

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 56, Issue 9

We make flying FUN!

September 2009

Open House – Sept. 26th! **Great forums, lots of planes, silent auction, Banquet**



In only a few days, it'll be here...the 2009 presentation of the EAA Chapter One Open House. As in the past, there will be lots of airplanes, a great Silent Auction (where you write in your bids), interesting forums throughout the day, various vendors, and a great Gala Banquet beginning at 6:01 p.m., featuring the great Clay Lacy as speaker.

The forums will begin a 10 a.m., with the meeting of the Design Group, featuring speaker and designer Mark Peierle, who will introduce his electric-powered airplane, the E-Gull. Pierle has designed the Thunder Gull and the Soaring Gull, an ultralight which Board Member Bob Chase flies.

At 11:00, Jack Norris, the world's foremost propeller scientist, will give a presentation. Norris has authored the

books *Propellers: The First and Final Explanation* and *The Logic of Flight: The Thinking Man's Way to Fly*.

At noon, Pat Macha, who has written four books on the subject, will speak about finding wrecked military aircraft in and around the Los Angeles area. At 1:00, Joe Caravella, Jr., will speak about designing a roadable aircraft. At 2:00, Dr. Fred Kulick will speak about the Wright Flyer Project which is being built by the AIAA on Flabob. At 3:00, Rico Sharqawi will talk about the documentary he is putting together about pilots, entitled *A Pilots's Story*.

While the forums are under way, the silent auction will be accepting bids, Chapter One shirts and memorabilia will be for sale, and hangar talk and airplane viewing will be available along the flight line. Everyone is welcome, as we celebrate the gift of flight.

At 6:01 p.m., the Open House Gala Banquet will commence, with a great meal provided by banquet chairperson Karen Schicora, then a much-anticipated speech by our featured speaker, Clay Lacy. Lacy is an exciting speaker who can relate story after story of aviation history, including his historic use of a DC-7 as a racing plane in the California 1,000 mile Air Race in Mojave. Lacy is truly one of the pioneers of aviation in Southern California, and it will be our privilege to hear him speak to us. Buy your banquet tickets now!

As usual, we need your volunteer help. Call Leon at 951-592-0978 and let us know you're available to help us out. We thank you. If you can't give us a hand, be sure to come out and visit us at the EAA Chapter One Open House. It'll be a fine time for all, and we look forward to seeing you there!

Buy your Banquet tickets today!
To reserve yours, call Kathy Rohm
at 951-683-2309 ext. 104



Banquet speaker Clay Lacy

EAA Chapter One

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Ad Rates

Business card size--
 \$5.00 per issue

1/8 page, 4"x 2½ --
 \$10.00 per issue

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

½ page, 8" x 5" --
 \$26.00 per issue

**EAA Chapter One
 Open House
 September 26th--
 See you there!**

Calendar



September 2009

- 4th -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 12th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 13th -- Chapter Meeting**
Chapter One Hangar - noon
- 13th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 26th -- Chapter One Open House,
Aircraft Display Day and Car Show**
Flabob Airport
- 26th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.

October 2009

- 2nd -- First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 10th -- Young Eagles Rally**
Chapter One Hangar - 8 a.m.
- 11th -- Chapter Meeting**
Chapter One Hangar - 1 p.m.
- 11th -- Board Meeting**
Chapter One Hangar - 3 p.m.
- 16th-18th -- Sport Air Workshops**
Chapater One Hangar
- 24th -- Design Group Meeting**
Chapter One Hangar - 10 a.m.

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**



The Prez Sez...

Chapter One's upcoming Open House is a community event that connects aviation minded people with friends and others who work and live on all sides of aviation. It is also a great time to take up with old friends and make additional friends. Our Open House is also an opportunity to showcase Flabob Airport, EAA Chapter One and general aviation to the surrounding community. On Sept 26, 2009, you are expected to come by and enjoy yourself. Saturday will be a great day to stroll through the airport without a lot of burdensome expense and supervision. Just an old fashion Airport Open House for individuals like you.

We are also honored to have Clay Lacy as our dinner speaker. Clay Lacy was born in 1932 and grew up in Wichita, Kansas, the birthplace of aviation manufacturing. In 1968, Clay Lacy established the first executive jet charter service west of the Mississippi, using a leased Learjet. He bought his first Lear in 1970, the second 3 years later. In 1975 he bought Bill Lear's own Model 25.

