

# The WingNut



EAA Chapter One Flabob Airport (RIR) Riverside, CA

Volume 54, Issue 10

October 2007

## Open house floods out; banquet rocks!

"It never rains in California..," the song said. Except, that is, when you plan a fly-in.

It hasn't really rained in Southern California for, what...a year and a half? But the unanticipated visitor to Chapter One's Open House on September 22<sup>nd</sup> was a freak early winter storm which dumped several inches of rain on the Southland and kept Open House attendees at home in droves. We apparently got more rain on Open House day than we got all of last winter.

And so, months of planning and hard work by President Jerry Cortez and the Open House committee were pretty much washed away by the rain. Few aircraft braved the weather to fly to Flabob. Vendors, warbirds, and visiting pilots who had planned on attending the event did not show up, as Saturday morning dawned with a low, gray cloud cover resting on the mountain tops and intermittently dumping torrential amounts of rain.

The hundred or so brave souls who did show up were treated to a series of entertaining and informative seminars in the heated comfort of Chapter One's hangar. In the morning, Dianna Piles, of the Southern California Balloon Association, Werner Kon-

*See Photos on Pages 4-5*

"Roadable Air-relieve some of

Dr. Sam Puma, former USAF pilot/physician, NASA flight surgeon, and Northrop Grumman senior scientist, talked about the effects of acceleration on a pilot and the development of



*A view out the Chapter One Hangar door about noon on the day of the Open House.*

our freeway traffic congestion. After that, Don Hoffmann, one of the owners of Flabob's new gyroplane dealership, extolled the virtues of the Super Sport Gyro and the efforts of Carter Aviation Technologies. Dr. Sam Puma, former USAF pilot/physician, NASA flight surgeon, and Northrop Grumman senior scientist, talked about the effects of acceleration on a pilot and the development of

*(Continued on Page 10)*

## March 'Dragon Flight' leader next speaker

October 14th at noon we have something special for you. Don Goodin of the Dragon Flight Missing Man Formation at March AFB will be here to tell us a fascinating story of the history and operation of his flight of four L-29 Jets which fly at funerals and special occasions in California.

Don formed the missing man formation called the Dragon Flight in the March Aero Club about 10 years ago using T-34s.

Originally, the group would do the flights at no cost but the flight requests became so frequent that they formed a 501-c-3 non-profit organization and began

charging for the flights to cover expenses.

One of the guys bought an L-29 jet and eventually they all bought them and now they use the jets exclusively. The group is also called upon to perform fly-overs at patriotic events and at veterans celebrations in Southern California.

Don says that the group is composed of all volunteers and has performed over 1,000 times in the last 10 years. Don's Dragon Flight has achieved national fame. Donations come in from all over the country.

Come join us for a fascinating look at Missing Man flights with Don Goodin.

**--John Durant**

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\$18.00 per issue

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**Featured airplane for  
October:  
Dick Hein's  
Sonex**

# Calendar



## October

- 5th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.
- 6th-7th -- Sport Pilot RV Workshop**  
Chapter One Hangar
- 13th -- Young Eagles**  
Chapter One Hangar - 8 a.m.
- 14th -- Chapter Meeting**  
Chapter One Hangar - noon
- 14th -- Board Meeting**  
Chapter One Hangar - 3 p.m.
- 27th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.

## November

- 2nd -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.
- 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.
- 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!!**



## The Prez Sez...

Well, despite the rain, I have to admit I am not totally disappointed in our Open House and, with that said, just think how happy I would be if it didn't rain. First thing I would like to say is "THANK YOU" to the Open House Committee (Carolyn Badger, John Durant, Jim Hayes, Jim Pyle and Kathy Rohm) and, of course, our Board Members and all the volunteers who came out to help set up the day before and came out to volunteer for the Open House. The DC-3 group (Flabob Express) was off and running at 7 serving up their pancake breakfast. Vendors started setting up around the same time; it wasn't quite raining that hard yet. It started pouring a little later and it was like that the rest of the day. I felt if it cleared between 10 and 11, we could still get the locals in. I knew we would lose most of our long distance guests and vendors. It never let up until late afternoon and our Forum Speakers kept us going for the rest of the day. They all did a good job.

