

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 6

June 2007

June 10: Fly across the nation with Bern Heimos



Photo by Bern Heimos

During the summer of 2006, a vintage 1939 Piper J-3 Cub and its pilot, Bern Heimos flew from Corona, California, to Lock Haven, Pennsylvania, home of the original Piper Aircraft manufacturing plant. From Lock Haven, they flew to EAA's AirVenture, after which they turned for home, visiting the heartland of America along the way.

At our June Chapter Meeting, we will join Bern as he recounts his journey in words and pictures. Bern's outstanding photography and poetic prose are evident on his website www.vintageflying.com.

Bern is a member of EAA Chapter One. He and his Cub have crossed America three times and will do it again late this summer. The diminutive 12 gallon fuel tank meant 54 fuel stops to cover the 5,200 miles, burning 358 gallons with a total flight time of 72 hours in 37 days. Along the way, the views flying low and slow over America undeniably speak to an adventure every pilot needs to make once in his or her life.

Join us on June 10th, 2007, to see and hear about a vintage airplane and its pilot's experiences. But be prepared, as you will be hard pressed not to be packing your bags and fueling your airplane shortly thereafter.

We could use *your* helping hands...

For those of you who are feeling unneeded...Chapter One needs you! President Jerry Cortez, concerned that a handful of faithful members seem to be doing 99% of the Chapter tasks, has decided to do an outreach to all members living within a 50-mile radius of Flabob to elicit your help.

In an active chapter like ours, it takes lots of willing hands. Chapter meetings, Young Eagles Rallies, the annual Open House, the Christmas Dinner, regular grounds maintenance all require volunteers. We need people to help set up, clean up, man the sales booths, and handle the many tasks required to keep the Chapter operational.

So if you live within an hour or so of Flabob, expect to be contacted by Jerry...either by email or by phone...if you haven't been already. His sales pitch goes something like this:

"As you have read in the past Prez Sez, our chapter is in need of new volunteers. It is unfair to our dedicated folks who come out every time we have an event or we need something done around the hangar. I've been hoping that by asking, our members would sign up. As you can see that hasn't happened. As a commuter and still working a full-time job, I understand the hassle getting from point A

(Continued on Page 5)

EAA Chapter One

Officers

President

Jerry Cortez
(951) 485-9125
president@eaach1.org

Vice President

Gino Barabani
(909) 882-9884
vicepresident@eaach1.org

Treasurer

Karen Schicora
P.O. Box 3667
Riverside, CA 92519
(951) 682-6236
treasurer@eaach1.org

Secretary

Lloyd Dunn
(951) 737-9922
Lloydandjoy@sbcglobal.net

Directors

Nancy Acorn
(951) 788-5694
membership@eaach1.org

Ray Stits
(951) 682-6236

Leon Grumling
(951) 582-0978 home
(909) 534-9347 cell
editor@eaach1.org

Martin Britton
(909) 496-4491
Britton108_1@yahoo.com

Jim Pyle
(951) 452-5232 cell
(951) 684-6258 home
jim.pyle@sbcglobal.net

Tech Counslors

Norm Douthit -- (888) 811-2232
Jim Pyle -- (951) 684-6258

Flight Advisors

Ron Caraway -- (760) 247-6771
Hal Nemer -- (760) 788-0184

Webmaster

Jan Buttermore
webmaster@eaach1.org

WingNut Editor

Leon Grumling
editor@eaach1.org

Young Eagles

Wes Blasjo -- Coordinator

Kathy Rohm -- Reservations
ye@eaach1.org

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**Featured Airplane
for June Meeting:
Bern Heimos'
J-3 Cub**

Calendar



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.

July

- 4th -- 4th Annual July 4th Gathering
And Chapter Meeting**
Chapter One Hangar - noon
- 6th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 21st -- Aircraft Display Day & Car Show**
Flabob Airport
- 23rd - 29th -- EAA AirVenture**
Oshkosh, WI
- No Design Group meeting this month.**

August

- 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.
- 18th -- Aircraft Display Day & Car Show**
Flabob Airport
- 25th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.



Pietenpol get-together a success at Flabob

By Jim Pyle, Activities Chairman

The Twelfth Annual Pietenpol Gathering---this time held at Flabob Airport---was enjoyed by all who attended, and some will enjoy it only through reading about it in this issue of *The WingNut*. Four daring aviators coaxed their aerial steeds to overcome the wind currents, and gracefully settled onto the runway at Flabob. Immediately---or pretty soon thereafter---three of the pilots pulled their camping gear out of their Pietenpol Aircampers and set up their tents under the wings. The distinguished lady pilot called her husband, who was driving in, and asked if she should set up her tent. He said, "I'm going to a hotel. You do what you want." She said, "I'll join you." So we had the four planes and three tents.

