

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 57, Issue 5

We make flying FUN!

May 2010

Join us Saturday for a day of fun at Chapter One!

Young Eagles begins at 8:00
Umm, umm, lunch at noon
Chapter Meeting at 1:00–
Trish Russell will speak on
formation flying

Trish Russell, EAA Chapter One member and frequent Young Eagle pilot, will talk about formation flying at the Membership Meeting Saturday, May 8th, at 1 p.m. in the Chapter One Hangar.

The meeting will take place after Saturday morning's Young Eagles Rally and noon luncheon.

Trish is a trained and experienced formation flyer, who in 2007 took part in a 35-ship formation of RVs which flew over AirVenture to commemorate Van's 35th year at Oshkosh. The 35 Van's RV aircraft earned a place in Guinness World Records as "The largest civilian formation flight." Trish, flying her RV-6, was the only female in the formation. She will present an audio-visual presentation about formation flying techniques.

This will be the second month of Chapter One's Saturday afternoon Membership Meetings. The day will begin at 8 a.m. with the Young Eagles Rally, which will end around noon. At noon, lunch will be served. On the menu this month are sandwiches, macaroni salad and potato salad. Those who plan to attend are asked to bring a salad and/or a dessert to share.

After lunch, at 1 p.m., President Jerry Cortez will begin the Chapter Meeting. After the usual Old Business and New Business, our own Dave Cudney will do a "show-and-tell" about his beautifully constructed RV-7A airplane, which will be on display in the hangar for all to see. After that, Trish will give her A-V presentation, then we'll hold the always popular prize drawings. The Chapter One Board Meeting will be held shortly thereafter, and all members are invited to attend.

Come out early and watch the smooth precision of our Young Eagles Rally. Help our volunteers prepare for the noon luncheon. Enjoy some hangar flying, some fellowship, the camaraderie of fellow Chapter One members. Greet those you know, and introduce yourself to those you don't know. Welcome all to the family of EAA Chapter One.



Local pilot Scot Douglas submitted this photo of him (the smaller of the two boys) and a friend in front of Ed Marquardt's hangar circa 1965. Says Flabob Historian John Lyon, "I believe that it shows Ed Marquardt's hangar (now Mark Lightsey's) with the 19-series hangar in the background. The sign, while cut off, appears to say 'Ed Marquardt-Aircraft Repairs.' The airplane is a replica of a Fokker E.III Eindecker. Note that it has a real rotary (not radial) engine. Given the Flabob location, this means that the airplane is almost certainly Jim Appleby's Eindecker replica, N3363G, equipped with an 80hp LeRhône. There is an article on this airplane in the May, 1966, Sport Aviation, at page 30."

EAA Chapter One

<h2 style="margin: 0;"><u>Officers</u></h2>	<h2 style="margin: 0;"><u>Directors</u></h2>
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President

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

Vice-President

Jim Pyle
(951) 452-5232 cell
vicepresident@eaach1.org

Treasurer

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

Secretary

Garbiella Amthor
(760) 669-5234
secretary@eaach1.org

Dave Cudney

(951) 255-4880
yenduc@sbcglobal.net

Leon Grumling

(951) 582-0978 home
(951) 818-5551 cell
editor@eaach1.org

Ron Headlee

(951) 485-9812
ardee0@hotmail.com

Ray Stits

(951) 682-6236

Walt Wasowski

(909) 829-8029 home
(909) 565-8099 cell
membership@eaach1.org

Tech Counselors

Norm Douthit -- (888) 811-2232
Jim Pyle -- (951) 452-5232

Flight Advisors

Ron Caraway -- (760) 247-6771

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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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" --
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Plane of the Month:
Dave Cudney's
RV-7A

Calendar



May 2010

5th – First Friday Flicks

Chapter One Hangar - 5 p.m.

8th – Young Eagles

Chapter One Hangar - 8 a.m.

8th – Chapter Meeting

Chapter One Hangar - 1 p.m.

8th – Board Meeting

Chapter One Hangar - 3 p.m.

15th – Design Group Meeting

Chapter One Hangar - 10 a.m.

