

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 54, Issue 11

November 2007

**Don't Forget!! Meeting on Nov. 4th!**

## 'LSA rules' topic for Chapter meeting

There was a lively and heated discussion at one of the tables during our last monthly meeting. Jerry Cortez, Bob Chase and some others were taking apart the regulations of the Light Sport Aviation program. The discussion was so current and so lively that we asked Bob to lead a discussion of this subject at our next meeting.

Bob Chase, ultralight and LSA expert will give us a rundown on light sport aviation, its rules and regulations, do's and don'ts, and how to qualify and stay qualified. Come to the meeting on Sunday Nov 4th and hear Bob talk about LSA and ultralights. The question and answer session is bound to be a hit.

Bob flew a number of different aircraft in WWII, among them the B-17, B-24, and the C-54. He was a flying safety officer at MATS for 5 years. Bob has for many years been active in Ultralights, he was a member of the Southland Hang Gliding Association. In 1981 and 1984 he was the ultralight judge at Oshkosh.

He is a member of a number of aviation clubs, among them are The Academy of Model Aeronautics, EAA, US Hang Gliding Association, US Ultralight Association, and the Homebuilt Sailplane Association.

It's always a pleasure to have a member of Chapter One give a presentation at one of our monthly meetings. We know you'll be happy to come and hear all about the Light Sport Aviation program.

The dates for Chapter One events are different than other months, due to the Veterans Day celebration at Flabob on Nov. 10. The Young Eagles Flight Rally will be on Nov. 3, and the Chapter Meeting on the 4th. First Friday Flicks will be held on the second Friday, Nov. 9, to coincide with the Veterans Day event.



*Dick Hein's beautiful Sonex brightened up the hangar as the October chapter meeting's featured plane of the month.*

## Vets Day event Nov. 10 at Flabob

The annual Veterans Day Celebration will be held at Flabob on Saturday, Nov. 10, from 9 a.m. to 4 p.m. Those of you who attended last year's event remember what an exciting event it was.

The celebration includes a Vet's Parade, band concerts, stand-up comedy, and a Veterans Honor Ceremony. The young ones will have the opportunity to shoot paintballs at flying model airplanes, while the more mature among us can relax in the NCO club and listen to live music. There will be displays of war birds, military vehicles, and hot air balloons, and airplane rides will be available to the

public. Vintage and hot rod cars will on display (last year's turn-out of vintage vehicles was impressive!).

When hunger strikes, you will find a military-style chow hall which serves the infamous SOS. In addition, there will be food available from a number of other vendors.

Be sure to visit this year's Veterans Day Celebration. It's a great time! We hope The Wathen Foundation has better relations with the weather powers than Chapter One. I believe we should schedule another Open House soon. We need the rain!

# EAA Chapter One

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**Join us for  
 Our Chapter  
 Meeting Nov. 4th**

# Calendar



**November**

**3rd -- Young Eagles**  
 Chapter One Hangar - 8 a.m.

**4th -- Chapter Meeting**  
 Chapter One Hangar - noon

**4th -- Board Meeting**  
 Chapter One Hangar - 3 p.m.

**9th -- First Friday Flicks**  
 Chapter One Hangar - 5 p.m.

**10th -- Veterans Day Celebration**

**24th -- Design Group meeting**  
 Chapter One Hangar - 10 a.m.

**December**

**7th -- First Friday Flicks**  
 Chapter One Hangar - 5 p.m.

**-- NO Young Eagles in December --**

**8th -- Chapter One Christmas Dinner**  
 Chapter One Hangar - 6 p.m.

**15th -- Design Group Meeting**  
 Chapter One Hangar - 10 a.m.

**25th -- Have a Merry Christmas!!**



Join us for our annual  
 Christmas Dinner  
 On the 8th of December  
 At the Chapter One  
 Hangar

## The Vice Prez Sez...

### **Why are we members of an EAA Chapter?**

The new changes to the bylaws voted on by the members a few months ago should allow a smoother transition of the Chapter Board from one year to the next. This is certainly functional to our Chapter in allowing a smooth changeover from year to year.