We were not sure how the Open House Banquet was going to play out because of the rain. It was a great success! Karen Schicora did a fine job planning the dinner. She planned for 100 and I believe the count was about that, not bad with the unexpected rain. John Durant asked Maj. Gen. Pat Halloran (Ret.) to be our guest speaker and Pat did not disappoint us. We had guests from Australia that just happen to drop by Flabob; they did not know we were having our Open House and they happened to know Pat. What a surprise for Pat and them. They, of course, bought dinner tickets and enjoyed Pat's presentation as much as we did. As impressive as Pat's Air Force career was, driving U-2's and SR-71's, I'm sure his career highlight was when he was the President of EAA Chapter One.

Another subject; some of you received this thru e-mail because I didn't get it in the September WingNut in time:  
Doug Maxwell's Volunteer of the Year Award

I meant to get this in September's *WingNut*, but it slipped my mind. Last year we started the Doug Maxwell Volunteer of the Year Award that is given out at our Christmas Dinner. With our Open House just around the corner, I have to admit it was put on the back burner and it shouldn't have been. It takes volunteers to run our chapter and they need and deserve to be recognized. Please submit at least five names who you think who have gone beyond just volunteering and have really been an asset to our chapter. These names can be from the past or present. Submit your names to Lloyd Dunn, Lloyd is chairing the committee and if you would like to be on the committee, please let Lloyd know. 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

Make sure you read Leon's article on Chapter One's donation to the Wathen Foundation and we have one more workshop this year, an RV Workshop Oct. 6 & 7. It also looks like we will have five more workshops next year.  
Thanks!

*Jerry W. Cortez*

## LSA seminars to be held at Corona AirFaire Oct. 13th

On October 13, Aircraft Spruce and *Light Sport* join in the celebration. LSAWest will display four light *Airplanes West* have teamed together with the Corona sport airplanes at the Aircraft Spruce Sale location and the Airport to help celebrate the Corona AirFaire and the other light sport airplanes will be at the Corona Airport on Aircraft Spruce West Super Sale and Fly-In. static display. The planes include the Tecnam Bravo, Flight

As part of the celebration, Aircraft Spruce will be Design CT, the Tecnam Sierra, the Remos, the Evektor holding their gigantic Aircraft Spruce West Annual Sale Sport Star, the Tecnam Echo, the Jabiru, the new A22 Valor on Saturday at their 61,000 square foot facility. They high wing and the Sting Sport.

will provide a free shuttle service from the Corona At 11 a.m., *Light Sport Airplanes West* will conduct a Light Sport Airplane Seminar at the Aircraft Spruce location and answer all questions about LSA requirements, the Aircraft Spruce location as well. planes and other matters of interest to those thinking of

Aircraft Spruce has invited *Light Sport Airplanes West*, California's largest Light Sport Airplane dealer to learning to fly in a light sport aircraft.





*The Carter Copter equipped gyroplane*



*The Gobosh Aviation G-700S LSA*



*Business office of the Gobosh G-700S*



*A poor drowned rat flooded out of his home*

# Chapter One's Open House



*The Orange County Soaring Association*



*B-17 pilot and memorabilia*



*A beautiful Beech Staggerwing lands*



*President Jerry Cortez chats on flightline*



# Open House Gala Banquet 2007



*Four generations of Stits--Bay Stits, his son, Donald, his grandson, Ray, and his great-grandson, Corey (Edie's in there, too).*



*The group from Australia--(from left) Frank Frost, Matt Handley, Pat Halloran, Lynette Zuccoli, Wayne Milburn and Roy McMillan.*



*Through the chow line, and enjoying*



*Maj. Gen Pat Halloran entertains*



*Fixin's ready to eat...*



*John Durant leads the long, long chow line*



*VP Gino Barabani mans the Sales Booth*



*Our young volunteers enjoy the fare*



# FROM THE EDITOR'S DESK

## On Pilots' Generosity

Q: What do pilots use for birth control?  
A: Their personalities.

Q: What's the difference between pilots and canoes?  
A: Canoes tip (an old waitress' joke).

Pilots often get a bad rap, and often it's deserved. But not always. Yeah, we may have huge egos, and many of us tend to feel a bit luckier than other earthbound mortals. We may not be the biggest tippers around. But when it comes down to the self-sacrificial giving of time and money to help those in need, pilots as a group are hard to beat.

The most obvious example of this, of course, is Young Eagles. Pilots in EAA chapters around the nation volunteer their time and their airplanes, at their own expense on a regular basis, to provide young people an opportunity to learn about airplanes and flying and to experience the joy of flight. Over a million youth have been flown so far due to the efforts of EAA volunteer pilots. That's a lot of giving!