15th-16th – Planes of Fame Air Show

Chino Airport - 9 a.m.

June 2010

4th – First Friday Flicks

Chapter One Hangar - 5 p.m.

12th – Young Eagles

Chapter One Hangar - 8 a.m.

12th – Chapter Meeting

Chapter One Hangar - 1 p.m.

12th – Board Meeting

Chapter One Hangar - 3 p.m.

19th – Design Group Meeting

Chapter One Hangar - 10 a.m.

July 2010

2nd -- First Friday Flicks

Chapter One Hangar - 5 p.m.

4th – Fourth of July at Flabob

Chapter One Hangar - dusk

10h – Young Eagles

Chapter One Hangar - 8 a.m.

10th – Chapter Meeting

Chapter One Hangar - 1 p.m.

10th – Board Meeting

Chapter One Hangar - 3 p.m.

17th– Design Group Meeting

Chapter One Hangar - 10 a.m.

17th-18th – EAA RV Workshop

Chapter One Hangar



The Prez Sez...

Our first Saturday membership meeting in a long time came off without a hitch and we had a good turn-out to boot. John Lyon gave a presentation on the history of Flabob Airport. There were so many things we didn't know about the little airport we call our home base. John Lyon's Meyers A200 was also our show-and-tell aircraft (what a beautiful and well kept airplane!). Your chapter board has decided to extend the Saturday meetings to the end of the year. This gives us a chance to give a firm date to our potential speakers and members who want to be our show-and-tell aircraft of the month.

As most of you know, Leon Grumling has volunteered to chair our 2010 Open House committee. He is actively seeking volunteer committee members. If you would like to participate, please contact Leon by e-mail or phone. You can find contact info for all the board members in the WingNut. We have also come up with an Open House theme, but I'll let Jim Pyle get more into detail on that subject.

As far as membership speakers and show-and-tell aircraft, we have most of the year covered except for September and November. If you know of someone who has an interesting aviation subject, please contact us and we will try to get them for our membership meetings. Also if anyone wants to show off their aircraft (built or project), let us know. Ever since Mark Manda gave me the idea to have show-and-tell, our membership has enjoyed seeing and hearing about the different aircraft our members own or are building.

Can't think of anything else to say; I'll probably think of something later. I need to get this to Leon so he can get the WingNut out to you.

Thanks!

Jerry W. Cortez

Meaning of 'congested airspace' unclear

From EAA e-Hotline

April 29, 2010 — George Folk, EAA 620436, and his son Timothy operate an aerial spraying business from their Martinsburg, West Virginia farm. In 2006 Federal Aviation Administration Inspector George Cooper Towers informed the Folks of complaints from neighbors about low flying, and warned that they must submit a "congested area plan" before flying over any congested area. When the Folks asked what the term "congested area" meant, Towers responded that no precise definition existed. He explained, however, that "a group of...as few as two or three houses . . . may be considered congested."

On July 31, 2006, and September 9, 2006, the Folks flew their plane near the intersection of Swan Pond Road and Hollida Lane in Martinsburg, WV. Because they considered this area uncongested, they did not file a congested area plan before either flight. When neighbors complained about low flying, enforcement proceedings were initiated. Last week a 4th Circuit federal appeals court in Richmond, Va., upheld an initial finding that George Folk and his son, Timothy, flew too low over the intersection. The Folks had argued the area wasn't congested, and also that FAA regulations are unconstitutionally vague, failing to clearly define a "congested area."

The ruling may surprise general aviation pilots since, based on a review of aerial photographs the area the pilots were accused of overflying would be considered by many to be uncongested. The question of what constitutes a "congested area" is not clearly defined, and involves a case-by-case inquiry that considers all relevant circumstances, including the size of the area and number and density of residences, and whether they are occupied or not.

As the summer flying season begins pilots should remember to be cautious of the areas they intend to operate near, and consider tolerances of low-flying aircraft amongst the general populace.

Veterans asked to help in education

Dear Honored Veteran,

This letter is an invitation requesting your participation in the 3rd Annual *Rancho Cucamonga High School Remembers* veteran's oral history program. We have set May 20, 2010, the interview day at Rancho Cucamonga High School in Rancho Cucamonga, California. Our past programs went well beyond our expectations and we anticipate an even bigger and better program this year.

