

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 5

We make flying FUN!

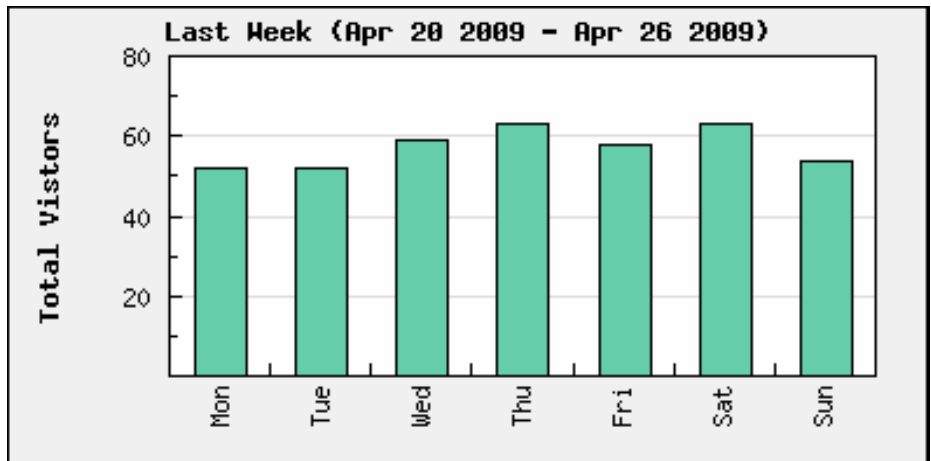
May 2009

Chapter website gets world-wide readership

They're reading the Chapter One website all over the U.S. And in China. And in Switzerland, in France, in Canada, and Germany, and Hong Kong. From Southern California to Taiwan—and many places in between—there are people browsing the Chapter One website.

Webmaster and computer wizard Jan Buttermore has put together an easy-to-read, easy-to-navigate website—<http://each1.org>—that allows computer users world-wide to keep up on the latest happenings at Chapter One and Flabob Airport.

When Jan began his efforts several years ago, our website got about 10 hits per week. But then, there wasn't much reason to tune in to each1.org...it was rarely updated at the time. Jan did his magic, took his job seriously, and began updating the website often. Since, then, there had been an average of approximately 50-60 visits per week.



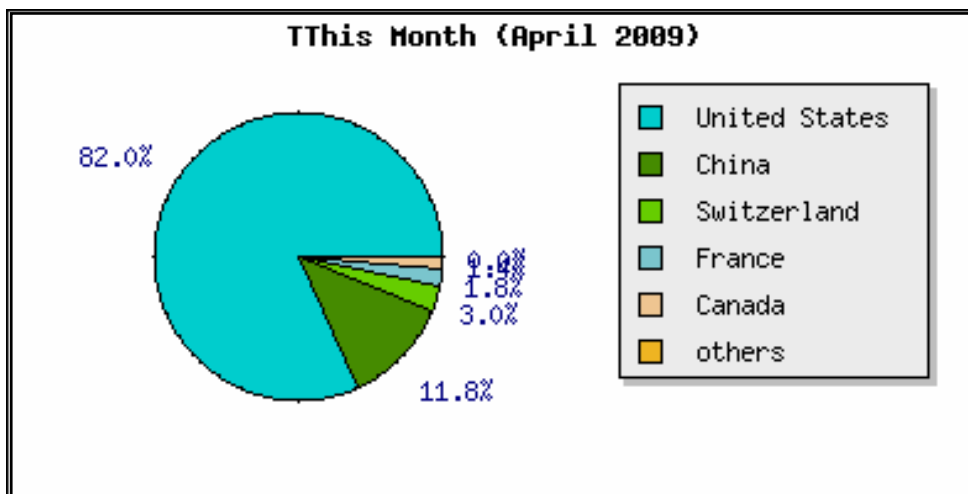
Graph Summary:

Total Visitors for Week: **401**

Average Per Day: **58**

Want to read the latest *WingNut*? It's on the web page. Or you can browse past issues for the past couple of years (since before your current editor was around). You can also see who's on the Board of Directors and contact them, get technical notes, see what's happening around Flabob, see pictures of the latest projects, get information on the Wathen Foundation, and learn about the history of Chapter One. You can even join the chapter online, or get a map to Flabob Airport.