After every Chapter meeting all members are always invited to the Board Meetings and we would be pleased to see you there. If you are thinking of running for one of the up-coming offices, it would be very beneficial to attend the Board Meetings before the end of the current administration's period in office.

As an observing member, you would not vote on issues but can easily see how Chapter One operates. This will give you a view of current issues that will face any new member before they decide to run. You might have bigger and better ideas on how to run this Chapter. So please come by and visit us, you might catch the passion and run for an office.

The Chapters Board's undertaking is centered on the passion that every member has a story to tell and an important contribution to make. In the process, you the member gain and are transformed from reactive member to active creators of aviation knowledge and fun.

Now I will make another pitch to our members to call their elected officials over User Fees. We have been told that user fees is an equal and fair system for our airspace. Small aircraft are equal only when it comes time to pay fees but are compared to parasites when it comes time to use the airspace. They would also like us to believe that the airline companies would never abuse their powers; they would not make it harder and harder for the rest of aviation; they would never impose more and more controls on us while reserving privileges for themselves. Remember, when the pigs are in charge we are all equals. But, some of us are more equal than others. (My apologies to George Orwell and his novel *Animal Farm*).

As *Aero-News* has reported, the FAA's "user fees" proposal was introduced as part of a plan to reauthorize the agency for another four years. It would directly offset a multi-million dollar tax break for the airlines by imposing a new tax hike on general aviation the businesses, organizations and farmers and ranchers that use small planes.

Niel Ritchie, president of the League of Rural Voters and coalition member, states, "General aviation is crucial for medical care, disaster relief, traffic enforcement on rural highways, wilderness search and rescue, and business growth for small communities. In fact, during Hurricane Katrina, when roads were often impassable due to heavy flooding, some 400 small aircraft evacuated around 23,000 people and delivered tons of supplies to relief workers in just five days."

As I walk around Flabob and the Chapter meetings, I have been delighted with the enthusiasm of fellow members as I speak with them. Attendance has been up at our meetings and as they always have members are participating and supporting our great chapter. We can always use volunteers and members running for office and stepping up to the plate. Also don't forget to call your "employee" who you have elected to represent you.

- Gino Barabani

## *Jim Pyle recovering from triple by-pass surgery*

Board member and past-president Jim Pyle is home recovering from a triple by-pass heart operation he had on October 25th. Jim went in for angioplasty, but doctors determined his arterial blockage was so extensive that he needed the triple by-pass.

He was released from the hospital on Sunday, October 28, and says he is doing well, though he tires easily. Get well soon, Jim!

## **Nominate your choice for the volunteer of the year award**

It takes volunteers to run our chapter and they need and deserve to be recognized. Please submit at least five names--from the past or present--of those you think have gone beyond just volunteering and have really been an asset to our chapter.

Submit your names to Lloyd Dunn, who is chairing the committee. Lloyd's e-mail address is [lloydandjoy@sbcglobal.net](mailto:lloydandjoy@sbcglobal.net). If you would like to mail your nominee names, send them to EAA-1 Volunteer of the Year Award, PO Box 3667, Riverside, CA 92519

# An interview with Paul Tibbets

*Following is a conversation between Studs Terkel and Paul Tibbets, the pilot of the Enola Gay. The navigator on the Enola Gay was "Dutch" van Kirk, who trained at Selman Field in Monroe. Paul Tibbets has an interesting background. He helped formulate the bombing procedures in Europe with the 8th Air Force before he was called back to the states for the "special assignment." When the Baby Ruth candy bar was introduced it was done by dropping them out of a biplane over the beaches in Miami with a little parachute on them. Paul Tibbets was just a kid at the time, but he was the person who tossed them out as he sat in the backseat of a biplane.*

\*\*\*\*\*

*Studs Terkel:* We're seated here, two old gaffers. me and Paul Tibbets, 89 years old, brigadier-general retired, in his home town of Columbus, Ohio, where he has lived for many years.

*Paul Tibbets:* Hey, you've got to correct that. I'm only 87. You said 89.

