

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 4

April 2007

## 'Reno's fastest biplane' owner to give presentation at April Chapter Meeting

Tom Aberle, whose Phantom biplane has been the fastest in class at Reno for the past four years, will be the speaker at our Chapter Meeting on April 15<sup>th</sup>. And there's a possibility the record-setting biplane will be on display, weather and luck permitting.

Jim Pyle heard Tom talk to Chapter 1279 about his plane racing at Reno and invited him to give the same presentation to Chapter One. Included will be a 35-minute DVD which highlights the building phase, the test flights, and then the Reno races. Some of the video is taken from inside the cockpit on the race course during the 2006 Reno Gold Race.

Tom was introduced to airplane racing in the early 1960s, when a friend who owned a racing Starduster that Tom worked on allowed him to fly it at Reno. He was hooked, and has raced there almost every year since.

Tom's friend and eventual partner, Andrew Boehler, purchased the remains of a wrecked Mong Sport biplane and transported it to Tom's business in Fallbrook. They came up with ideas for transforming the Mong into the ultimate racing biplane, and Tom went in search of a sponsor.

He met with a sponsor on Feb. 28, 2003. "He asked me two questions," Tom said. "Will it win? To which I said, 'Absolutely, yes!' And will it be ready for the races in September? To which I said...right up until the day we left for Reno... 'Possibly!'"

Thus began a feverish seven months of building by a team Tom had quickly assembled. They were still doing testing and fine-tuning to the day racing began in Reno in September 2003. Tom flew Phantom, which sports an O-360 parallel valve Lycoming that dynos at over 250 hp, to the fastest qualifying speed that year, but problems with the propeller kept them from entering the race.

Since 2004, Phantom has been undefeated at Reno, setting new class records all along the way. In 2006, it set the new Sport Biplane speed record at 251.958 mph. Tom's website states, "For many years this class was viewed as 'entry level' in that it was the slowest class in competition at the National Championship Air Races & other racing events. With this new record that is no longer the case, and should Phantom reach our next goal we will eclipse yet another class."

Tom may bring Phantom to the meeting if the weather is just right. The problem is not at Flabob...it's landing again at Fallbrook's 2100 foot strip. Tom says the propeller on Phantom provides so little drag that it doesn't help the plane slow down for landing. If the winds favor a Fallbrook landing, we will get to see this beautiful futuristic airplane.

Tom is owner of Aberle Custom Aircraft, a build, re-build, restore, modify, maintain and certify facility in Fallbrook, and does custom aircraft work of all kinds. Check out his website at [www.aberlecustomaircraft.com](http://www.aberlecustomaircraft.com). Tom will also bring extra copies of his video DVD for those of you who would like to add it to your libraries.

Come at noon on April 15 and give Tom a big Chapter One welcome, and join us as we vicariously fly his gold winner in the Reno Air Races.



*Tom Aberle in his Phantom, three time class winner at Reno*

# EAA Chapter One

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**Featured Airplane  
for April Meeting:**

**Phantom Biplane**

# Calendar



## April

**6th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.

**14th -- Young Eagles Rally**  
Chapter One Hangar - 8 a.m.

**15th -- Chapter Meeting**  
Chapter One Hangar - noon

**15th -- Board Meeting**  
Chapter One Hangar - 3 p.m.

**21st -- Aircraft Display and Car Show**  
Flabob Airport

**28th -- Design Group Meeting**

## May

**4th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.

**12th -- Young Eagles**  
Chapter One Hangar - 8 a.m.

**19th -- Aircraft Display and Car Show**  
Flabob Airport

**20th -- Chapter Meeting**  
Chapter One Hangar - noon

**20th -- Board Meeting**  
Chapter One Hangar - 3 p.m.

**26th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.

## June

**1st -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.

**2nd -- Pre-Oshkosh Picnic**  
Chapter One Hangar - all day!

**9th -- Young Eagles**  
Chapter One Hangar - 8 a.m.

**10th -- Chapter Meeting**  
Chapter One Hangar - noon

**10th -- Board Meeting**  
Chapter One Hangar - 3 p.m.

**16th -- Aircraft Display Day & Car Show**  
Flabob Airport

**23rd -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.

# Flabob pilot takes Pitts across USA

Remember the Honda Motor Company slogan from the sixties: You meet the nicest people on a Honda? Truth is, you meet the nicest people in an airplane.

Ask Chapter One member Bern Heimos, who flew his J-3 Cub cross-country last summer. Or ask member Norm Manary, who recently flew a Pitts S-2A from Flabob to New Jersey. You meet the nicest people at airports.

