

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 58, Issue 8

We make flying FUN!

August 2011

TUSKEGEE AIRMEN SUBJECT OF NEXT CHAPTER MEETING

Learn About the Exploits Of America's First Black Military Fighter Squadron



Meet one of the original Tuskegee Airmen!!

They were Black, and they were aviators, during WWII when the military was still segregated. They couldn't eat and drink with their White counterparts, but they could fly...and fly they did, compiling an impressive record as bomber escort pilots of the 99th Fighter Squadron and the 332nd Fighter Group, escorting heavy strategic bombing raids into Czechoslovakia, Austria, Hungary, Poland, and Germany. The Tuskegee Airmen produced some of the best pilots in the U.S. Army Air Corps.

On January 16th, 1941, the War Department announced the creation of the 99th Pursuit Squadron. This was to be an all-Black flying unit trained at the Tuskegee Institute founded in Tuskegee, Alabama, by Booker T. Washington in 1881. Charles A. Anderson, a self-taught African-American pilot, had established a civilian pilot training program at the Institute in 1939.

First Lady Eleanor Roosevelt had visited the Tuskegee Institute and had requested a plane ride from Mr. Anderson. Despite the nervous misgivings of the Secret Service, Mrs. Roosevelt spent over an hour in the skies over Alabama. Precisely what Mrs. Roosevelt said about the flight is uncertain, but reports

are she remarked to Mr. Anderson, "I always heard that colored people couldn't fly airplanes," but after her experience "saw no reason why Blacks could not fly."

Since there were no Black officers, eleven White officers were assigned to train and prepare a total of 429 enlisted men and 47 officers who would become the Tuskegee Airmen, the first Black military personnel in the flying school. Mrs. Roosevelt was so impressed with the program that she established and maintained a long-term, long-

AUG. 13 - 1:00

distance friendship with some of the pilots.

From 1941 to 1946 over 2,000 African-Americans completed training at the Tuskegee Institute, nearly three quarters of them qualified as pilots. The rest went on to become navigators or support personnel. Together they were known as the Tuskegee Airmen. During the war the 99th Pursuit Squadron which was later renamed the 99th Fighter Squadron flew in the skies over the Mediterranean and Europe. The missions were primarily as bomber escorts. The 99th Fighter Squadron had the distinguished record of never losing a bomber to enemy

fighters. In addition to shooting down enemy attack aircraft, they also shot down the belief that African Americans were not suited to responsible military service.

In 1948, President Truman ordered the desegregation of the United States Military.

The Tuskegee Airmen initially were equipped with Curtiss P-40 Warhawks fighter-bomber aircraft, briefly with Bell P-39 Airacobras (March 1944), later with Republic P-47 Thunderbolts (June-July 1944), and finally the fighter group acquired the aircraft with which they became most commonly associated, the North American P-51 Mustang. When the pilots of the 332nd Fighter Group painted the tails of their P-47's red, the nickname "Red Tails" was coined. Bomber crews applied a more effusive "Red-Tail Angels" sobriquet.

The Tuskegee Airmen were credited by higher commands with the following accomplishments: 15,533 combat sorties, 1578 missions; One hundred and twelve German aircraft destroyed in the air, another 150 on the ground; Nine hundred and fifty

(Continued on Page 6)

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**Come and Learn
About the
Tuskegee Airmen!**

Calendar



August 2011

5th – First Friday Flicks
Chapter One Hangar - 5 p.m.

13th – Young Eagles
Chapter One Hangar - 8 a.m.

13th – Chapter Meeting
Chapter One Hangar - 1 p.m.

13th – Board Meeting
Chapter One Hangar - 3 p.m.

18th – P-38 Meeting
Chapter One Hangar - 2 p.m.

27th – Design Group Meeting
Chapter One Hangar - 9 a.m.

September 2011

2nd – First Friday Flicks
Chapter One Hangar - 5 p.m.

10th – 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.

11th – P-38 Meeting
Chapter One Hangar - 2 p.m.

24th – Design Group Meeting
Chapter One Hangar - 9 a.m.

October 2011

7th – 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.

9th – P-38 Meeting
Chapter One Hangar - 2 p.m.