Webmaster Jan put together some statistics from last month's visits to the Chapter One website. His report states:



Over the past several years, the chapter website has had increased visitation (hopefully due to my work). In previous years, the average per visits per week was in the low 10's as the site was quite stagnant. What is happening now is an average of approximately 50-60 visits per week as the following graph shows.

On a monthly basis, it seems that some days the numbers are quite high, but balances out with some low lows. As the results for this month show (the data is

(Continued on Page 7)

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1/8 page, 4"x 2½ --
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1/4 page, 4" x 5"
 \$18.00 per issue

½ page, 8" x 5" --
 \$26.00 per issue

**Can you receive your
 Newsletter by email?
 If so, let us know!**

Calendar



May 2009

- 1st -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 9th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 10th -- Mother's Day**
- 17th -- Chapter Meeting**
Chapter One Hangar - noon
- 17th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 23rd -- Design Group Meeting**
Chapter One Clubhouse - 10 a.m.

June 2009

- 5th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 10th-13th -- Meyers Fly-In**
Flabob Airport
- 13th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 14th -- Chapter Meeting**
Chapter One Hangar - noon
- 14th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 21st -- Father's Day**
- 27th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.

July 2009

- 3rd -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 4th -- July 4th Picnic/meeting**
Chapter One Hangar
- 11th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 25th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.
- 27th-Aug. 2nd--EAA AirVenture**
Oshkosh, WI



The Prez Sez...

We had an exceptional speaker in April on Nose Art by Victory Girl. (A big THANKS to John Durant for this and the various speakers he works so relentlessly to provide during the years). The attendance was not up to our usual numbers so a lot of you failed to see this great presentation. There will be another notable presentation in May, come to the meeting and have some entertainment. Bring a friend and we can have twice as many people.

What did you pass up at April's meeting? A great enthusiastic program with history, music and photos of genuine American Aviation Art described as NOSE ART. This art form can be found on military, business and personnel aircraft. It stands as a personnel expression of the aircraft users and owners.

Ever since aircraft and soldiers have gone to war, unsanctioned paintings and markings have been placed on their exterior with wide-ranging characters of expression. This art work covered themes of aggression, animals, luck, voluptuous women, humor, loved ones, cartoons and anything else a gathering of soldiers could envision; the assortment is astounding.

Wikipedia encyclopedia history states: The practice of putting personalized decorations on fighting aircraft originated with Italian and German pilots. The first recorded piece of nose art was a sea monster painted on the nose of an Italian flying boat in 1913. This was followed by the popular practice of painting mouths underneath the propeller spinner, initiated by German pilots in World War I. The cavallino rampante (prancing horse) of the Italian ace Francesco Baracca was another well-known symbol, as was the red-painted aircraft of Manfred von Richthofen. However, nose art of this era was often conceived and produced by the aircraft ground crews, not by the pilots.

While World War I nose art was usually embellished or extravagant squadron insignia, true nose art appeared during World War II, which is considered by many observers to be the golden age of the genre, with both Axis and Allied pilots taking part. At the height of the war, nose-artists were in very high demand in the USAAF and were paid quite well for their services while AAF commanders tolerated nose art in an effort to boost aircrew morale. The U.S. Navy, by contrast, prohibited nose art, while nose art was uncommon in the RAF or RCAF.

The work was done by professional civilian artists as well as talented amateur servicemen. In 1941, for instance, the 39th Pursuit Squadron commissioned a Bell Aircraft artist to design and paint the "Cobra in the Clouds" logo on their aircraft. [4] Early in 1943, as the 39th distinguished itself in becoming the first American squadron in their theatre with 100 kills, unit esprit de corps led to the adoption of a "shark's teeth" motif for their P-38 Lightnings.

