

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 58, Issue 9/10

**We make flying FUN!**

September/October 2011

## Barnaby Wainfan honored at Oshkosh

Barnaby Wainfan, one of Flabob's very own, has had some pretty impressive feathers added to his cap recently.

Our pilot/designer/engineer/airport bum received the PADA (Personal Aircraft Design Academy) Award from the CAFE Foundation during AirVenture at Oshkosh this year. Previous recipients of this perpetual award, which is housed in the EAA Museum, have been (among others) Burt Rutan, Dick VanGrunsven, Bruce Holmes, Alan Klapmeier, and Greg Cole. In 2003, the PADA Trophy was designed and built for PADA to commemorate outstanding career achievement in personal aircraft design. Barnaby's design of the Facetmobile, 23 years of publication of his design articles in *Kitplanes* magazine, and his many teaching credentials were among the accomplishments that earned him this prestigious award.

Also, Barnaby was part of the team that won the \$5 million Progressive Insurance Automotive X Prize last year. He was one of the two lead designers of the Very Light Cars project team called Edison2, which won the Mainstream class in the competition.



*Barnaby Wainfan*



*Wainfan-designed car that got over 129 mpg!*

The X Prize combined a simple goal with demanding requirements. The goal: a car with mileage greater than 100 mpg. The requirements: 4 passengers, 4 wheels, range exceeding 200 miles, 0-60 in less than 15 seconds, meeting Consumers Union dynamic safety standards and Tier 2 Bin 8 emissions.

The Edison2 team produced a four-place vehicle which traveled for 90 miles at an average speed of 60 mph and averaged 129.6 mpg!

The lead designers were Barnaby and Ron Mathis, a mechanical engineer with an impressive resume in automotive racing, who Barnaby had met in a waiting lounge at LAX years before. The two became friends, and when Mathis was hired as lead engineer for the Edison2 project, he wanted Barnaby to be part of the team. So Barnaby joined the team as "Chief of Aerodynamics."

*(Continued on Page 4)*

## ***AirVenture Redux: Relive Oshkosh at our meeting***

Couldn't make it to AirVenture this year? Neither could I. But for all of us who wished we could go, and couldn't, here's the next best thing: Memories of AirVenture 2011 from those who were there.

Our September Chapter Meeting on Sept. 10 will feature recollections of this year's major aviation event, as seen through the eyes of our own Chapter members. Some will share their digital photos, as well as their memories of a very special aviation event, that featured

special recognition of Burt Rutan and Bob Hoover, plus special tribute to the DC-3, a performance by the Lt. Dan Band, and a near-record attendance of homebuilts.

We will, of course, have our EAA Chapter One Young Eagles Rally beginning at around 8:00 a.m. Our Chapter Meeting will commence somewhere around 1:00 p.m., depending on the number of Young Eagles that show up to be flown. Join us as we share memories of aviation's greatest get-together—AirVenture 2011. See you there!

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**Bring your  
AirVenture  
Pictures!**

# Calendar



## 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

## November 2011

### **4th – First Friday Flicks**

Chapter One Hangar - 5 p.m.

### **5th – Young Eagles**

Chapter One Hangar - 8 a.m.

### **5th – Chapter Meeting**

Chapter One Hangar - 1 p.m.

### **5th – Board Meeting**

Chapter One Hangar - 3 p.m.

### **12th – Flabob Veterans Day/Open House**

Flabob Airport - all day

### **18th – 20th – EAA Workshops**

Chapter One Hangar

### **19th – Design Group**

Chapter One Hangar - 10 a.m.

# Flabob has an instrument departure procedure, and now an instrument approach procedure

Effective August 25, Flabob has an instrument approach procedure (IAP). It is an RNAV (GPS)-A, and because it is a circling approach it will work for either runway; however, 24 is the calm wind runway. The approach starts at BAYJY intersection, (where V186 intersects V363, south of Brackett) and proceeds by three GPS stepdown fixes westerly toward the airport. Minima for Category A airplanes (most of us) is 1860 - 1 1/4. This corresponds to a ceiling of 1,100 feet. The procedure is not available at night. The reason for the high ceiling and the unavailability at night is the hills in both directions.