One of Norm's stops was at Marian Airpark in Wellington, TX. "I was about out of fuel, and there wasn't a soul around," he said. "Finally someone drove up and said hello. I asked him how I could get avgas, and he said you had to call the city. So he pulled out his cell phone and called, and they talked like they were old friends. He had a key to the fuel tank, so they told him to use his key and have me pay him, then he could pay the city."



*Norm Manary (L) and Martin Kennedy before departure.*

After he fueled, Norm asked where he should tie down for the night. The man told him he didn't need to tie down, he could put the plane in his hangar—next to his Lancair II. He then took Norm down the road to a hotel.

"I had breakfast the next morning at a restaurant next to the hotel," Norm said. "I didn't even think about how I was going to get back to the airport. I figured I'd have to walk. But when I finished breakfast and left the restaurant, there he was, sitting in his car waiting for me!"

Norm said he knew it was going to be a good trip when the usually surly line guy at Blythe was unusually friendly. His first night was spent at Winslow, AZ; the second night at Wellington, TX; and the third night in Russellville, AL.

Norm is a hangar-mate of Conrad Nordquist at Flabob, where he stores the Pitts S-1E that he uses to practice and compete in aerobatic competitions. He also has taken many people up in Conrad's Christen Eagle. One person he introduced to the joys of aerobatic flight was Martin Kennedy, professor and head of the geology department at University of California Riverside. "I took him a ride in the Eagle, and the next weekend he bought a Pitts S-2A from New York," Norm said. When he moved up to a Staudacher, Martin sold the S-2A to a pilot in New Jersey. Norm agreed to deliver the plane.

"I left Flabob on February 21<sup>st</sup>," he said, "and came back on the 28<sup>th</sup>. It took me four days to get there, and I spent three days with my daughter in New Jersey."

He said he didn't land at a single towered airport along the way, and "I flew cross country with seeing anything in front of me."

"Every time I landed, people came out to the airplane to talk to me," he said. And that was often. "Each leg was only 150 to 200 miles. The plane holds 22 gallons and burns about 10 to 12 gallons per hour." His average cruising speed was about 150, and he had ground speeds up to 180.

Norm, who lives in Rialto, is owner of Clean Relief portable toilet rental company. In addition to his Pitts, he owns one-third interest in a Cessna 152 and half interest in a Cessna 310. He wants to sell his interest in the 310, and well as his Pitts S-1E (which has a pumped up O-320 putting out 180 hp) so he can move up to a competition monoplane.

In addition to competing in the IAC Intermediate Class, Norm will be judging regional competition for the first time this year.

How did he like his cross-country flight? "It was a very relaxing, fun trip," he said.



## The Prez Sez...

Thanks to our pilots, registration, snack bar and our plane safety escorts; we got 103 Young Eagles in the air in March. All of this before the Santa Anas really kicked in. We also picked up four new pilots, David Browning, David Chaney, Erik Lindholm and Gary Timbs. 103 Young Eagles and four new pilots (talk about timing) that with our other dedicated pilots, we had 15 airplanes to get the job done. Tiffany Felton and John Durant helped get the kids thru the ground training and Chris Felton took them thru preflight.

Another neat thing also happened because of our volunteers. I haven't participated in a Young Eagles Rally yet where the parents and guests were not appreciative of what we do, but it really makes you feel good when our guests takes the extra step and emphasize the job we our doing. One example: Lloyd Dunn was telling me how he met a gentleman who explained he has been to a number of different events and ours was the only one where he did not feel out of place. He explained how people would just come and start talking to him, where at other events, if you didn't know anyone; you just stood in the corner alone. Another example, I had a grandmother from Lancaster who, with her husband, brought their grandson down to fly with us. She called me Sunday the day after and was telling me their grandson who is usually shy couldn't stop talking about how much fun he had. She also wanted to emphasize what a great thing we are doing for the kids and asked how her husband and grandson could find out about getting their pilot license. I explained what I could and told her to contact a local FBO in the Lancaster area and thanks for the call.

At our March membership meeting, Jan Buttermore brought the Stinson Project over for our monthly aircraft display and Chris Felton explained what the Stinson Project was about while Jan flipped slides for him. Erich Lewis gave a presentation on Kelley Aerospace out of San Bernardino Airport. For you glider folk, you should have seen the video with the C-141 towing the F-102. He also asked if anyone was interested in a tour and by the time I gave the 8½ by 11 sheet back to him, it was full. Next month's meeting we have Tom Aberle with his bi-wing Phantom giving a presentation on flying the Sport Biplane Class.

