

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 11

**We make flying FUN!**

November 2009



## Chapter One Christmas Dinner-Awards Banquet is December 5th

In these tough economic times, Chapter One is feeling the pinch just like every other group or organization. There was discussion at recent chapter board meetings about not having the Christmas Dinner/Awards Banquet this year due to a rapidly depleting checking account. Directors felt it would be a shame to cancel the popular chapter social event, so the good news is—the Dinner is on! However, instead of the usual choice of chicken or beef meals, you will have your choice of spaghetti—or spaghetti. Of course, there will be salad, garlic bread, a fruit plate, drinks, and dessert. And the excellent chance to socialize with your friends at Chapter One.

We ask that you call today and order your tickets for this event...please! The cost for dinner tickets is \$12 (considerably less than it costs to put on the event). We need to have a count for the caterer at least a week before the event. Please call Kathy Rohm at 951-683-2309 ext. 104 and reserve yours today. Mark your calendars—Dec. 5th at 6:01 p.m. See you there!

PLEASE GET YOUR DINNER TICKETS TODAY, SO WE CAN GET A COUNT!

## Flabob Vet Day a resounding success!

Saturday, Nov. 7, was a special day at Flabob. Some 100 airplanes flew in, about 50 classic cars and hot rods were on display, and countless hundreds of people walked the flightline during the Flabob Veterans Day Event.

Many were in uniform, from classic WWII uniforms to current fatigues. And the Army was well represented, with its wall-climbing challenge, remote control tanks and video game display. There were dozens of vendors selling everything from watches to ethnic foods to Hawaiian shaved ice. And there was the usual Camp Flabob selling Spam and SOS.

There were era bands and dancing. The day's program featured Maj. Gen. Pat Halloran as speaker. The world's only flying CH-21B "Flying Banana" helicopter was on display, and there were several fly-bys of WWII-era military trainers, plus a low-level fly-by of two F-16s.

The weather was beautiful, and people flew in from hundreds of miles around. The car show was spectacular, and there were dozens of beautiful old airplanes coming and going throughout the day. Flags were everywhere, and it was a fitting tribute to those who have given their all for the freedom we have enjoyed.



**More Vet Day pictures on Pages 4 & 5**

*Photo by Erik Lindholm*

# EAA Chapter One

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½ page, 8" x 5" --  
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**Get your  
 Christmas Dinner  
 Tickets now!**

# Calendar



## November 2009

- 6th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.
- 7th -- Flabob Veterans Day**  
Flabob Airport
- 14th -- Young Eagles Rally**  
Chapter One Hangar - 8 a.m.
- 15th -- Chapter Meeting**  
Chapter One Hangar - noon
- 15th -- Board Meeting**  
Chapter One Hangar - 3 p.m.
- 21st -- Design Group Meeting**

## December 2009

- 4th -- First Friday Flicks**  
Chapter One Hangar - 5 p.m.
- 5th -- Christmas/Awards Dinner**  
Chapter One Hangar - 6:01 p.m.

**No Chapter Meeting or Young Eagles  
 Flight Rally this month**

- 19th -- Design Group Meeting**  
Chapter One Hangar - 10 a.m.



# History of Flabob's Veterans Day event

By Jon Goldenbaum

The biggest event at Flabob is our one-day Veterans Day celebration held each year on the Saturday that falls closest to November 11. Thousands turn out for this event to enjoy airplanes, cars, bands, re-enactors, military vehicles, a parade, and a formal ceremony to honor our veterans and serving military. This free event has no agenda other than to have a good time and to celebrate our nations' military. The airport is turned into a WWII military camp complete a chow hall serving Spam and SOS, an NCO club with live music and cold beer, and 40's entertainment including big bands, the Andrews Sisters, and stand- up comics.