Tony Starcer was the resident artist for the 91st Bomb Group (Heavy), one of the initial six groups fielded by the Eighth Air Force. Starcer painted over a hundred pieces of renowned B-17 nose art, including Memphis Belle. A commercial artist named Brinkman, from Chicago, was responsible for the zodiac-themed nose art of the B-24 Liberator-equipped 834th Bomb Squadron.

Due to changes in military policies and changing attitudes toward the representation of women, the amount of nose art declined after the Korean War. Nose art underwent a revival during Operation Desert Storm and has become more common since Operation Enduring Freedom and Operation Iraqi Freedom began. Many crews are merging artwork as part of camouflage patterns. The United States Air Force had unofficially sanctioned the return of the pin-up (albeit fully-clothed) with the Strategic Air Command permitting nose art on its bomber force in the Command's last years. The continuation of historic names such as Memphis Belle was encouraged.

Take the time to see Victory-Girl's WEB site at <http://victory-girl.com/>. They specialize in three distinct art mediums: handpainted enamel-based nose art on aircraft, handpainted flight jackets and acrylic-paint based murals and signs. They also recreate historic nose art on authentic warbird panels. You can contact them at **909-297-6688** or the studio located in Hangar S at Cable Airport (CCB).

Gino Barabani



Comet comes home for a face-lift

By Jon Goldenbaum

The beautiful de Havilland Comet built 16 years ago at Flabob came home last month for a face-lift. Tom Wathen commissioned the Comet replica in 1993; he loved the look of the sleek British racer and wanted to build one to fly in American skies. De Havilland built the original three Comets to compete for the Robertson trophy in the London-to-Melbourne race of 1934. The original racers were built in only eight months; the British were concerned that their aircraft had taken a back seat to new American designs, and were determined to beat the new Douglas DC-2 in the race to Australia. Eventually, G-ACSS, the beautiful red and white ship flown by Black and Scott won handily, finishing 19 hours ahead of the KLM DC-2 in a record time of 70 hours, 54 minutes. The Shuttleworth Trust in England still displays the original winning Comet today.

Famed Flabob replica builder Bill Turner built the replica from original de Havilland plans; original Gypsy Six engines were removed from a Dragon Rapide and shipped from England. The Wathen replica has flown for 16 years throughout the United States, first appearing at Oshkosh in 1995. Only three pilots have flown the replica: Bill Turner, Pat Halloran, and Robin Reid. All report that flying the racer is "challenging."

For this refurbishment, Mark Lightsey and his team from Aerocraftsman took the Comet apart, inspected it, and then gave it to 22-year old master painter Nando Mendoza for a dazzling new coat of Randolph Ranthane. The end result is a stunning, like-new racer, ready to go for this year's airshow season to join Tom Wathen's stable of replica Thompson Trophy racers.

The Comet will be back at Oshkosh this year, or if you are in California, please drop into Flabob to see it in person!