22nd – Young Eagles Rally
Imperial County Airport



The Prez Sez...

It's about that time of year again when we ask for volunteers to run for our Chapter Board. We have two officer position coming up this year and a few board positions. Where a few of your elected officials have decided to run for their position again, we will lose some. I would also like to thank the ones who are leaving and the ones who are planning to run again for their support during my time as President. This part of the Prez Sez is aimed at our members who have a little time on their hands and have not held an elected position in our Chapter. I appreciate those who have served in the past and if you decide to run again we will be more than happy to welcome you back. But this is really aimed at the ones who haven't had their turn yet. There are two reasons I feel we need new blood;

1. To give our current and past elected members a break and let someone else step up.
2. The new blood is important because it brings in new ideas. Our chapter does not need the same ideas over and over. New blood with new ideas.

If you are interested in a position on our chapter board, please contact any of our board members; contact info is in our WingNut (see Page 2). We are also looking for election committee volunteers to canvas for anyone who might be interested in serving on our board.

Thanks!

Jerry W. Cortez

Flabob Fabulous Friday Flicks - Aug. 5th

(1931) We return to corny comedy for August with *Flying High*, starring Bert Lahr (you remember him as the Cowardly Lion in Wizard of Oz) and Charlotte Greenwood (you remember her—well, maybe you don't remember her). Greenwood's character Pansy Potts offers \$500 for a husband and gets Lahr, who needs the five hundred to perfect his "aerocopter." This started as a hit Broadway play and features lots of snappy dialogue intermixed with too many repetitions of Lahr's signature "Ong ong ong." Busby Berkeley furnished the choreography and the zany climax involves aerial antics in Lahr's invention.

The Adventures of "Sky King" start the evening.

Chapter One



WE WANT YOU!

WANTED

Volunteers willing to provide leadership:

We need YOU to step up and be willing to donate several hours per month of your time to help with the leadership of Chapter One. We need people to volunteer to run for the following positions:

- Vice President
- 3 Board Members
- Treasurer

If you would like to step up to the challenge of helping lead the Number One EAA Chapter in the world, call any Board Member (see Page 2).

Two airshows in SoCal this month

Two airshows are taking place in Southern California in August, if you don't mind driving or flying west for a ways.

For the first time in America, the 2011 Wings Over Camarillo Air Show presents the Ultimate Air Racing Championship demonstration. The airshow takes place at CMA on August 20-21.

Seven pilots from around the world race wingtip to wingtip around a closed pylon obstacle course. The pilots are some of the best precision stunt and demonstration pilots in the world and include multiple Aviation World Record Holders.

Featuring home built experimental airplanes flying a slalom course, all jockeying for position at the same time, makes this edge of your seat excitement - like NASCAR with airplanes. Race Pilot Dave Riggs, who led the American Team to victory in the 2010 China UARC races says, "This is Air Racing on steroids. It's no longer the guy with the biggest engine who wins. It's the pilot with the skill and daring that comes away with the gold."

This year, the 474th Fighter Group Association (pilots who flew P-38's in WW-II) will join regional volunteers to

support the Wings Over Camarillo airshow. An expanded flight demonstration program features ever popular aerobatic routines: Chuck Aaron in his fully aerobatic (Red Bull) helicopter, John Collver flying his beautiful SNJ, and Rob Harrison, "The Tumbling Bear," performing breathtaking maneuvers. Over 80 aircraft will fly including the Goodyear Blimp, vintage planes, and WWII fighters, bombers and transports. The Grand Finale will be a spectacular display of about 30 planes in formation flight over an amazed crowd.

See www.WingsOverCamarillo.com for Sponsor and Vendor Information or call 805-551-0983.

On Aug. 27 and 28, the Santa Maria Museum of Flight will sponsor the Thunder Over the Valley Air Show, celebrating 100 years of Naval Aviation, at the Santa Maria Public Airport (SMX). The event will include warbird aerobatic demonstrations by John Collver in his AT-6/SNJ, and Evan Wolfe in his T-28. In addition, the show will include an A10 West demo/heritage flight and an F18 TAC demo. The airshow runs from 10 to 4 daily.

