

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 55, Issue 6

We make flying FUN!

June 2008

Burt Rutan to speak at Open House Banquet



He won the \$10 million Ansari X-Prize for designing the first privately-funded spaceship to enter the realm of space. He designed the *Voyager*, the first airplane to fly around the world without stopping or refueling. His homebuilt aircraft designs can be found around the country and around the world, including the ubiquitous VariEze and Long-EZ, the VariViggen, the Quickie, and others. He has received awards and prizes too numerous to mention, including the Lindbergh Award and the Presidential Citizens Medal, presented to him by President Ronald Reagan. In 2005, *Time* magazine listed him among “100 Most Influential People of the World.”

These are just a few of the accomplishments of Burt Rutan, who has agreed to be the guest speaker at the Gala Banquet of our Open House on Sept. 27, 2008.

Rutan’s visions for the future—including an individual small aircraft transportation system, space travel for “the rest of us” and a technology-enabled super society—will stir the imagination of any audience. Lively and witty, he inspires audiences with his enthusiasm for what individuals with vision can achieve.

Burt Rutan is a gifted engineer, adventurer and entrepreneur, and his story is the stuff of American folklore. Like all of his airplanes, the *Voyager* employed some of the most advanced designs in use today.

Hollywood has showcased his sleek, avant-garde designs in three films: *Death Race 2000*, *Octopussy* and *Iron Eagle III*. He also designed the beautiful twin-engined Beechcraft Starship.

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Vertigo, hypoxia topics for June meeting

Vertigo, hypoxia, and altitude sickness will be the topics covered by our June Chapter Meeting speaker, Wendell (Wendy) Hinman.

Wendy spent 11 years as a Weapons Systems Officer in the rear seat of an F-4 Phantom. He was also a Life Support Officer and an accident investigator. During his tenure in the service, he taught pilots how to recognize and avoid hypoxia, vertigo, and effects of altitude.

“The reason I feel the need to discuss these topics is because we of general aviation think we are immune to these problems. The myth is that only fighter jocks face this type of problem. I suspect that we need to pay atten-

tion to them as our body isn’t designed for flight, so we need to know how to avoid problems brought on by aviation. We need to be aware and willing to learn how to compensate and react to the problems hypoxia and vertigo bring,” Wendy said.

“I will tell a few war stories from my years of driving Phantoms, expect to chuckle with me. Hope to enlighten and entertain!”

Wendy, who is a construction project manager with Lowe’s, is a member of EAA Chapter 1279, and is part of the Pietenpol project there. As usual, the meeting will kick off at noon with lunch, and the meeting begins at 1.

EAA Chapter One

Officers

President

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

Vice President

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

Treasurer

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

Secretary

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

Directors

Ray Stits
(951) 682-6236

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

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

Karen Schicora
(951) 682-6236
kschicora@earthlink.net

Walt Wasowski
(909) 829-8029 home
(909) 565-8029 cell

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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**Open House Banquet
tickets to go on sale
soon. Read The
WingNut for details!**

Calendar



June 2008

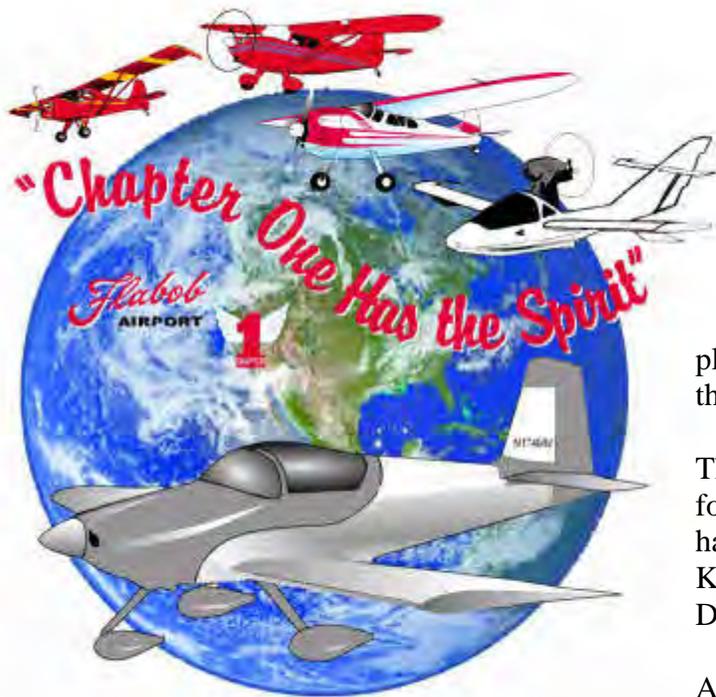
- 6th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
7th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.
8th -- Chapter Meeting
Chapter One Hangar - noon
8th -- Board Meeting
Chapter One Hangar - 3 p.m.
15th -- Father's Day
21st -- Design Group Meeting