We have never had an instrument approach, but when the ceiling is 1,000 or higher and the visibility is 1 mile or better, at Riverside Municipal, it has long been known that you can file for the ILS - 9 at Riverside, and when you break out at or above 1820 msl, cancel IFR and ask for a special VFR NW bound for Flabob, then fly up the middle of the river until you see Mt. Rubidoux and make a left base for 24. In practice, the new RNAV approach has about the same minima as this maneuver, but for the majority of us lacking an IFR-approved GPS, this should still work.

DEPARTURE PROCEDURE. For many years it was possible to depart Flabob IFR, until several years ago someone in the District of Confusion decided that it was agin the TERPs. After years of lobbying by your airport manager, we have just received, effective June 30, an instrument departure procedure (DP). It is expected that in due course it will be followed up by one or more Instrument Approach Procedures, but our remoteness from enroute nav aids, and the proximity of Mt. Rubidoux and Rattlesnake Mountain will mean high minima.

Here is the text of the DP:

RIVERSIDE/RUBIDOUX, CA  
FLABOB (RIR)  
ORIG 11181 (FAA)

TAKE-OFF MINIMUMS: Rwy 6, std. w/min. climb of 670' per NM to 4000 or 400-2 w/min. climb of 480' per NM to 4000 or 2100-3 for climb in visual conditions. Rwy 24, std. w/min. climb of 630' per NM to 3000 or 800-2 w/min. climb of 305' per NM to 4600 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 6, climb via heading 064 to 4000 then right turn direct PDZ VORTAC, or for climb in visual conditions cross Flabob Airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC. Rwy 24, climb via heading 244 and PDZ R-031 to PDZ VORTAC, or for climb in visual conditions cross Flabob airport Southwest bound at or above 2700 then via PDZ R-039 to PDZ VORTAC. All aircraft climb in PDZ VORTAC holding pattern (hold East, right turns, 258 inbound) to cross PDZ VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: Rwy 6, trees beginning 3763' from DER, 1152' right of centerline, up to 40' AGL/1119' MSL. Rwy 24, antenna on tank 6193' from DER, 2057' right of centerline, 38' AGL/1237' MSL. Trees beginning 2494' from DER, 434' right of centerline, up to 40' AGL/1519' MSL. Pole 6261' from DER, 1950' right of centerline, 30' AGL/1230' MSL. Building 1.52 NM from DER, 1154' right of centerline, up to 29' AGL/1369' MSL. Antenna on tank 1.26 NM from DER, 2047' right of centerline, 54' AGL/1254' MSL. Tank 4043' from DER, 794' right of centerline, 66' AGL/961' MSL. Tree 1.79 NM from DER, 434' right of centerline, 58' AGL/1138' MSL.

It is requested that if you are instrument current, you file for a flight using the IAP and the DP and report results.

John D. Lyon  
310 650-5305

# Barnaby Wainfan receives honors

(Continued from Page 1) Barnaby used the knowledge he had accumulated in aircraft designing to create the very light car. “It was conceived on a quad-ruled pad with a No. 2 pencil,” Barnaby said, then taken to CAD design on a computer. “I used the same philosophy I used for my airplanes—light weight, low drag, keep it simple.”

