they will not renew. These are the ones we need to identify and comply with their wishes to stop sending The WingNut and other Chapter One mailings. Simply put, we need the dues payments in a timely manner to defray the cost of providing Chapter services. A letter is forthcoming that will ask those delinquent in dues to advise us of their choice---Pay or be Dropped. Hardship situations may be appealed for consideration on an individual basis.

I have had a goal of spreading the Chapter activities among as many members as possible. In a perfect world, the president would not have to do anything, and it would be a most sought after position. As it is now, that is not the case. But, starting with the March meeting, I see signs of progress toward that goal. Instead of the president having the privilege of speaking during the whole meeting, it will be an honor for members of the Board of Directors or Officers of the Chapter to conduct the meetings. First to accept this honor was Lance Schaus, Board Member and Chairman of Chapter Communications, so we will see him with the microphone for the March meeting.

There really is a point to all this. This election will see new personalities, and perhaps some reelected persons, taking the reins of the Chapter for the next two years. Some of the present Board Members or Officers may be candidates for reelection. The Chapter Membership needs an opportunity to see these candidates in action, and the candidates need the experience of conducting a meeting. It is a win-win opportunity. And maybe, just maybe, we will grow as a Chapter to have much more widespread participation by the membership. Our history has led to an unfortunate habit of the president being the most visible and best know of the Chapter Leadership Team. This does not always create the best result for the Chapter. I hope my term in office will be the start of that grand new attitude on the part of more members to participate, and celebrate the joy of being a part of the success of EAA Chapter One.

-Jim Pyle, L.D. President (Lame Duck President)

"History of Aviation" for March meeting

On the 12th of March our speaker will be our program chairman, John Durant. This'll teach him to get a speaker on time. Rule is: Get a speaker or speak yourself.

John teaches a few courses in the Wathen Air Academy. His opening course at the Academy is "History of Aviation." John's course at the Academy lasts an hour and a half but he promises to abbreviate it for us to about a half an hour.

The course covers the highlights of aviation from DaVinci to the Predator, and features some of the popular history as well as some of the obscure.

John was in the US Army Air Forces in WWII, crewed a C-54 on the Berlin Airlift, helped install the Dew Line, and worked on the space program at Kennedy, Vandenberg, Houston and Goddard. He was a personnel director for ITT Corp for most of this period.

One of John's hobbies is aviation history and he has quite a library to back this up. John knows he's preaching to the choir and hopes that the audience will help him fill in some of the blanks. Come and kibitz on the 12th. We are sure you will enjoy.

EARN YOUR E-LSA Repairman Inspection Certificate For Airplanes



You can earn your Repairman Inspection rating in just one weekend at EAA's Repairman Inspection Workshop. You'll be able to perform the annual condition inspection on any E-LSA airplane you own now or in the future.

WHAT: Earn Your E-LSA Repairman Inspection Certificate For Airplanes

WHEN: March 24, 25, 26, 2006
Friday 5:30 pm to 8:00pm
Saturday 8:00 am to 5:00 pm
Sunday 8:00 am to 3:00 pm

WHERE: EAA Chapter One Headquarters
Flabob Airport, Riverside, California

TUITION: \$299 for EAA Members, \$339 for non-members

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IMPORTANT: If your aircraft is an experimental amateur-built aircraft (homebuilt), this course does not apply. The repairman certificate earned during this course is only applicable to aircraft certificated as experimental light-sport aircraft (E-LSA).



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Speakers wanted: Share your aviation experiences

In February and March our speakers have been drawn from the ranks of our membership. How about asking ourselves, why do we need to look for outside speakers when we have a great reservoir of talent in house. Just in casual conversation with some of our members you find that everyone has a tale to tell and some of them are outstanding.

How about some of you guys and gals volunteering to give a talk about your aviation experiences at some future date? Call President Jim or Program Chairman John to get on the roster of speakers. You don't need to be a Walter Kronkite to qualify, just have a story and a desire to contribute to the success of our monthly meetings.

Flying motorcycle video available online

In last months *WingNut*, we featured an article about EAA Chapter 1 member Larry Neal's Super Sky Cycle. Now you can see it fly. Go to his web page at <http://www.thebutterflyllc.com/> and click on "Press Releases." When that page comes up, click on "February 14, 2006 press release 'Flying Motorcycle' from WFAA Dallas/Fort Worth/ Channel 8."



The panel of Mark Manda's RV-7A Photo by Mark Manda

During a recent trip to Las Vegas, I went to the IMAX theater at the Luxor. What a marvelous afternoon I had. There were two outstanding aviation films playing, "Fighter Pilot, Operation Red Flag," and "Magnificent Desolation, Walking on the Moon."

