

The WingNut

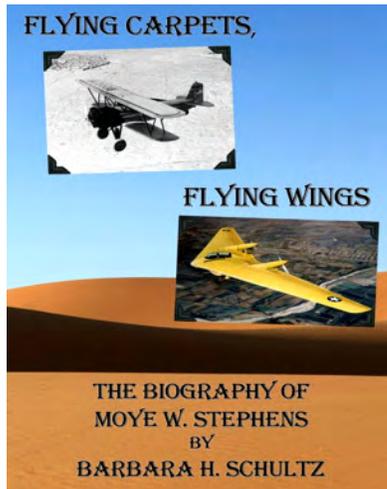
EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 59, Issue 3/4

We make flying FUN!

March/April 2012



March Chapter Meeting: Author Barbara Schultz plus the Lightning LSA!

The March chapter meeting will be one you won't want to miss. Our featured speaker will be author and aviation historian Barbara Schultz, and our featured airplane will be the new (to SoCal) light sport airplane, the Lightning, and its local distributor, Jay Sullivan.

Barbara will be speaking on her latest book, *Flying Carpets, Flying Wings: The Biography of Moye W. Stephens*. Stephens was a Southern California pilot who, during the 1920s, flew with such notable aviators as Eddie Bellande, Howard Hughes, Allan Hancock, and Jack Northrop. This led to a career flying Ford Trimotors for Maddux, TAT, and TWA Airlines. From 1930 to 1932, Stephens flew author Richard Halliburton around the world in a Stearman C-3B named the Flying Carpet. In 1939, he was one of a select few who co-founded Northrop Corporation, where he test flew several Northrop prototypes including the N1M, the N9M, and the Black Widow.

Barbara's presentation will include Stephen's early flying in southern California to Clover, Rogers, DeMille, Chaplin and Grand Central Airports in Standards, Jennys, and Thomas Morse Scouts; his association with Hughes, Hancock, Bellande, Northrop, Clarke, Nomis, Breeze, and many other notable aviators; piloting a Stearman C-3B, nicknamed the *Flying Carpet*, around the world for author Richard Halliburton in 1931-1932. This is the first factual narrative of that flight based on airplane logbooks, original maps, and letters home from Moye to his parents; and the forming of Northrop Corporation in 1939 and test flights of the Northrop prototypes.

Barbara has been an aviation historian for nearly 25 years. Her earlier books include *Pancho: The Story of Florence Lowe Barnes* and *Wendell-Williams Air Service*. She is a pilot who owns a Cessna 140A, and lives on her family's airpark, Little Buttes Antique Airpark near Lancaster, CA. Her books will be available for purchase at the meeting.

Our featured airplane will be the beautiful new Lightning LS-1, which was designed and is manufactured in the USA. Arion Aircraft spent over 3 years making the kit Lightning as efficient and fast as we could, so slowing down to 120 knots was a complete reversal of thinking that did have its benefits. By changing the airfoil slightly and adding 3 feet of wing span the LS-1 stalls below 44 knots clean, giving this aircraft an impressive 50 knot approach speed for its class. Solo climb is in excess of 1500 fpm while you can expect 1200 fpm at 1320 lbs. Cruise speeds and fuel burns fall in the 120 knots range at under 5 gph. This is a beautiful aircraft you will want to see up close and personal. See you at the March Meeting.



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Plane of the Month:

The Lightning LSA

Calendar



March 2012

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.

17th – Aircraft Display Day & Car Show

Flabob Airport

31st – “Airshow 2012”

Riverside Airport

April 2012

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 – Aircraft Display Day & Car Show

Flabob Airport

May 2012

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 – Aircraft Display Day & Car Show

Flabob Airport

Will you be able to fly your Cessna 172 without a medical? Maybe...Maybe not

There has been a lot of buzz in the aviation community about the ongoing joint efforts of EAA and AOPA to convince the FAA to allow private pilots to fly recreationally with a driver's license medical standard in place of the FAA Third Class medical certificate. But the latest word on the proposal is:

Don't hold your breath!