*Studs Terkel:* I know. See, I'm 90. So I got you beat by three years. Now we've had a nice lunch, you and I and your companion. I noticed as we sat in that restaurant, people passed by. They didn't know who you were. But once upon a time, you flew a plane called the Enola Gay over the city of Hiroshima, in Japan, on a Sunday morning - August 6, 1945—and a bomb fell. It was the atomic bomb, the first ever. And that particular moment changed the whole world around. You were the pilot of that plane.

*Paul Tibbets:* Yes, I was the pilot.

*Studs Terkel:* And the Enola Gay was named after...

*Paul Tibbets:* My mother. She was Enola Gay Haggard before she married my dad, and my dad never supported me with the flying—he hated airplanes and motorcycles. When I told them I was going to leave college and go fly planes in the army air corps, my dad said, "Well, I've sent you through school, bought you automobiles, given you money to run around with the girls, but from here on, you're on your own. If you want to go kill yourself, go ahead, I don't give a damn."

Then Mom just quietly said, "Paul, if you want to go fly airplanes, you're going to be all right." And that was that.

*Studs Terkel:* Where was that?

*Paul Tibbets:* Well, that was Miami, Florida. My dad had been in the real estate business down there for years, and at that time he was retired. And I was going to school at Gainesville, Florida, but I had to leave after two years and go to Cincinnati because Florida had no medical school.

*Studs Terkel:* You were thinking of being a doctor?

*Paul Tibbets:* I didn't think that, my father thought it. He said, "You're going to be a doctor," and I just nodded my head and that was it. And I started out that way; but about a year before I was able to get into an airplane, fly it—I soloed—and I knew then that I had to go fly airplanes.

*Studs Terkel:* Now by 1944 you were a pilot—a test pilot on the program to develop the B-29 bomber. When did you get word that you had a special assignment?

*Paul Tibbets:* One day [in September 1944] I'm running a test on a B-29, I land, a man meets me. He says he just got a call from General Uzal Ent [commander of the second air force] at Colorado Springs, he wants me in his office the next morning at nine o'clock. He said, "Bring your clothing—your B4 bag—because you're not coming back." Well, I didn't know what it was and didn't pay any attention to it...it was just another assignment. I got to Colorado Springs the next morning perfectly on time. A man named Lansdale met me, walked me to General Ent's office and closed the door behind me. With him was a man wearing a blue suit, a US Navy captain—that was William Parsons, who flew with me to Hiroshima—and Dr Norman Ramsey, Columbia University professor in nuclear physics. And Norman said: "OK, we've got what we call the Manhattan Project. What we're doing is trying to develop an atomic bomb. We've gotten to the point now where we can't go much further till we have airplanes to work with." He gave me an explanation which probably lasted 45, 50 minutes, and they left. General Ent looked at me and said, "The other day, General Arnold [commander general of the army air corps] offered me three names."

*(Continued on Page 5)*





# **Paul Tibbets interview** *(Continued from Page 4)*

Both of the others were full colonels; I was a lieutenant-colonel. He said that when General Arnold asked which of them could do this atomic weapons deal, he replied without hesitation, "Paul Tibbets is the man to do it." I said, "Well, thank you, sir." Then he laid out what was going on and it was up to me now to put together an organization and train them to drop atomic weapons on both Europe and the Pacific—Tokyo.

*Studs Terkel:* Interesting that they would have dropped it on Europe as well.

*Paul Tibbets:* We didn't know that. My edict was as clear as could be. Drop simultaneously in Europe and the Pacific because of the secrecy problem—you couldn't drop it in one part of the world without dropping it in the other. And so he said, "I don't know what to tell you, but I know you happen to have B-29's to start with. I've got a squadron in training in Nebraska, they have the best record so far of anybody we've got. I want you to go visit them, look at them, talk to them, do whatever you want. If they don't suit you, we'll get you some more." He said: "There's nobody could tell you what you have to do because nobody knows. If we can do anything to help you, ask me." I said thank you very much. He said, "Paul, be careful how you treat this responsibility, because if you're successful you'll probably be called a hero. And if you're unsuccessful, you might wind up in prison."

*Studs Terkel:* Did you know the power of an atomic bomb? Were you told about that?

