

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 57, Issue 6

We make flying FUN!

June 2010

Caudron racer to be featured at June meeting



This month's Chapter Meeting will feature a very special airplane—the Caudron C 460 racer replica—and master craftsman Mark Lightsey, who completed construction of the one-of-a-kind historic airplane.

Just back from its tour of France, where it was a featured attraction at the 100th anniversary of the Paris Air Show, the Caudron is now being prepared for its trip to AirVenture 2010 at Oshkosh. Those lucky enough to attend the Chapter Meeting on Saturday, June 12, at 1:00 p.m., will get to see the beautiful blue racer close-up and hear Mark Lightsey tell about its construction and his experiences getting the plane to and from France. All that, plus a delicious beef or vegetable lasagna dinner after a full morning of Young Eagles activities, which begin at 8 a.m. (Lunch at noon).

The original Caudron C 460 racer won the 1936 Thompson Trophy Race at Los Angeles, blowing away the American competition. Wathen Foundation founder Tom Wathen always loved the sleek racer and commissioned the building of a replica. The famed restorer Bill Turner of Flabob's Repeat Aviation originally started the project. When he went west, Brian Newman took over the task and advanced the aircraft further. Mark inherited the project two years ago with relish. Mark had no plans to work with, no engineering, and no detail at all other than photographs and some rudimentary model airplane plans. The original aircraft, drawings and engineering were all lost when the Caudron factory was destroyed in WW II; there simply was nothing left. The only thing available was basic aircraft dimensions scaled up from model airplane drawings. Since the original Renault engine was no longer available, Mark finally chose a Czech LOM 337 260 HP inline as a suitable substitute. Again, he had to design the entire firewall forward package without the benefit of plans or specifications. Same for the systems, fuel, electrical, retractable landing gear, etc. Everything had to be thought up, engineered, then built.

Then Mark crawled into the tiny cockpit and test flew the result. According to Foundation Board Member and chase plane pilot Jon Goldenbaum, "Happily, on the first flight the airplane performed beautifully: good stability and control, a powerful engine that cooled and ran as advertised, and responsive flight controls and a good CG envelope. It was a thing of beauty in flight, a sleek, well-balanced racer that operated comfortably out of Flabob's 3200-foot narrow runway. After basic airwork and handling exercises he did numerous patterns and low approaches, gradually reducing airspeed, as he got familiar with the landing attitude sight picture. After less than an hour, he put it down with style and grace, it rolled out straight and the first flight was done. Since then it has flown many successful flights, and unlike the effort surrounding flying most race replicas, Mark flew it to neighboring Hemet airport for lunch the other day, no chase, no drama, just another \$100 dollar hamburger in a Thompson Trophy winner!"

Join us as we gather to celebrate the Caudron, the month of June, and the joy of aviation at the Chapter One Hangar on Saturday, June 12. Those who are joining us for lunch are asked to bring salads and/or desserts to share with the ravenous hoardes. See you there!

EAA Chapter One

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Plane of the Month:
Wathen Foundation's
"Caudron C 460"

Calendar



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

August 2010

- 6th – First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 14th – Young Eagles**
Chapter One Hangar - 8 a.m.
- 14th – Chapter Meeting**
Chapter One Hangar - 1 p.m.
- 14th – Board Meeting**
Chapter One Hangar - 3 p.m.
- 21st – Design Group Meeting**
Chapter One Hangar - 10 a.m.



Former Young Eagle Mike Carrier is part of Haitian airlift



Photos by Mike Carrier

By Mike Carrier

On Wednesday, 13 January 2010, I received a phone call from my squadron (729 Airlift Squadron) asking me if I could make myself available for Haiti Relief missions and I said yes. I ended up being told on Friday the 15th of January 2010, while here at work at Boeing, that I would be put on alert the following day early in the morning expecting an alert that same morning. Due to various reasons I did not get the call the head to March A.R.B. until late Monday morning.

After receiving various briefings, the first thing my crew was told was not to plan anything during this trip because the schedules are fluid with changes from one moment to another. Once we were airborne enroute to Charleston AFB S.C. our itinerary for the day changed at least three times. We ended up arriving at Charleston to upload much needed cargo to take it to Homestead AFB F.L.

Early in the morning on Wednesday, 20 January 2010 we received an alert to fly our first mission down to Port Au Prince. We departed Charleston at approximately 0430L and flew to Pope AFB N.C. to pick up some rolling stock and three Army personnel. We departed Pope AFB and flew into Port Au Prince in the daylight hours without any delays or holding. While on approach you could see some of the damage created by the massive 7.0 earthquake just days earlier.