WING THINGS TO DO IN AUGUST

For the kids: Space Night at San Diego museum

Journey into space at the Museum in an entirely different way - at night! The San Diego Air & Space Museum is offering a special sleepover event on the evening of Friday, August 5th, 2011 for future aviators and astronauts aged 7-12. When the lights go out, kids will go on flashlight tours of the Museum's galleries, including our special exhibition "Space: A Journey To Our Future," and they will also take a look behind the scenes and explore places visitors don't normally get to see. Kids will also have fun designing their own glowing paper airplanes and watching a special space-themed movie screening. At bedtime, curl up next to an old fighter plane, or perhaps even in our special moon base.

When: August 5 at 7:00 p.m. until August 6 at 9:00 a.m.

Where: San Diego Air & Space Museum

Cost: \$39 (member) per person, \$45 (non-member) per person. There must be one adult over the age of 21 for every 1-3 children attending, and no adult can be admitted without accompanying a child.

Cost includes: admission into Museum, flashlight tours, hands-on activities, movie screening, and evening and breakfast snacks

Please be prepared to bring: a full stomach (no dinner will be served), sleeping bag, pillow, flashlight, camera,

toothbrush and toothpaste, warm pajamas, solid-soled shoes, and any medications

Space is limited so please call (619) 234-8291 x 119 to reserve your spot today!

Classic Datsuns to be featured at Lyon Air Museum in OC

On August 7, the Lyon Air Museum's "Cars & Cockpits" day will featured Datsuns. There will be dozens of Z-cars (Datsun and Nissan), and Datsun cars and roadsters to complement the Lyon Air Museum aircraft.

The Lyon Air Museum is located on the west side of Orange County's John Wayne Airport. The museum features antique automobiles, military aircraft, military vehicles and military motorcycles. Aircraft on display include a B-17, a B-25, a Douglas C47, a Douglas DC-3, a Douglas A-26, and a Cessna O-1E. For more information, go to www.lyonairmuseum.org/.

March Field Air Museum will hold BBQ to welcome new hangar

The March Field Air Museum will celebrate the opening of its new Education Hangar on Aug. 18 at 5 p.m. with a Santa Maria-style Barbecue. Tickets for entry are \$45 per person. There will be a no host bar. RSVP by Aut. 10 to 951-902-5123 or email ami@marchfield.org.



From the Editor's Desk

On the origin of the aircraft N-number

Many years ago, Nancy Acorn brought her pre-teen son, Anthony, to Flabob for his first Young Eagles flight (Anthony is now a pilot and completing his degree in aviation at the University of North Dakota). After the flight, Nancy wanted to remember which plane Anthony flew in, so she could come back and take a picture of it. She recalled only that the number on the airplane began with an N. When she came back to take a picture, she realized that *all* the airplane numbers began with an N. Whoops!

At July's Young Eagles Rally, she told this story to several grizzled old pilots sitting outside the clubhouse, and asked, "Why do American airplanes have numbers beginning with N rather than U for United States or A for America?" The pilots all looked at each other, hoping somebody would answer the nice lady. Nobody did.

So why *do* they begin with N? There are stories out there. One is that it stood for "Navy." But why would aircraft have a naval designation? Some quick web research reveals that the answer is...no one really knows why! And this is from the FAA's very own web site.

The FAA website has a page entitled "Aircraft N-Number History." The subtitle reads, "Where do N-numbers come from?" Here, we think, is the final authoritative word on why the N.

"The U.S. received the 'N' as its nationality designator under the International Air Navigation Convention, held in 1919. The Convention prescribed an aircraft-marking scheme of a single letter indicating nationality followed by a hyphen and four identity letters (for example, G-REMS). The five letters together were to be the aircraft's radio call sign," the site says.

"During this era, the U.S. had complete rights to the radio letters N and W, and to combinations of K from KDA to KZZ. Why these particular letters? The assignments of W and K appear to have been arbitrary, according to articles on early radio call signs by Thomas H. White. In the case of N, Whites notes that the U.S. Navy had used this radio letter since November 1909.

"This still leaves the question of why N was chosen over W for the U.S. aircraft identifier. The answer *may* (emphasis added) lie in the fact that the Government had reserved N for itself, while assigning combinations beginning with K and W to various radio stations along geographic lines. N would therefore be less confusing as a single national marking for aircraft.

