

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 55, Issue 12

We make flying FUN!

December 2008

Merry Christmas!



Chapter One Christmas Dinner to be held Dec. 6

Ready or not...holiday time has arrived! And Chapter One will hold its annual Christmas Dinner in our hangar at 6:01 p.m. on Saturday, Dec. 6. Tickets for this great banquet are only \$12 for adults, \$6 for children. This is less than the cost of the meal alone, but the difference is subsidized by the Chapter as a "Thank You" to our members.

This is our Chapter's last hurrah in 2008. There is no Chapter Meeting nor Young Eagles Rally in December. For many of us, it will be enjoying the festivities and fellowship at the Christmas Dinner, then "See you next year!"

Your Board of Directors has encouraged you to purchase tickets for our banquets well in advance, so we have a count for our caterer. We haven't had a great deal of participation from y'all, so try to give Kathy Rohm a call if you plan to attend the Christmas Dinner. You

can reach her at 951-683-2309 ext. 104. Those volunteers in charge of the dinner will be giving an estimated attendance to the caterer.

The menu this year is your choice of stuffed turkey with gravy (individual turkey breast stuffed with assorted vegetables and sausage seasoned with spices and roasted to a golden brown. Smothered in a rich gravy), or roasted ham with peach and raisin glaze (tender, lean ham slowly baked and covered with a glaze made with peaches, raisins, brown sugar, cinnamon and nutmeg). The meals include bowtie pasta salad, red potatoes with parsley butter, medley of squash with corn and red bell pepper, holiday coleslaw, tossed garden salad, dinner rolls and cranberry sauce. We hope to see you December 6th at the Chapter One hangar as we close out a busy 2008.

New Class D airspace added around SBD

New Class D airspace around KSBD went into effect on Nov. 20th with the opening of the San Bernardino control tower. The airspace extends 4.5 nm from the airport and extends up to 3,200 msl.

Pilots who fly from Flabob over the freeway to the pass without contacting the SBD tower will be in violation of the new Class D airspace. Those who fly above 3,200 msl but below 5,500 msl to the west side of the freeway will violate SoCal's airspace. To avoid violation, pilots need to fly above 5,500 msl, and well east of the freeway.

Contact San Bernardino Tower on 119.45 prior to entry of the Class D airspace for transition through their airspace or for landing instructions.

The nonfederal tower will operate from 0700 to 2100 daily. Ground control frequency is 121.8. ATIS/AWOS is 124.175.

The tower, operated by the San Bernardino International Airport Authority, is manned by a private contractor—the same contractor that provides controllers for the Riverside Airport tower. "Our tower manager should provide a familiar voice to your pilots," SBD Airport Manager Bill Ingraham said. "Cynthia Trawick worked the Riverside tower for years."

Although the tower had a "grand opening" on Nov. 20, it has been operating throughout the month in an ad-

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\$26.00 per issue

Happy Holidays!
From your
Board of Directors

Calendar



December 2008

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

-No Young Eagles in December-

6th -- Christmas Dinner
Chapter One Hangar - 6:01 p.m.

20th -- Design Group Meeting
Chapter One Hangar - 10 a.m.

25th -- Merry Christmas!

January 2009

1st -- Happy New Year!
10th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.
11th -- Chapter Meeting
Chapter One Hangar - noon
11th -- Board Meeting
Chapter One Hangar - 3 p.m.



**Christmas
Banquet
Dec. 6th**



The Prez Sez...

Here it is December already and what a busy year it has been. Between Chapter One and Flabob Airport, we have had one to two events per month. I would like to thank all the volunteers who got us through this year. I would like to also thank our retuning Chapter One board members and Lloyd Dunn, who is not returning. I appreciate all the work Lloyd and his wife Joy have done for our chapter. I'm sure they have more motorcycle trips planned for 2009 and I hope they have a great time. I would also like to welcome the newest board member to Chapter One. Gabriella ("Gabe") Amthor is coming on as our new Chapter One Secretary.

We had more people running for our Chapter board this year than we had open positions. I personally was happy to see a new interest in our Chapter. For those of you who did not make it this year, we have more positions up for election next year. Please don't give up and try again next year. This is also an open invitation for all our members who haven't served on the Chapter board to give it a shot.

Chapter One and Flabob Airport has another busy year ahead of us in 2009. Again I am asking for volunteers to give us a hand. Not only for the events themselves, but we need volunteers for the committees we put together. If you have some time next year, please volunteer.

If I do not see you at our Christmas dinner, have a Merry Christmas and a Happy New Year! Thanks!

Jerry Cortez

KSBD hoping new tower will help growth

(Continued from Page 1)

visory capacity only. When aircraft call the unicom for SBD, the tower responds and asks the aircraft to switch to the tower frequency. Controllers then act in an advisory capacity, but do not give clearances for take-offs or landings. The tower will begin standard operating procedures in the beginning of December.