Our Social Studies Department is thrilled to invite you to spend a morning discussing your military experience in a small group setting. The Rancho history teachers understand the invaluable importance of oral history. Students would value this experience beyond their high school years and develop an appreciation for our veterans and this great country.

Rancho Remembers will take place on 20, at approximately 9:00 am. A light breakfast will be available and lunch will be served. Veterans will share their experience in small groups of 3-4 selected students. Students will interview a Veteran for a 45 minute block and then move to another. The goal is to have students hear the experience of 2 Veterans. Students will have information sheets to fill in during their discussions to maintain accountability. Our wish is to have Veterans share their experience before, during, and after their conflict.

I encourage you to contact Robert Sanchez or myself, Aaron Bishop, at the numbers and e-mail below if you have any questions or concerns about the project. Also, if you know of anyone who would be interested in participating, please let us know as soon as possible or ask them to contact us.

Once again, please contact us as quickly as possible so we can begin making plans for May 20, 2010. The success of our program is based upon your support, enthusiasm, and willingness to share your stories with our students. Thank you again not just for the service you have provided our country but for the service you have provided for our students so they can better understand the cost of freedom and democracy. I salute you and look forward to hearing from you.

Aaron Bishop

W—(909)989-1600-Ext. 2317 H—(909)-944-5533

C—(909)477-7152

Aaron_bishop@cjuhsd.k12.ca.us

aaronsteelerfan@hotmail.com

Robert Sanchez

W—(909)989-1600 Ext. 2360

sanchez@cjuhsd.k12.ca.us

—from John Durant

Meanwhile, back at the airport...

The EAA SportAir two-day workshop on RV Assembly, which was held in the Chapter One hangar on April 24-25 was a good one, with about a dozen people attending. Most of those who showed up to learn how to assemble a Van's aircraft were from Southern California, with one attendee coming from Arizona. The seminar instructor was from Texas.

Chapter One Vice President Jim Pyle graced the course with his presence, and signed up three new chapter members and sold about \$100 worth of T-shirts from our gift shop. Way to go, Jim! He also got several people interested in becoming members of the Flabob Aero Club.

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From the Editor's Desk

On the Chapter One Open House

Chapter One has had some fabulous Open Houses and Gala Banquets. Two years ago, we achieved a pinnacle of success when EAA President Tom Poberezny and the great Burt Rutan were both present as guests and speakers. We followed that up last year with the aviation great Clay Lacy at our Open House banquet. This year, another aviation living legend will be behind the microphone at our banquet when Carter Copters' founder Jay Carter, Jr., will be our speaker.

For those not familiar with Jay Carter, he is the founder and CEO of Carter Aviation Technologies, a Texas company that is working on an experimental compound autogyro that utilizes slowed rotor technology and will provide helicopter-like utility with fixed-wing performance. SR/C technology enables these capabilities by seamlessly transitioning lift between the rotor and the wing based on the specific phase of flight. Carter's design is a pure autogyro and currently incorporates 20 patents. In the latest, four-place, civil aircraft the empty weight is expected to be 2,200 lbs with a gross rotor system will allow jump take-offs through its vertical takeoff capability. Equipped with engine, the performance numbers are impressive. At an altitude of 12,500 feet and max power, the aircraft has a projected speed of 223 mph and, at this max power setting. Flying at range extending to 1465 miles. Maximum speed of 250 mph is projected at max power and 1510 miles at best range



weight of 3,500 lbs. The unique clearing 50-foot obstacles through with a 350 HP twin turbo-charged engine. At an altitude of 12,500 feet and max power, the aircraft has a projected speed of 223 mph and, at this max power setting. Flying at range extending to 1465 miles. Maximum speed of 250 mph is projected at max power and 1510 miles at best range

It's the newest cutting-edge technology and we will hear all about it from the man who is behind its development. Should be an interesting evening and a fitting end to what will hopefully be an exciting day of aviation activities.