Lacy has conducted over 2500 air-to-air photography flights, shooting everything from sequences for Hollywood blockbusters Top Gun and The Right Stuff, to commercials for the airlines. Clay Lacy carries under his belt almost 50,000 hours of flight time-more flying hours in jets than any human on the planet! To place this accumulation of flight time in perspective, it would take over five years of non-stop gear-up to touch down flying to equal this accomplishment. He has devoted his lifelong efforts to airplanes and the aviation industry, and over the years he has set many marks in private, military, air race, airline and experimental flying. He is a pilot's pilot-airline captain, air-race pilot, Air National Guard fighter jock, and cinematographer and FBO entrepreneur. Do not forget to buy your dinner tickets before the event so you can enjoy what will be a great speaker and event.

We also have an outstanding line up of forum speakers, aircraft and ever present aviation BS talk throughout the day.

Sino Barabani

If the ad says it'll do it...then give it a try!

In the 1930s, up in Syracuse, New York, there was a surgeon who learned to fly at the age of well over 60. Eventually he bought himself a new gull-wing Stinson Reliant.

In those days the Stinson company ran ads saying it was possible to have their airplane "descend like a parachute" with its wing flaps fully extended and its nose held high. The doctor was no chicken, so he decided to try it out.

People at the airport saw him take off and climb to a reasonable altitude. Up there the engine was throttled back, and the airplane began to descend toward the field almost directly beneath, faster and faster, nose high, engine idling.

As the Stinson neared the ground, bystanders could see the doctor through the Stinson's cabin window, wings level . . . yoke full back and staring straight ahead. The airplane smashed into the ground, with its tires and tail wheel impacting simultaneously. The main wheels splayed outwards several feet, and the tires squashed till

their rims impacted. The wing tips bowed down, and the airplane bounced. But everything held together and the airplane came to a stop within a few feet. The doctor gunned the engine and wobbled to the hangar. As he stepped out, he had a satisfied grin on his face. Now he knew with certainty, that he would be able to get it down in one piece, whatever happened.

[Holland Redfield --*The Airman's Sky Is Not Blue*]

**See you at
The Open House
on Saturday
Sept. 26th!**

Global Hawk featured at Chapter Meeting

Walter Wasowski will give a presentation about the Northrop Grumman RQ-4 Global Hawk unmanned aerial reconnaissance airplane.

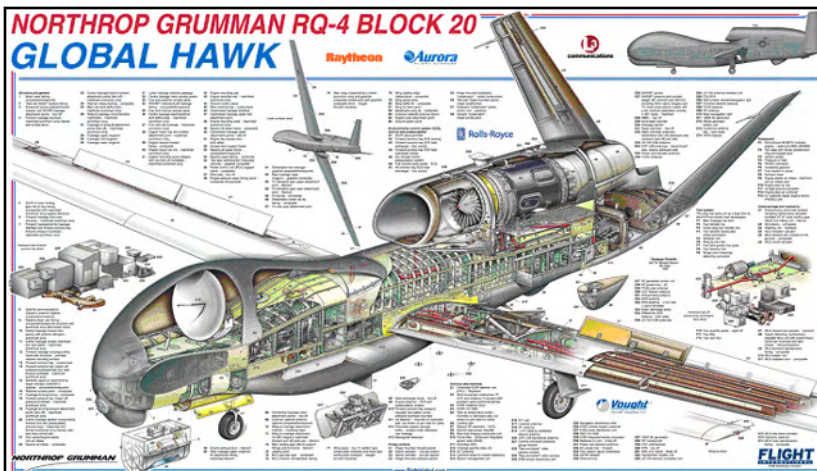
Its code name is HALE, or High Altitude Long Endurance. Global Hawk is designed to provide military field commanders with high resolution, near real time imagery of large geographic areas. Global Hawk enhances the U.S. military's ability to prevail in operation from sensitive peacekeeping to full-scale combat missions. The airplane combines advanced technology sensors with a range that extends more than half way around the world and an ability to loiter for long periods of time. The Global Hawk typically flies at altitudes above 65,000 feet. RQ-4B has a range of 12,000 nautical miles and a maximum endurance of 36 hours.