While on the ground in Haiti we uploaded 155 Haitians. The 54 sidewall seats were full, and the remaining were floor loaded. They ranged in age from infants in car seats to the elderly in wheelchairs. We had injured and sick on board as well. The final destination for our passengers was Sanford F.L.

Upon arriving in Florida, we had quite a welcome committee. We had media, several law enforcement agencies, medical staff, TSA and about 50 U.S. Customs Agents. The Customs Agents processed our 155 passengers in a very efficient and timely manner. We arrived back in Charleston at approximately 2300L.

Early afternoon on Thursday 21 January 2010, we received our second and final alert to Port Au Prince. We preflighted the aircraft and we flew up to NAS Norfolk V.A for our upload which consisted of a mixed load of pallets and rolling stock. After the upload was complete we were instructed to wait for a block time (four hours) because someone messed up our alert time.

After our departure from Norfolk, everything ran smooth. Even the Air Traffic Controllers gave us many direct routings. When we switched to Port Au Prince control we were told to expect holding. The controller asked us how much fuel we had on board so we knew we were in for a long night. We entered holding at FL290 and were stacked like a wedding cake six C-17's deep with a C-130 on the bottom.

After an hour and a half of holding, we started making calls to see what could be done about getting us on the ground because we were coming up on Bingo fuel to get us back to Sanford. Finally our turn at the bottom of the stack and we were "cleared the approach" from 13 miles out at 10,000ft. We nosed over and made it with no problem. They parked us with our nose about 40 feet from the terminal building with constant pedestrian traffic in front of and under our nose. This is completely nonstandard for us especially during engine start. We offloaded and made it out with no upload. The plan was to head back to Sanford F.L. to get fuel and head back home.

After takeoff out of Haiti, we developed engine problems with the number one engine which was subsequently shutdown in flight. We declared an emergency and diverted back to Charleston for maintenance. We arrived at 0400L on Friday morning. Maintenance was completed on Friday night and we flew home.

Overall it was a great trip and it was an honor to be able to support a great cause in such a time of need.

Want to produce your own LSA?

Sadler Vampire, which produces a mid-wing, twin-boom pusher that's been in development in various incarnations since the 1980s and had been gearing up for LSA certification, is now up for sale—including a prototype and parts—for \$50,000.

As a light sport aircraft, the two-seat Vampire would have folding wings and fly with a Jabiru 3300 burning 5 gph for a 500-nm max range, according to the company. In a May 24 blog post, company vice president David Littlejohn expressed disappointment and blamed the economic downturn for the sale. Without enough interest translating into escrow deposits, "We failed to meet the required pipeline commitments needed to receive second-stage capital from our investors," he said.

The prototype has flown, and the company was operating out of Roseburg, OR. The \$50K OBO sale price includes that aircraft, plus parts for three more under construction, along with a Jabiru 3300. The previously developed air-to-ground attack version of the aircraft was not listed as part of the sale.

Sadler Aircraft in 1997 developed what was meant to be a 1450-pound, 450-hp, 4000-fpm version, the Piranha air-to-ground attack fighter, with Turkish Aerospace Industries. From that work, according to the company, evolved the LSA.

The company says the LSA could achieve a 1,000-fpm climb after a takeoff roll of less than 700 feet. Sadler Aircraft was hoping to sell the LSA version of the aircraft for less than \$100,000. A December 2009 blog post by the company covered fuselage modifications that the company said had resulted in increased cooling efficiency at altitude, faster climb speeds and quieter operation. The aircraft is an evolution of the Sadler Vampire Ultralight, which was a 247-pound single-seater stressed for plus/minus six Gs that in 1982 won an EAA AirVenture Grand Champion Award for innovation and workmanship. *(from Avweb.com)*



HANGAR CLEAR-OUT SALE

Where: Art Scholl Aviation
Rialto Airport (L67)

When: Saturday
June 26, 2010
10:00 – 2:00 p.m.

Phone: 909-874-5800 or 909-289-9551



Aviation equipment, tools and miscellaneous items for sale.

Items include:

| | | |
|---|-------------------------|---------------|
| Aircraft jacks | Paint spray guns | Steel Shelves |
| Heliarc welder | Cylinder wrenches | Air tools |
| Drill Press | Pressure Washer | Vises |
| Misc tools | F350 Diesel Truck | Desks |
| Steel shelves | 0-200 engine assy parts | Ladder |
| Hydraulic spreader tool | | |
| 1973 Cherokee 140/160 (call for additional information) | | |

All items sold as is, where is, no warranties or guarantees.
Cash or credit card only. Sales tax applies. All sales final.