"The earliest legal requirement for the N marking is found in the first general amendments to the Air Commerce Regulations on March 22, 1927. These amendments mandated that U.S. aircraft engaged in foreign air commerce display the N at the beginning of its identification markings. Later, this requirement was extended to all U.S. aircraft, regardless of whether they operated beyond the Nation's borders.

"A second letter indicating the aircraft's airworthiness category followed the N and preceded the identification numbers. These airworthiness indicators were; "C" for standard, "R" for restricted, "X" for experimental, and later an "L" for limited, (for example, NC1234). This was standard until December 31, 1948, when aircraft registered for the first time were required to display identification marks consisting of only the Roman capital letter 'N' followed by the registration number. Existing aircraft operated solely within the United States could continue to display an airworthiness symbol until the first time such aircraft were recovered or refinished to an extent necessitating the reapplication of the identification marks. After December 31, 1950, all aircraft of United States registry operated outside of the United States were required to display identification marks consisting of the Roman capital letter 'N' followed by the registration number.

"Until December 31, 1960, the required location for display of nationality and identification marks for fixed-wing aircraft was the wing surfaces, and the vertical surface of either the tail or fuselage. Effective January 1, 1960, all fixed-wing aircraft were required to display identification marks on the vertical surfaces or either the tail or fuselage. Wing surface markings were no longer required."

So, if you ask pilots why U.S. aircraft registration numbers begin with an N and they don't know the answer, don't think less of them. The feds aren't really sure either.

LG

Tuskegee Airmen to be featured

(Cont. From Page 1) railcars, trucks and other motor vehicles destroyed; One destroyer sunk by P-47 machine gun fire; A good record of protecting U.S. bombers, losing only 25 on hundreds of missions.

Awards and decorations awarded for valor and performance included: Three Distinguished Unit Citations: 99th Pursuit Squadron: 30 May–11 June 1943 for the capture of Pantelleria, Italy; 99th Fighter Squadron: 12–14 May 1944: for successful air strikes against Monte Cassino, Italy; 332d Fighter Group: 24 March 1945, for the longest bomber escort mission of World War II.

MSgt. Buford A. Johnson



Our featured speaker for the August Chapter Meeting will be Tuskegee Airmen crew chief Buford Johnson.

Buford A. Johnson was born on Aug. 20, 1927, in Longview, TX. He spent his adolescence growing up in Shiloh, TX. At age 18, Buford was drafted into the Navy, but he had other ideas and enlisted in the Army Air Corp. After completing Basic Training at Sheppard Field Texas, Buford was assigned to the 99th Fighter Squadron of the 477th Composite Group at Godman Field, KY. Buford quickly advanced to the rank of Corporal and within three years attained the rank of Staff Sergeant.

The highlight of Buford's association with the famed Tuskegee Airmen came during the later part of April and first part of May 1949, when his P-47N was one of the four aircraft selected for the "First Ever" USAF Gunnery Meet at Las Vegas AFB, Nevada. Also, he was

the first African-American jet mechanic and Crew Chief in the United States Air Force and the first African-American Jet Crew Chief to serve in a Combat Zone.

Johnson ended his combat tour in Korea on Dec. 19, 1951. In January 1952 he was assigned to the 6520th Test Support Wing, Air Force Cambridge Research Center, Hanscom AFB, Bedford, Massachusetts, as an Aircraft Maintenance Supervisor. On 1 April 1953 Technical Sergeant Buford Johnson was promoted to Master Sergeant after serving seven years in the USAF - unheard of in the Air Force today.

On 21 December 1962, while stationed at Edwards Air Force Base, with the 417th Technical Fighter Squadron. Master Sergeant Buford Johnson, by direction of the Secretary of the Air Force, was awarded the Air Force Commendation Medal for Meritorious Service.

Johnson retired in August 1966 after serving 21 years of faithful and conscientious service to his country. Buford Johnson is a member of the Buford A. Johnson (CA) Chapter of Tuskegee Airmen, Inc.

Torrance to feature German exhibit

On Saturday, August 6th, the Western Museum of Flight will sponsor a display of WWII German military aircraft and ground vehicles from 11 a.m. to 3 p.m.