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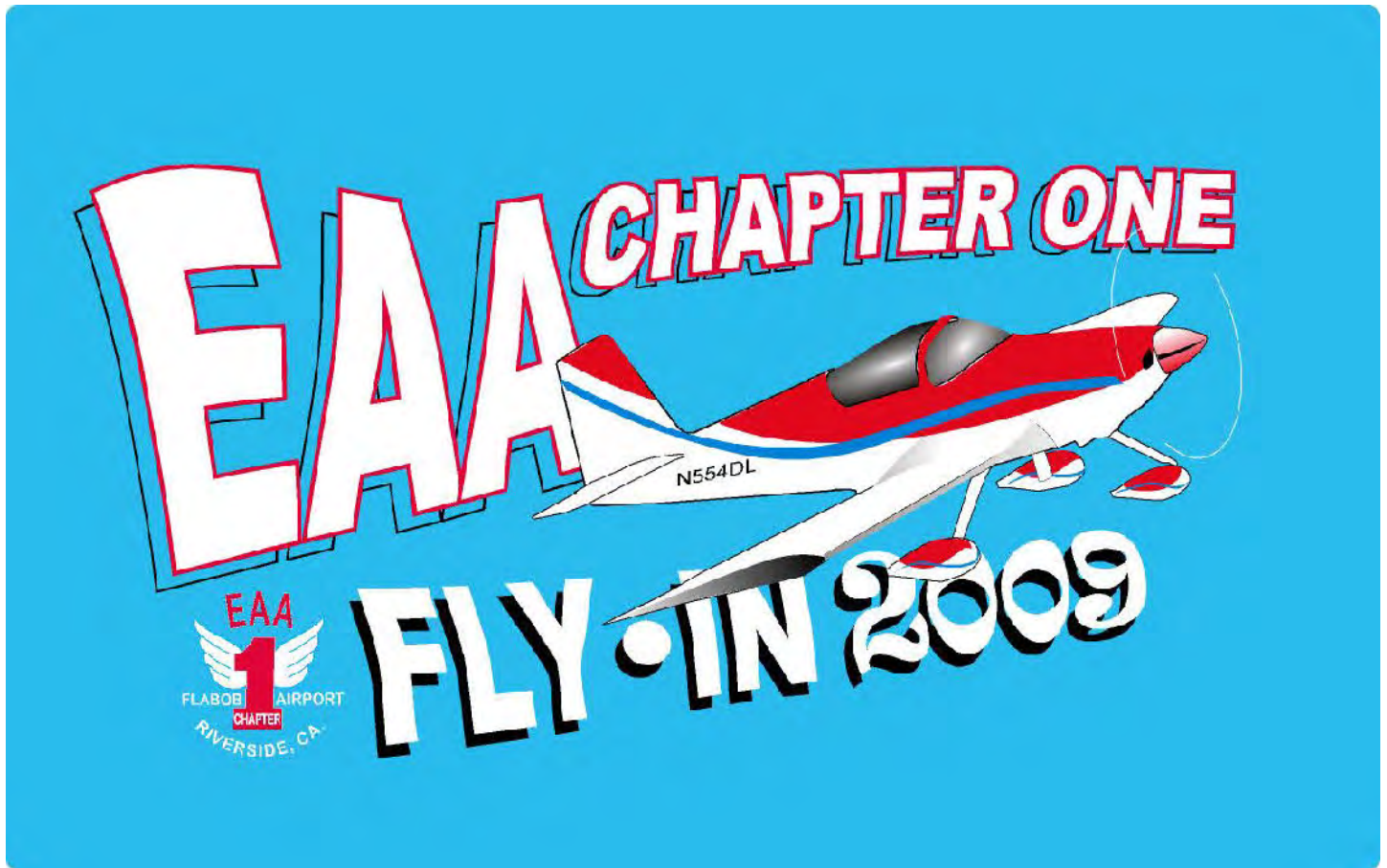


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FROM THE EDITOR'S DESK

On four hours per year

On a typical day, he's up at 4 a.m. He leaves his home in Moreno Valley, CA, at 4:30 to catch the train to Anaheim, where he can walk to work. He gets off work at 4 p.m. ("If I'm lucky!"), then repeats the walking/train/driving trip back home. If everything goes smoothly, he's back home before 6:30. He does this Monday through Friday (with every other Friday off). Sometimes he has to work weekends. He owns an airplane and a motorcycle, but can never find enough time to fully enjoy his "toys." He flies Young Eagles at almost every Young Eagles Rally. With four grown children and three grandkids, there are soccer games and school events to attend. He must, of course, spend some time with his lovely wife. Then there's maybe an hour or two of relaxation in front of the tube (after all, he's a football fan).

Certainly a man with this much on his plate couldn't find free hours to donate to a worthy cause, could he? Well, this man is Jerry Cortez, who spent the last two years as President of EAA Chapter One. During his tenure, Jerry attended almost every event, prepared board and membership meeting agendas, organized the calendar of events, chaired the meetings, opened the hangar doors for groups which were holding events there, helped set up tables and chairs for every event, and was deeply involved in Young Eagles.