July 2008

- 4th -- Chapter One picnic/meeting**
Chapter One Hangar
12th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.
19th -- Design Group Meeting
Chapter One Hangar - 10 a.m.
27th- Aug. 2nd -- EAA AirVenture
Oshkosh

August 2008

- 1st -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
9th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.
10th -- Chapter Meeting
Chapter One Hangar - noon
10th -- Board Meeting
Chapter One Hangar - 3 p.m.
16th -- Design Group Meeting
Chapter One Hangar - 10 a.m.



Here's the Design For the 2008 Open House Shirts

Board member Karen Schicora has been busy finalizing plans for the 2008 Open House shirts. The design that won the day is shown at left..

The design features five prominent planes from Flabob. The largest, in front, is Mark Manda's RV-7A. The next four were owned by former members of Chapter One who have Gone West. They include Bill Schicora's Osprey, Ron Karwacky's Cessna 195, Ken Brock's Stinson 108, and Doug Maxwell's Kitfox IV.

The Open House shirts will (hopefully) be done before AirVenture 2008. Be sure to get yours.

June Young Eagles will be on June 7th -- the *first* Saturday

Burt Rutan to speak at Open House Banquet

(Continued from Page 1)

"I'm doing essentially the same kind of thing I did when I was as a kid except I'm doing it with rocket ships and airplanes and special vehicles."

Rutan's company, Scaled Composites (named for its trademark use of carbonfiber composites), has developed a diverse array of projects, including the catamaran for Dennis Connor in the America's Cup challenge and the gondola for Virgin Atlantic's Richard Branson's attempted non-stop balloon flight around the world. Rutan also developed an all-composite car body for General Motor's 100 mpg show car.

The success of Scaled Composites owes itself partly to Rutan's philosophy that the best ideas come from the collaborative efforts of small, closely-knit project teams. By maintaining his entrepreneurial edge, Rutan has streamlined costs while stimulating creativity and innovation.

"An engineer in a normal aerospace company," says Rutan, "gets to work on two or three airplanes in his whole career. We have developed over forty new types since 1972."

Rutan has received many awards, including the Chrysler Award for Innovation in Design, "Engineer of the Year" by Design News, the British Gold Medal for Aeronautics, the Collier Trophy and the Presidential Citizen's Medal.

Open House organizers expect to have a maximum crowd for this year's banquet. Ticket sales will be limited to the number of seats available. Your Open House committee is going to meet after the Young Eagles Rally on June 7, when they plan to set up tables to determine the maximum banquet seating capacity of our hangar. Ticket sales will be announced after that, and the tickets are expected to sell quickly. Chapter One members will be given first opportunity to purchase the banquet tickets.

Planning is underway for the day-long Open House event. As in years past, there may be an early morning balloon launch, followed by a Pancake Breakfast sponsored by the DC-3 group. Plan on being there early to support their worthy efforts. Educational forums are planned throughout the day, with speakers who are tops in their fields. There will be many vintage aircraft on display, and vendors, great food and drinks, our annual silent auction with many great items to bid on. Fun for the entire family!



Trish Russell earns place in Guinness World Records

“It was 34 boys and me,” Trish Russell laughs, when speaking of her record-setting formation flight at Oshkosh’s AirVenture last year. As the only female in the 35-ship formation, flying an RV- 6 with a fixed pitch prop, she had to work extra hard to ensure her proper place among the mass of homebuilt metal.

The 35 Van’s RV aircraft earned a place in Guinness World Records as “The largest civilian formation flight.” A certificate to commemorate the flight was sent by Guinness to the flight leaders.

“The idea behind the formation flight was the celebration of Van’s 35th year at Oshkosh,” Trish explained. “Thirty-five years ago, Richard VanGrunsven brought his first aircraft to Oshkosh for display. That aircraft now hangs in the EAA Museum.”