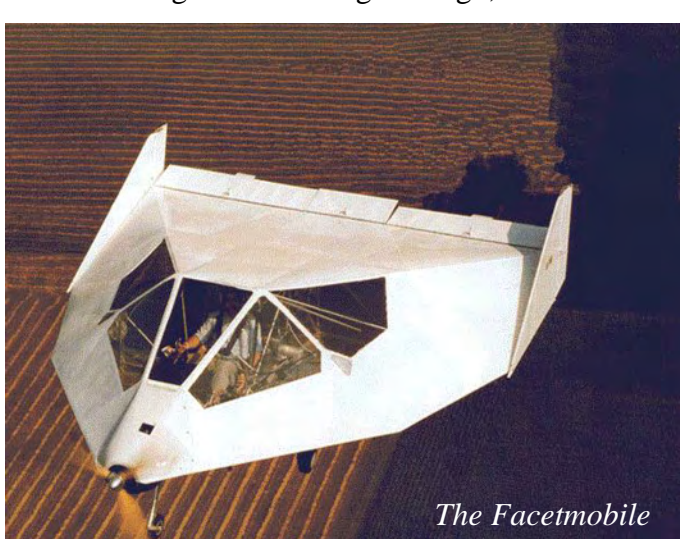
The car was a steel tube frame with a composite body that “looked more like an airplane taxiing than a car.” The finished product weighed just over 700 pounds. “For the prize, we had to carry 100 pounds of ballast,” Barnaby said, “because we didn’t have airbags and DOT legal bumpers and things like that.”

For a powerplant, he says, “We started with a 250cc Yamaha motorcycle engine, ran it on E85 alcohol, turboed it, and did some fancy proprietary stuff with the electronics.”

Out of 111 entrants into the Automotive X Prize, at the final stage, only two cars survived: the Edison2 racer #97 and the Edison2 racer #98. The X Prize was theirs!

Edison2 built four of the very light cars. The one that won the X Prize is now on display at the Henry Ford Museum in Dearborn, MI. Barnaby donated his original pencil sketches to be part of the display at the museum. The Edison2 team is currently planning to make the concept car become a production reality.

Barnaby Wainfan is one of those people you might pass by as you drive around historic Flabob Airport...just another aviation nut seen in his hangar, working on his airplane, doing what he loves. In Barnaby’s case, he will be seen tinkering on his ultralight design, which he has been working on for a number of years. Its purpose, in keeping



with the Wainfan strategy, is to be a super-simple-to-build, low-cost aircraft. “First of all, I want it to be very compatible with mass manufacturing,” he said. “It has only two machined parts on the airplane, and both are easily lathed.” The airplane is a Wainfan original, has done hops and bumps on the Flabob runway, and now has about 10 hours on the airframe. It flies very well, he reports.

Barnaby received his B.S. in mechanical and aerospace engineering from Cornell University in 1977, and his M.S. in aerospace engineering from the University of Michigan in 1978. He is currently a Technical Fellow for Aerodynamics Design and Analysis for Northrop Grumman Western Region.

Among his many other accomplishments, he is a contributing editor for *Kitplanes* magazine, having written over 200 monthly columns on aerodynamics and airplane design, and a

series of articles on airfoil design which have since been published in book form. He did design and flying qualities consultations for Kolb Aircraft, and designed the Kolb “Mark 3 Xtra” two-seat light sport airplane that is currently produced in kit form. He also did Aerodynamic consulting for Robertson Racing’s Doran-Ford GT2 American LeMans series race car, and for Craig Breedlove’s “Spirit of America 3” land speed record car. And, he is probably most well known in aviation circles for the fact he designed, constructed, and flight-tested the Facetmobile, an unconventional light airplane which won the Special Award for Innovative Design at the 1994 Experimental Aircraft Association convention. Innovations include: a faceted, lifting-body configuration for easy construction and benign stall characteristics, outstanding visibility, and very large volume. The Facetmobile has been featured in 20 publications from five countries, including the covers of three national magazines.

## ***Design Group meets September 27th***

Design Group will meet at the usual place, the EAA Chapter One Hangar, 10:00 a.m., on the 27th. Richard Fraser will bring us up to date on the Goat that he and Hellmuth Steiner are building. This is an imaginative ultralight primary glider, designed by Mike Sandlin, who spoke to us earlier this year and inspired the effort. See details here: <http://m-sandlin.info/goat/goat.htm>

## **West Coast Tailwind Fly-In**

The West Coast Tailwind Fly-in, hosted by EAA Chapter 71, will take place on Sunday October 2nd, 10:00 am at Bakersfield Municipal Airport (L45). All aircraft welcomed, Fly-in, Drive-in /walk in for this great event featuring Steve Whittman designs. Lunch will be available.