See you next month!

*Jerry Cortez*



## Good for the soul...

Here are some actual maintenance complaints submitted by the pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. Never let it be said that ground crews lack a sense of humor. By the way, this airline is the only major airline that has never had an accident.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.



Photo by Leon

## Lightbeam begins flight testing

The Part 103-legal ultralight that was stored in Chapter One's hangar for a while began initial flight testing in late March...doing test hops on the Flabob runway. Test pilot Grant Smith made numerous hops of about 10 to 20 feet elevation to evaluate the handling characteristics of the unique design. "It goes up and down," Smith quipped when asked how it flew. The Lightbeam is a design of Barnaby Wainfan, designer of the Facetmobile, and Richard Riley, who ran Renaissance Aviation, the company that produced the Berkut. The aircraft currently sports a Zenoah G25 engine and has sail-covered wings and Polyfiber covered empennage with an aluminum tubing frame. The designers' goal is to produce a low-cost, nice flying ultralight.

## Doug Maxwell's Kitfox leaves for new home

The Kitfox IV that Doug Maxwell meticulously crafted has been sold. Long-time Chapter One member Bernie Bakken picked up the plane at Flabob the last week in March, and will trailer it back to its new home at an airpark in Arkansas.

Jim Pyle, working on behalf of Doug's widow, Mary, advertised and coordinated the sale. Numerous offers were made, and Bernie became high bidder. After Jim notified other potential buyers that the plane was sold, several buyers offered to up their bids, but Jim informed them the deal was done.

Far West Aviation did a condition report on the plane, which has set in the hangar for several years, and Hal Nemer, who has put most of the hours on the plane, came in to give Bernie a briefing on it.

"It's staying within the family, so to speak," Jim said, noting that while it's going across country, at least it is staying within the Chapter.



Photo by Doug Maxwell

### We're Still Around!

**Plans by:**

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\$50.00 is donated to Chapter One for each member that uses Avtek for a homebuilt aircraft inspection.

Thanks, Doc!

# Local Aviation Events for 2007

Compiled by John Durant

Apr 6-8	EAA B-17 Aluminum Overcast, Gillespie Field, San Diego
Apr 13 - 15	EAA B-17, Torernce, Zamperini Field
Apr 17 - 18	EAA B-17, Lancaster, Fox Field
Apr 20 - 22	EAA B-17, Van Nuys Airport
Apr 21	Minter field, Shafter, War birds in Action.
Apr 24 - 25	EAA B-17, Watsonville
Apr 27- 29	EAA B-17, Hayward
Apr 29	Pacific Coast Dream Machines, Half Moon Bay
May 5	Monthly seminar at Planes of Fame, Chino 10 AM
May 12	Modesto Air Show
May, 19	Fly-in open house, San Martin,
May 19 - 20	Chino Planes of Fame Air Show.
May 26 - 27	Watsonville Fly-in & Air Show
June 2	Monthly seminar at Planes of fame, Chino, Antique Aircraft Day, 10 AM
June 2 - 4	Merced west coast antique fly-in
June 9	Warbird Fly in, Dos Palos,
June 9	Hemet Ryan Air Show
June 9 - 10	Thunderbirds, Cal Capital Air Show
June 9 - 10	Travis Air Expo, Travis AFB
June 16	Hiller helicopter air show San Carlos, CA
June 16	KJWL Father's day air Show & Fly-in
June 16	San Carlos, Helicopter Air Show
June 23	High Country Warbirds, Valle, Arizona
June 23	American Heros Air Show, Hansen Dam, Los Angeles
Jun 23 - 24	Romona Air Fair
Jun 24	Trukee Air Show
Jun 29 - July 1	Golden West EAA Regional Fly-in, Marysville
July 6 - 8	23rd Cub Fly-in, Lompoc
July 7	Planes of fame, Chino, Korean Air War.
July 23-29	EAA Airventure, Oshkosh, Wisc.
Aug 4	Monthly seminar, Chino 10AM
Aug 18 - 19	Camarillo Air Show
Aug 18, 19	Wings over Wine Country, Santa Rosa, CA
Aug 24 - 25	Santa Maria, Thunder over the Valley
Aug 25th	Big Bear Fly-in
Aug 25	South Lake Tahoe, Lake in the Sky Air Show
Sept 1	Chino, Monthly Seminar, 10AM
Sept 1	Chico Air Fest Sept 8-9, Pittsburg sea/air Show
Sept 8 - 9	Window Rock Air Show, Arizona
Sept 15	Hickam AFB, Thunderbirds at Waikiki Beach
Sept 15	Hesperia Air Show
Sept 22	Flabob 54th Annual Fly-in
Sept 21 - 23	Clear Lake splash-in, Lakeport
Sept 29 - 30	Blue Angels, Snowbirds, Cal International Air Show, Salinas
Oct 6	Prescott, Arizona, Sky Fest
Oct 5	Chino, Monthly Seminar, 10AM
Oct 6 - 7	Blue Angels, San Francisco Fleet Week
Oct 6 - 7	Kingman Air & Auto Show
Oct 13 - 14	Thunderbirds, Miramar Air Show
Oct 13, 14	Blue Angels, Kaneohe Bay Hawaii, Blues on the bay
Oct 25-28	Copperstate Regional Fly-in, Casa Grande, Arizona
Oct 28	Wings and Rotors, Los Alamitos Army Airfield,
Nov 3	Thermal, Jaqueline Cochran Air Show
Nov 10	Veteran's day at Flabob