It's our job to make that day memorable. And I, ever the glutton for punishment, have agreed to chair this year's Open House Committee. Thankfully, a number of you have stepped up and volunteered to help. And, Boy! Do we need help!

As a relative newcomer to Flabob, I've heard stories about the Chapter One fly-ins of days gone by. They tell me the airport used to fill up with fly-in airplanes, and people crowded the grounds around the Chapter One hangar. That hasn't happened for the four years or so I've been around, but I'd sure like to see it happen again. Wouldn't it be great to have a record turn-out of fly-ins and drive-ins to the Open House? We can do it, with a little bit of work on our part.

We could use your help. We'll need volunteers for traffic control, car parking, aircraft parking, membership sign-ups, help in the sales booth and food booth, banquet set-up and tear-down, clean-up, advertising, ticket sales, help with the silent auction (to aid volunteer Dick Staley), and many other tasks that escape me at present. Please consider joining our Open House Committee. The Open House is September 25th. If you can help for the day, or just help for an hour or two, you will be appreciated. Let's see if we can make Sept. 25th the biggest and best Chapter One Open House Fly-In that's ever been held.

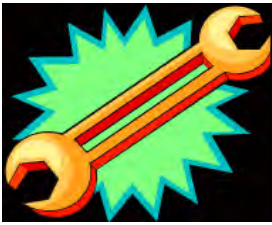
We will be holding Open House Committee meetings at the Chapter One Hangar throughout the summer. Help us make this fly-in a great one. We need your time, we need your input, your ideas, your enthusiasm. Call me or email me (contact info is on Page 2). See you Saturday, and have a great May!

LG

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Technical Tips

from Tech Counselor Jim Pyle

This article is copied from an issue of the EAA newsletter to Flight Advisors and Technical Counselors. It has appeared in an EAA Chapter 88 newsletter.

Phosgene gas is an organic chemical compound first produced in 1812 by the English chemist John Davy. While it was and still is used as an industrial chemical, it is also a Schedule 3 CHEMICAL WARFARE AGENT.

According to Wikipedia: Phosgene is an insidious poison as the odor may not be noticed and symptoms may be slow to appear. Phosgene can be detected at 0.4 ppm, which is four times the Threshold Limit Value. Its high toxicity arises, not from hydrogen chloride released by hydrolysis, but by the action of the phosgene on the proteins in the pulmonary alveoli. The alveoli are the site of gas exchange, and their damage disrupts the blood-air barrier, causing suffocation.

Okay, you're asking, "What does this have to do with me, Joe Airplane Builder?" Well, it turns out that you can make Phosgene at home, right in your own shop, without even knowing you are doing it. All it takes is a little brake cleaner and some heat.

Here's an actual real world account of one welder's experience with Phosgene:

"I had a rush job welding four diesel tanks. I had to parch where they were pitted by road salt corrosion. Normally, I spray a little carb cleaner on the spot I'm going to weld, wipe off, and then preheat the area with an acetylene torch to get rid of any solvents. To be on the safe side, I even had the shop door open and turned on the exhaust fan.

"I started TIG welding on Thursday afternoon and no problem at first. But when I started welding across a really pitted area, I found a couple of drops of cleaner that were lurking in a deep dimple. As I came closer, a small puff of white smoke popped up and I almost passed out. I made it outside and sat for a while in the fresh air.

"After about ten minutes, I went to the office to check the warnings on the brake cleaner can I used. That's when my whole left side started shaking for about ten to fifteen minutes. I found out later I was having a seizure.

"My breathing was still hard a few hours later, but I felt a little better so I didn't go to the hospital. The chlorine taste and smell was still strong. About midnight, I started coughing and my chest started hurting. The next day the symptoms got worse and my kidneys started hurting.

"By next Monday, nine days after the poisoning, I lost all balance. I was confused and could hardly talk. I finally went to the emergency room. My symptoms were low blood oxygen level, sugar level out of control, vertigo, and I was hurting badly in my entire chest. I was admitted into ICU. My kidneys had probably shut down for those first four days. My lungs were damaged, I had to be on oxygen. I needed insulin to keep my blood sugar in check. THERE IS NO ANTIDOTE FOR PHOSGENE. All I could do is rest, and hope to get better.