That’s why the huge formation seems to be missing a plane. It would take 36 planes to make the “perfect” diamond, but the “tail” plane is missing, giving the

35-plane salute to Van. Sadly, Trish said, the group won’t be returning to Oshkosh this year for Van’s 36th year...which would complete the perfect diamond.

The formation was made up of all RV aircraft. “There were RV3s, 4s, 6s, 7s, and 8s,” Trish said. “And it was a truly multicultural group: There was one female (me), and there were blacks and Hispanics, and people from the US and other countries.”

Putting a 35-ship formation together isn’t just a matter of going up flying and getting together. It took many hours of ground school and air practice for the big group to get it right. “Most people look at the picture (of the formation flight) and say, ‘Isn’t that great!’” Trish said. “We look at it and see all the mistakes we made, how many of us were out of place.”

Trish is a Chapter One member and resident of Redlands who flies an RV-6A. She and her husband, Mark, were married in the chapter hangar.



Bill Schicora's final project will soon take to the air



Bill Schicora had a dream in March 2002. He had found a 1946 Aeronca Chief that was a basket case, and had the dream of making it fly again. Bill wanted to do a complete restoration on the bird, and, in his mind, saw the Chief in better-than-new condition.

“When we got it, it was all apart,” said Karen Schicora, who is a Chapter One board member. “It was just the frame. The doors, windows, horizontal stabilizer, and all removable parts were stacked together.”

Bill and Karen bought the do-it-yourself package, and Bill started working on it. “Bill normally started working on the frame and covering when he restored an airplane,” Karen said. “But on this, for some reason, he started working on the engine.” He had the frame powder coated, and worked on the gas tank.

Bill had extensive airplane building experience. He had built an Oshkosh-award-winning Osprey, and an award-winning Aeronca L-3. He certainly wasn't daunted by the pile of parts that was once a Chief. But then, disaster struck the Schicora family: Bill discovered he had pancreatic cancer, and, not many months later, he departed this world.

“At that time, I didn't know what to do with the airplane,” Karen said. “I wanted to donate it to the Wathen Foundation. But a bunch of the guys from (our chapter) wanted to finish and restore it in Bill's memory.”

So the guys, including Roger Farnes, Jim Pyle, Ken Brown, Travis Gammell, Eric Lyndholm, Doug Maxwell, Wes Blasjo, and Bud Davis, went to Karen's airport home on Thanksgiving Day weekend 2002, loaded the plane and parts onto a trailer, and brought it to the Far West hangar at Flabob.

“Everybody worked on it. Things moved along on it, then the people just sort of stopped coming,” Karen said. Work nearly stopped on the project, and it languished in the Far West hangar. Roger and Jan Buttermore worked on it as time allowed, as did some other faithful members.

The volunteers had to build new formers and stringers and repair the landing gear. They had to replace all four spars in the wings because they were cracked. They repaired all the ribs. The plane was then recovered with Polyfiber, donated by Jon Goldenbaum. They got it through silver and started reassembling it, putting the engine on so they could work on it, where they found one of the magnetos was messed up. One of the landing gear struts needed to be replaced, as did one of the wing lift struts. After more than five years of on-again-off-again labor, the plane is nearly ready to fly.

Last year, Karen sold her airport home, and knew she needed to sell the airplane her husband had hoped to restore. She advertised it for sale, and a gentleman from Quebec, Canada, who owns a bed & breakfast, bought it. J.D. Recomsat and his friend, Tom Kennedy, have made trips to Flabob to finish the Champ so they can fly it home. They plan to name the plane “Spirit of Flabob.”

Soon, Bill's dream will be become a reality. The '46 Chief will climb skyward, into its element, and head off into the blue...to a home far away from Flabob. But, the new owner says, it will be back!

I would like to take this opportunity to thank the many people who worked on Bill Schicora's 1946 Aeronca Chief up to the time it was sold early in 2008. Thank you to Jan Buttermore, Ken Brown, Travis Gammel, Eric Lyndholm, Doug (Mary) Maxwell, Wes Blasjo, Paul Sherman, Bud Davis, Jim Pyle, Rick Alvarez and Sara Saldano. I am hoping that I am not missing anyone's name and if I am, please know that I am just so appreciative of the time, talent and effort all of you gave to restoring my husband's last project. My special thanks go to Roger Farnes and Jon Goldenbaum—Roger for his continued dedication to this project and Jon for his generous donations of material and products from his company. This plane would never have gotten off the ground if not for these two men.