*Paul Tibbets:* No, I didn't know anything at that time. But I knew how to put an organization together. He said, "Go take a look at the bases, and call me back and tell me which one you want.." I wanted to get back to Grand Island, Nebraska; that's where my wife and two kids were, where my laundry was done, and all that stuff. But I thought, "Well, I'll go to Wendover [army airfield, in Utah] first and see what they've got." As I came in over the hills I saw it was a beautiful spot. It had been a final staging place for units that were going through combat crew training, and the guys ahead of me were the last P-47 fighter outfit. This lieutenant-colonel in charge said, "We've just been advised to stop here and I don't know what you want to do...but if it has anything to do with this base, it's the most perfect base I've ever been on. You've got full machine shops, everybody's qualified, they know what they want to do. It's a good place."

*Studs Terkel:* And now you chose your own crew.

*Paul Tibbets:* Well, I had mentally done it before that. I knew right away I was going to get Tom Ferebee [the Enola Gay's bombardier] and Theodore "Dutch" van Kirk [navigator] and Wyatt Duzenbury [flight engineer].

*Studs Terkel:* Guys you had flown with in Europe?

*Paul Tibbets:* Yeah.

*Studs Terkel:* And now you're training. And you're also talking to physicists like Robert Oppenheimer [senior scientist on the Manhattan Project].

*Paul Tibbets:* I think I went to Los Alamos [the Manhattan project HQ] three times, and each time I got to see Dr Oppenheimer working in his own environment. Later, thinking about it, here's a young man, a brilliant person. And he's a chain smoker and he drinks cocktails. And he hates fat men. And General Leslie Groves [the general in charge of the Manhattan project], he's a fat man, and he hates people who smoke and drink. The two of them are the first, original odd couple.

*Studs Terkel:* They had a feud, Groves and Oppenheimer?

*Paul Tibbets:* Yeah, but neither one of them showed it. Each one of them had a job to do.

*Studs Terkel:* Did Oppenheimer tell you about the destructive nature of the bomb?

*Paul Tibbets:* No.

*Studs Terkel:* How did you know about that?

*Paul Tibbets:* From Dr. Ramsey. He said the only thing we can tell you about it is, it's going to explode with the force of 20,000 tons of TNT. I'd never seen 1 lb of TNT blow up. I'd never heard of anybody who'd seen 100 lbs of TNT blow up. All I felt was that this was gonna be one hell of a big bang.

*Studs Terkel:* Twenty thousand tons—that's equivalent to how many planes full of bombs?

*Paul Tibbets:* Well, I think the two bombs that we used [at Hiroshima and Nagasaki] had more power than all the bombs the air force had used during the war in Europe.

*(Continued on Page 8)*



# FROM THE EDITOR'S DESK

## On "Real" Pilots

I was sitting in an airport restaurant one day, grabbing a bite while awaiting my flight, when a "real" pilot came in and sat at a table next to me. I knew he was a real pilot because he wore the uniform identifying him as a flight officer for a major airline. I struck up a conversation with him, delighted at the prospect of discussing my favorite subject—general aviation. To my surprise, the guy knew absolutely nothing about general aviation! He knew nothing about the airplanes, people or culture of general aviation. He never even heard of Sean Tucker or Kirby Chambliss!

Later, I related the conversation with my good friend who flies high and fast across the Atlantic for the airlines and low and slow around his home in his J-3 Cub. It's true, he said, that there's a percentage of airline pilots who are only in it for the money, who care nothing about flying for the joy of flying. They would be just as happy driving Greyhound buses if the pay were the same.

Most of these pilots went to college, then to the military where they learned to operate aircraft, then to the airlines. They were never kids who yearned to fly, who devoured every word of every aviation magazine, who hung out at airports. They never bumped around the sky in a tiny airplane, wearing a big silly grin. They've never flown for fun. They don't belong to an EAA Chapter. They don't vacation at AirVenture. In short, they don't love aviation.

Attracted by the (formerly) huge salaries of airline pilots, these flying bus drivers are an anomaly to me—pilots who don't love aviation! How can a man or woman experience the magic of flight and not fall in love with aviation? How can they study aerodynamics and meteorology, soar off into the sky on magical wings, experience the thrills of aerobatics, and still walk the earth without longing to be in the sky? I don't get it.