Guests can debrief with crews in period costumes. Learn about the utility and missions of the Fieseler Storch aircraft during WWII. Join them for pretzels, krumkake, and coffee, served by an "authentic bux-om Bavarian."

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W o m e n ' s C o m p e t i t i o n



Men 50 and Over
Tigers vs. Cubs
Men 49 and Under
M e n ' s C o m p e t i t i o n

Save the Date:

Saturday, August 27, 2011

Competition Begins with Spot Landing:

8:00 a.m.

On Site Registration is Open from:

8:00 a.m. - 9:00 a.m.

Location:

Flabob Airport (RIR)
4130 Mennes Avenue, Riverside, CA 92509

Donation*:

\$25 Per Pilot

Competition Events Include:

Landing

Pre Flight Inspection

Taxi Slalom

Message Drop



Register by filling out the form on the back of this flyer and mailing with donation to:
San Gabriel Valley 99s, P.O. Box 314, La Verne, CA 91750

Remember to keep a copy of the flyer as a reminder of dates and events.

Any questions contact Ilse Hipfel at (626) 252-7314 or Loreen Wynja at (951) 316-1583

* No Rain Date. Net proceeds will go toward supporting Chapters who organized the event. - 501(c)(3)

PILOT REGISTRATION

Pilot Name: _____

Address: _____

Contact Phone Number - Land Line: _____

Contact Phone Number - Cell: _____

Aircraft Type: _____

Aircraft "N" Number: _____

Email Address: _____

Register by filling out this form and mailing with \$25 donation* to:

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P.O. Box 314

La Verne, CA 91750

Remember to keep a copy of the flyer as a reminder of dates and events.

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501(c)(3)



83 Young Eagles flown in July

In June the weather kept most of the Young Eagle pilots and airplanes on the ground, but three intrepid aviators did fly ten youth, flying mostly in the airport traffic pattern. However, July was a different story. The weather was great and before the morning was over, 83 youth had the thrill of their first flight.

The usual cast of characters were there making their individual contribution to the overall program. We welcome back pilot Conrad Nordquist who has been MIA for the last few months. Chapter One is so fortunate to have so many great pilots who are willing to share their love of aviation with excited, expectant youth each month.

A great big thanks goes to everyone who had a part in making the Young Eagle program run so smoothly and seemingly effortlessly.

- Wes Blasjo, Young Eagles Coordinator

Pilots Who Flew:

John Alling	Piper Comanche 250	Kevin McKenzie	Marquart Charger
AllynAuck	Cessna 172	James Meeker	Taylorcraft
David Cheney	Cessna 180	Conrad Nordquist	Cessna 152
Larry Conley	Ercoupe	Gerald Perry	Citabria
Jerry Cortez	RV6	Trish Russell	RV6A
Dave Cudney	Cherokee 180	Ray Stits	Cessna 162
Barry Duble	Cherokee 235	Loreen Wynja	Cessna 172



Photo by Walt Wasowski

Here's a photo of the final take-off of the space shuttle Atlantis, taken by our very own Walt Wasowski. Walt and his wife flew to Florida to watch the last take-off of the last space shuttle at the beginning of July.

Walt sent the picture and wrote:

“Hey, we flew to Florida to watch the final flight of the last space shuttle. Atlantis is the last space shuttle to fly. You will not be able to see or hear another one blast off.

“Well it took about 10 seconds before it went out of sight through the clouds. It was really cool to see. Here is a picture I took. I didn't take very many pictures because I wanted to see it.

“It looked pretty small from where we were looking across the Indian River. The sound wasn't as loud as I imagined it would be. Maybe because the space shuttle is flying away from us. There sure was a lot of fire coming out of the tail end. I think they said the rocket engines have about 7 million pounds of thrust.” - Walt



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EAA Chapter One

Join us for our Chapter Meeting!

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Fund

Chicken 'n fixins will
be provided. Please
bring salads, side
dishes and desserts!

*August 13th, 2011
at noon*

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

SEE YOU THERE!

Flabob Airport (RIR)

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Riverside (Rubidoux), CA

FOR MORE INFORMATION CALL:

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Check our website at www.eeach1.org

We Make Flying FUN!!

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