Contact Joe Dendy for details 661-301-6461.



# From the Editor's Desk

## On cost cutting within the chapter

If you look closely at the masthead, you'll notice that this is the "September/October" issue of *The WingNut*. There will no *WingNut* mailed out in October. The next issue will be the November/December issue.

Your Board of Directors agreed last month that we will produce and mail *The WingNut* six times a year, instead of monthly, in order to cut costs. For months without a newsletter, a "poster" will be emailed to members highlighting the month's activities.

It is quite expensive to produce and mail a newsletter. It is costing our Chapter about \$140 for printing costs, plus another \$50 or so for postage. Mailing only six times a year will save the Chapter about \$1,000 a year. And, right now, that's meaningful for us.

A few years ago, Chapter One had about \$25,000 in the bank. Times were good. Spending a couple grand on the newsletter was insignificant. But the economy took a plunge which has affected every one of us, including Chapter One. Memberships have dropped off, donations have tumbled, and costs have risen. Our treasurer, Nancy Acorn, struggles to maintain a bank balance above \$5,000. And she has fixed costs of more than \$1,000 per month. So, the newsletter was one place we could cut costs.

There were a few other factors given consideration. As our membership and attendance dwindles, it is getting ever harder to produce a quality newsletter...because as interest wanes, there is less news to report, less activities happening. Also a volunteer has to pick up the newsletters from the printer, bring them back to Flabob, put address labels and stamps on each one, then take them to the post office to be mailed out. We have *one* person who has consistently volunteered to do this---our Chapter Founder Ray Stits. Doing this job only six times a year will give him a little break.

Our Chapter leaders get great speakers to entertain members at Chapter Meetings, and often only a handful of people show up...a true embarrassment for those who put the show together. This was discussed at the last Board meeting, and the general consensus was that having guest speakers every month is not working to attract members to attend the Chapter Meetings. So, we are probably going to try to schedule speakers every two or three months, and the rest of the meetings will be typical EAA chapter meetings---informal discussions and transactions of chapter business.

Your directors have worked hard to determine what you---the membership---want to see happen in our Chapter. Your feedback to them has been minimal. So, they do the best they can to schedule events and activities that they think you would enjoy attending. Sometimes they see Chapter Meetings where the hangar is filled with people. Other times there are less than two dozen in attendance. Directors unceasingly discuss and question the reasons for the disparity, and have determined that there is no good answer. If you have the answer, please, let them know.

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On October 8th, Chapter One volunteers will be manning booths at the Aircraft Spruce big parking lot sale. We have again been asked run the breakfast coffee/donut and lunch hot dog/drink sales as well as the raffle sales. If you can help out at Aircraft Spruce, see Wes Blasjo at the September Young Eagle flight rally or call him on his cell at 951.901.9429. This is a huge aviation event, so our Chapter Meeting will be a short one, giving all you pilots time to head over to Corona and get those bargains. Be sure to buy some raffle tickets and hot dogs and a drink at the booths manned by Chapter volunteers. This event was a nice fund-raiser for Chapter One last year, and we hope for the same this year.

Be sure to join us September 10th as we hear Chapter members share stories of their trip to AirVenture 2011. If you were at Oshkosh, please come and join us. Bring your pictures, and tell us what you experienced at aviation's biggest gathering. Join us for Young Eagles in the morning, then join us for lunch (chick'n 'n fixin's).

Also, if you have any ideas for events you'd like to see happen in our Chapter, please contact any of your directors. Their names and numbers can be found on Page 2 of this newsletter. Better yet, come out to the Chapter Meeting and tell them in person.

LG

# Planetary Society Day to be held at Flabob Oct. 8

The Wathen Foundation has teamed up with The Planetary Society to sponsor the first ever Planetary Society Day at Flabob Airport. The event will be part of Chapter One's Young Eagles Rally on Oct. 8, and will feature as guest speaker Mike Brown, author of *How I Killed Pluto and Why It Had It Coming*.