These guys may have logged thousands of hours flying heavy metal. But to me, they're not pilots. They're high paid bus drivers. The real airline "pilots" are those who appreciate the magic of every flight. Those who, at 38,000 feet, are thinking that they can't wait to get home and take their tube-and-fabric airplanes out for a spin (while the private pilot below looks up and thinks how neat it would be to fly the heavies). Those who appreciate the joy of being airborne in any type of flying machine.

The Cessna 150 pilot, the homebuilt pilot, the average aviator who lives for the next hour in the sky is the real pilot. It surprises me that many of those who sit in the cockpits of jumbo jets are not real pilots. Many are. It all comes down to this:

Do they drive the bus, or do they fly the plane? The actions are similar, but the motivations are different. For one, it's a job; for the other, it's a way of life. I guess some people are immune to the disease that infects all real pilots: the love of aviation.

- LG

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# The Man in the Arena...

Anyone who has ever taken on the challenge of building his own airplane has undoubtedly heard the question from well-meaning friends and neighbors “Why don’t you just buy one?” If the builder happens to be building an airplane from scratch using plans only, that simple question is only the beginning. As the project progresses the builder can look forward to comments from interested visitors and observers like “Making that hinge from scratch sure seems like an awful lot of work. Why don’t you just use a piano hinge?” Or a remark like “Why don’t you check the internet? I’ll bet you could find those parts somewhere.”

We recently bought a Corvair engine to power the Pietenpol project which we are building as a chapter project at French Valley. Before we did anything with the engine, I wanted to educate myself on the use of Corvair engines in airplanes by reading William Wynne’s Corvair Conversion Manual. The first chapter of his book is all about his background and philosophy along with words of encouragement for the builder. I came across the following sentence, “I have come to have a tremendous respect for anyone who makes a single part, and I have nothing but the deepest contempt for anyone who would begin to critique another man’s work, having done none himself.”

It occurred to me that he must have had many people visit his workshop over the years as he tinkered with the Corvair engine developing his knowledge and expertise on the use of Corvair engines in aircraft. There is no doubt in my mind that he heard many times the question “Why are you wasting your time? Why don’t you just use a proven aircraft engine?” Most of my EAA friends have gotten used to the indignant response they can expect from me, when they begin a sentence with “Why don’t you just...?” Finally, here is someone else who has heard those words and developed a “deep contempt” for such critics. I began to feel that I was in good company. I could certainly relate to his sense of indignation.

Wynne claims to live his life according to the philosophy espoused by Theodore Roosevelt. He sites the following quote: “It is not the critic who counts, not the man who points out how the strong man stumbles or where the doer of deeds could have done better. The credit belongs to the man who is actually in the arena, whose face is marred by dust and sweat and blood, who strives valiantly, who errs and comes up short again and again, because there is no effort without error and shortcoming, but who knows the great enthusiasms, the great devotions, who spends himself for a worthy cause; who, at the best, knows, in the end, the triumph of high achievement, and, at the worst, if he fails, at least he fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.” - Teddy Roosevelt, 1910.

Wynne goes on to say that in today’s society powerful economic forces would rather have you “as a fearful and docile purchaser of their goods rather than a rugged individualist creating airplane parts with your own hands and mind.”

“When you make the mental commitment to build and fly something, a goal so bold as to be beyond the grasp of any man who walked the planet a mere 100 years ago, you have made the decision that your place is in the arena. Any effort you make is beyond the critique of mere spectators. Every hour in your workshop is time well spent, for you are in the company of all true aviators in THE ARENA.”

These are powerful words of encouragement that should be heard and passed on to every person who chooses to “leave the squabbling spectators behind.” As Wynne writes in his conclusion, “The day you decide that your effort can be as good as those of any other person, then you are living your life in the philosophical company of Theodore Roosevelt.”

You can purchase a copy of William Wynne’s book, “Corvair Flight Engines,” by visiting [www.flycorvair.com](http://www.flycorvair.com)

Steve Williamson, Pres.  
EAA Chapter 1279  
French Valley

# Flabob youth wins Aero Club scholarship

As a Director of the Southern California Aero Club and its Scholarship Chairman, I'm pleased to announce that one of the winners of a \$2,000 College Scholarship for the year 2007 is our local youngster, Travis Kingsley.