Scott Liefeld, flying NX 11MS, from Lancaster, was the leader and arranger of the event. Sparky Sparks, flying NX123MS, (who was the builder of both these planes) arrived from Santee at almost the same time as Scott, and JoAnn Painter, also from Lancaster, flying N50547. Not long afterward, Mike Madrid arrived in N616CB flying from Lompoc. After greetings, and visiting, some pilots took a nap in the luxury of their tents and others conducted tours for the curious. A large group of young persons got to see the contrast of the Pietenpol unique features compared to the sophistication of the DC-3. Actually, both planes were only a few years apart in their conception. Finally, Friday Night at Flabob Café was the place all enthusiasts enjoyed the evening meal.

The flying bunch had a welcoming committee set up to be sure everything was in order. Jim Kearn drove his BIG fifth-wheel palace down two days earlier to scope out the situation and prepare for doing chef duties. His tri-tip steaks were already being brought to pre-cook perfection. The Chapter One grill was put to the first use in some years, and the results were outstanding. Jim set up and served a fine dinner on Saturday night. It was very much appreciated by the large group of Piet admirers that had been learning about the aircraft, and their pilots. No one was a stranger for long.

There was a fortunate coincidence of timing in that the Design Group met on the same Saturday morning as the Pietenpols were on display and, of course, the visiting pilots were featured as they discussed the differences in their individual planes and answered questions from the aeronautical experts gathered for the Design Group meeting.

The next Annual Pietenpol Gathering is now scheduled for the last two day weekend in April of 2008. Our guests were most pleased with both the facilities and the friendly reception offered by Chapter One and Flabobians. We hope to again enjoy the sight of the big old wheels of the Piet rolling to a landing on the grass at Flabob.



Photos by Mike Madrid



The Prez Sez...

With the help of Allyn Auck and Dianna Piles; we had a good turn-out at our May membership meeting. In the past, May has always been a difficult month for us, with changing our scheduled meeting date for Mother's Day and competition from the Chino Air Show. Allyn brought her Savannah project for our project/aircraft display. She told us why they (with husband Richard) picked the Savannah over other aircraft, and then showed us pictures of their progress from a bunch of pieces of metal in a box (some were tagged wrong, Allyn and Richard really had to pay attention).

Dianna gave an intriguing speech on ballooning. Dianna and husband Larry were out flying earlier and just happened to have a balloon with them. They set up the basket to show what is inside. A few members wanted her to light it up (I do not think our insurance covers that). She explained the difference in the basket (gondola), envelope and other key components. Crew coordination is also key and an essential component in ballooning, unlike fixed and rotary, you need someone at the other end to get you back. Dianna explained the balloon ratings, private and commercial. I find it interesting even though we are all part of aviation; we find our self knowing so little about other types of aircraft. All the ladies left with a rose, our way of thanking the Mom's who support us.

We got 57 Young Eagles in the air Saturday, May 12th. The weather was gloomy; the kids had a good time anyway. Tom Wathen asked me at our membership meeting how many Young Eagles has Chapter One flown since 1992 when the Young Eagles program started. I did not know the answer at the time, but was informed by Wes Blasjo, our Young Eagles coordinator, the number is over 10,000. Great job to our volunteers who have made this happen. Wes is going to try to pin the number down when he gets a chance.

For those who are interested (and I hope there are many of you), we are going to have four officer/board positions that are up for reelection this year. A few of our officer/board members are suggesting they are ready to move on to other things. I am sorry to see them leave; it makes my job easier when you have good people supporting you.

Since we are on the subject of good support, I have been contacting what I call "the 50 mile radius of Flabob members" thru e-mail, letter or phone. The purpose of the contact is again getting volunteers. Please read the article and volunteer.

We have our 1st Pre Oshkosh Picnic June 2nd, for those that can make it, I look forward to seeing you there and for those who can't, I'll let you know in the July newsletter how it came out.

Our next Young Eagles Rally is June 9th; membership meeting is Sunday, June 10th.

Thanks!

Jerry W. Cortez



Good for the soul...

A minister dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket and jeans.

Saint Peter addresses this cool guy, "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?"

The guy replies, "I'm Peter Pilot, retired Delta Airlines from Georgia."

Saint Peter consults his list. He smiles and says to the pilot, "Take this silken robe and golden staff and enter the

Kingdom." The pilot goes into Heaven with his robe and staff.