Refreshments and snacks.

Flabobians celebrate Sam Spratt's 99th birthday!



By Jon Goldenbaum

Sam Pratt has been around Flabob as long as anyone can remember. Sam is one of our most interesting aviators, with a history that kept us spellbound with fascinating stories from his long life. Sam only recently quit flying his Cessna 170; whenever possible he keeps active flying co-pilot in a variety of aircraft including the Flabob Express DC-3.

Seems like Sam has done a little of everything since he abandoned the frozen woods of Minnesota for sunny Southern California. He has run a machine shop, driven a taxi, worked as a commercial tuna fisherman off Catalina Island, and most importantly, worked the line at Douglas Santa Monica, building C-47s during WWII. Additionally, he is also an artist who has produced beautiful landscapes in oil since boyhood.

Sam knows the C-47/DC-3. When we started rebuilding our DC-3, Sam was the first to volunteer. He is an excellent sheet metal man, and well into his 90's, he almost single-handedly rebuilt a crushed wingtip. Sam put in hundreds of hours of fabrication, fitting, and riveting; the result was a wingtip certainly up to Douglas production standards of 60 years ago. Sam has great stories of working the line at Douglas in the hustle of WWII; his specialty was machining main landing gear spindles, often being chastised by union supervisors for working too fast and making the rest of the line look bad.

We recently came together in the Flabob Cafe to celebrate Sam's 99th birthday with cake, presents, and stories. Everyone at Flabob was there; the Cafe was packed with a line out-the-door as folks crowded in to congratulate Sam. Travis Gammill presented Sam with a hand-built model of the Flabob Express DC-3 in its original WWII RAF livery for Sam to hang in his apartment as a conversation starter. Not that he needs one...the stories flow from this most interesting aviator.

Happy Birthday, Sam! Wait till you see what we have planned for your 100th!

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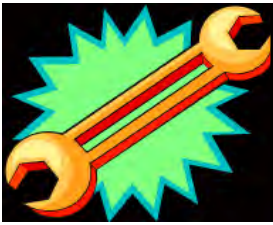
Tech Tips *(Continued from Page 7)*

the instrument was bad. It could lead to loss of control and a crash because I would be chasing the needles.

After we got on the ground the radio was still messed up. It would not indicate correctly. I shut down everything and turned it back on again. Then the radio worked alright after that.

I don't let anyone use a cell phone in the airplane anymore Especially in instrument conditions

-Walt Wasowski



Technical Tips

from Tech Counselor Jim Pyle

Transponder: Garmin 320

Encoder: Ameri King 350

I thought I would post this for others flying small airplanes. I spent a week this month chasing a frustrating problem in my PA-12. It all started about two weeks ago as I was approaching Bowman field (LOU). As I approached the pattern the tower asked me to "say altitude." I told them 1500 feet. The tower replied that I was showing 1900 feet. A moment later they showed 1200 feet. Basically on every radar sweep they showed a different altitude. After flying around a bit it was clear that my transponder or encoder was all over the place. Ironically my biannual transponder check was due and I had my radio man coming to the hanger the next day. I called him to inform him that I now also had a squawk with the system. After explaining the problem he suggested I re-rack the encoder as well as the transponder. He figured there was a good chance something was loose. So I climbed under the dash and re-racked both instruments. For good measure I blew compressed air over all the connections. I then took the airplane around the pattern and asked the tower to tell me what they saw. There was no change, my altitude was all over the place.

I called my radio man back and told him the results. He suggested that I should replace the encoder. So I grabbed the Aircraft Spruce book and spent some money. I waited 3 days for the new encoder and when it arrived I swapped out the old unit for the new. My flight around the pattern revealed that the problem still existed. Basically the altitude being transmitted from my airplane was hopping up and down as much as 700 feet.

I called my radio man again and told him the news. It was clear the encoder was not the issue. He suggested swapping out the transponder with a similar unit. I was able to locate an airplane with a Garmin 320 like mine. To get the replacement transponder I flew to a grass strip just west of Lexington, KY. The gentleman who owned the replacement transponder was very generous. I landed by his hanger and within ten minutes was back in the air with the replacement transponder. I climbed up to 3000 feet, called Louisville Approach and asked them what they saw. Unfortunately they saw me all over the sky. I descended back to the grass runway, swapped out the transponders and headed back to Bowman. It was clearly not a transponder problem.