After Hurricane Katrina devastated New Orleans, Fred Quarles, a concerned pilot from Charlottesville, VA, organized "Operation Teacup," a pilot volunteer effort coordinated in conjunction with [www.pilotsharetheride.com](http://www.pilotsharetheride.com) (See Sept. 2006 *WingNut*). An email plea was issued to pilots registered on the website to help in emergency evacuations of "special needs" hurricane victims. Quarles said at the time, "I have been telling the aircraft owners who volunteer, they have to pay for their own fuel and maintenance, expect no thanks, get little sleep, but they can have all the alligators and snakes they want. They seem to think that's a good deal. I had more pilots offering help than I have had refugees asking for transportation." Pilots volunteering their services flew over 43,000 passenger miles, all at their own expense without any financial help from government or other charitable sources and were credited with flying in donated medical supplies, stemming the loss of life of many critically ill or injured persons and reuniting members separated from their families. Pilots from all over the United States participated, many flying over 1,000 miles to get there.

*Angel Flight* is a non-profit charitable organization of pilots and volunteers which arranges free air transportation for any legitimate, charitable, medically related need. Patients are usually traveling for surgery, chemotherapy, dialysis, and other treatments. Again, as their website states, "There is never a fee of any kind, either to the patient or the health care provider for an Angel Flight. The costs are paid by the volunteer pilots." There are numerous other such pilot volunteer organizations. A lot of giving.

Look at Build a Plane, the many Wathen Foundation projects, the AOPA Project Pilot Program, the various aviation scholarship programs...and there are many, many more. Not to mention that we, as a Chapter, recently donated \$10,000 to the Wathen Foundation to help with its efforts to educate young people about aviation.

Pilots are willing to give. They work hard; they play hard; and they give big.

Pilots may be thrifty, but they ain't cheap!

- LG

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# How a hobby became an aviation phenom

Barnstormers.com has emerged as the premier aviation-related classified ads site on the internet, where nearly half a million visitors per month go to buy and sell their airplanes, ultralights, projects, airport property, and anything aviation-related. With over 6,000 ads and 700 new ones posted each week, the site has become a phenomenon in the aviation community around the country, and, literally, around the world.

Lorraine Kivi operates Barnstormers.com from a second-story loft in a hangar at Gillespie Field near San Diego, where she puts in 12-hour days seven days a week. The site started out as her hobby, became her dream, then her passion, and finally, a business success after years of toil and sacrifice.

In the early 1990s, Lorraine was a San Diego area commercial real estate manager who flew out of Gillespie Field. A grandmother with middle-aged children, she decided to learn some computer skills. "I didn't have any," she said. "And I didn't know anything about websites or the internet. I began teaching myself on a Mac as a hobby. By Summer 1995 I taught myself basic HTML, and then set up 'shop' in a 10' x 10' 'dungeon' in the back of an old Quonset hut hangar at Gillespie Field." There she began taking pictures of restorations that were going on at Gillespie and putting them on the internet.

Her little website web surfers found it search engines. Soon, emails from people sell their airplanes. "I become a broker, "she



caught on, as through the she was getting wanting her to didn't want to said, "so I de-

decided I would take their email requests and put them on one web page." The one web page became dozens, then hundreds, then thousands of pages of classified ads. Barnstormers.com grew steadily as more and more email requests came in, and as news of the site spread by word-of-mouth. With no funds available for advertising, Lorraine had business cards printed and recruited volunteers to hand them out at airshows, fly-ins and aviation events.

The website was becoming successful, but it wasn't making any money. The classified ads are free, and banner ads were hard to come by. Lorraine's dream seemed to be distant. She quit her job and took part-time work, and later had to quit that, in order to devote more time to Barnstormers.com, sleeping on the hangar's concrete floor between 5:30 a.m. and 8:30 a.m....when the hourly number of email requests was at its lowest. In January 1999, she sold her home and cashed in her IRAs to get money to continue. She moved into the old hangar (which had no bathroom), and continued working through the wee hours of the morning as emails came in from around the world.