Tom Kennedy will be delivering this plane to its new owner, J.D. Recomsat, in Canada. Maybe someday I will visit JD and get a chance to fly in the Aeronca. I know Bill's goal was to have this little plane fly again.

I also would like to thank Flabob airport management for their kindness to Tom and JD during their visits to the airport to continue working on the Aeronca to get it airworthy. Everyone has been so kind and helpful to these two men which really shows that Flabob and Chapter One have the Aviation Spirit.

Karen Schicora

SoCal Airshow pilot Rob Harrison recovering from Modesto crash



Popular Southern California airshow pilot Rob Harrison is recovering at his Claremont home from injuries sustained in an airshow accident in Modesto on May 10, 2008.

Harrison, 66, known as “The Tumbling Bear,” was finishing up his act by doing low level rolls in his Zlin 50LX when a wingtip apparently clipped the runway. The resulting crash was into the grass at the far end of the runway, out of the view of most of the airshow spectators.

Amazingly, Harrison survived the crash, and told rescuers who arrived on the scene that he was “OK.” Reports are that both of his ankles were broken, and he was airlifted by helicopter to Memorial Medical Center in Modesto. On May 24, Rob and his wife, Susan, flew to San Bernardino in a Piper Cheyenne air ambulance, where he was transported to a local hospital. On May 25, he was released

and is recovering at home.

His custom-made Zlin, built in the Czech Republic, did not fare so well. According to news reports one wing and the landing gear were torn off, and photos of the crashed plane showed it was pretty much destroyed.

Reports by his wife on the Harrison Airshows website indicate that Rob is recovering well. His main concern seems to be with the children who watched him at the Modesto airshow. According to an article in the Modesto Bee, “Harrison never misses a chance to meet with children after he lands. After a 12- to 15-minute performance, (Susan) said, he often spends more than two hours autographing, talking to children, taking pictures with them and, sometimes, putting them in the cockpit. The couple, who live in Claremont in Southern California, plan to send an autograph and temporary tattoos to any child from the audience who writes to Harrison via the ‘Kids Link’ section on his Web site, harrisonairshows.com.”

All of us at Chapter One wish Rob a speedy recovery! We look forward to seeing the Bear once again tumbling through the air.

Next month’s meeting to be Fourth of July picnic

The July Chapter Meeting for EAA Chapter One will be held in conjunction with our annual Fourth of July “picnic.” This is a loosely organized gathering of chapter members and guests on the grounds of the Chapter One Hangar, and is basically BYOF&D—bring your own food and drinks. We meet late in the afternoon of the Fourth, hold a nominal meeting, then eat and socialize until dusk, when we watch the spectacular fireworks display which is set off on Mt. Rubidoux...as well as the somewhat less spectacular illegal fireworks which are set off in many locations. We have the best fireworks view in the area.

Come join us for fun and frivolity on the Fourth. There’s no formal agenda for the meeting, and no featured speaker. If you wish to speak, bring your own stump. The rest of us will be eating, laughing, and watching fireworks.

Len Buckel doing it again!

Gillespie Field resident and Chapter One member Len Buckel is packing up his J-3 Cub to head for Sentimental Journey in Lock Haven, PA, once again. Len, who’s 77 years young, has done the trip about a dozen times, flying over 50,000 miles in his trusty Cub to go to the fly-in.

Chapter member Bern Heimos will be the featured banquet speaker at Sentimental Journey, and will also fly his J-3 there, for the second time. Bern, who has a website www.vintageflying.com, has spoken at Chapter One.

Paid your chapter dues??

If you haven’t paid your dues for your Chapter One membership, please get your \$12 check in the mail. Your Board of Directors in April agreed to drop the membership of those whose dues are more than four months past due. Don’t lose your membership in historic EAA Chapter One. Pay your dues now...please!



Firecracker grounded?

At our April meeting we talked about the peculiar flying characteristics of the Schoenfeldt Firecracker which Pat Halloran has just completed flying to Flabob from Lakeland, Florida (to which he flew it from Oshkosh). Some of us visited the airplane and speculated on various possible causes.

This came to the attention of the Dean of Flabob airplane designers, Ray Stits, with well over a dozen successful designs to his name. In the 50s and into the 60s, Stits designs dominated fly-ins in the way that RVs do today. (As many of you know, the RV-1 was a derivative of a Stits design.) Although Ray has not designed an airplane in nearly half a century, it is evident from his report that his analytical facilities have not rusted.