Our current President, Gino Barabani, works long hours five or six days a week as an IT guy at a community college. He is also president of the Design Group which meets in the Chapter One Hangar, and is on several other outside boards and committees. His free time is extremely cherished and limited.

Walt Wasowski, our membership chairman, lives in Fontana and works for an aerospace firm near San Diego—a two-hour drive each way. He also plays soccer and works as a part-time flight instructor. The job of keeping herd on membership—enrolling new members, making sure members pay their dues, etc.—is one of the more time consuming tasks in the Chapter. Walt makes time.

Treasurer Nancy Acorn works in the accounting department of a school district, an 8 to 5 job, which for many years she juggled with the task of being a single mom (her son is now in the flight training program at the University of North Dakota). In addition to her duties as Chapter treasurer—receiving and making deposits, writing checks, paying bills, balancing the checkbook, printing treasurer's reports, etc.—she has for years been in charge of the chapter's snack bar—buying and inventorying supplies, preparing the snack bar for opening, selling the food and drinks at every YE Rally, Open House, and Veteran's Day event, recruiting people to help her, and cleaning up afterward. In addition, she has been part of the "kitchen crew" setting up the lunches and cleaning up afterward at every Chapter meeting.

These are just a few of the people who don't have the time—but **make** the time—to make our Chapter work. Chapter One is a busy chapter, and Flabob Airport is a busy airport. It takes a lot of work to keep things running smoothly. We beg, we plead for volunteers. But many people believe they are "too busy" to lend a hand.

No one—I repeat, **no one**—is so busy that he or she can't offer a helping hand, give a few hours of their time to help keep the Chapter running. The President of the United States finds time for physical exercise; I can't seem to find the time. Does that mean I'm busier than the President? No, it's a matter of priorities.

A few years ago, I was publishing a newsletter for a nonprofit fly-in back East. I asked two good writers to give me articles for the next edition. One was a busy international airline pilot. One was unemployed, not actively looking for work. Guess which one turned his article in on time? You guessed it: the busy airline pilot. My poor unem-

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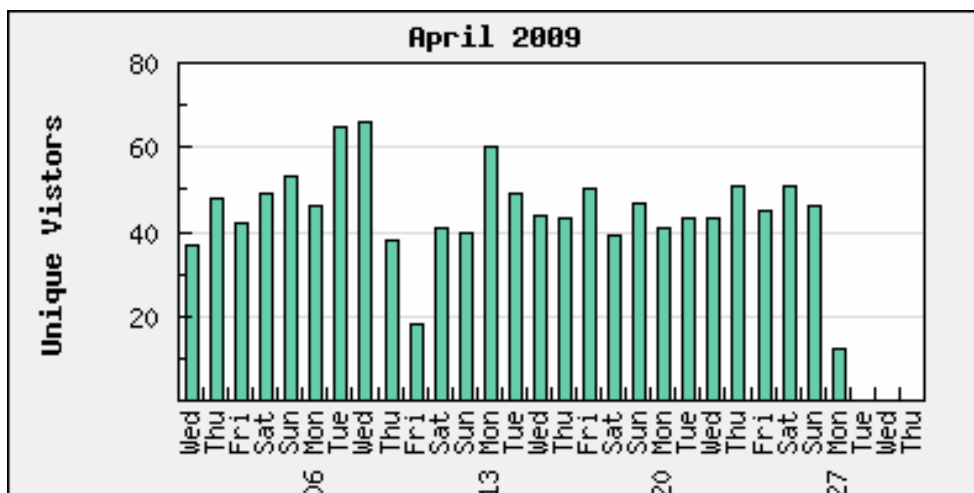
Webmaster reports on Chapter One website

(Continued from Page 1) incomplete as the month end has not occurred as of this writing).

The majority of visitors come from where you would expect, the US. However, we do have an international audience. The chart only shows the major visiting countries, but the table shows the entire list of countries.