Next it's the minister's turn. He stands erect and booms out, "I am Joseph Snow, pastor of Saint Mary's in Pasadena for the last 43 years." Saint Peter consults his list. He says to the minister, "Take this cotton robe and wooden staff and enter the Kingdom."

"Just a minute," says the minister. "That man was a pilot and he gets a silken robe and golden staff, and I get only cotton and wood. How can this be?"

"Up here, we work by results," says Saint Peter. "When you preached -- people slept; when he flew -- people prayed!"

Volunteer recruitment underway

(Continued from Page 1)

to point B and I also realize still working a full-time job, extra time away from the job and commuting is precious.

What I am asking from you now is a little of your time to help with our upcoming monthly events (Young Eagles Rally/Monthly Membership Meeting) to our upcoming Open House/Open House Dinner (Sept. 22nd) and our Membership Christmas Dinner (Dec. 8th).

If you are available during the week, we can always use help maintaining our facilities. I am not asking for full time volunteers; I would like to spread the work around and give everyone a chance to enjoy our events and not get stuck behind the counter all day. Below is a list of help needed, please check the item or items you can help with and let me or one of our board members know. I know that our steady volunteers and I would appreciate it. Projects we could use your help on include:

Facility Maintenance -- light work, daily/heavy, scheduled

Monthly Young Eagles Rally -- setup/snack bar/ground school instructors/pilots

Monthly Membership Meeting -- setup/lunch preparation

Election Committee (chaired by John Durant)

Open House Committee

Open House Volunteers

Open House Dinner Volunteers (set up & clean up)

Membership Christmas Dinner Volunteers (set up & clean up)

Thanks!"

-- Jerry Cortez



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Thanks, Doc!



FROM THE EDITOR'S DESK

On the internet

Isn't the internet amazing? To those of us who grew up in the days of card catalogues and microfiche, the internet remains a constant source of amazement. We don't need to go to the library; we have the world's largest library tucked somewhere in the bowels of this little box we call a computer.

And then there's email. You can contact almost anyone (with, perhaps, the exception of Ray Stits) within seconds. I would lose touch with many friends and relatives if it weren't for email. Most people hate to sit and write a letter longhand, but it's a cinch to fire off an email within minutes.

But email has its downside, too. It's known as spam (named after the famous meat byproduct). Any time you give a website your email address, you open your email to spam, which includes offers of products that will enlarge certain portions of your anatomy. Recently I've been getting a lot of emails from people promising to make me rich beyond my wildest dreams. All I need to do is give them some money, and they will reveal to me the secret to riches. If these people have this secret, why aren't they out there getting wealthy instead of trying to get \$50 from me? Apparently the secret to riches is sending out spam emails promising to make people rich.

The internet is a great place for aviation buffs. Want to find out who owns an airplane? Get the N-number and go to www.faa.gov/ or to www.landings.com. At www.airnav.com you can get complete airport, navaid, airspace fixes, and gasoline price information. For the latest in aviation news and information, you can go to any of the alphabet aviation organizations (such as www.eaa.org) or go to Landings, www.avweb.com or www.aero-news.net. Want to sell your plane? Go to www.barnstormers.com.

You Tube (www.youtube.com) and Google Video have many aviation-related videos. I recently watched Bob Hoover pour a glass of lemonade while performing a roll in his Shrike Commander, then watched in horror the crash of Wayne Handley in his Raven, then watched a seven-minute performance and interview with Patty Wagstaff. Just go to either site and do a search on any specific subject. I typed "Pietenpol" in the Google Video search and found 34 videos on the aircraft, including one entitled "Getting in the Pietenpol Air Camper – What a Challenge!"

Over at www.pilotsharetheride.com I found 115 pages of pilots who are looking to share rides in their aircraft. At www.aeroplanner.com you can use the Airport Directory, terminal instrument procedures, weather data links, quick flight planner, reference materials, and a discussion forum for free.

Then, of course, there's www.trade-a-plane.com. You can get an online only subscription for \$2.95 per month (\$35.40 per year), or get a print subscription for \$14.95 per year which *includes* an online subscription. Duh!

There are thousands of great aviation sites on the web. These are a few of my favorites. Don't forget the one website you need to visit regularly -- www.eaach1.org. Our webmaster, Jan Buttermore, does a great job of keeping us up to date on happenings at Flabob, and you can peruse present and past issues of *The WingNut*. The Wathen Foundation has its website at www.flabob.org. Have a great month of June!

LG

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Aircrafts represented in this picture may not actually be on display.



'Special needs kids' get YE flights

The kids came by the hundreds. Many came in wheelchairs. Some were on oxygen. Some had no hair due to chemotherapy. Some had cerebral palsy, some muscular dystrophy, some spina bifida. Some were mentally handicapped, some were blind, some looked normal but were dying.