The tower will not be the busiest one in the U.S., since aircraft operations at the airport average only 45 per day. However, airport officials believe that the new tower will be one step in their plans to bring a mix of commercial passenger, cargo, and business aviation to the San Bernardino airport.

"From a practical aspect," said Manager Bill Ingraham, "the cargo and passenger airlines and the high-end corporate customers we are trying to attract anticipate having tower services for safe entry and departure."

One local newspaper reported that airport officials are negotiating with four passenger airlines for scheduled service, but, Ingraham said, "that's a stretch.

"We are currently in hard discussion with one airline," he said, "and a second is waiting to see how these discussions go."

The airport, with a 10,001' runway (6-24), was the former Norton Air Force Base which was closed in 1994. The military virtually handed the airport over to the Inland Valley Development Agency free of charge. Airport officials estimate that about \$700 million has been spent

refurbishing the aging facility, most of it from state and federal grants.

In preparation for airline activity, they have spent \$34 million to refurbish the runway, \$38 million for a new passenger terminal and \$8 million to widen roads leading to the airport in eastern San Bernardino, according to an article in the *Los Angeles Times*.

With its location on the eastern outskirts of the LA metropolitan area, SBD is in a unique position to offer airlines and cargo haulers a cheaper alternative to LAX and ONT. Ingraham and others are in negotiations with several cargo haulers from China, though airport planners don't want to see SBD become a cargo-only airport. "We don't want cargo to be the big dominant player on the field," Ingraham said.

The new Class D airspace will increase the workload of pilots flying to and from Flabob, and rumors are that there are still some technical problems to be worked out between KSBD and SoCal Approach. If you're flying out of Flabob or Riverside, be aware of the new airspace and the restrictions it imposes. It's new...it's easy to forget that it's there...so don't. Fly safe, and grin and bear it!