# FROM THE EDITOR'S DESK

## On acronyms and abbreviations

After a briefing from the FSS, where you get your METARs and PIREPs, contact ATC and report ALT and IAS. Be sure to check your HSI and note HDG, be aware of the EGT and OAT. With a GPS, you know your GS and can figure out your TAS with your E6B. You reach your FAF, note GMT (now called UTC). Trim in the proper AOA for the best FPM descent. Remember, you're probably not VSTOL, try to land AGL, and avoid a GAR, or you might tick off members of ATA and ALPA.

What would life be without acronyms and abbreviations? What's scary is most pilots can read and *understand* the previous paragraph. I've never counted, but I bet that by the time you've become a private pilot, you've learned close to 100 of them. By the time you've earned an ATP, you can no longer speak in non-abbreviated English.

By that time you're ready to become a bureaucrat. Have you ever read a government report? It's like reading a bowl of Campbell's vegetarian vegetable soup. You can't just scan the report; you have to read each sentence carefully to make sure you don't miss the first mention of the term thereafter referred to by an acronym. You know how they do it... "The Office of Airline Flight Safety (OAFS) exists to..." If you're scanning through the report you see that OAFS are everywhere, but if you missed the first reference, you don't know why the aviation bureaucracy seems to be run by OAFS.

I was scanning an FAA report on the Next Generation Air Transportation System when I came across the following paragraph:

"Although the JPDO's progress report discusses new capabilities, such as ADS-B and SWIM, ATO is responsible for managing the efforts and establishing funding levels, schedule, and performance parameters. The ADS-B and SWIM projects are not yet integrated into ongoing communications and automation efforts but need to be. If the JPDO and ATO are not sufficiently linked and clear lines of accountability are not established, cost and schedules for NGATS will not be reliable and expected benefits will be diminished or postponed."

That made about as much sense as a bowl of soup. I figured out the NGATS acronym—Next Generation Air Transportation System—but I had to go searching through pages and pages of bureaucratese to find the meanings of the rest.

The report, published Feb. 12, seemed to deal mostly with airlines and the expected increase of air space usage by 2025. It reported that over 700 million passengers used the system last year, and this number is expected to grow to over 1 billion by 2015. The feds are talking about implementing new and expensive avionics systems to handle the additional passengers and flights.

I think JetBlue found the optimal solution last month: Make a planeload of passengers sit on the tarmac for 10 hours before take-off! If a few more airlines would join this effort, we would see the number of passengers plummet. It'd be a heck of a lot cheaper than what the FAA is proposing. Amtrak would thrive, auto sales would soar. General aviation wouldn't be squeezed out of the ATC system. Problem solved. Gee, you'd think they'd pay me for this stuff.

- LG

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# **Come Join Us For Our 1st SW Pre Oshkosh Picnic**



**When: June 2, 2007 - Where: Flabob Airport (RIR) - Time: Hanger opens at 9**

- Bring your picnic basket and talk to other EAA members who are thinking or planning on going or have been to Oshkosh
- We have picnic tables for those who want to enjoy the outdoors or come inside our hanger where there are more tables and chairs. Help yourself to our free self serve coffee, ice tea and lemonade available to our guests all day
- What is a picnic without horseshoes and volleyball (a little competition doesn't hurt)
- There are tables in the hanger for pilots looking for passengers, passengers looking for transportation and alternate ways to get to Oshkosh, including info on 2007 AirVenture
- For those who don't bring their food, we have the airport café and phone numbers available to call for take out
- Come the night before and enjoy the Flabob's Fabulous Friday Night Flicks. \$5.00 donation gets you pizza, drink, an old flying serial and a flying feature movie



# Pietenpol enthusiasts to hold annual get-together at Flabob



*Photo by Leon*

*Steve Liefeld, an equipment specialist for the Los Angeles Fire Department, demonstrates the unique brake he installed on his Pietenpol. He said it holds him through a 1200 rpm run-up.*

Saturday, March 24, was a beautiful day at Flabob, in the 80s, the windsock limp and unmoving. Two Pietenpol pilots took advantage of the day to meet at Flabob and check out the site where they will hold their annual Pietenpol gathering the weekend of April 28-29.

