

WingNut

EAA Chapter One

Flabob Airport (RIR)

Riverside, CA



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The “Aeronca Kids” storm Oshkosh

Shortly after noon on Friday, August 4th, the three airplanes flew past Flabob in an arrow formation—a Cessna 150 flanked by an Aeronca Super Chief and an Ercoupe. After crossing the field, the Aeronca broke left, followed by the Ercoupe and the Cessna. They landed and taxied in to a rousing welcome by a large group of family and friends. Lots of hugs, lots of handshakes. The “Aeronca Kids” were home...and a 5½ year story spun to an end.

And what a story it was! Zoom back to the year 2000 (remember, when all the computers were going to become inoperative?). EAA Chapter One members were busy, as usual, introducing young



The Aeronca Adventure crew returns from Oshkosh after noon on Friday. From left: Anthony Ward, Jerry Cortez, Ron Caraway, Han Nemer, Andrew Blaize



The “Aeronca Kids” excelled as Flabob ambassadors at AirVenture. Andrew Blaize & Anthony Ward

people to the wonder of flight through their Young Eagles program. On Sept. 9, 2000, 11-year-old Anthony Ward flew in a light aircraft for the first time, and fell in love with aviation. He so enjoyed his experience that he became a regular volunteer at the Young Eagles rallies.

A few months later, Anthony was invited to become part of the “Aeronca project.” Conceived by the Wathen Foundation, the project would be for a group of young people to rebuild an aircraft. The aircraft was provided by the Wathen Foundation; the young people were provided by the EAA Chapter One Young Eagles. Anthony, of course, accepted with delight.

The project was a 1941 Aeronca Super Chief that had seen better days, and needed to be rebuilt from the ground up. “Its stringers were rusted, the tires were useless, the fabric was ripped with big holes in it, and all the wood was rotted,” said John Lyon, trustee and secretary of the Thomas Wathen Foundation. “It took 1-1/2 years to rebuild the wings.”

(Continued on Page 6)

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Calendar



August

4th -- First Friday Flicks
 Chapter One Hangar -- 5 p.m.
12th -- Young Eagles Rally
 Chapter One Hangar -- 8 a.m.
13th -- Chapter Meeting
 Chapter One Hangar -- noon
13th -- Board Meeting
 Chapter One Hangar -- 3 p.m. er
26th -- Design Group Meeting
 Chapter One Hangar -- 10 a.m.

September

1st -- First Friday Flicks
 Chapter One Hangar -- 5 p.m.
9th -- Young Eagles Rally
 Chapter One Hangar -- 8 a.m.
10th -- Chapter Meeting
 Chapter One Hangar -- noon
10th -- Board Meeting
 Chapter One Hangar -- 3 p.m.
16th -- Design Group Meeting
 Chapter One Hangar -- 10 a.m.
23rd -- Chapter One Open House!!

October

6th -- First Friday Flicks
 Chapter One Hangar -- 5 p.m.
7th -- Young Eagles Rally
 Chapter One Hangar -- 8 a.m.
8th -- Chapter Meeting
 Chapter One Hangar -- noon
8th -- Board Meeting
 Chapter One Hangar -- 3 p.m.
**17th, 19th & 21st -- Hot Air Balloon Ground
 Training Course**
21st -- Aircraft Display Day & Car Show
28th -- Design Group Meeting
 Chapter One Hangar -- 10 a.m.

The Prez Sez...

Wow! What a month July has been for our Chapter. We enjoyed the July 4 picnic and fireworks, including actually getting home made ice cream furnished by Wes Blasjo. Activities for the month also included viewing the FFFFFriday Night Flix, Young Eagles Rally, Board of Directors meeting, announcement of candidates (so far) for Chapter Leadership positions, addition of WingNut Editor Leon Grumling to the Board of Directors, preparations for going to Oshkosh, printing the poster for our Open House on Sept. 23, going to Oshkosh, and, for some, returning from Oshkosh. Some of us are still somewhere else. At this writing, I am visiting old friends in Michigan, and seeing a beautiful part of our country.

Our members made us proud at Oshkosh. The daily reports of progress of the Aeronca Kids /Ercoupe/C-150 flights are recorded in the EAACH1.org website by webmaster Jan Buttermore. The return flight is underway right now, and we wish them Godspeed. Close to a lifetime of adventures were accumulated by the flyers and the ground crew driving below.

We had some good times together, including the time I met them as they landed in Beatrice, Nebraska, and we went to a somewhat noisy place for supper. Oh, well. At least, the ground crew was so far behind that I didn't get embarrassed in front of them, too.

Another memorable moment at Oshkosh came as Jerry Cortez and I were enjoying the hospitality of Ford Motor Co. at the Chapter President's Reception. Jerry told me he will be a candidate for the Chapter One Presidency in the upcoming election. I lost no time in having him announce that in a gathering of Chapter One members who were feasting on Spaghetti prepared by Ron Caraway. In my opinion, seconded by many, this is a very good thing for the Chapter.