To learn more about come to the EAA Chapship meeting and hear are some giveaway

Walt Wasowski Corporation in 1975 aerospace engineering from his 34 years of tenure, several other aerospace companies and the name to the current corporation. Over the flight sciences area of

performance, propulsion, aerodynamics, flight controls, and GNC (Guidance Navigation and Control). Some of the projects Walt helped design are several military, manned and unmanned airplane projects. Manned airplane projects such as F-5A/B, F-5E/F, F-5G, F-20, NASA T-38, F-18, B-2A, and unmanned airplanes projects like X-47A Pegasus, UCASD, X-47B NUCAS, RQ-4A/B Global Hawk. He also worked in advanced design on several proposals. He has participated in several wind tunnel tests at Hawthorne low speed tunnel and AEDC Arnold Engineering Development Center in Tennessee Subsonic and supersonic wind tunnels. Walt has made many trips to EAFB (Air Force Base) and Naval Flight Test Center China Lake Naval weapons Test Center to witness and collect flight tests results. 000 feet, above most inclement weather and prevailing winds.

Global Hawk has two versions of the airframe, Block 10 and Block 20. Block 10 or RQ-4A has a fuselage length of 44 feet, a wing span of more than 116 feet and a height of nearly 15 feet. Take-off gross weight is 26,700 pounds, which includes a payload of 2,000 pounds. RQ-4A has a range of 12,000 nautical miles and an endurance of 35 hours. Block 20 or RQ-4B is a larger airplane. It has a fuselage length more than 47 feet, a wing span more than 130 feet and a height of just over 15 feet. The take-off gross weight is increased 32,500 pounds, which includes a payload of 3,000 pounds.



what Global Hawk can do, ter One general member- the rest of the story. There posters and pictures.

joined Northrop Aircraft ter graduating in aero- Cal Poly Pomona. During the corporation acquired and naval ship building company changed its Northrop Grumman Cor- years, Walt worked in the engineering like airplane

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A bit of the Clay Lacy story

In 1959, Clay Lacy was juggling three aviation careers. He still had a full schedule for United. Besides ferrying aircraft for Paulson, he would also usually train pilots for the aircraft that were sold. And, he was still active in the Guard. In fact, his connections through the Guard continued to supply him with opportunities. For example, General Shoop was vice president of operations for Hughes Aircraft.

"Through him, I got a lot of connections and even business from Hughes, with the airplanes that Al Paulson and I were selling," he said.

At that time, he estimates he flew 120 hours a month, but sometimes up to 140.

Are you a delinquent?

We have a problem...yep, we do. There are bunches and bunches of you loyal Chapter One members who are not paying your dues!

Membership Chairman Walt Wasowski reports that he sent out 106 statements for dues in June, and less than half have come back with checks. Thinking that the post office might have screwed up, he sent out a second letter in July reminding y'all that your dues are due. Only nine more have responded.

What gives, folks? Is the \$12.00 annual fee excessive? If my math is correct, that works out to about a buck a month. If you need to pay in installments, please let us know, and we'll work with you.

Otherwise, cough it up! Please send in your \$12.00 check as soon as possible, so Walt can sleep in peace. If it's *The WingNut* that is causing you to withhold your funds...I apologize, and promise that the confusion you've come to expect will continue on these pages. Sorry...it's the best I can do.

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"If I had to relive my life and just drive the speed limit, I'd be two years behind," he chuckles. "I'd get out of an airplane in LA, run and get in my car, go tearing over to Burbank, and take off and go do something else. I was crazy; I really went way overboard, but I had a lot of fun!"

To make all of the pieces fit together, Lacy sometimes traded trips with other United pilots, and the airline graciously let him drop others. Then, in 1960, Lacy went to Denver for a year to work in United's flight training center.

"I would work about four days a week, then come back," he said.

In September 1961, he was recalled to active duty with the Guard, due to the Berlin Crisis.

"We stayed at Van Nuys, so I could continue with my other activities," he said. "By that time, we'd switched to the C-97, which was a transport plane. We never did go to Berlin. We flew primarily to Japan, with some trips to Vietnam."

Lacy remained on active duty until Aug. 30, 1962. Following his release, he would begin flying as captain on the Convair 340, after which he would quickly move to the DC-4, DC-6 and DC-7.

In September 1962, Lacy and Conroy test flew the Pregnant Guppy.