I called my radio man and he decided the next thing to check would be the wire harness running from the encoder to the transponder. I contorted myself back under the dash and removed the harness. We tested each of the 9 wires and could not find a problem, but just to be safe we replaced the harness with a new one. At that point I had to leave for work and my radio man stayed behind. His plan was to hook the encoder up to the transponder and power everything up on the work bench to see if it worked. With his test equipment he pumped up the system to watch it climb. The encoder seemed to be working just fine, and then while it was climbing his cell phone rang. When it rang the encoder altitude jumped a few hundred feet. After he took the call he continued to watch the encoder. Each time he spoke the encoder jumped.

You probably know where this is going. I have an iPhone and, yes, I always have it with me in the airplane. I usually do not use it, but I stow it in a map pocket and it stays on.



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25 Young Eagles flown in May

You are all familiar with the “good news, bad news” syndrome. Well, it happened to us during the May Young Eagle Flight Rally. The bad news was that of the 75 youth who signed up with Kathy, 50 cancelled and did not show up. Thirty of these were from a Girl Scout group and 20 from a Boy Scout group. Twenty-two showed up, which is one of the smallest turn-outs we have ever had in our 18-year history of flying Young Eagles. The good news, however, is that we finished flying early and many of the 12 pilots were able to give the Young Eagle escorts a good flight as a thank you for helping out each month.

Each year EAA Headquarters marks the second Saturday in June as the International Young Eagle Day. They encourage chapters around the world to fly Young Eagles on that day, even if it is the only day of the year that they fly them. As regular readers of the WingNut know, we in Chapter One fly Young Eagles at least once a month with the exception of December. If you don’t normally come out for one of these events, we welcome you to come out and enjoy the morning. It is fun to see these excited young people get their first taste of flight. It is also fun to sit in the shade in front of the old clubhouse and talk with parents and other Chapter One members who want to make a fun day of it. We won’t put you to work, unless you want to help. We just want you to come out and enjoy the morning and then have lunch and attend the Chapter meeting.

Again, a big thanks goes to all who help each month. Each person helping in his/her own way makes the flight rally run smoothly.

- Wes Blasjo, Young Eagle Coordinator

Pilots Who Flew:

| | |
|------------------|------------------------|
| Don Bach | Piper Cherokee 160 |
| Larry Conley | Ercoupe |
| Dave Cudney | Piper Cherokee 180 |
| Barry Duble | Piper Cherokee 235 |
| Jim Hayes | Grumman American AA5-A |
| Tom Jones | Piper L-21 |
| Kevin McKenzie | Marquart Charger |
| James Meeker | Taylorcraft BC12 D |
| Gerald Perry | Citabria |
| Patricia Russell | Vans RV6A |
| Allen Teets | Cessna 172 |
| Loreen Wynja | Cessna 172 |

Tech Tips *(Continued from Page 6)*

We put the airplane back together. I flew around in the pattern for 15 minutes (iPhone off) while the tower watched my altitude. It was rock solid right on the money. I landed and then turned on my iPhone. I took off again and immediately the tower saw my altitude. While talking with the tower I turned the phone off and immediately things returned to normal.

My radio man has never encountered this anomaly but is convinced the phone is the culprit. I am as well. By the way the encoder is made by Ameri King. I have an old Ack unit that we put in after discovering this problem and the iPhone does not effect the Ack unit.

Hopefully this information will prevent someone else from chasing their tail, jumping all over the place.

Added, by one of our own...

Hey, guys, I ran into a similar problem with the VHF radio on an ILS in my Cessna 172. We were approaching Albuquerque International KABQ on the ILS. Carol decided to call her dad on the cell phone to pick us up at the airport and the ILS nav radio went completely crazy. The nav radio ILS was unusable. It was a good thing it was clear weather and not IMC. If it was a real IMC approach I would not know

(Continued on Page 5)

We're Still Around!

Plans by:

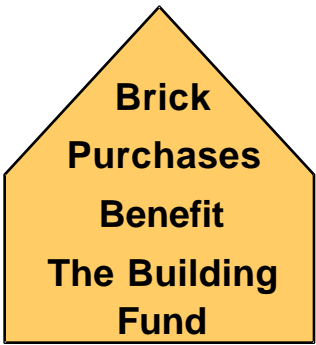
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EAA Chapter One

Membership Meeting



Beef or vegetable lasagna will be provided. Please bring salads and/or desserts! Thanks!

June 12th, 2010
at noon

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

SEE YOU THERE!

Flabob Airport (RIR)
4130 Mennes
Riverside (Rubidoux), CA

FOR MORE INFORMATION CALL:
(951) 682-6236

Check our website at www.eeach1.org



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