The medical exemption request has not yet been presented to the FAA, as representatives from the two organizations are still working on the wording of the proposal. Once it is in the hands of the FAA, they could take up to two years to make a decision whether or not to grant the exemption. And then, they could say, "No!"

The request for the exemption would allow private pilots without a Third Class medical to fly single-engine airplanes with up to 180 horsepower and up to four seats during daylight VFR carrying no more than one passenger and flying for recreational purposes, not for business. The only caveat would be that the pilots must participate in and complete a free online course for the driver's license self-certification standard on a recurring basis (the current request calls for completion of the program every 24 calendar months).

"We had hoped to have the exemption request filed at the beginning of this year," EAA Senior Aviation Specialist Timm Bogenhagen said this week from Oshkosh. "But the panel putting this together is still working on the wording and a few concepts, and the sudden resignation of the FAA administrator put us off a little, too."

Bogenhagen said there are a number of misconceptions about the proposal. "First off, I want to emphasize that this has nothing to do with the Sport Pilot regulations. We are not asking for a change in the Sport Pilot regulations—we are asking for a medical exemption for pilots who hold a private certificate or higher."

EAA, AOPA and other organizations have submitted more than 20 requests to eliminate or relax the third-class medical certificate for various airman certificates over the past 25 years. Each time the FAA has either denied or failed to act upon the petitions. Learning from these efforts, the groups have addressed all the concerns raised in the previous FAA denials.

"We have more than five years' experience now with the Sport Pilot certificate and the driver's license medical standard," EAA president and CEO Rod Hightower said. "In that time, we have not had a single medical incapacitation accident. The standard works."

"Our petition would enhance safety by requiring initial and recurrent training about health awareness and medical self-certification for any pilot choosing the driver's license standard," added AOPA president Craig Fuller.

The philosophy behind the exemption request, according to EAA, is:

"Although the FAA has shown no intention to broadly allow use of a driver's license as a medical standard for all private pilots or eliminate the third-class medical completely, they have allowed its use for the sport pilot

(Continued on Page 5)

New name, new management at Flabob

The Thomas W. Wathen Foundation got a new name and Flabob Airport got new management last month. The foundation changed its name to The Tom Wathen Center. In addition to the name changes, personnel changes to strengthen its operations were announced.

Tom Wathen will retain his title as Founder Trustee. John Lyon has become the Chairman of the Board. Bill Sawin has been promoted to President and Chief Executive Officer of the Tom Wathen Center, assuming management responsibility for the entire organization. Long time airport manager Leo Doiron and his wife, Karen, have retired from their airport responsibilities.

The Tom Wathen Center also announced plans to expand its Board of Directors up to 15 members, with plans for three meetings annually and a new executive committee.

The Tom Wathen Center offers over two dozen educational activities, using the fascination of flight to inspire a love of learning and aviation. The Center's diverse programs include air academies, airplane restoration and building programs, school visitations and after-school programs, Young Eagle enrichment activities and more. The Tom Wathen Center hosts an aviation-themed charter secondary school for which it is planning expanded facilities.



94th Squadron restores destroyed Nieuport with some help from Flabob

One of the oldest existing USAF's fighter units is the 94th "Hat in the Ring" squadron, made famous in WW I by Eddie Rickenbaker. The 94th has a historic lineage, Nieuports and Spads in WWI, P-38s in WWII, later F-86s, F-4s and F-15s, and now the F-22 Raptor. For over 25 years, the 94th displayed a full scale Nieuport 28 replica outside their squadron building in honor of their first combat fighter.

Last summer a freak windstorm destroyed the Nieuport, and a saddened squadron vowed to restore it. Donations flooded in from 94th alumni worldwide; only problem was that the current F-22 maintenance guys didn't know much about working on 1917 wood and fabric aircraft. Several contractors offered to replace the replica at inflated prices but their quotes were well beyond the squadron budget.