Conroy, said Lacy, had left the Guard, but returned when they began flying the C-97. Later, he decided he wanted to start an airline in Hawaii, and began thinking of doing so with Boeing 377 Stratocruisers.

"The Stratocruiser wasn't successful from an economic standpoint, but, they were wonderful for passengers—probably the epitome of comfort," said Lacy. "It had a lounge downstairs. With United, for instance, if you were flying to Hawaii, you'd go down a circular stairway, and there would be a Hawaiian guy down there fixing drinks. And they had sleeper versions, like Pan Am; probably 30 people could have full sleeping accommodations."

PLANE LIVING

For Sale:

New home on one acre, alongside taxi-way
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Call Broker Bill: 760-792-8072

Bob Hoover makes EAA Hall of Fame!



Robert A. “Bob” Hoover will be inducted into EAA’s Sport Aviation Hall of Fame on Oct. 16, 2009. Don’t you think it’s time?!? Arguably the best “stick-and-rudder” pilot who ever lived, Hoover has thrilled millions of spectators with his unique brand of energy conservation aerobatics in the Aero Commander Shrike, P-51, and Sabreliner.

He will be the Keynote Speaker at the ceremony to be held at the EAA AirVenture Museum on Oct. 16.

Hoover was born in Nashville, Tennessee, in 1922 and became inspired by aviation when Charles Lindbergh, who would later become his friend, made his historic trans-Atlantic flight in 1927. At age 15, Hoover began taking flying lessons, paying for them with the money he earned bagging groceries. As soon as he was able to fly solo, he began performing aerobatic maneuvers with planes that weren’t designed for it, working his way up to

Cuban-eights, Immelmans, and hesitation rolls.

He joined the Tennessee Air National Guard in 1940 on his 18th birthday. After thoroughly impressing the instructors and his commanding officer during his first orientation flight, he was asked to put on a 30-minute demonstration for the other cadets on graduation day. Unwilling to become a transport or bomber pilot, he slipped the sergeant in the personnel office \$20 to switch him to fighter duty.

During World War II, Hoover was shot down in his Spitfire and captured by the Germans. After more than 15 months of imprisonment, he escaped the prison camp Stalag Luft 1 in April 1945 and commandeered a German Focke-Wulf 190, which he flew to Holland. There he was picked up by an English truck driver. By that time, the war was nearly over, and he headed back to the United States.

Upon his return to the United States, he enrolled in test pilot school, after which he flew everything from the Lockheed P-80 Shooting Star to the Northrop N9M flying wing. He most famously worked with Chuck Yeager on the X-1 project, serving as backup pilot, and was flying chase when Yeager broke the sound barrier.

Hoover went to work for North American Aviation in 1950, where he tested and demonstrated the company’s civil and military aircraft. When the company merged with Rockwell International in 1968, he began demonstrating its Shrike Commander twin-engine business aircraft, and production demands increased from one a month to eight.

In 1964, Hoover served as the first official starter at the Reno National Championship Air Races, a role that he continued for three decades. He also served two terms as president of the Society of Experimental Test Pilots and is the namesake for the Hoover Bill that passed in 2000, which gives an FAA certificate holder the right to immediately appeal an emergency certificate revocation to the National Transportation Safety Board. Most recently, in 2003, Hoover co-founded Jet Fleet International, which sells products and services to jet owners at discounted prices.

George “Pop” Rutan dies at age 93

Long-time Chapter One member George Albert Rutan passed away in Lancaster, CA, August 28, 2009, of natural causes at age 93. George’s great-grandfather, Samuel A. Rutan, Sr., crossed the great plains from Illinois to California by wagon train in 1852. His great-grandmother, Edna Kimzey Benson, arrived by wagon train in 1847, prior to the California gold rush.

George was born in Coalinga on April 7, 1916, the first son of G.A. Rutan, Sr., a farmer and oil field worker, and Rhonda Steams, a homemaker and beloved mother. George served in the U.S. Navy during World War II and graduated from the School of Dentistry at the University of Southern California. He moved his family to Dinuba, CA, to set up a dental practice in 1951. George became a private pilot in 1953, which inspired

his family’s life-long interest in aviation.

George “Pop” Rutan was preceded to heaven by his wife of 63 years, Irene “Mom” Rutan, in the year 2000. He was also preceded in death by sister Frances and brother Charles. George is survived by two brothers, Samuel Rutan and Kenneth Rutan; children Dick, Burt and Nellie Ann Rutan; two daughter-in-laws; eight grandchildren; their spouses; and twelve great-grandchildren. He leaves behind loving nieces, nephews, cousins and friends from around the world.