Travis was selected out of a field of many highly qualified applicants whose aviation and other accomplishments and grade point averages were impressive. Travis also won a scholarship from the Aero Club last year.

Travis was involved in restoring the 1941 Aeronca Chief and was one of the few who stuck with the project right through to the end. Travis is currently enrolled in Riverside Community college and will transfer to Cal Poly in the fall of 2008 to study Aerospace Engineering. He obtained his private pilot's certificate when he was

18 years old and still helps out with the Young Eagle Program as time permits.

The Aero Club scholarship program is set up in two parts:

1. High School juniors and seniors who intend to matriculate into a recognized college or technical school aviation or aerospace program.
2. College students who are currently enrolled in an accredited aviation or aerospace study program.

Very soon The Aero Club will be sending out requests for applications for the 2008 program to high schools and colleges in the area who have aviation programs. If you are interested, or know of any youngster who should apply, please call me at 909-621-4578

- **John Durant**

Southern California Aero Club

## Paul Tibbets interview *(Continued from Page 5)*

*Studs Terkel:* So Ramsey told you about the possibilities.

*Paul Tibbets:* Even though it was still theory, whatever those guys told me, that's what happened. So I was ready to say I wanted to go to war, but I wanted to ask Oppenheimer how to get away from the bomb after we dropped it.. I told him that when we had dropped bombs in Europe and North Africa, we'd flown straight ahead after dropping them - which is also the trajectory of the bomb. But what should we do this time? He said, "You can't fly straight ahead because you'd be right over the top when it blows up and nobody would ever know you were there." He said I had to turn tangent to the expanding shock wave. I said, "Well, I've had some trigonometry, some physics. What is tangency in this case?" He said it was 159 degrees in either direction. "Turn 159 degrees as fast as you can and you'll be able to put yourself the greatest distance from where the bomb exploded."

*Studs Terkel:* How many seconds did you have to make that turn?

*Paul Tibbets:* I had dropped enough practice bombs to realize that the charges would blow around 1,500 ft in the air, so I would have 40 to 42 seconds to turn 159 degrees. I went back to Wendover as quick as I could and took the airplane up. I got myself to 25,000 ft and I practiced turning, steeper, steeper, steeper and I got it where I could pull it round in 40 seconds. The tail was shaking dramatically and I was afraid of it breaking off, but I didn't quit. That was my goal. And I practiced and practiced until, without even thinking about it, I could do it in between 40 and 42, all the time. So, when that day came.... *(Continued in the December issue of The WingNut)*

### Oshkosh 2008!

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# Flabob Air Academy program sets dates for 2008

The Flabob Air Academy program is an innovative learning program using aviation to inspire interest in mathematics, science and technology. Academic classroom time is coupled with hands-on activities like building and flying a rocket. A field trip to the March Field Museum is included in the program.

We conduct seven-week long programs a year. We just completed a super enjoyable session with some delightful home schooled students. These kids were brought in daily by their parents from Laguna Niguel, Lake Arrowhead, Temecula, Sage and Murrieta as well as close to home participants. I so admire the parents and the kids for dedicating to this week of aviation inspired program. It's a testament to the quality of the program thanks to the presentations of some of our own Flabobians.

The fee is \$75.00 for the week. It includes lunch daily and an Air Academy T-Shirt. We only take twelve students per class and are now taking sign-ups for the 2008 sessions.

## Middle School

Combined March 4<sup>th</sup> – 8<sup>th</sup>

May 6<sup>th</sup> – 10<sup>th</sup>

July 8<sup>th</sup> – 12<sup>th</sup>

October 7<sup>th</sup>-11<sup>th</sup>

## High School

April 8<sup>th</sup>-12<sup>th</sup>

July 15<sup>th</sup>-18<sup>th</sup>

August 5<sup>th</sup>-9<sup>th</sup>

The sessions run Tuesday through Saturday with flights in the Young Eagle program on the Saturday. Contact Kathy at (951) 683-2309 X 104 or [Kathy@flabob.org](mailto:Kathy@flabob.org)

- Kathy Rohm

## **First Friday Flicks will be held on the 2nd Friday in November**

We will resume our First Friday Fabulous Flabob Flying Film Festival on Friday, November 9, at 5:00 p.m. in the Chapter One Hangar, Flabob.