Jon Goldenbaum, president of Flabob's Poly Fiber heard of the disaster. Goldenbaum was a member of the 94th when the replica was originally built, at the time he was an F-15 pilot whose hobby was antique/classic aircraft. In those years, he owned and maintained a Taylorcraft that he flew at Langley when he wasn't in an F-15. Since Goldenbaum was the only pilot in the unit who knew anything about fabric aircraft, he wound up helping builder Ken Kellett assemble and install the airplane in front of the 94th. Later, Goldenbaum gave Kellett a ride in an F-15, a memory they share when they meet at air shows today.

Since the windstorm, Goldenbaum coached the 94th F-22 maintainers on antique aircraft restoration via email and phone. The 94th guys installed a wood shop in an F-22 hangar then launched out with enthusiasm on new skills, cutting wood, welding steel, and forming aluminum. In January, Goldenbaum and top Poly Fiber technician Hualdo Mendoza flew to Langley to help finish the restoration and teach the high-tech F-22 guys how to cover a 1917 WWI fighter with fabric. Over 20 Air Force technicians worked on the project, soon fabric components were in the paint shop receiving an authentic WWI camouflage paint job with the proud "hat in the ring" emblazoned on the side.

The replica will be re-dedicated in February, then installed in its place of honor in the front of the 94th. If you get a chance to visit Langley AFB, don't miss seeing the 1917 airplane completely restored by 2012 F-22 maintainers, with a little help from the past and Flabob.



F-22 Raptor maintainers try their hand at fabric covering—a skill they haven't yet mastered!



The Nieuport project's F-22 hangar mate. This is what the guys are used to working on...not a stitch of fabric.

EAA and AOPA work together on medical exemption proposal; soon to go to FAA

(Continued from Page 3)

certificate. The next incremental and logical step in our view is to allow use of a driver's license and self-certification instead of a medical certificate for pilots flying recreationally, while ensuring safety through education. The operating limitations within the exemption proposal were based on existing standards in Part 61 for recreational pilot certificates. It would make tens of thousands of additional aircraft available for use without a medical certificate and enable pilots to continue to fly familiar aircraft in which they have extensive time and experience."

A preliminary review by the General Aviation Manufacturers Association estimates that more than 56,000 aircraft would be eligible for flying under such an exemption, including many aircraft already used for flight training or flying recreationally.

The exemption request will include the following limitations:

- (a) A person operating under the EAA/AOPA medical exemption may:
 - (1) Carry no more than one passenger; and
 - (2) Not pay less than the pro rata share of the operating expenses of a flight with a passenger, provided the expenses involve only fuel, oil, airport expenses, or aircraft rental fees.
- (b) A person operating under the EAA/AOPA medical exemption may not act as pilot in command of an aircraft—
 - (1) That is certificated—
 - (i) For more than four occupants;
 - (ii) With more than one powerplant;
 - (iii) With a powerplant of more than 180 horsepower, except aircraft certificated in the rotorcraft category; or
 - (iv) With retractable landing gear;
 - (2) That is classified as a multiengine airplane, powered-lift, glider, airship, balloon, powered parachute, or weight-shift-control aircraft;
 - (3) That is carrying a passenger or property for compensation or hire;
 - (4) For compensation or hire;
 - (5) In furtherance of a business;
 - (6) Between sunset and sunrise;
 - (7) At an altitude of more than 10,000 feet MSL or 2,000 feet AGL, whichever is higher;
 - (8) When the flight or surface visibility is less than 3 statute miles;
 - (9) Without visual reference to the surface;
 - (10) On a flight outside the United States, unless authorized by the country in which the flight is conducted;
 - (11) To demonstrate that aircraft in flight as an aircraft salesperson to a prospective buyer;
 - (12) That is used in a passenger-carrying airlift and sponsored by a charitable organization; and
 - (13) That is towing any object;
 - (14) Without completion of the EAA/AOPA airman self-certification medical education course within the preceding 24 months.