As usual, old friendships were renewed and many new friendships were started. Some new applications for membership in the Chapter will be floating in, and some overdue membership payments should soon be arriving. Always tending to business, when it looks to many that I am just having fun. That is an acquired skill, essential to performing the duties of Chapter President. I'll be glad to teach Jerry.

In case I have not returned in time to attend the August meeting, I wish you well, and I know now that the Chapter functions even better when I am not there. Keep up the good work, and thank you all.

--Jim Pyle, L.D. Pres. Now greatly relieved

New Chapter One member once youngest

One of our newest Chapter One members was once the chapter's youngest member.

Jack DeLay, of Fair Oaks, CA, was the youngest member from 1961 to 1965 when he spent "every day after school and all weekend long" hanging around Flabob. He worked for Art Scholl sweeping floors and did errands for Ed Marquart. He still recalls when Ed "gave me the fine job of sorting two five-gallon buckets of #8 washers."

"I spent the first month's pay that Art Scholl gave me on my dues for Chapter One," he said.

Jack moved from the area, spent some time in the U.S. Navy, and ended up working as a consultant in the hazardous waste management field. He's still an aviation enthusiast and is a frequent attendee at the Reno Air Races.

Jack stopped by our hangar one day in early June. He was in SoCal to walk his youngest daughter down the aisle at a

Lake Matthews wedding (she lives in Corona). As luck would have it, a loyal team of laborers were producing June's copy of the *WingNut*.

So, as Jack reminisced about his well-spent youth, he helped fold and staple our newsletters. And left as the newest Chapter One member.

New Light Sport website

Interested the new Light Sport Aircraft (LSA) and Sport Pilot License? There's a new internet site devoted to discussion of the LSA and related issues. You can get your questions answered, or discuss anything related to light sport aircraft. Go to http://groups.yahoo.com/group/Sport_Aircraft/ It's a Yahoo group, and you need to join to participate.



This photo of the Aeronca Kids with Roger Farnes was published in the EAA AirVenture Today newspaper and online. Roger looks good, doesn't he? The Aeronca project got tons of publicity, and the plane's placement in front of the Red Barn at AirVenture guaranteed maximum exposure. All in all, a public relations coup for Flabob.

Past Presidents Pause under Aeronca Wing

EAA Chapter One past presidents (from left) Ron Caraway, Hal Nemer, and Pat Halloran take a break under the Aeronca's wing at Oshkosh. This photo was submitted by current President Jim Pyle, who reports that "Ron and Hal were really asleep. Pat came along and posed for the picture, and couldn't keep a straight face,"



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Bern Heimos chronicles his cross-county Cub trip

What's it like to fly a J-3 Cub from Southern California across the United States to Lock Haven, PA, then on to Oshkosh, WI, and back to SoCal? To attend Sentimental Journey to Cub Haven, then EAA's AirVenture? It's an adventure, for sure, and one you can almost feel as you read and see it on the website of EAA Chapter One Member Bern Heimos.

Bern and his beloved J-3 departed Corona Municipal Airport on June 12th en route to the Sentimental Journey Fly-In that takes place the third week of June each year at Lock Haven, PA. He arrived at the Cub fly-in on June 18th, and spent a week reliving history and enjoying the camaraderie of fellow Cub owners for a week. Then he flew on to Poplar Grove, IL, where he hangared his Cub for a few weeks while he took commercial flights to SoCal and back. On July 20th, he reunited with his vintage plane and headed for the Big Bird Fest at Oshkosh.

From lift-off at Corona to a return landing there seven weeks later, Bern describes the "low and slow" air journey in a refreshing poetic style, and his accompanying photos are coffee table book quality. You can relive the adventure day-by-day, through prose and photos, and when it's done, you'll wish there were more.

To relive Bern's adventure, go to <http://www.vintageflying.com/> The "Logbook" link leads you to his pleasant prose, and the "Photos" link backs up each day's entry.

As his epilogue states, "Flying low and slow over this amazing country is the best way we know to gain a meaningful understanding of who we Americans really are."

Photos by Bern Heimos



Bern captured lots of beautiful scenery.



He flew over and stopped at the "Field of Dreams" site in Iowa.

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Newest Members...

According to Membership Chairperson, Nancy Acorn, our new Chapter One members since July 1 are:

Paul Sherman, of Riverside, CA

Steven Frenzel, of Murietta, CA

Erich Lewis, of Riverside, CA

Barnaby Wainfan, of Long Beach, CA

Welcome aboard!

The Aeronca Kids *(Continued from Page 1)*

Thirty-five Young Eagles started out on the project, which was optimistically planned for a two-year completion. The youth did all the work. “The rule was that adults were hands-off,” Anthony said. “They could supervise and advise, but we had to do the work.” The youngsters worked on the project three Saturdays each month; the fourth Saturday they volunteered for the Young Eagles program. Years passed, and attrition took its toll from the group. The youngsters moved, went off to college, or just dropped out, until only five or six showed up to do the hands-on work.