The first Flabob Veterans Day event was held in 2001. Most aviation people know that Flabob is the home of Poly Fiber, and has been here continuously since Ray Stits founded it in the early '60's. In 1992, Ron Alexander and I bought the company and I left my home in Griffin, Georgia for California to be the managing partner of Poly Fiber. Ron Alexander and I had both served in the Air Force and were Viet Nam combat veterans.

In Viet Nam, Ron flew C-7 Caribous on harrowing front-line supply missions; I flew A-1 Skyraiders on Sandy search and rescue sorties. Over the years, we occasionally reflected about our time in Vietnam, but life passed by and we found ourselves concentration on the challenges of running businesses and getting kids through college. One theme that always bubbled up when we were reminiscing was the twinge of resentment we felt over how we were treated upon our return from Vietnam years before. It short, it was pretty shabby.

Like most Vietnam returnees, we were met with derision and downright disdain from the media. That got old. Additionally, we both recognized that in pre 9-11 America it was stylish to criticize the militia and view flag waving patriotism as downright corny. We decided to do something about it.

So I'm proud to say that almost ten years later, two similar Vets Day events are held on both sides of our country, one at Flabob and an equally successful one at Peach State Aerodrome in Georgia. So Ron and I got our wish. Makes me feel much better each Vets day and shows again the close ties between Peachstate/Candler field and Flabob.

## Zodiac owners told to ground their planes

By AOPA ePublishing staff

In the wake of a Nov. 6 accident involving a Zodiac CH601XL, the FAA issued a special airworthiness information bulletin recommending that before further flight the aircraft be brought into compliance with a safety directive/safety alert from Aircraft Manufacturing & Design, which manufactures the airplanes.

AOPA strongly urges pilots not to fly any of the CH601XL or CH650 aircraft in the special light sport, experimental light sport, and experimental amateur-built categories until they have complied with the directive.

Since 2005, five in-flight structural failures of the CH601XL have occurred in the United States. Other accidents have occurred abroad. The FAA studied the wing structure, structural stability, flutter, airspeed calibration, and stick force characteristics. The agency concluded that the aircraft should not be flown until they comply with the anticipated safety directive.

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*Norm Douthit, Owner*

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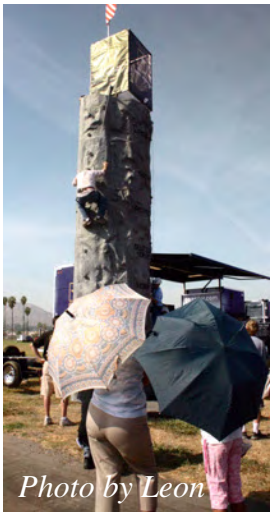
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*Photo by Evan Grumling*



*Photo by Leon*



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*Photo by Leon*

*Photo by Erik Lindholm*

# Veterans Day at Flabob Airport



*Photo by Erik Lindholm*



*Photo by Leon*





*Photo by Leon*



*Photo by Evan Grumling*



*Photo by Erik Lindholm*



*Photo by Erik Lindholm*



*Photo by Erik Lindholm*



*Photo by Leon*



# From the Editor's Desk

## On the media, doing it again

Some months ago I railed at length in this column about a news report from a TV station in Boston that was clearly slanted against general aviation ultralights. In that column, I warned readers not to be surprised by media reports which are unfavorable to GA.

So I am somewhat red-faced to admit that *I* was surprised when our hometown newspaper did a feature story on local experimental airplane builders. Many around Flabob and French Valley airports knew the article was coming, since the reporter had contacted a number of officials and homebuilders for background information. But what took us by surprise was that the article emphasized not the hard work and discipline of the homebuilder, not the satisfaction and joy of flying something built with your own two hands, but rather the risk involved. The article on the front page of the Sunday *The Press-Enterprise* read, "THEY'RE WINGING IT Enthusiasts eagerly build their own planes piece by piece despite the risk of crash." The headline on the *P-E* web page reads, "Despite risks, Inland pilots enjoy building and flying experimental airplanes."