Nearly 1,000 "special needs" kids took to the skies for the first time on May 5th at Capitol City Airport in Harrisburg, PA.. They were flown in airplanes and helicopters, given rides in police cruisers, Corvettes, street rods, and even on Harleys. They got to see and touch a National Guard C-130. They were treated to hot dogs, popcorn and "slushies." They watched RC airplane demonstrations and played with service dogs-in-training.

Twenty-two airplanes, two helicopters, 40 street rods and Corvettes, and 13 police cruisers (some from 50 miles away) showed up for the event, as did between 2-3,000 people. The aircraft logged 604 air ops (302 take-offs, 302 landings) throughout the day.

This year was the 14th year for the "Special Needs Young Eagles Rally" sponsored by Chapter 122, a 60-member EAA Chapter. The Special Needs rally was the brainchild of Chapter President Denny Carney—himself a "special needs kid" born with spina bifida. "Being a 'special needs' kid myself, it's like giving back," Denny said. "Most of these kids will never get on an airline. Some are on oxygen. But the smiles on their faces...and when their Moms come up and thank you for the memory, it's really special."

The event began 15 years ago when Denny, a pilot, and his Beech Musketeer flew members of five spina bifida families. Today, kids from "24 or 25" organizations that have special needs kids attend the event. A lot are from the Make-a-Wish foundation.

Thanks to Denny's diligence, the event is completely sponsored. "The Airport Authority gives us the Port-a-Potties and the tables and chairs," he said. "Weis Markets donated the buns, ketchup, mustard and sauerkraut. Sam's Club sold us the hot dogs for \$9.54 per hundred, and we bought 1,200 of them. We also got 200 pounds of Hershey's Kisses."

One "vendor" brought in a popcorn cart, another a "slushie" booth...all for free. The local Ford dealer contributed money. Three Corvette clubs and a street rod club participated, as did Viet Nam Vets on Harleys. One lady brought a carload of the teddy bears with hearts on their chests that kids can hold during surgeries.

Radio stations and newspapers were eager to publicize the event before and after. The 82nd Airborne set up flags, and put helmets, jackets and an M-1 in the kids' hands and took their pictures. The Air National Guard brought a C-130 and a Humvee.

The police and Corvette owners teamed up to give the kids a special treat. "The police cruiser would take the kids with them, following a Corvette. The cruiser would blow its siren and pull the Corvette over. The officer would make the Corvette driver get out of his car, then frisk him," Denny said. "It blew the kids minds!"

Some of the kids won't be around for next year's first Saturday in May event, Denny knows. But the memories, the photographs, will remain. As will the knowledge of each volunteer that they have touched the lives of God's very special people. -LG

The way it used to be...

"Airmail pilots of 1920 were a colorful lot.

"Dean Smith, who was one of them, described their hazardous business in his memoirs. The standard mail plane at the time was De Havilland DH- 4M, a modified WWI bomber. One of the routes was New York to Chicago to Omaha to Cheyenne to San Francisco. Not bad for the 1920s !

"From North Platte to Cheyenne, endless miles of flat prairie provided safe flying as compared with tight pattern hills and valleys in the Alleghenies. It was along this stretch that Frank Yeager, while flying his regular run

from Omaha to Cheyenne, ran into dense fog, landed, and then taxied for 35 miles in the fog. At each fence --which were usually at least two or three miles apart--he would take a look, then do a 180 to taxi back far enough to take a run at the fence . . .pull back on the stick to hop the fence, land in the fog on the other side, then continue taxiing along, jumping fences, until he worked his way into an area having scud-running acceptable visibility."

--Dean C. Smith, *By the Seat of My Pants*

Chapter One tours Kelly Aerospace

Recently 24 of us took part in an extraordinary field trip to Kelly Aerospace Engineering at the old Norton Air force Base in San Bernardino. The field trip was sponsored by Erich Lewis, the Project Manager of Kelly Aerospace.

Erich first gave us a briefing in his conference room, reviewed what we were going to see and showed us some fascinating samples of state of the art plastic molds that they were developing. One was of an underground pipe about 10 feet in diameter. No rust, lasts forever. He showed us some honeycomb sheets that are used in Aircraft construction. The big hit of the conference was a material which can be used in bullet proof vests. There were about 85 dents which were made in a test at the firing range. None of the bullets penetrated this 1 inch material by more than 1/4 inch.