We encourage you to spread the word about www.eaach1.org. Tell all your pilot friends they can keep up with the latest happenings at Chapter One and at Flabob Airport by checking the website regularly...no matter where in the world they live.

And we thank Jan Buttermore for all his hard work in making the Chapter One website fun, easy to read and easy to navigate. If you have any projects or information you'd like Jan to add to the web page, you can contact him at webmaster@eaach1.org.



Graph Summary:

Total Visitors for Month: **1207**

Average Per Day: **45**

Top Countries	
Visits	Country
410	United States
59	China
15	Switzerland
9	France
7	Canada
6	Germany
4	Hong Kong
3	Uruguay
3	Spain
2	Italy
2	Taiwan
2	Australia
2	Norway
1	Philippines
1	Russian Federation
1	New Zealand
1	India
1	Iran
1	Greece

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

ployed friend said he was “too busy” to complete his story. As my aunt always says, “If you want a job done on time, give it to the busiest man (or woman) in town.”

Chapter One is still running smoothly. There are a handful of people doing the hundreds of tasks that make it so. The problem is...some of these people are burning out. They've worked too hard, for too long. They need a break. We need new volunteers to help lighten their load. Not your neighbor. Not your friend. We need YOU!

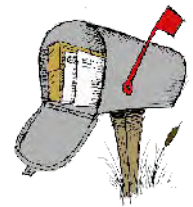
It takes no special skills, no special talents. Even cripples like me can make a contribution to the Chapter. We need people to help mow and trim, to help maintain our furniture and equipment, to spray gopher repellent over our grounds, to set up tables and chairs at meetings, to help Nancy in the snack bar, to help Karen in the sales booth, and for “general labor” (i.e., parking cars, manning booths, parking airplanes, crowd control) at our annual Open House.

Just a few hours of your time. That's all we ask. You're not too busy...so make it a priority. Each and every person within driving distance of Flabob, donate just four hours of your time in the next year. Four hours...about the time I spent writing this column (which included a few phone calls to get my facts straight). If we could get 200 people donating four hours per year, a lot of work could get done. And the handful of people who donate hundreds of hours per year could maybe relax and take a breather.

Are ya feelin' guilty? Well, don't feel guilty! Call someone—anyone—on the board (our names and numbers are on Page 2) and volunteer now. We need ya! And if you don't live close to Flabob...how about writing up an article for *The WingNut*? I'd sure like that! Become a Chapter One volunteer...it's more thrilling than being a Cessna SkyCatcher test pilot! May you have a great May!

LG

FROM OUR READERS...



Leon,

A great article about the Boston reporter who screwed up the ultra light story. You should go back to the EAA Media Relations guy and suggest that a smart thing for them to do would be to invite this reporter out to Oshkosh for the show and let him get educated on GA activities. He could do us some good then. Like your *WingNut*.

Pat Halloran
Ch, 1 and 72.

Ed: We thought this was a good idea, so we forwarded it to Dick Knapinski at EAA. His reply:

Leon:

Thanks much and please send our best to Gen. Halloran. I've already done made the invite. With media budgets as they are, Kevin at FOX25 couldn't commit to anything, but he appreciated the invitation.

Best,
Dick

Hi, Leon,

"It was the best of times, it was the worst of times..." That's the way I'd describe my feelings after reading your April *WingNut* editorial on the media. It was the best of times because you brought humor, via a stainless steel umbrella, to the article. It was the worst of times because you brought the truth about a media gone wrong on so many fronts.

Thanks for your candor and honest 'reporting' on a media gone wrong. I wonder if America really trusts our media to tell the truth or even something resembling the truth? We can only hope they are as cynical as we in general aviation are on their assessment of media reporting. Let me explain my experience.

With a career in the fire service, I was amused when I'd read a story about a fire we battled in the paper the next day. If I hadn't been there myself, I wouldn't have recognized the scenario the press printed. Of course some of the reporters were more accurate than others, but everyone of them took liberal license to embellish the facts. I can only hope that many Americans have had similar experiences and use a healthy dose of salt when evaluating the media stories.