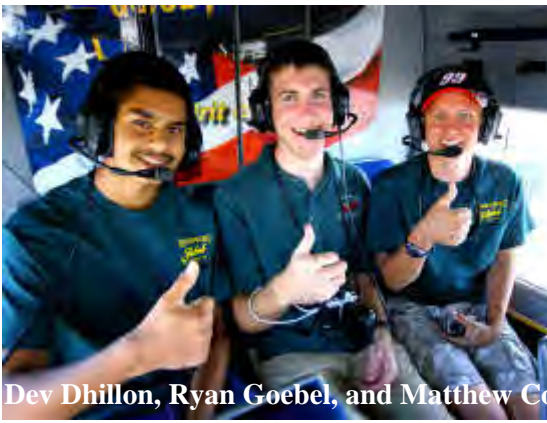
"My own family thought I was crazy," she said. "They couldn't figure out why anyone would choose to live in a dirty old hangar. But I knew all along I had a winner, and I had to stick it out."

As the website's fame grew, it became easier to get paid banner ads. As the number of classified ads increased, more and more customers opted to upgrade their free ads to paid ads (for an additional \$5 or \$10). And many of the advertisers give donations to Barnstormers after they make a quick sale to "show their appreciation of the value of the site and to help keep it going." A year ago, Lorraine bought and moved into a two-story hangar across the field from the Quonset hut where she began her operation. She now has her very own bathroom.

The past 13 years have been an adventure for Lorraine, known as "The Baroness." She has been the victim of a CIA sting operation, because of the war birds that were for sale on her site at that time. She's been investigated by the FBI, the US Air Force, and customs. "All of them wanted to know how I was making money," she laughs. "The fact was, I wasn't!"

Barnstormers.com came under scrutiny by the Department of Defense, after it appeared that a Pakistani who was living in Tijuana, Mexico, was using the website to network with contacts in the Middle East and was selling arms to Iran. The DOD persuaded Lorraine to work with them on a sting operation to capture the man. Lorraine made contact with the Pakistani, and wound up meeting him. After Lorraine identified a picture of the arms dealer, the DOD planned his capture, with the help of the Mexican government. Mexican police arrested the Pakistani for being in that country illegally, and ordered him deported. They placed him on a plane bound for Pakistan, which, by coincidence,

*(Continued on Page 8)*



Dev Dhillon, Ryan Goebel, and Matthew Counts



Photos by Lyn Freeman

## Stinson Kids get a special treat--a ride in Goodyear blimp!

Three of the Stinson Kids got a special treat last month, taking a ride in the famous Goodyear blimp from the blimp's base in Carson. Dev Dhillon, Matthew Counts, and Ryan Goebel were the lucky three who took the hour-long trip in the blimp, thanks to Lyn Freeman, of the Build-A-Plane organization. "It was a lot of fun," Dev Dhillon said, with typical teenage locquacity

The Stinson Kids are busy working on the wings of the donated 108-3 under the close supervision of Flabob's Jan Buttermore. The fuselage is well underway, and Jan hopes to start covering the bird next spring. Still needed for the project are an engine, propeller, vertical and horizontal stablizers, a rudder and elevators. The Stinson Project is a Wathen Foundation project in association with Build-A-Plane.

### They need your help...

It seems the tailfeathers of the Stinson 108-3 the Stinson Kids are restoring are rusted beyond repair. If you know where they can get usable horizontal and vertical stabilizers, rudder and elevators for a 108-3, call Jan Buttermore at 951-318-5215. Thanks!

## Barnstormers.com *(Continued from Page 7)*

included a stop in Los Angeles. When the plane reached the gate in LA, the feds were waiting to arrest him. After a trial, at which Lorraine testified, the Pakistani was sentenced to federal prison.

Born in Lyndhurst, NJ, Lorraine learned to fly in 1969 at a cropduster's strip in upstate New York. "I was always interested in aviation," she said, "but never knew I was capable of being a pilot. A client of my husband owned a plane and took me up flying, and convinced me that I could do it. So I did it." Over the years, she has owned a Citabria, a Cessna 172, and several project planes. She currently has two projects under way...a 1930 Fleet biplane and a Bellanca Super Viking...even though she can no longer qualify for an FAA medical certificate.

In August 2000, Lorraine was diagnosed with congestive heart failure and given a maximum of five years to live. In November 2001, with that in mind, she took on a business partner, David Rose, who promised to keep the barnstormers.com website alive after her death. Together they have grown the website into what it has become today.