After considering the conclusion under the paragraph marked "Summary," I have recommended that the airplane be regarded as grounded, at least until there is powerful evidence to the contrary.

John D. Lyon

Executive Director, The Wathen Foundation

See Ray's report on Page 8

Pat Halloran recounts the trip home

By Maj. Gen. Pat Halloran, USAF Ret.

In 1938, a young Tony LeVier, who was destined to later become one of Lockheed's most famous test pilots, was invited by the owner to participate in the national air races flying a tiny little Golden Age of Air Racing plane called the Schoenfeldt Firecracker.

He was very successful in the 1938-39 race season, bringing fame and recognition to both himself and the Firecracker. Most of those race planes disappeared during the war years and only a few were revived as replicas or restoration projects for museum purposes.

Such was the case for the Firecracker when Tom Wathen, owner of Flabob Airport in California and builder of Golden Age replicas, decided to add this beautiful little plane to his stable. It was started at Flabob but the bulk of the project was finished in Colorado Springs, CO, by Bruce & Evan McCombs. We flew it to Oshkosh for the 2007 show and left it there as a good jumping off place for going to the Sun 'N Fun EAA show in Lakeland, FL, in April of 2008.

I had been the project guy to get it built in Colorado and was the primary pilot. The original plane, built as the Keith Rider R-4 in 1934, was upgraded several times to reach the configuration of the 1938 racer. Those 70-year-old racing design features make the plane about as dynamically unstable as anything I've ever flown. My little Loving's Love racer comes in a close second. It is a real challenge to fly, particularly on cross country flights, as the original only flew in relatively short, "go fast, turn left" races. Tony LeVier would be dumbfounded to see the cross country trip we planned. We do have 40 gallons of fuel and the inverted six-cylinder 200 hp Ranger burns about 9-10 gph, so a 400+ mile leg kind of matched my tolerance for the tiny cockpit while still leaving a substantial fuel reserve.

On 29 March, I flew commercial to Oshkosh to pick up the plane and head south. It took three days of waiting around for weather, and observing a decidedly eerie looking, empty Wittman Field, before getting airborne. Since the plane had been sitting in a hangar for almost eight months, it was with a bit of trepidation that I set my GPS for Terra Haute, IN, as a test leg. All went well. The weather cooperated and the plane behaved within the expected tolerances.

The next leg was to Tullahoma, TN, home of the famous Stagger Wing Beech Museum, which was a delight to visit. Another delight was the discovery that the FBO was a former classmate of mine from AF pilot training. . . class 50-E. Since the weather south of there was impassible, I had an enjoyable three-day visit with my old buddy and his wife. The airport maintenance team also performed some repair work on a damaged oil cooler intake.

(Continued on Page 10)



Ray Stits' report on the Firecracker

I haven't designed and built an aircraft in over 46 years, and I enjoyed the challenge of turning back the clock and unscrambling this Firecracker can of worms. – Ray Stits

REPORT ON THE SCHOENFELDT FIRECRACKER REPLICA NX261Y

By Ray Stits

Measurements

The top longeron in the cockpit is the level reference at 10°. Wing angle at the root is 9°, resulting in a 1° negative wing angle of incidence. The horizontal stabilizer, trimmed neutral, is 10.5°. Elevator limits from center position is 10° up and 12° down.

Background Information

Aircraft designers have learned from years of experience with small aircraft that the angle of level reference should be around 14 to 15° with the tail wheel, or with a tricycle gear, tail guard on the ground.

The wing incidence should range from 2 to 4° positive in relation to the level reference, depending on the wing airfoil chosen, anticipated cruising speed, the wing loading, and the wing stall characteristics, mild or sharp drop off. Most airfoils used on small aircraft hang on up to about 16° angle of attack.

NACA wind tunnel test on the 23012 airfoil used on this aircraft shows that the aerodynamic center of lift is forward of the quarter-chord point. The center of gravity should always be forward of the center of lift for stability on a conventional aft tail aircraft.

Partial Specifications

Wing area is 60 square feet. Weight with a 165 pound pilot and minimum fuel is 1471 pounds. Weight with a 165 pound pilot and maximum fuel is 1795 pounds. Wing loading is 24.50 to 29.91 pounds per square foot. CG range is 24 to 35% of the mean aerodynamic chord.