When I opened my newspaper and read the headline, I was stunned. I wondered if they had done an article on personal hygiene, would they entitle it "Despite risks, Inland people still shower in bathtubs." After all, people slip in bathtubs and die, don't they? People die on the highways. Will we see a headline "Despite risks, Inland commuters continue to drive to work"?

The intention of the headline was subtle but clear: it meant to convey that flying homebuilt aircraft is dangerous. This is perfectly in line with media group-think: General aviation is a dangerous avocation. Airplanes crash and people die. The often unstated subtlety here is that airplanes crash into the ground, where people live; therefore people on the ground are endangered by general aviation. And since GA is seen as a hobby of the bourgeoisie, it is anathema to the socialist-educated minions in the media.

A 20-car pile-up with fatalities makes the local news. A bad Cessna 152 corn-field landing by a confused student pilot who walks away from the crash makes national news. Why?

The P-E article begins with the tale of a hapless one-time BD-5 builder who never completed his aircraft (Now there's a scoop! How many BD-5 builders did not complete their aircraft?). Homebuilder Dave McPhee states in the article, "At the time I was working on it, they started crashing all over the country. I lost some people I knew. I looked at my kids, and the wife looks at me and says, 'This isn't going to work.'"

By the fourth paragraph, the article justifies the headline: "...since 2007, at least eight experimental craft have crashed in the Inland area, resulting in at least four deaths and four injuries. Home-built airplanes have an accident rate four times as high as general-aviation planes, according to the Federal Aviation Administration."

There they go...falling out of the sky like blubber after a blown-up beached whale. (Where is my stainless steel umbrella when I need it?). That's how the public must perceive this. Two deaths a year from who knows how many thousands of hours flown by owners of homebuilt aircraft? The writer makes it sound ominous. But to put it in perspective, there were probably at least two deaths per year from people choking on food at restaurants in the

Inland Empire. I can't wait to see the headline, "Despite risks, people enjoy eating at restaurants."

The article goes on to relate that McPhee eventually built an RV-9 and has flown it for over 2,000 hours (apparently without crashing one time). He is a member of Chapter 1279 at French Valley Airport which is constructing a Pietenpol Air Camper, which the article then elaborates on.

Then there are some quotes from Dick Knapinski, EAA's head of media relations...the same Dick Knapinski who was so ably misquoted in the Boston TV station's hit piece. This time, the reporter does not misquote Knapinski.

(Continued on Page 7)

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Carah Durell

## 2 Flabobians are now pilots

Budding aircraft mechanic Carah Durell and talented fabric guy Nando Mendoza became licensed pilots last month.

Carah passed her check ride on Oct. 4, and Nando took his a week later.

Carah, 19, is in the aeronautics program at San Bernardino Valley College and hopes to have her A&P license at the end of this school year. In addition to going to school, she works for Aerocraftsmen and Polyfiber on the field at Flabob. Carah can be seen on at least four fabric-covering instructional videos online at [www.eaa.org/](http://www.eaa.org/). A 2007 graduate of the Wathen Aviation High School, she has been a regular volunteer at Flabob events and was actively involved in the Wathen Foundation's Stinson 108 restoration project.

Nando, who is known for his talent with fabric, also works for Aerocraftsmen and with Polyfiber.

## From the Editor's Desk (Continued from Page 6)

"It takes 1,000 to 3,000 hours for an amateur to assemble an airplane from either a factory-supplied kit or plans," says Dick Knapinski, an Experimental Aircraft Association spokesman.

"The association, formed in 1953, has 160,000 members in 105 countries, he says. About 30,000 of them fly home-built experimental planes.

"The term experimental is a little bit of a misnomer,' Knapinski says, speaking by phone from the headquarters in Oshkosh, Wis."