A private interment will rejoin George A. Rutan with his wife, Irene, at Evergreen Cemetery in Los Angeles. A public celebration of his life will be held at the Mojave Airport on October 11, 2209. For more information, please visit www.dickrutan.com



FROM THE EDITOR'S DESK

On the downside of the digital age

You are receiving this issue of *The WingNut* late. For that, I apologize. But I have a legitimate excuse—my computer went belly up. Toward the end of August, my trusty computator began shutting down at inopportune times, like when I was in the middle of shipping items online. It would just quit...stop...shut down in a second. Everything I was doing was lost.

Seems like a heat problem, I thought. So I called our president, Gino Barabani, a certified computer guru, and told him what was happening. He agreed...it sounds like a heat problem. So I went and spent some of my moldy money on a couple cans of compressed air. Crawled under my desk and disconnected the dozens of cables which are tangled everywhere, took the side covers off, and took the computer outside to blow it out. Dust obscured my back yard.

I blew it out thoroughly and cleaned the case, then reattached all the dozens of cables, and cranked it up. It wouldn't boot. Nothing. The screen told me "The CPU has changed." No, it hadn't, trust me. I didn't change the CPU. I simply blew out the interior with a can of compressed air. I tried to boot it several times, with the same result every time. Realizing I was in over my head, I disconnected the dozens of attached cables again, and took my poor dead computer to a computer shop for repair.

I came home to a desk without a desktop. Then I realized...this editor cannot edit! Everything for *The WingNut*—templates, stories, pictures, calendars, etc.--was on that computer. My contact lists were on Outlook on that computer. My music was on My Music. My pictures were on My Pictures. My business was on Quickbooks. My UPS account was online. My banking information was online. All my passwords were in a file on my hard drive. It seemed everything I needed to function was on that computer.

Did I do back-up? You bet! I had two hard drives, C: and F:, and I always backed up C: to the F: drive. My thinking was that two hard drives are not likely to crash at the same time. So now I have two hard drives that work...but a computer processor that doesn't!

What's the answer? Simple, you say: Replace the CPU, and you're good to go. Problem is, it's an old computer...about five years old...ancient in computer terms. It would cost more to put in a new motherboard and CPU than the computer is worth.

The good news came...it was not a heat problem, but a faulty video card, and bad BIOS settings. The wizard at the computer shop did his magic, and I brought it home, \$120 poorer. Connected the dozens of cables and wires in their various slots, turned it on and...voila! My wireless keyboard and mouse wouldn't work. I played with this problem for a few hours, gave up and borrowed an old PS2 mouse and keyboard from a friend and hooked them up. Finally, I was ready to begin this issue of *The WingNut*.

This minor emergency taught me three lessons: First, I need a new, state-of-the-art computer. Second, backing up the information on your hard drives is extremely important. And third, how in the world did I ever live for four decades without a computer?

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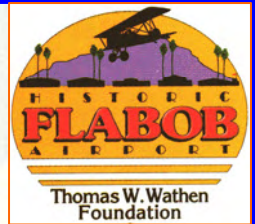
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As we move more and more into the digital age, more of our lives are dependent upon the lineup of electrons on storage media. All of my pictures, all of my music collection, all of my writings and correspondence, most of my financial information, my contact information, and a host of other important things are all stored on hard drives. If I don't back it up, and the hard drive fails...the information on the hard drive is lost forever.

My advice to you: Back Up! Back up all of your important digital information. It's not a matter of IF your hard drive will fail; it's a matter of WHEN. **LG**



2009 EAA CHAPTER ONE OPEN HOUSE



SATURDAY SEPTEMBER 26, 2009

At Historic Flabob Airport (RIR)