"After CT, MRI, EKG, EEG, and several blood tests, it looks like, at least for now, there is no permanent damage; however, the MRI showed fluid in my sinuses and a buildup of fluid near my brain."



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48 Young Eagles flown in April

The April Young Eagle Flight Rally slipped into history as a day when 48 excited youth received their first taste of flight in a small airplane. The sign-up was limited to 75 until we get a feel for the time constraints to have flying completed before the Ch. 1 lunch at noon and meeting at 1:00. We did finish in time so that everyone who wanted to have lunch and attend the Chapter One meeting was able to do so. Kevin McKenzie continued flying YE volunteers during this time, but if you know Kevin, you know that it is VERY difficult to get him to stop flying. He readily admits that he is having as much fun as the kids!

John Lyon's Meyers 200 was in the Chapter One clubhouse/hangar for "show and tell" during the Chapter One meeting. This added some great aviation ambiance to the clubhouse. It created a lot of interest and comments by the adults and youth as they waited for the ground school to begin. Tiffany Felton conducted the mini ground school and then Friend Deming did the small group preflight instruction using the beautiful Meyers 200.

We welcome pilot Don Bach and his Cherokee 160 who flew with us for the first time. Don hails from Fullerton. Yes, I asked the obvious question, is he related to the well known Richard Bach, the author of Jonathan Livingston Seagull. Don thinks that there is a distant relationship! In the same vein, Richard Bach's son Rob is an airline pilot and an avid Pietenpol builder and flyer. He also has both his father and mother's writing genes and will be doing a monthly column in one of the popular aviation magazines.

Wes Blasjo, Young Eagle Coordinator

Pilotsz Who Flew:

Don Bach	Piper Cherokee 160
Larry Conley	Ercoupe
Jerry Cortez	Vans RV6A
Dave Cudney	Piper Cherokee 180
Barry Duble	Piper Cherokee 235
Jim Hayes	Grumman American AA5 A
Kevin McKenzie	Marquart Charger
James Meeker	Taylorcraft BC 12D
Gerald Perry	Citabria
Allen Teets	Cessna 172
Walt Wasowski	Cessna 172

Prepare for ramp check at upcoming seminar

A ramp check of your aircraft, whether it is owned or rented, can be a very unpleasant turn of events. Most aircraft subject to such an inspection are grounded on the spot; others earn their owner or pilot an enforcement action. But it doesn't have to be that way. With some simple guidelines, an owner/pilot can easily prepare his or her aircraft and documentation in such a way that a ramp check will be a non-event.

Learn how to prepare for this eventuality at an FAA Safety Team seminar which will be held in the Big Bear City Airport pilot's lounge on May 11 at 7:00 p.m. The seminar, "Hi! I'm from the FAA and I'm here to help you! Surviving the dreaded ramp check" will help pilots prepare so that ramp checks will be a non-event.

Come and learn as this highly-experienced flight instructor and FAA Safety Team Lead Representative shows you how to prepare your hardware, software, and psychology such that any FAA inspector checking your aircraft will quickly decide that you are so far ahead of this game that he is wasting his time and should *go look for violations elsewhere*. Find out when a ramp check is most likely; what the FAA is looking for, where they expect to find it, and how to present each facet of your operation in a way that communicates confidence and compliance.

We're Still Around!

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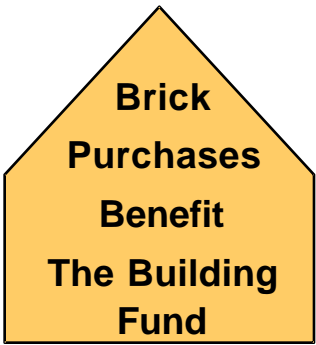
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EAA Chapter One

Membership Meeting



May 8th, 2010
at noon

Sandwiches, macaroni and potato salad will be provided. Please bring salads and/or desserts! Thanks!

Join us at the Chapter One Hangar for a day of fellowship & fun!!

SEE YOU THERE!

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FOR MORE INFORMATION CALL:
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