It's what Knapinski told the reporter that *wasn't* reported that is news. In an email to the reporter, Knapinski stated, "For the accident figures, the guide to interpreting them are as follows: "For 2006-07 (Oct. 1 thru Sept. 30), there were 29,262 registered homebuilt aircraft on the FAA register. A total of 57 of them were involved in fatal accidents during that 12-month period. For all other general aviation aircraft, there were about 236,000 aircraft, with 222 of them involved in fatal accidents. So the percentages are very small for both and, as I mentioned on the phone, 75-80 percent of all general aviation accidents are found by the NTSB to be pilot error, regardless of classification. Put another way, the accident rates equate to fewer than four fatal accidents for every 100,000 hours flown, if one uses the FAA and NTSB numbers."

These facts never made it into the *P-E* article. Why? Maybe because they make homebuilding sound too safe.

I tell you...I would NOT want Dick Knapinski's job! Whatever he's paid, it's not enough. Dick is employed by EAA to make general aviation, especially the homebuilding part, look good in the media. But he's interfacing with media hacks who are determined to make general aviation—all of it, from bizjets to ultralights—look bad. They will misquote him, take his words out of context, use partial quotes, ignore him...anything to misconstrue his message. And he's left hanging in the wind, trying to explain to us EAA'ers what he really said. God bless ya, Dick! Try to hang in there! We're behind you.

Kudos to Chapter One President and weatherman Gino Barabani for getting a quote in the *P-E* about the weather in SoCal. And to our own Board Member and Mr. Pietenpol, Jim Pyle, for getting a quote about his Pietenpol project in there: "'I hope to do it in this lifetime,' says James Pyle, 81, of Riverside. 'I started on model airplanes when I was 6 years old, and I want to see this one through.'" Let's see. One rib a month times 56 ribs....

To the casual observer, *The Press-Enterprise* article is simply a feature piece about homebuilders. To those of us in the general aviation community who watch the media, it is a hit piece...a subtle reminder to those on the ground that they are in danger of being squashed by an out-of-control experimental aircraft. Seems it's only when talking about general aviation that the risks are emphasized.

If you haven't ordered your GA-proof stainless steel umbrella yet, let me know. I'm still taking orders. Lord knows, they're falling like flies...  
**LG**

# Flabob YE pilots fly 117 at Imperial County

Chapter 1 Young Eagle Pilots once again came through with flying colors and rave reviews as they turned 117 earthbound youth into Young Eagles at Imperial County Airport on Oct. 24. Five pilots flew down on Friday and stayed at the motel adjacent to the airport and they were joined by three more who flew down on Saturday morning. Everyone flew back after the flying was completed on Saturday afternoon, except Walt and Carol Wasowski who flew on to Laughlin to celebrate their wedding anniversary. It was just last year that Walt spent their wedding anniversary flying Young Eagles. Such dedication! Such tolerance on Carol's part!

This was Imperial County's first Airport Days, and they went all-out to make it a great family friendly event. Jim Piper is a local EAA member who organized the Young Eagle Flight Rally with the help of Jennifer Donnatt. They do not have an EAA chapter in their area, but it is very possible that this could be the genesis of one. Jim thought that he was going to have some local EAA pilots help fly, but such was not the case. He did fly Young Eagles in his Bellanca 14-13-3 (tricycle gear), and is going to fly with us at Flabob in Nov.

Tom Cook and his wife Kathy flew their Cessna 172 from Reno and did the certificates. Tom set up a system whereby each young person had his/her picture taken with the pilot before they flew. The photo was then printed and given to the Young Eagle along with the certificate after the flight. AC2 Rodrigo Benavides from nearby El Centro Naval Air Facility did the photography. This was a very nice touch and both the youth and their parents were delighted with it.

Everyone connected with the Airport Day/YEFR was grateful and thankful to the Ch. 1 pilots. Parents were equally thankful. One mom, who lived in Yuma AZ, heard the advertisement on the radio and drove all the way just to let her two daughters experience their first flight. In the after action meeting, everyone sang the praises for the pilots from Chapter One. They are now planning for next year's event which will be held on the fourth Saturday in October 2010.

Thanks Chapter One pilots. You done goooood!!!!