**See full-page outline of the new
Class D Airspace on Page 6**



Veteran's Day At Flabob

Photos by Erik Lindholm

2008

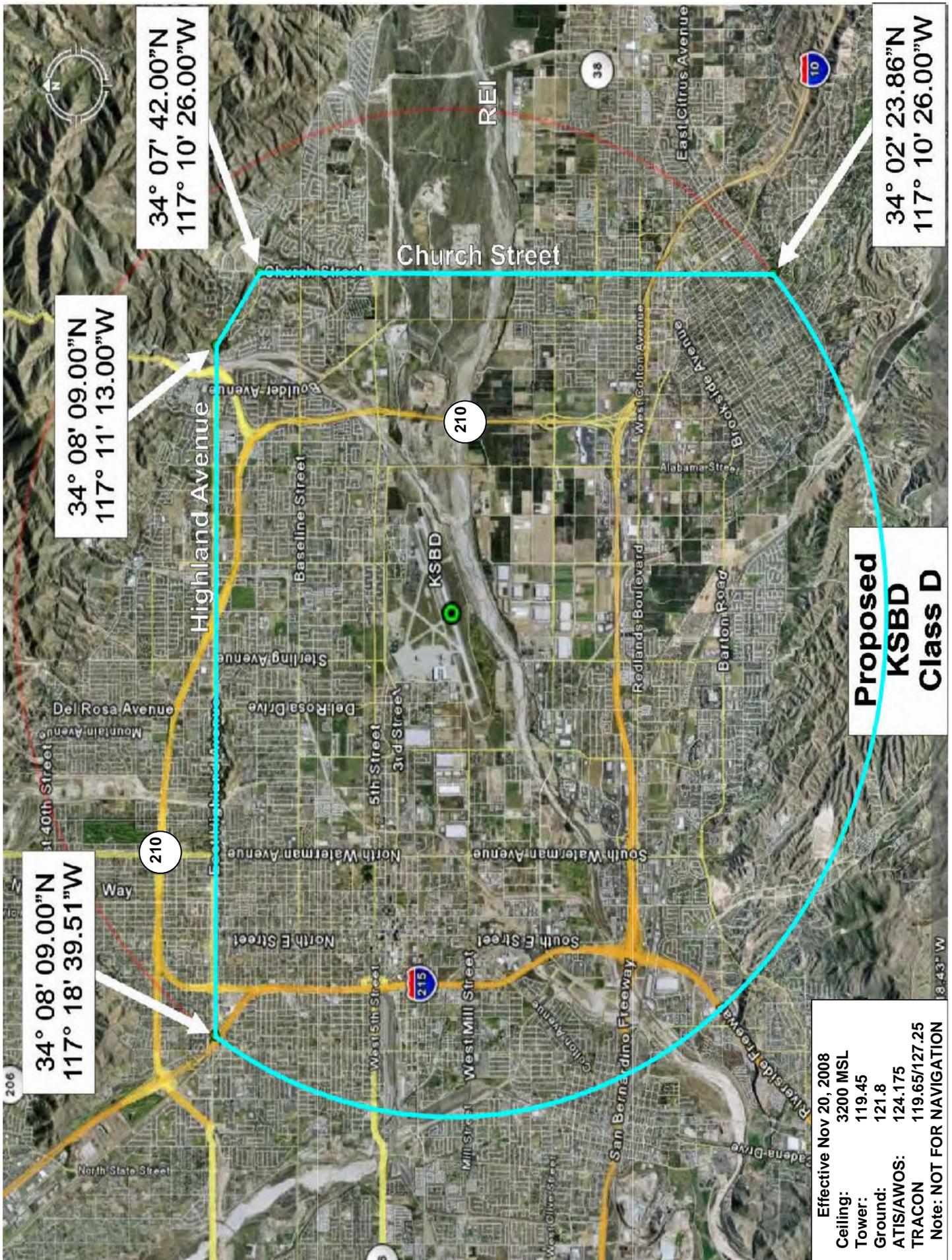




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FROM THE EDITOR'S DESK

On Freedom—Just Say NO!

Sometimes, when I think about how our basic freedoms are being eroded, I feel like we're all that proverbial frog in the pot of slowly heating water. Before we're aware of it, our freedoms will all be gone, and we'll be well-done selections lying inert on the government's smorgasbord of taxpayer stew.

On September 11, 2001, 19 Islamic terrorists hijacked and destroyed four U.S. airliners and plunged this greatest nation on the face of the earth into a mild form of hysteria. We, the people, thereafter willingly ceded our rights, piecemeal, to the powers of government in return for a sense of "security." Less than two months after the horrific attacks on 9/11, the Transportation Security Administration (TSA) was created and began screening luggage and patting down citizens at airports all over our nation. We nodded and understood, even as the TSA bowed to political correctness and agreed not to "profile" certain groups (i.e., Middle Eastern men between the ages of 20 and 40). We stood by silently as young Muslim males were waved through the lines while elderly Norwegian-looking grandmas in wheelchairs were frisked. We were obviously so grateful for the government-proffered security that we were willing to overlook the glaring lack of common sense attached thereto.

Now, the same mighty minds in the TSA that designed airport security screenings have come up with new restrictions for General Aviation. And—you guessed it—common sense is once again the missing ingredient. These proposed rules are so profoundly ridiculous that only a governmental bureaucracy completely out of touch with the realities of general aviation could have conceived of them! Chalk up another one for the TSA!

These "security" geniuses have apparently decided that "large" general aviation aircraft impose an imminent threat to our national security. They have proposed new and sweeping security restrictions on general aviation aircraft in the "Large Aircraft Security Program" (LASP), which would affect aircraft with a maximum gross takeoff weight (MTOW) over 12,500 pounds.

In brief, the LASP would impose the following requirements on every owner/operator of any aircraft over 12,500 lbs MTOW:

- Require every owner/operator to assign a security director to oversee flight operations and to set up a TSA-approved security program, with an audit of the security program initially and every two years thereafter.
- Require fingerprinting, and multiple background checks of all pilots and flight crew members, to be repeated every five years.
- Require every owner/operator to submit the passenger manifest **for each flight** and to receive TSA clearance for all passengers prior to the flight.
- Prohibit firearms and other restricted carry-on items from the cabin area unless the aircraft has a TSA-approved storage area.



- Require some non-commercial airplanes to carry a federal air marshal, when instructed to do so by the TSA.

If your business has an aircraft over 12,500 pounds—say, a KingAir 350 or a DC-3—it will be required to comply with these draconian regulations. No last-minute passengers will be allowed to jump on board the flight (not even the CEO!). Nope! Every passenger has to be pre-cleared by the TSA. The paper-work load may require a new employee for the flight department. How will that affect your bottom line?

Most importantly...if every company in the U.S. complies with these proposed regulations...will you feel one bit

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FROM THE EDITOR'S DESK (Continued from Page 7)

safer? Will you sleep better at night knowing that every passenger in GM's Gulfstream has been cleared by the TSA? Will you walk taller knowing that some small company's KingAir crew has been fingerprinted? I won't. And our friends at EAA Headquarters have this further warning:

"The long-term risk to general aviation is much greater than that. New security rules just finalized by the Bureau of Customs and Border Protection (CBP) apply to all private aircraft, regardless of weight, capacity, or type. The CBP's new anti-terrorist rules make no distinction between a 747 and Cessna 172. LASP would put 'a foot in the door' that could be extended later to cover all GA aircraft of any weight.