Perhaps you would consider forwarding your editorial to AOPA and EAA. If nothing else, it might get more of us involved in combating the media's propensity in bashing general aviation.

Blue Skies and Tailwinds,

Bern Heimos
www.vintageflying.com

Hi, Leon,

Great job on your editorial! I'm glad to see others are as upset as I am about the quality of information we get from the media. And the most important point was your last one in the editorial (No, not your stainless steel umbrella pitch!). Maybe the point right before that. You pointed out that when the media reports on the stuff you know, you can easily pick out the bias, the missed facts, and the unwarranted sensationalism. It makes sense that the same quality of work goes into the things the media reports on and for which you don't have a lot of personal background. I've seen it not only with aviation reporting, but with military reporting and other subjects I know a little about. I believe it is safe to say that due to either sloppiness or (worse) by design, we are being misinformed every time we watch the local news, or as I like to call them, "the makeup media."

Keep up the good work!

Roy Beisswenger
www.easyflight.com



78 flown in April Young Eagles Rally

April's Young Eagle Flight Rally went down as another successful event with 78 youth getting their first taste of flight, thanks to 15 Chapter One pilots. Tiffany Felton was back and did the mini ground school and Chris Felton did the preflight inspection instruction. Chris also flew Young Eagles after he completed all the preflight instruction. The Boy Scout merit badge instruction was handled by John Durant and Al Gester. Mike Carrier was back and flew Young Eagles.

To an untrained observer, it would appear like another busy Chapter One event, but to those 78 youth it was the thrill of a lifetime. Think back to your first flight!! Chances are, it is still a vivid memory. It is to me!! This day will be the same for these youth too. Thank you pilots and ground support people for providing a great once in a lifetime experience (there can only be one first flight).

- Wes Blasjo, Young Eagle Coordinator

Pilots who flew:

John Alling	Piper Comanche
Michael Carrier	Cessna 172
Larry Conley	Ercoupe
Jerry Cortez	RV6 A
Irvin Craig	Cessna 182
Barry Duble	Cherokee 235
Chris Felton	Cessna 150
James Hayes	Grumman AA5 A
Ray Key	Cessna 150
Norm Manary	Aeronca Chief
James Meeker	Taylorcraft BC12 D
Don Newman	Piper J-3 Cub
Gerald Perry	Cessna 150
Ray Stits	Cessna 182
Loreen Wynja	Cessna 172

Getting *The WingNut* by mail? Can you get it through email?

Are you getting this issue of *The WingNut* through the mail? Do you have internet access and an email account where we could send the newsletter electronically? If so, please let us know.

The Board of Directors last month decided to ask for your assistance in helping us reduce the costs of producing and mailing the newsletter. Each newsletter costs over \$1 to print, plus the cost of mailing labels and stamps (what are they this month...44¢?).

So, if you're getting *The WingNut* by snail mail, and you have the ability to receive it through email, please contact the editor at editor@eaach1.org. Thanks for your help!

Board decides to end fried chicken lunches before Chapter meetings

It's been a tradition for a number of years at Chapter One meetings—the chicken dinner. But your Board of directors has noted the dwindling number of members who show up for the meal, and has decided to abandon them for now.

This will relieve our “kitchen crew” from a lot of work, preparing the meals and cleaning up afterward.

Instead, the hangar will be opened at noon, with drinks provided. Members are urged to bring snacks and desserts to share during the social hour from 12 to 1.

The Chapter Meeting will begin, as usual, promptly at 1 p.m.

We're Still Around!

Plans by:

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Robert Nesmith

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EAA Chapter One

Membership Meeting

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Social hour
Noon to 1:00

We provide the coffee
and drinks...you bring
the munchies!

May 17, 2009
at noon

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

SEE YOU THERE!

Flabob Airport (RIR)

4130 Mennes

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FOR MORE INFORMATION CALL:

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Check our website at www.eeach1.org



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