Kids of Planetary Society members ages 8-17 will participate in the day's program, which will begin by their taking part in our Young Eagles program. After Young Eagles, they will have lunch, then hear speaker Mike Brown. Brown is the Richard and Barbara Rosenberg

Professor of Planetary Astronomy at the California Institute of Technology. In 2006, he was named one of Time Magazine's "100 People Who Shape Our World," as well as one of *Los Angeles* magazine's "Most Influential People in L.A."

Families will be able to take part in docent-led tours of the airport, and will be able to use the Planetary Society's Sunscopes to safely look at the sun and see amazing solar flares and sunspot activity. There will also be kids' activities, which will include some of Bill Nye's famous experiments from Nye Labs.

## War hero Zamperini to speak at Planes of Fame

Louis Zamperini, Olympian and WWII war hero, will be the honored guest at the Planes of Fame Air Museum's 5th Annual Taste of Flight on Saturday, October 22, 2011. Zamperini's incredible life story is told in the book *Unbroken* by Laura Hillenbrand.

Zamperini, who was nicknamed the "Torrence Tornado," ran in the 1936 Olympics in Berlin, Germany, where he finished 8th in the 5000 meter distance event. Two years later he set a national collegiate mile record which held for 15 years.

He enlisted in the U.S. Army Air Force in 1941, and was commissioned a second lieutenant the following August. He was assigned as a bombardier on B-24s in Hawaii. Mechanical difficulties caused the airplane he was in to crash into the ocean on May 27, 1943, killing eight of the eleven aboard. The three survivors, with little food and no water, subsisted on captured rainwater and small fish eaten raw, and were strafed by patrolling Japanese aircraft on several occasions. One of the survivors died after forty days adrift.

On the 47th day, Zamperini and pilot Russel Allen "Phil" Phillips were captured by the Japanese Navy. Zamperini was held in captivity and severely tortured until the end of the war. His family assumed he had been killed in action; when he eventually returned home he received a hero's welcome. Zamperini was held in a Japanese Navy camp at Ofuna for captives who were not labeled as Prisoners of War. Major Greg "Pappy" Boyington was held in the same camp and in Boyington's book, *Baa Baa Black Sheep* he discusses Zamperini and the Italian recipes he would write to keep the prisoners' minds off the food and conditions.

For his 81st birthday in January 1998, Zamperini ran a leg in the Olympic Torch relay for the Winter Olympics in Nagano, Japan.

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# Flabob Express Ventures to AirVenture, then to Fed Ex Expo



**By Wes Blasjo**

Again this year, the Flabob Express DC-3 winged its way back to AirVenture and sat proudly in the war bird area where more than 700 people were able to come aboard and re-live the days when she was a VIP transport for the RAF (British Air Force) during WWII. Old and young alike enjoyed sitting in the cockpit and having their pictures taken. The comment heard most often was that this was their favorite airplane.

The DC-3 has a fan following similar to the Harley Davidson following. Perhaps it would be more accurate to say that the Harley fans are like the DC-3 fans because the DC-3 fan club started in the mid to late 1930s and the Harley popularity didn't really generate steam until the mid to late '40s.

Pilots and passengers on this trip are noted in an article elsewhere in this issue. One passenger, Shannon Buckley, paid the fare and flew from Oshkosh to Flabob and then after a lift to LAX flew home to Montana. He was thrilled to get some "stick time" on the flight back.

After sitting on the ramp at Flabob for two days after returning from AirVenture, Jon Goldenbaum and Blake LaMar flew the Flabob Express to LAX for the FedEx maintenance hangar employee's family day. Last year she was the star of the show for over 500 people. This year the number was close to 1,500.

In addition to being an airplane that FedEx once used, she is popular because we allow everyone to sit in the cockpit and have their pictures taken, often with pilots hats on. They also get to see the world from a DC-3 pilot or co-pilot's view. (The view over the nose when on the ground is mostly sky, and that is why you often see pictures of the airplane being taxied where the co-pilot has his arm and head out the cockpit side window, so as to get a better view forward.)