Both of these are outstanding; in fact, on my next trip to Las Vegas, I'm going to go see them both again. Put these on your list of things to do, you'll enjoy both of them.

-John Durant

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Thanks, Doc!

NOTICE: Have you paid your annual Chapter One dues yet? If not, please send in your dues and update your membership today!

EAA's B-17 coming to Riverside! Volunteers needed!



EAA Chapter 1 will be hosting the 2006 B-17 tour during the weekend of April 20-24. The "Aluminum Overcast" will arrive sometime around noon on Thursday, and will give press flights at 1:00 and 1:30 p.m. The plane will be open to the public for tours and flights from Friday through Sunday.

Volunteers are needed for crowd control and security, ground tours and merchandise sales. If you can donate some time to help us, please contact Jim Pyle or one of the board members. We need all the help we can get!

More details will be available at the Chapter meeting, and in next month's *WingNut*.

Young Eagle Flight Rally Report for February

By Wes Blasjo

Sunny skies and great weather brought an end to the usual unfavorable Young Eagle Saturday weather. Eleven pilots responded to the call and flew 61 happy, excited kids. Tiffany Felton did the ground school, Andy Andersen did the small group pre-flight inspections, and Kevin Saldana did the flight line loading. We welcome back Trish Russell, as she has not flown with us for a few months. Thanks to all the pilots and ground support people who helped things run smoothly.

Young Eagle Pilots::

Martin Britton	Stinson 108-1
Jerry Cortez	C 150
Irvin Craig	C 182
Dave Cudney	Cherokee 180
Barry Duble	Cherokee 235
James Meeker	Taylorcraft
Hal Nemer	Citabria (Wathen Foundation's)
Conrad Nordquist	Cessna 150 Aerobat
Trish Russell	Vans RV6A
Ray Stits	C 182
Loreen Wynja	C 172

Oshkosh 2006!

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One-of-a-kind motor glider arrives at Flabob

A very special, one-of-a-kind motor glider pulled in to Flabob Airport on February 23rd. Trailered behind a truck, followed by a chase car (because it was 2 inches over the highway width limit), the Prue motor glider was delivered to the hangar of Steve Curry for electrical work.

It was another stop for the concept motor glider that has been over a decade in the making. Owned by Chapter 1 member Jerry Giddens, of San Clemente, CA, this special plane was designed and, for the most part, built by noted sailplane designer and builder Irving Prue.



Jerry and Irv teamed up to build the motor glider when Soaring Hall of Fame member Prue was in his 70s. “I thought I could learn how to do metal work,” says Jerry, a retired electrical contracting engineer. “In a few weeks I found out that Irv was the master, and I just couldn’t keep up.” So the all aluminum plane was largely constructed by Prue. Unfortunately, before its completion, Prue—in his 80s—was killed in an automobile accident.

The motor glider was designed by Prue as a “proof of concept” plane, according to Jerry. It was to be a multi-concept motor glider that could be used as a tow plane, plus serve as a trainer for both sailplane and powered plane flight.

Prue took his proven Prue II sailplane design and added a 150 hp Lycoming engine with a full-feathering prop, and a tail-dragger configuration with fully retractable main gear. The aluminum plane has a 63’ wingspan with a 49” chord, and is 33’ 6” overall length. It’s a big motor glider.

The panel, when finished, will sport a UPS MX20 multi-function color display, and Electronics International engine instruments.

Jerry is a private pilot who learned to fly in sailplanes in the 1960s. He flew and owned several models and types. In the ‘70s, he got his SEAL license, and owned and flew a G33 Bonanza for many years. He will be frequenting Flabob to check on his pet project, and may get further involved in Chapter 1 activities. Make him welcome!

www.eaach1.org/ update

EAA Chapter 1 webmaster Jan Buttermore has added a "Happenings at Flabob" page on the website. The link is located on the right hand navigation bar. Be sure to check it out, and if you learn of any new activities happening at Flabob, drop Jan a not and let him know.

Also, Jan is looking for your input for his Flabob

Projects page. If any of you are leading or participating in any aircraft projects, send Jan an email describing who, what, etc., and projected completion date. History of the aircraft type and some digital pictures would help (non-returnable snapshots are also good). Contact Jan at Webmaster@eaach1.org.

EAA Chapter One

Membership Meeting

**Brick
Purchases
Benefit
The Building
Fund**

March 12, 2006

Noon to 3 pm

***Join us at the Chapter One Hangar for an
afternoon of fellowship & fun!!***

Lunch will be
provided!

Bring your favorite
salad or dessert
dish!

SEE YOU THERE!

Flabob Airport (RIR)

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FOR MORE INFORMATION CALL:

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Check our website at www.eeach1.org



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