Analysis

It appears that this aircraft is very tail heavy, and using the horizontal stabilizer to lift some of the load instead of a negative load for normal stability.

The negative angle of the wing incidence and the high wing loading requires the fuselage to fly very nose-up to provide lift.

The horizontal stabilizer has 1/2° trim up and down from center, and in center trim is positioned 1/2° positive to the fuselage level reference. Therefore, the horizontal stabilizer is positioned 1 1/2° positive to the wing angle, and the high velocity prop slipstream provides the lift on the high angle of attack horizontal stabilizer surfaces to fly level. The elevators provide trim for this tandem bi-plane configuration.

The far aft CG and centrifugal force is causing the tail, with a small vertical stabilizer, to skid to the outside in a turn, requiring top rudder to center the ball and correct the skid.

Summary

I question whether the 12° down elevator will be sufficient to lift the tail after an engine failure, and prevent a pitch-up and enter an unrecoverable flat spin or tail-first slide to the ground.

This aircraft was built with erroneous construction information, and is best used as an interesting and safe static display at Flabob Airport.

Comments

The high wing loading and 9° maximum wing angle of attack on take-off and landing, very limited side visibility and forward visibility sometimes provided with a camera, and the split flaps limited to about 8° by fairing interference required exceptional piloting skills, flight planning and endurance to fly this very unstable aircraft on long cross-country trips, with 300 mile fuel stops, and get it back to Flabob unscratched.

Lesson Learned

A lesson to be learned from this project is that replica builders should thoroughly check the accuracy of their construction information.



FROM THE EDITOR'S DESK

On paper, laptops and johns

I'm sure every editor wonders, from time to time, is anyone reading this stuff? Editors search for and try to write the best material, then work diligently to put it into some kind of readable format that looks good. It's not easy, and my hat goes off to the hundreds of EAA chapter editors out there who work hard to produce something for their members to read each month. Then wonder if it is, indeed, being read.

One of the problems with newsletters is that they are going digital. Some chapters produce only digital newsletters, delivered by email. This is a problem for the aging pilot population. Some of us old farts aren't real computer literate, and many of us who are prefer to have a paper we can hold in our hands when we read. I'm one of the latter; computers and I get along just fine, but I prefer to read my newspapers or newsletters on real paper, not on a screen.

Besides, it's a fact that 56.7% of all EAAers do the majority of their reading while seated on the throne (you know that 44.2% of all statistics are made up). This is a problem for us editors—very few people take their computers with them to the john. So you can't be comfortably ensconced on the porcelain throne and read a digital newsletter. I'm not even sure it's entirely safe to have a laptop on your lap while you're seated so close to water. This makes an editor wonder if his work is actually being read.

At least with a real paper newsletter, it can be read in the pilot's favorite reading room. I'd like to do a survey to see what percentage of *The WingNut* is read by those who get the paper copy, and what percentage is read by those who receive it by email. My guess is that the paper-holders read more.

The digital version of *The WingNut* does offer some distinct advantages, however. You get to read it in (as Webmaster Jan Buttermore says) "glorious color." It is far too expensive to print the newsletter in color. Simply to print *only* the front page in color would nearly double the cost of printing. So those who get the newsletter by snail mail don't get to see the beautiful color pictures, but instead see a grayscale version of them.

There's also the time factor. With the digital version, Webmaster Jan does his magic and *Zap!* it is on your computer within seconds. The paper *WingNuts* go through the U.S. Postal Service, which, despite frequent price increases, hasn't progressed far beyond the speed of the old Pony Express. We put them in the mail, then pray you get them before the monthly chapter meeting.

Whether you're reading this on paper, or on a computer screen, thank you for reading. We'd like to hear from you. Let us know your thoughts and your ideas. Send us your articles or your items for sale. Let us know if *The WingNut* is doing its job. It's *your* newsletter...we just put it all together.

Well, I gotta run. There's a new copy of *Sport Aviation* waiting in my reading room. Have a great month of June, and I'll see you at the chapter meeting! Keep those cards and letters coming!