Blake LaMar spelled me off in the cockpit. He flew DC-3s in airline service in Texas, so he has a wealth of knowledge and experience to share with those fortunate enough to hear him. Being less than a mile from the ocean, it wasn't hot in the cockpit like it was at AirVenture, but your voice tends to wear thin after a while.

An added feature at FedEx this year was Jon Goldenbaum's N3N biplane, which Mark Lightsey flew to LAX. The FedEx people provided us with platforms so that kids, young and old, could get into the rear cockpit of the N3N. They first put on a vintage cloth helmet and goggles and then parents or friends took their picture, either from the ground or from another platform in front of the wing. This proved to be very popular with everyone. My daughter Susan, son Brian and two young men from FedEx helped people safely navigate into and out of the cockpit. Kids and parents really appreciated this little fun trip down yesteryear.

A bonus feature this year was former TWA stewardess Omer Punter, dressed in garb similar to what she wore when flying DC-3s with TWA in the late '40s. Omer enjoyed the day, telling story after story of her days flying on DC-3s and later on Lockheed Constellations. Omer's daughter, Pan Mitchell, the unofficial flight attendant of the Flabob Express, was there in her vintage uniform. Pan had been hired and trained by Continental, but an eye infection prevented her employment. They both added a nice touch to a great day.

The FedEx people really roll out the red carpet for us and have asked us to come back next year. It is a fun day and we are treated royally. If anyone wants to help next year, please let me know. You will be glad you did.

# Flabobians who attended AirVenture 2011

Each year, it is interesting to know who went to AirVenture and how then they went and came home. It is easy to spend the whole week at AirVenture and not see another Flabobian, but it is always fun to run in to someone you know amongst the tens of thousands of people there. Another interesting thing is to find out how each person traveled to and from AirVenture. Commercial air is still the most common, but there were other airplanes and cars used also. This year I will not omit Mr. Flabob himself, Tom Wathen, as was done last year (egg was all over my face)!!!

<u>Person</u>	<u>Home to AirVenture</u>	<u>AirVenture to Home</u>
Craig Barto	DC-3	Cessna Citation Jet
GiGi Barto	DC-3	Cessna Citation Jet
Erick Barto	DC-3	Cessna Citation Jet
Tamara Barto	DC-3	Cessna Citation Jet
Jerry Barto	DC-3	Cessna Citation Jet
Lynn (Zaro)Bauer	Commercial Air	Commercial Air
Gabe Baumert	Commercial Air	Commercial Air
Roger Baumert	Commercial Air	Commercial Air
Wes Blasjo	Commercial Air-Delta	DC-3
Shannon Buckley	Commercial Air-Continental	DC-3-and then. from Flabob to Montana
Chris Felton	Bonanza (Larry Van Dam's)	Bonanza
Joe Garcia	Cessna Citation Jet	DC-3
Bob Geivet	Bonanz (Larry Van Dam's)	Bonanza
Jon Goldenbaum	DC-3 (PIC)	DC-3 (PIC)
Phyllis Goldenbaum	DC-3	DC-3
Bob Hubbes	Commercial Air	Commercial Air
Adam Jones	DC-3	Cessna Citation Jet
April Jones	DC-3	Cessna Citation Jet
Tom Kennedy	Aeronca Chief (Formerly the Schicora's)	Aeronca Chief (Finally it is flying)
Janis Loomis	Commercial Air	Commercial Air
Rick Loomis	Commercial Air	Commercial Air
John Lyon	Meyers 200 (PIC)	Merers 200
Melinda Lyon	Commercial Air-Air Tran Airways	Commercial Air-Air Tran Airways
Kevin McKenzie	DC-3 (SIC)	Commercial Air
Hualdo Mendoza	Commercial Air	DC-3
Frank Miller	Bonanza (Larry Van Dam's)	Bonanza
Dr. Arthur Peterson	Commercial Air/Car	Commercial Air
Jason Sheldon	Car-from Omaha	Car-to Omaha
Paul Ridgeway	Cessna Citation Jet	DC-3
Polly Ridgeway	Cessna Citation Jet	DC-3
Paul Taylor	RV6-Cessna Citation Jet	DC-3 (SIC)
Steve Vilasic	Commercial Air	Meyers 200
Barnaby Wainfan	Commercial Air	Commercial Air
Lynne Wainfan	Commercial Air	Commercial Air
Julie Wainfan	Commercial Air	Commercial Air
Katie Wainfan	Commercial Air	Commercial Air
Mandy Wainfan	Commercial Air	Commercial Air
Larry Van Dam	Bonanza (PIC)	Bonanza
Mary Van Dam	Commercial Air	Commercial Air
Carol Wathen	Commercial Air	Commercial Air
Tom Wathen	Commercial Air	Commercial Air