Barnstormers.com has become Lorraine's life, pretty much. "What I miss the most is going to different fly-ins and airshows and reporting on them," she said. "Hopefully, in the future I can find a way to decrease my workload enough to have some free time to travel again."

In the meantime, she spends her days nourishing the business that went from a hobby, to a dream, to "Aviation's Busiest Marketplace." When it comes to aviation websites, The Baroness rules! - LG

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# Chapter One donates \$10K to Wathen Foundation



*From left, Kathy Rohm and John Lyon of the Wathen Foundation; Chapter One Board members James Pyle, Nancy Acorn, Gino Barabani, Karen Schicora, Ray Stits, and President Jerry Cortez.*

Chapter One’s Board of Directors voted last month to make a donation of \$10,000 to The Thomas W. Wathen Foundation.

The Wathen Foundation, which owns Flabob Airport and saved it from being developed into housing, is a foundation which “uses aviation as a tool to educate and inspire young people, especially disadvantaged and at-risk young people, for careers and avocations in aviation and in life.”

“If it wasn’t for the Wathen Foundation, Chapter One may not even exist, and we certainly wouldn’t have the facilities that we have,” said Ray Stits, Chapter One founder and board member, as he advocated the donation. “Without the Wathen Foundation, there wouldn’t be a Flabob, so there wouldn’t be a Chapter One Hangar.”

After much debate and tabling the issue for a month, the Board voted unanimously to make the donation, an amount which

was matched by several other residents of Flabob Airport. Chapter One had a little over \$25,000 in its account at the time.

The Wathen Foundation has established the Wathen Aviation High School at the airport, as well as conducting six to eight five-day Air Academy programs for middle and high school students. Board members involved in the Air Academy report that the Flabob academies are “equal to or better than” those put on by EAA at Oshkosh. Other foundation programs include the Aeronca and Stinson projects, Build-A-Plane, Elderhostel encampments at Warner Springs, and outreach to educators, elementary and middle school aviation programs.

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Thanks, Doc!

# Open House banquet huge success

(Continued from Page 1)

“G-suits” for the military. Finally, Steve Hill, owner of Twisted Composites of Moriarty, NM, showed how he developed and constructs the all-composite propellers used in the fastest racing planes. While rain drummed on the roof, the audiovisual presentations kept us happy to be indoors.

By late afternoon, the rain had moved eastward. By 5:30 or so, you could walk from your car to the Chapter One hangar without an umbrella. And, so, the Chapter One Open House Gala Banquet drew a packed house

Nearly every seat set up in the Chapter One hangar was filled by the 6:01 p.m. starting time (Why 6:01? I don’t know... Personally, I wouldn’t care if it started a minute earlier or later). After a delicious meal of chicken or beef tri-tip with salad, rolls, steamed veggies, cut potatoes, choice of beverage and dessert, President Jerry Cortez and Vice-President Gino Barabani handed out small EAA Chapter One trophies to all those who had volunteered their efforts to support the Open House.

The evening’s speaker, Maj. Gen. Patrick “Pat” Halloran, then took the stand and proposed that a trophy be given to those who had traveled the greatest distance to attend the Open House Banquet: a group of five Australian aviators who had stumbled upon the banquet by accident. The five Aussies, from Toomoomba, Australia (a town just west of Brisbane), had come to the US to attend the Reno Air Races then do some sightseeing at the Grand Canyon and various Southwestern aviation museums. On the day of the Open House, they had arrived at Flabob (one of their stops). Talking with various Flabob fliers, they learned that the “Comet” had been built at Flabob. They mentioned that they knew someone who had flown the Comet—Pat Halloran, who had spoken at their EAA Chapter 1308 meeting. When they heard Pat was to be the speaker that evening, they decided to stick around and attend the banquet, where they were reunited with and dined with the Maj. Gen.

John Durant introduced speaker Pat Halloran, in what Pat called “the longest introduction I’ve ever had,” as John gave an informative review of military aviation history from the Wright Brothers to the space program.

Pat Halloran’s audiovisual presentation was electrifying, as he told about his years in the Air Force in “High Altitude Reconnaissance: Flying the U-2 Dragon Lady and the SR-71 Blackbird.”

Pat was one of the first pilots to check out in the U-2, in 1957. He said the plane’s designation, “Dragon Lady,” was apropos. “She was sexy, slick, and very, very dangerous,” he said (referring to a character in Milton Caniff’s popular cartoon strip *Terry and the Pirates* (1934-1973), which ran in many newspapers). Indeed, the U-2, with its bicycle gear, was a dangerous plane to fly and to land, racking up 65 aircraft accidents with 34 fatalities in its career—the highest of any airplane in the Air Force.