LG



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Pat Halloran's flight home *(Continued from Page 7)*

My next leg was to Eufaula, AL, where weather across the northern neck of Florida dictated an overnigher. Another of my old AF buddies, who had flown both the U-2 and the SR-71 with me in years past, lived there so another pleasant evening was spent without darkening the door of a hotel. The next day I flew into Lakeland after climbing to 11,000 feet to circumnavigate building Florida thunderstorms. Weather had blocked Sun 'N Fun arrivals for several days, so when I came into the pattern I was by myself. That allowed me to ask for and receive permission to use the main (read "wide") runway, my preference since visibility from the Firecracker is very limited.

After a week on the ground I headed out on the real test. . .Florida to California, where I was to deliver the plane to its owner, Tom Wathen, at Flabob Airport. I headed for Appalachicola, FL, for my first stop and spent the night with an old U-2 buddy, the guy who discovered the missiles in Cuba. From there I headed for Hattiesburg, MS, but had to make a diversionary landing at Mobile when a minor emergency developed. That was the place of highest gas prices...\$5.57/gal!! After some maintenance, I headed for College Station, TX, and a hotel.

The next leg took me to Ft. Stockton for fuel and then on to Santa Theresa Airport just west of El Paso. This was the worst leg of the whole flight as turbulence was extreme at every flight level and small, light planes aren't much fun in such conditions. It was also the location of the toughest landing as winds were 30, gusts to 45 and 30 degrees cross. It's the gusts that get you in a light plane! The next day I flew a comfortable flight to Tucson, where I spent the night with my old SR-71 instructor pilot and then on into Riverside, CA, for the delivery.

Shortly after finishing the plane, I modified it by putting a small "lipstick" camera under the nose and a small video screen in the cockpit to help me see where I was going during takeoff and landing, or in an emergency. It is also great for taxiing. The main reason I did that was because I was concerned about eventually having to land on that 50' wide runway at Flabob. I would never have been able to make that approach with any confidence without the camera. You can't slip this plane with that tiny tail or it will snap on you. I discovered that at 10,000' one day, so a straight-in approach is pretty much dictated. A low turning, navy approach on a wide runway also works fine but be careful with the rudders. When I turned final at Flabob I had a perfect camera picture of the runway directly ahead with all the markings and center line in perfect view. There was a big turnout of Flabobians to greet this beautiful little plane as they had been waiting and talking about this return for 10 years. Even all the students from the Wathen Aviation Charter High School were there.

The plane basically flew as predicted...unstable, bouncy, noisy, cold, high oil consumption, and very demanding of attention. You NEVER let go of the stick so unfolding a map or changing frequencies/squawks (radios are near the floor, of course) tends to be an exciting time with "unusual position" recoveries to follow.

It was a challenging but very rewarding 3,000 mile flight Tony pushed 300 mph out of the original and I've nudged 200 in the replica.

I'm sure Tom Wathen will want to display the plane at future West Coast shows, but I think the marathon flights are history. They certainly are as far as I'm concerned.

We're Still Around!

Plans by:

- * Acro Sport I
- * Acro Sport II
- * Pober Pixie
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May Meeting--Women in Aviation



Ramona Cox, also known as "Skychick," poses in front of her Cessna Stationair TU-206, after her presentation to Chapter One.



Carah Durell, one of the honorees, serves cake to the attendees. Note that past-president Jim Pyle is pushing Edith Stits to get his piece of the tasty confection.

Our May monthly chapter meeting was devoted to Women in Aviation. Featured speaker Ramona Cox, aka "Skychick," entertained us with tales and pictures of her adventures flying to and camping in remote locations. The diminutive adventurer told of her encounters with large, dangerous beasts, hole-pocked grass strips, and nasty weather. It sounded exciting, but we didn't see many members rushing to their airplanes to emulate her journeys.

Mary Ellen Lubak, of Gotta Fly Aviation, gave a special presentation for Flabob's women student pilots. Brenda Frazier and Carah Durell, two of the students, spoke about what

flying means to them. Gotta Fly had a special cake prepared, which was served to the guests after the meeting. Another great chapter meeting. If you missed it, we hope to see you at the June meeting--June 8th

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Thanks, Doc!



The cake made especially for Flabob's Women in Aviation. The top left picture is of Carah Durell's solo flight. You'll notice that she is inverted in a Cessna 152. Only at Flabob!

EAA Chapter One

Membership Meeting

Brick
Purchases
Benefit
The Building
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Lunch will be
provided!!

Bring your favorite
salad or dessert
dish!!

June 8, 2008
at noon

Join us at the Chapter One Hangar for an
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