The end result? A better-than-new Aeronca Super Chief, completely redone, recovered, and painted by the group that had become known as the “Aeronca Kids.”

On July 5th, the rebuilt Aeronca took to the skies for the first time in many years. “My first flight in it was overwhelming,” Anthony said. “To think, that we had totally rebuilt it!”

The kids-only project was seen by the Wathen Foundation as a natural promotion for EAA’s Young Eagles program. So the foundation arranged for the completed Aeronca and two of its young builders to attend AirVenture at Oshkosh. Anthony and his friend, Andrew Blaize, were chosen to accompany the plane to the world’s greatest fly-in. EAA Chapter One Flight Advisors Ron Caraway and Hal Nemer were selected to fly with the young men, and a ground crew made up of Roger Farnes, Steve Curry, and Robert Jordan followed on the ground in a rented SUV.

Chapter One Vice-President Jerry Cortez accompanied the flight in his Cessna 150. “Jerry should get a medal,” Ron Caraway declared. Because his 150 was faster than the other two planes, Jerry would fly ahead, land, and make motel and transportation arrangements. By the time the Aeronca Kids landed, everything was arranged. (I believe this is the first time I’ve ever used “Cessna 150” and “faster” in the same sentence).

The long cross-country was not without its mechanical problems. The Aeronca’s tach cable broke the first day out, and the trim tab cable didn’t work (the trim was ground adjusted through trial and error). The Ercoupe started just fine before it left Flabob, but had to be hand-propped after that. On the trip home, the Aeronca had a valve hang up near Artesia, NM, forcing them to land and spend the night in Roswell. A phone call to Flabob resulted in a new cylinder and piston being delivered by 10:00 the next morning. It took them only 2½ hours to replace and repair, and they were on their way.

Two days later they arrived home to Flabob...with about 70 hours of fresh ink in their logbooks and a wealth of experience under their belts. As John Lyon said, “The experiences these guys got would take a normal pilot decades to accumulate.”

Anthony and Andrew turned out to be very good Flabob ambassadors. “The boys started off a little shy,” Ron said, “but by the end of the week, after all the interviews and such, you’d have thought they were running for Congress.” They had a “wall-to-wall schedule, which included interviews with *AirVenture Today*, *Sport Aviation*, *Plane & Pilot*, and the Oshkosh newspaper. They even did a live interview on EAA radio. And they got to meet and talk to some famous people, including Burt and Dick Rutan and actor Harrison Ford.

The Aeronca Project has definitely touched a lot of people and changed a few lives. Anthony got his private pilot license in April, and plans on a career as an airline pilot. Andrew is working on his private ticket, and plans on becoming an aeronautical engineer. “It’s the best thing that ever happened to me,” Anthony says of the project. “It’s been a once in a lifetime opportunity, and I’m very grateful to have been a part of it.”

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Wes Blasjo prepares his amous home-made ice cream for the annual July 4th picnic. The ice cream was great, and the evening's fireworks were spectacular!

Another experience for Aeronca crew

They were almost there. After four days of flying, the Aeronca crew over-nighted in Portage, WI, about an hour's flight from Oshkosh. They landed about 3 p.m. Central Time, and got settled into their motel rooms.

That evening, they met a couple from the state of Washington who were also headed to Oshkosh in their Europa. They sat on the porch and chatted, about their journeys, and about the adventures ahead in Oshkosh.

The next day, the couple in the Europa took off about 15 minutes ahead of the Aeronca crew. As they approached Oshkosh, the Europa couple radioed back to the Aeronca crew that there was ground fog ahead. The Flabob flyers took note and continued toward their destination.

Suddenly, Whitman Field was closed to all in-coming traffic. The Aeronca, Ercoupe and 150 were put in holding patterns over the lake. The Aeronca and Ercoupe held for about an hour and were given clearance to land. Jerry Cortez, in the 150, held for 2½ hours, and was ready to declare a fuel emergency by the time he was cleared to land.

The reason for the closure? The couple in the Europa suffered a fatal crash turning base-to-final at Oshkosh.

"We talked to them just a few minutes before it happened," said Aeronca Kid Anthony Ward. "It was really eerie."

Veterans Day festivities planned

The Wathen Foundation is planning a Veterans Day Celebration on Sunday, November 12, at Flabob Airport. The free-admission event will feature a ceremony to honor our veterans, a parade, concerts, comedy, a military chow hall, an NCO Club with live music, games and displays, war birds and military vehicles, airplane rides, a vintage military film festival, an airplane simulator, vintage cars, and more.

The foundation is currently accepting applications from sponsors and fund raisers/vendors. For more information contact Kathy Rohm at 951-683-2309 ext. 104.

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Check our website at www.eeach1.org



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