-Wes Blasjo



# 53 Young Eagles flown in August

During August's Young Eagle Flight Rally, 53 youth were transformed into happy, smiling Young Eagles by 13 of the greatest and most generous pilots to be found. We welcome back pilot Virginia Harmer from Chapter 448 at Cable Airport. She flew with us previously and liked us well enough to come back again!!

As per usual, Tiffany Felton did the mini ground school and Friend Deming did the preflight inspection instruction. The Boy Scout merit badges were handled by Bob Barton, Al Gester and Bob Lum.

Flying was finished in ample time for everyone to have lunch in the hangar and then attend the Chapter One meeting.

Looking ahead to October, the Young Eagle Flight rally is on the same day as the Aircraft Spruce's big parking lot sale. Jerry Cortez has called for an abbreviated chapter meeting on that day, Oct 8, so anyone who wants to get in on Aircraft Spruce's great sales and raffles can get there right after Young Eagles are finished. We have again been asked run the breakfast coffee/donut and lunch hot dog/drink sales as well as the raffle sales. If you feel the "urge to merge" into a fun time at Aircraft Spruce, see me at the September Young Eagle flight rally or call me on my cell at 951.901.9429.

Also, on Oct. 22, the fourth Saturday in October, we are again flying Young Eagles at Imperial Airport. If you wish to help at this event, and there are enough airplane seats available, let me know. You probably don't want to drive all the way down there!

On another note, long time Young Eagle Pilot Allyn Auck has moved to Blyth and will seldom fly Young Eagles with us. Allyn teaches in the Riverside County school system and transferred to Blyth, still in Riverside County. She still has her weekend home at Lake Havasu and will now have a much shorter flying commute. Allyn has been a regular supporter of our Young Eagle program for years and we will miss her smiling face and her two big white dogs that are always with her when she is not flying. Thanks, Allyn, for giving so many kids their first taste of flight.

Some of you may know that Irvin and Barbara Craig moved from Diamond Bar to Yucca Valley Airpark (L22). After years of the usual morning fog and haze at Bracket and Flabob, he is getting used to the "severe clear" at Yucca Valley. Irvin has said that he would like to have a Young Eagle flight rally there some time this fall. This sounds like a fun event!! We could fill the seats of a bunch of airplanes and fly out there and fly Young Eagles and then have a BBQ at his airpark home. If you are interested, let Jerry Cortez or me know.

Again, thanks to all who helped make the August flight rally run smoothly. Your effort is always appreciated.

**- Wes Blasjo, Young Eagles Coordinator**

## Pilots Who Flew:

Michael Clearman	Citabria	Kevin McKenzie	Marquart Charger
Larry Conley	Ercoupe	James Meeker	Taylorcraft BC12D
Irvin Craig	Cessna 182	Gerald Perry	Citabria
Dave Cudney	Cherokee 180	Ray Stits	Cessna 162
Barry Duble	Cherokee 235	Walt Wasowski	Piper Cub
Virginia Harmer	Piper Cherokee	Loreen Wynja	Cessna 172
Tom Jones	Super Cub		



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