Next Erich took us to the engine test cells. Amazing! Used for testing reciprocating, jet, and rocket engines. The walls are extra thick, the sound exits through a ceiling tower with an extensive baffle structure to attenuate noise. The size and solid construction of the test cells was very impressive. Erich told us that the basic structure of these cells was put up by the Air Force many years ago.

Most of us were amazed by the changes in Norton over the years. The runways and the water tower were still there, but everything else is different. A giant building was being erected covering the area of several football fields. Erich told us it was to be the new distribution center of Stater Brother's markets.

Erich showed us a maintenance hangar where 737s were being modified to remove the center engine. New, more powerful and quieter engines were being installed in the two outboard nacelles in the rear and they together now provided more thrust than the original arrangement.

Next came the mind blower of the day. Erich took us through a door and all of a sudden we were standing in a giant paint booth looking straight up at the forward underside of a private corporate Boeing 777. It was being stripped in preparation for new paint. The significant part of the scene was the fact that the paint was being stripped by hand including hand sanding, but the point was that they were experimenting with laser stripping. When perfected, the laser operation will be much cheaper, cleaner, and more efficient. Erich pointed out that the engine nacelles on a 777 are large enough to contain the fuselage of a 727.

Outside the hangar were four more giant airliners awaiting their turn. Among them was a private 747 which was (are you ready for this?) cut down to about half its original length. Some Middle East prince with a lot of money, peculiar sense of humor and, no doubt, a round bed inside.

Erich told us a story about one of the planes sitting there. It was flown in from the Philippines, and the radios went out. It was met by 2 F-16s about 100 miles off the coast and led to a remote desert location to be checked out before being allowed to proceed to Norton.

If you weren't along on this field trip you missed an extraordinary day and you missed a look into the future of aviation right in our own backyard.

-- John Durant

Oshkosh 2007!

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Aviation's future: without small planes?

By Gino Barabani

"If your time to you is worth savin', Then you better start swimming; Or you'll sink like a stone; For the times they are a-changin'" --Bob Dylan.

On December 17, 1903, the fun started for many aviators in this country. After that, the times were a-changin', and people had to work relentlessly to make aviation succeed and to save this world-altering technology from naysayers.

The time has come again. I began writing this right after hearing a news story on NBC's late news. The news story was about how airline tax dollars were being used to fund small airports at the airline's expense. The struggle for general aviation and what we EAA members call "fun" is without doubt coming under assault

"Assault" might be too restrained of a word; this is outright pilfering of our airspace. When Jim May, president of the airlines' trade association, stated "The nation's airline industry is lobbying to cut as much as \$2 billion in taxes from its annual tab, shifting those costs to smaller business aviation users and other aircraft." (*Dallas Morning News*) *The Wall Street Journal* said the airline proposal "would reduce congressional power over the system," and quoted May saying, "We need to get Congress out of this process. It is critical we have a governance structure that is, to the best of our ability, free of the pressures of Congress." These statements leave no doubt that the airlines objective is to have them in control without government in the system.

The airlines will need to transport more passengers over the next few years. They are approaching 2 billion passengers a year with a need to go everywhere. But, how are they going to do this? With big aircraft like the Airbus 380 or smaller aircraft that can fly straight routes without the hubs. Boeing is putting their money on the latter approach with the 787 Dreamliner.

Most US passengers fly through just 29 airports with the present hub system which is reach a breaking point. The government has studied the idea of flying point to point and has determined that our air traffic capacity could triple. To make all this work the pilot has to have control of where the aircraft flies. They must have what is being called "free flight" rather than using air traffic control. Free flight is anything but free, you must have a computer on the aircraft linked to computers on the ground which safeguard the aircraft with a sphere of space about 200 miles around which no other aircraft can wander into. NASA and Embry-Riddle University in Florida have gotten together to test these ideas.

The forerunner to all this in the coming decades is an automated ATC system. Automated systems can bring about a very useful terrain avoidance warning system when GPS, database terrain data and ground beacons are combined within an aircraft. The next step would bring about UAVs (Unmanned Aerial Vehicles) carrying cargo and later passengers. That would be the time to buy airline stock; no small aircraft getting in the way and all tax dollars going to fund a system used by them. Even with bad management they would surely make a steady profit. Can you feel the fun of future aviation?

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Newest Members...

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

Richard Linholm	Riverside, CA
Dan Checkoway	Chino Hills, CA
Rick Henderson	Jacksonville, FL
Greg Cechini	Riverside, CA
Linda and Larry Bryant	Riverside, CA
Buzzy Giest	
Sparky Sparks	Santee, CA
Gerald Johnson	Colton, CA
John Scering	Riverside, CA
Doug Turner	Riverside, CA

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EAA Chapter One

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June 10, 2007

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