Scott Liefeld flew in from the high desert and met his father, “Sparky” Sparks, from Gillespie Field near San Diego. They were given a tour of Chapter One facilities by past-president Jim Pyle and spent some time talking with current Presi-



*Photo by Leon*

*“Sparky” Sparks (left) and Scott Liefeld flew to Flabob on March 24 to check out the facilities prior to the Pietenpol Fly-In.*

dent Jerry Cortez.

“It’s a pretty informal gathering,” Scott said of the coming event. “It’s basically just a group of people interested in Pietenpols who get together to exchange ideas and socialize.”

He said the number of attendees ranges from 10 to about 30 people, and he knows of four flying Pietenpols that will attend the fly-in. On Saturday night, everybody chips in and the group has a tri-tip barbecue. Jim offered them use of Chapter One’s grill.

The gathering has taken place at Corona Airport in the past, but this year the airport manager said the group had to pay to use the facility as a fly-in. They were welcomed to Flabob.

## Oshkosh 2007!

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# 103 Young Eagles flown in March Rally

Good weather and 15 pilots teamed together to transform 103 excited, expectant young people into happy Young Eagles. Over half of these were Boy Scouts who earned their aviation merit badges through the additional instruction provided by our merit badge instructor/counselors.

Several new pilots entered or re-entered the ranks of the Flabob Young Eagle pilots. Last month Dave Cheney said that he would be back, and he was back with a beautiful Piper Pacer. Dan Browing flew in his Champion 7GC, Eric Lindholm flew in his Bonanza and Gary Timbs in his Cessna 140.

The day went smoothly, thanks to all the volunteers who did all the behind-the-scenes work. Again, a great big thanks to all of you.

### Pilots who flew:

<b>Allyn Auck</b>	C 172	<b>Jim Hayes</b>	Grumman Cheetah
<b>Martin Britton</b>	Stinson 108-3	<b>Eric Lindholm</b>	Bonanza
<b>Dan Browing</b>	Aeronca Champ 7GC	<b>James Meeker</b>	Taylorcraft
<b>David Cheney</b>	Piper Pacer	<b>Ray Stits</b>	C 182
<b>Jerry Cortez</b>	C 150	<b>Gary Timbs</b>	C 140
<b>Irvin Craig</b>	C 182	<b>Larry Van Dam</b>	Bonanza
<b>Dave Cudney</b>	Cherokee 180	<b>Loreen Wynja</b>	C 172
<b>Barry Duble</b>	Cherokee 235		

-- Wes Blasjo

### *A Special 'Thank You' to our fund donors*

Chapter One Board members wish to thank those who have made recent donations to our various memorial funds. Treasurer Karen Schicora reports that Mary Maxwell, Louise Poole, Riverside Airport Board of Directors and Committee Members, Thomas Garcia, Bernie Bakken, and Ray and Edie Stits have contributed to the Ron Caraway Memorial Fund, and Katherine Pattay to the David Stits Memorial Fund. Thank you!

## Aero Club announces its 2007 scholarship program

At a recent meeting of Chapter one, John Durant, an Aero Club Director and chairman of the Scholarship Committee, discussed the 2007 program and made applications available. In a nutshell, there are two programs:

- 1: For College students pursuing careers in aviation or aerospace who are enrolled in a full time college or nationally accredited aviation technical school.
- 2: Full time high school juniors or seniors who plan to pursue careers in aviation or aerospace and who will enroll full time in a trade, vocational school, university, or community college immediately upon graduation.

Chapter One is proud of the fact that several of its young people have won scholarships of from \$2000 to \$2,500 in the recent past. If you know anyone who might be eligible, please call John at 909-621-4578 for an application.

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### **Newest Members...**

According to membership chairperson Nancy Acorn, our new Chapter One members since February are:

David Cheney of Riverside, CA

Welcome aboard!

*EAA Chapter One*

# *Membership Meeting*

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Purchases  
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The Building  
Fund

*April 15, 2007*

*Noon to 3*

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