Gala Banquet Dinner

6:01p.m. Sept 26, 2009

Special Guest Speaker

Clay Lacy

Tickets On Sale: **Call (951) 683-2309 ext 104**

ONLY \$20 per ticket and a chance

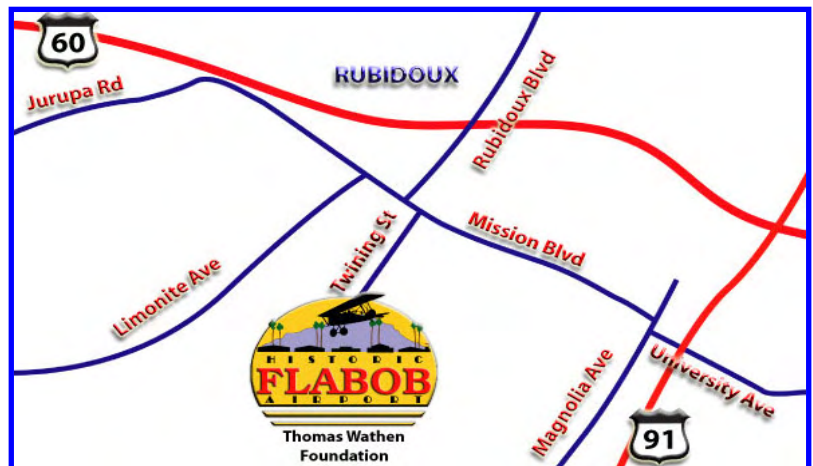
To win two tickets for next years dinner

ALL DAY FUN and FREE ADMISSION

Pancake Breakfast - 7:00 a.m

- Wathen Foundation Education Booth
- Our Annual Silent Auction
- Hay Rides
- Aviation Swap Meet
- Food Booths / Vendors
- Exhibits
- Car Show
- Wright Flyer Project
- LSA Exhibit Area
- Aircraft Display

FORUMS 10 am to 3 pm



Flabob Airport, 4130 Mennes Ave. Riverside Ca. 92509 (951) 683-2309 ext 102



70 Young Eagles flown in August

The August Young Eagle Flight Rally went smoothly even though a number of the volunteers had just gotten back or were just getting back from AirVenture. The best count is that 21 Chapter One members went to AirVenture.

The mini ground school was conducted by Tiffany Felton as per usual, and the Boy Scout merit badge instruction was done by John Durant and Al Gester. The preflight inspection instruction was handled by Devin Dhillon and Chris Felton. Data entry and certificate printing was done by Brian Blasjo and Greg Young as they do each and every month. Ron Headlee was back as loadmaster, a job that he took on last month.

Thirteen pilots transformed 70 earthbound youth into Young Eagles, with heads and hearts in the sky.

Again, thanks to all who helped out and made this flight rally a time to be remembered for a lifetime for these 70 fortunate youth.

- **Wes Blasjo, Young Eagle Coordinator**

Pilots Who Flew:

John Alling	Piper Comanche 250
Allyn Auck	Cessna 172
Larry Conley	Ercoupe
Jerry Cortez	Vans RV 6A
Irvin Craig	Cessna 182
Barry Duble	Piper Cherokee 235

Chris Felton	Cessna 150
Norm Manary	Piper J-3 Cub
Kevin McKenzie	Marquart Charger
James Meeker	Taylorcraft BC 12D
Ray Stits	Cessna 182
Walt Wasowski	Cessna 172
Loreen Wynja	Cessna 172

Silent Auction seeks donors, bidders

One of the ways Chapter One makes money from the annual Open House is through its Silent Auction. Chapter members, businesses, and supporters donate items which are sold through the “write your bid” auction.

Do you have a business that can donate an item, or do you as an individual have an item we can include in our auction? Please contact the “auctioneer,” Dick Staley, by email at wd6auy@coastinet.com. Do you have an interest-

ing piece of aviation history? A unique painting or picture? Something homebuilders need? Please donate it for our Silent Auction. If you do, good karma will shower you with blessings (I got that line from a fortune cookie).

While you’re at the Open House on Sept. 26, stop by the Silent Auction table and submit your bids. No sales, no pressure. Look at the goods and write your bid. Nothing could be easier! But be sure to check the bids right before the Gala Banquet. That’s when the serious bidders put the pen to the paper.

We appreciate your input...as donor or bidder!

We're Still Around!

Plans by:

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 * Acro Sport II
 * Pober Pixie
 * Pober Jr. Ace
 * Pober Super Ace



Robert Nesmith
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EAA Chapter One

Membership Meeting

Brick
Purchases
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Fund

Early birds help set
up tables and chairs!
Chapter Meeting
begins at 1 p.m.

September 13th, 2009
at 1 p.m.

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

SEE YOU THERE!

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