- Wes Blasjo, Young Eagle Coordinator

## Pilots Who Flew:

Wes Blasjo	Champion 7FC
Barry Duble	Cherokee 235
Tom Jones	Piper L-21A
Norm Manary	Cessna 152
Jim Meeker	Taylorcraft BC12D
Don Newman	Piper J-3 Cub
Gerald Perry	Champion Citabria

## YE at Long Beach event

*(Continued from Page 9)*

The ramp was filled with static display aircraft, both civilian and military. The C-17 from March Air Reserve Base was there with Chapter One's Mike Carrier as loadmaster. The day was punctuated with special aircraft fly-bys and helicopter rides were sold by a commercial helicopter operation, as well as rides on a WWII B-25 bomber.

The car show part of the event was huge, with almost 500 entries of every kind. There was even a small display of antique stationary engines, all running and doing things like pumping water.

What did I do, or why was I there you might ask? I helped register youth to start the process and then gave certificates to the pilots to give to the newly crowned Young Eagles. I also provided information about EAA chapter and national membership.

It was a great event in which flying Young Eagles was interspersed with other types of flying as part of the event. Estimates were that there were from 30,000 to 40,000 in attendance. Traffic in and out was relatively fast and parking was close to the flightline.



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# 66 Young Eagles flown in October

Morning fog and overcast prevented flying until 11:45 AM. On mornings like this it would be easy to cancel the flying and tell the youth and parents to come back the next month. Our experience has shown that only a small percentage actually do come back the next month, and that they leave with disappointment in their hearts.

All morning long we kept watching the sun play “peek-a-boo” and hoping that it would burn away the overcast. Well, it finally did at 11:45 AM and some pilots were able to stay until close to 4:00 PM when the last of 66 youth were flown and no one went away disappointed.

Thanks to all the pilots and ground support people who stayed on until the flying was completed. Chapter One has a great team of people who make each month’s event a great success.

- **Wes Blasjo, Young Eagle Coordinator**

## Pilots Who Flew:

John Alling	Piper Comanche 250	Jim Hayes	Grumman American AA5 A
Allyn Auck	Cessna 172U	Tom Jones	Piper L-21A
Larry Conley	Ercoupe 415 C/D	James Meeker	Taylorcraft BC 12D
Jerry Cortez	Vans RV 6A	George Pruitte	Cessna 210B
Dave Cudney	Piper Cherokee 180	Ray Stits	Cessna 182

## Lending Young Eagles a hand at Long Beach

By **Wes Blasjo**

For the last five plus years, EAA Chapter 7 from Long Beach and Chapter 96 from South Bay (Torrance/Compton) have joined forces and flown Young Eagles at the annual Wheels, Wings and Rotors event at the Los Alamitos Joint Forces Training Base (AKA Los Alamitos Army Air Facility). The Ch. 7 Coordinator, Holly Richards, attended a Ch.1 Young Eagle Flight Rally several months ago and asked for pilot and ground support volunteers. Several Ch. 1 pilots considered flying, but only Douglas Allen, who also flies

Young Eagles with the chapter at Fallbrook, managed to get the required paperwork in and flew at Los Alamitos.

Flying was scheduled to begin at 9 a.m., but coastal fog and haze delayed this a bit. The event organizers had flying stop at 3 p.m. and by that time 17 pilots had transformed 204 youth into Young Eagles.

The Chapter 7 president, Don Thompson, along with Chapter 96 leadership people, had a very elaborate set-up. This consisted of 11 shade tents, many chairs and tables, generators for uninterrupted power, a lunch table and 17 pilots and over 50 ground support people. It took three pickups to haul all the support equipment. Holly Richards prepared crock pots of meatballs with tomato sauce for delicious meatball sandwiches with veggies, drinks and deserts to top it off.

*(Continued on Page 8)*

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*EAA Chapter One*

# *Membership Meeting*

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Chapter Meeting  
begins at 1 p.m.

*November 15th, 2009  
at 1 p.m.*

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