At maximum cruise altitudes, the U-2 had a flyable window of 8 knots, he said. If you went over, or under, “Your flying was done for the day.” Pat told about the feelings of claustrophobia the pilots would have to overcome after being in a partial pressure suit for two hours of pre-breathing and up to 13 hours in the tiny plane on a mission.

After nearly eight years of flying the U-2, Pat was one of 10 pilots chosen to transfer to the new SR-71 project. When viewing the Blackbird for the first time, Pat said, “I couldn’t believe my luck!” The SR-71 was designed to fly at Mach 3.2 at 85,000 feet. It flew faster than a 30-06 rifle bullet—which, Pat said, was great if you were traveling over territory that was defended by 30-06 rifles.

The beauty of the SR-71 was basically skin deep—the main problem with the Blackbird’s flying was heat. At top altitude and speed, the plane’s average skin temperature was 550° F. The temperature around the cockpit was 622° F. To attenuate that kind of heat, the entire skin of the aircraft had to be made of a relatively new metal—titanium.

Pat also said the SR-71 was somewhat of a fuel hog, burning 12,000 gallons (the size of Flabob’s underground avgas tank) every hour-and-a-half. But, he said, in that time, you traveled over 3,000 miles.

He also told of setting the record times from New York to London (1:55) and from London to Los Angeles (3:47).

After Pat’s presentation, the “official” banquet ended and socializing continued. All in all, a very enjoyable evening. If you missed it, you missed a lot. Plan on attending next year’s Open House and Gala Banquet. You’ll be glad you did!

- LG





## Newly-built Volksplane in need of new owner

John Coe was proud of his recently completed Volksplane VP-1. The long-time Chapter One member finished his project in June, and did the first few test hops in July under the watchful eye of Hal Nemer. Then Chapter One Technical Advisor Ron Caraway flew the plane and pronounced it fit to fly.

John, the owner of the TruValue Hardware store on Arlington Ave. in Riverside, had extensive hardware/building experience. He built the plane with

care, utilizing a HAPI 1835cc engine. On August 3, he took the plane around the patch at Riverside Airport, landed, taxied back to his hangar, shut off the engine, and slumped over the stick...dead.

The plane--with less than two hours total time--is being sold by his widow, with the help of Chapter One member Ken Skog, a close friend of the Coes. They are asking \$5,000 or best offer. If you're interested, contact Ken at 951-316-0412. Quick!

## Election ballots are in the mail

As a Chapter One member, you should be receiving your 2007 election ballots in the mail any day. Please vote and mail them back to us.

Tiffany Felton, whose candidate's statement appeared in last month's *WingNut*, has withdrawn from the election, due to the fact she has taken a job which requires her to work weekends. She will, however, continue to do the Young Eagles groundschool every month.

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## Poker Day & Pot Luck

Saturday, October 20, 2007

4:00 p.m. (eat at 5)

EAA Chapter One Hangar

We're trying to re-enact some of the old time fun get-togethers! So, if you're crotchety, critical, nasty or a bummer...don't come! If you want to have some fun, comradeship, swap some stories and play poker for keeps, please come...any time after 4 p.m. We'll provide utensils, sodas, cards, and poker chips (5-cent, 10-cent, and 25-cent).

If you don't play poker, bring your favorite board game. We have Trivial Pursuit.

What to bring (food for eight). Last name:

A-H = Salad

I-P = Main Dish

Q-Z = Dessert

Please RSVP to Jay or David D. Or Kathy

Or call 951-683-2309 (ex. 104)

*EAA Chapter One*

# *Membership Meeting*

Brick  
Purchases  
Benefit  
The Building  
Fund

*October 14, 2007*

*at noon*

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

Lunch will be  
provided!

Bring your favorite  
salad or dessert  
dish!

***SEE YOU THERE!***

**Flabob Airport (RIR)**

4130 Mennes

Riverside (Rubidoux), CA

**FOR MORE INFORMATION CALL:**

(951) 682-6236

Check our website at [www.eeach1.org](http://www.eeach1.org)



EAA Chapter One  
Flabob Airport  
P. O. Box 3667  
Riverside, CA 92519

*We Make Flying FUN!!*