The feature will be *Dive Bomber*, (1941) with Errol Flynn, Fred McMurray, Ralph Bellamy, Alexis Smith, Regis Toomey, Craig Stevens (you know his face but not his name) and a glittering cast.

Flynn is a flight surgeon who is developing a "G" suit to protect the dive bomber pilots during a high-G pullout. He gets crosswise with McMurray, the Ace of the Base, and is only redeemed when he shows he

is a good stick as well as a good pill pusher. Written by Spig Weed (*Ceiling Zero*, *Air Mail*, etc.), it has the obligatory love triangle, but you won't be much detained.

Shot mostly at North Island, Pensacola and on board the Enterprise and the Saratoga, the film contains great aerial shots. As a side note there was a nasty slander going around to the effect that Flynn was a Nazi spy and had selected camera angles in this film to benefit the Nazis. All BS, but had enough lasting effect that the villain in *The Rocketeer* was a thinly veiled version of Flynn.

- John Lyon

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Thanks, Doc!

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# New records set in October YE Flight Rally

Again, weather played a major role in the Young Eagle Program in sunny Southern California . Threatening skies kept several pilots at their home airports and kept Flabob pilots on the ground until late morning. Hmmmm, sounds like the familiar YES Syndrome!! The Miramar NAS Airshow drew a number of our pilots, as the Air Force Thunderbirds were performing there for the first time. Over 130 kids had signed up, but only 98 actually showed up. Illness and airplane problems kept several of our great Young Eagle pilots on the ground. Only eight pilots were available, and three of these were two place aircraft. This was almost a recipe for disaster, but thanks to the “can do” spirit of Chapter One pilots, all kids were flown, even though it was 3:30 before the last Young Eagle put his feet back on the ground. Some local, and even national records were set. Chapter 1 founder, Ray Stits flew 38 Young Eagles. Chapter One President Jerry Cortez flew 12 in his two place Cessna 150, and Norm Manary flew 11 in the Wathen Foundation’s J-3 Cub and Aeronca Chief.

Where do all these kids come from? Forty-one were Air Force ROTC Cadets from Arlington High School, under the leadership of LTC Dale Clauson. Twenty-one were from Boy Scout Troop 1 in Huntington Beach, our “kindred spirit” troop under the leadership of John Gali. This is the oldest Boy Scout Troop west of the Mississippi. Boy Scout Troop 20 from LA/Los Feliz brought 15 scouts under the leadership of Richard Starzak.

Tiffany Felton did one LARGE group ground school and then John Durant did the additional requirements for the Boy Scout aviation merit badge. Chris Felton did numerous small group preflight inspections. Greg Younge did the computer data entry for the certificates for all 98, as Brian Blasjo had other commitments. Charlene Rhodes and Kathy Rohm checked all the consent forms for completeness and legibility, which makes a huge difference by not having to find the Young Eagle and find out the correct spelling of his/her name, or not having to do the certificate over. Nancy Acorn did a near record business at the snack bar. These are just a few of the “behind the scenes” people who lend a hand each month to make things run so smoothly. Thanks to all who pitched in and were part of this great team.

## Pilots who flew:

David Belford	Foundation’s J-3 Cub	Ray Stits	C 182
Jerry Cortez	C 150	Loreen Wynja	C 172
Dave Cudney	Cherokee 180		
James Hayes	Grumman AA5A		
Norm Manary	Foundation’s J-3 Cub and Aeronca Chief		
Don Newman	Foundation’s J-3 Cub		

- **Wes Blasjo**, Young Eagle Coordinator

According to Membership chairperson Nancy Acorn, our new members for August and September are:

Don Newman	Sun City CA
James Thornell	Riverside , CA
Keith Jones	Brandon, MS
Mitchell Robles	Riverside, CA
Jake Lewis	Dana Point, CA
Douglas Camorro	Los Angeles, CA
Joel Sauer	Riverside, CA
John Maus	Fallbrook, CA
Scott Vaughn	Hemet, CA

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