"The Effects of the LASP on General Aviation

- It would place substantial cost burdens on aircraft owners and operators and on the airports that serve them—TSA estimates total costs up to \$190 million per year, most of it paid by owner/operators.

- It could significantly curtail or eliminate many historic aircraft operations and programs, including EAA's B-17 tours.

- It threatens to undermine fundamental liberties and privileges of U.S. citizens.

- It could represent only a first step in a broader security policy that would risk suffocating the nation's valuable general-aviation activities.

- It would be misdirected, applying disproportionately vast resources and onerous costs and restrictions to a comparatively limited area of risk.

"Under the LASP, the TSA's regulatory activities would be extended for the first time to personal GA aircraft, historic and vintage aircraft, and operators, passengers, and pilots flying for personal and business use. This is a radical departure from anything the TSA has enacted to date. It would, in effect, require governmental review and authority before you could operate your own personal vehicle.

"It would require separate governmental review and authority for every single flight that included passengers. Nothing like the LASP has been imposed on cars, trucks, boats, or any other privately owned, privately operated vehicles. The TSA's proposal raises serious constitutional questions about personal liberty, privacy, and freedom of movement.

"Limiting the LASP to aircraft over 12,500 lbs is just a convenient line in the sand. The LASP would certainly open the door to similar security restrictions on virtually every GA aircraft and airports — all in the name of security. And as a means of reducing the threat of terrorism, the LASP would be misdirected, unwarranted, unconstitutional, and ineffective."

Once again, it's time to "*squeak up*." Don't let them take away our freedoms without a fight! **Your voice can make a difference.** Please take a few minutes to send your comments to the TSA.

Refer to:

Docket No. TSA-2008-0021, "Large Aircraft Security Program, Other Aircraft Operator Security Program, and Airport Operator Security Program."

- **By Mail or in Person to:** Docket Management Facility, US Dept. of Transportation, 1200 New Jersey Ave SE, West Building Ground Floor, Room W12-140, Washington DC 20590-0001.

- **By Fax to:** 202-493-2251

Thank you for doing your part to protect OUR freedoms! It's time to take up the mighty pen and write. Yes, this means YOU! Do it now...please! Be a patriot and help us protect our freedom. Let your squeak add to my squeak and to all the other Chapter One squeaks until we are the squeaky wheel that gets the grease. We simply can't allow this erosion of our freedom. Let us join voices to yell a resounding, "No!"

"Those who would give up Essential Liberty to purchase a little Temporary Safety, deserve neither Liberty nor Safety." – **Benjamin Franklin** **LG**



73 Young Eagles flown in November

The last Young Eagle Flight Rally of the year went smoothly with good flying weather and many pilots back in town. (We will not fly Young Eagles in December, as the month gets so quickly filled up with family Christmas activities.)

The largest part of the 73 participants came from two Boy Scout troops: Troop 266 from San Gabriel brought 25 scouts and Troop 1 from Huntington Beach brought 21 scouts. Troop 1 is the oldest Boy Scout troop west of the Mississippi and has been coming here almost from the start in 1992. We in Chapter One have sort of an affinity for Boy Scout Troop 1!!

The ground school was conducted by Tiffany Felton and the Boy Scout aviation merit badges were handled by John Durant and Al Gester. Chris Felton did the small group preflight instruction.

We welcome back John Alling who flew up from Valley Center. Also, we welcome Flabobian Ray Key who flew Young Eagles with us for the first time. Ray flew the recently repainted and re-engined C-152 that is owned by him, Norm Manary, Carol Meredith and Conrad Nordquist. Welcome on board to the greatest group of pilots you will find anywhere!!!!

Thanks to pilots, ground support people and Young Eagle volunteers who together made the program run smoothly.

Pilots Who Flew:

Douglas Allen	Piper Archer PA-28-181	Ray Key	C-152
John Alling	Piper Comanche	Norm Manary	J-3
David Belford	Aeronca	James Meeker	Taylorcraft BC 12-D
David Cheney	C-180	Don Newman	C-172
Irvin Craig	C-182	Gerald Perry	C-150 (Andy Andersen's)
Dave Cudney	Cherokee 180 C	George Pruitte	C 210 B
Barry Duble	Cherokee 235	Walt Wasowski	C 172
James Hayes	American AA5-A		

-Wes Blasjo, Young Eagles Coordinator



After a particularly rough landing during thunderstorms in Ontario, a flight attendant on a West Jet flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as h-ll everything has shifted."

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EAA Chapter One

Membership Meeting

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The Building
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Lunch will be
Provided!

Bring your own
salad or dessert
Dish!

January 11, 2009
at noon

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

SEE YOU THERE!

Flabob Airport (RIR)

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FOR MORE INFORMATION CALL:

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Check our website at www.eeach1.org



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