The WingNut will keep you informed on the progress of this proposal which could greatly impact the general aviation community. When FAA offers a short comment period—most likely 60 days for the public to comment on the exemption request—we will be sounding a call for everyone to respond. By the way...isn't it great to see EAA and AOPA working *together*, for us?



Chapter One grounds get new picnic tables courtesy of Riverside Boy Scout's efforts

The picnic tables and benches in front of the old clubhouse at EAA Chapter One had become well used and weather-worn. For many years, they seated crowds at Open Houses, Veterans Day celebrations, Fourth of July picnics, and, month after month, thousands of Young Eagles, their chaperones and parents. Originally built by David Stits, they served well, with countless meals and drinks set on the tables and countless bottoms bouncing on the benches. But time and usage takes its toll, and the wooden structures had become uncomfortable, unstable, and in need of repair.

Board Member Ron Headlee stepped forth to remedy the situation. After months of pondering the problem, Ron connected with an ambitious young Riverside Boy Scout who needed a project to complete his requirements to become an Eagle Scout.

Kieran McVeigh, an 11th-grade student at Riverside's Poly High School, took on the job as an Eagle Service Project. This meant he had to plan the project in detail, including a detailed budget, time estimates, and fund-raising. All of this was published in a 16-page "Eagle Scout Leadership Service Project Workbook." He then began his fund-raising efforts, and collected \$800—enough, he thought, to complete the project. But, as happens with most projects, there was a snag in the plans. Kieran based his budget on the purchase of pine wood to repair the benches and tables, but soon learned that redwood would be much better for the outdoor furniture. When learning of his dilemma, the Flabob Aero Club contributed \$250, and EAA Chapter One kicked in another \$250, bringing his total to \$1,300.

On Saturday, February 25th, Kieran and about 30 of his friends and family invaded Young Eagle Park and restored and repainted 16 tables and 32 benches, and built six new benches. The results are outstanding.

Kieran, who has been in scouting since the first grade, hopes to attend the U.S. Air Force Academy or a similar prestigious university and pursue a double major in criminal justice and history. During the summers, Kieran works as a camp counselor and lifeguard. This summer, he has gotten a job as counselor at Camp Cherry Valley on Catalina Island—the largest summer camp west of the Mississippi. "And the most fun!" he adds.

We extend our thanks to Kieran for his great contribution to EAA Chapter One and its Young Eagles program.



Pilots aren't the only animals that love Flabob.—gophers think it's a great place to hang out, too. Here, Karen Doiron holds up the 1,000th gopher she has trapped at Flabob over the past several years. This was taken sometime in January. We hear she has dispatched nearly 1,200 gophers by now. Chapter One's Ray Stits has conducted his own war against gophers which have invaded Young Eagle Park and the grounds around the Chapter One hangar. Ray has found that spraying castor oil on the beautiful grass that carpets Young Eagle Park deters gophers from making a home there. Way over 1,000 gophers dispatched—and many more to go.

Over the phone, Bob Hoover helps P-51 pilot in trouble

When the pilot of a P-51D was unable to extend the landing gear to land on Sunday afternoon, his ground crew found some expert help -- they got former airshow pilot Bob Hoover, now 90 years old, on the phone to offer advice. Pilot Chuck Gardner was preparing to land in Mobile, Ala., after giving a 30-minute ride to a customer, but when he put the gear down, only the right main gear extended. Gardner knew he could probably manage to land and walk away, but not without damaging the \$3 million airplane. Hoover suggested to "Yaw it really good," according to EAA, to force air under the gear door, then execute a series of positive- and negative-g maneuvers to unjam the gear, and it worked.

The airplane, owned by Cavanaugh Flight Museum in Addison, Texas, was making a stop in Mobile on its way to Florida for the Sun 'n Fun airshow, coming up at the end of March.

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Ron Caraway goes West

Ron Caraway, an Apple Valley pilot described by his friends as "a natural pilot who could fly anything with two wings," died suddenly of an aortic aneurism Dec. 27. A test pilot, flight instructor, and aerobatic barnstormer, Ron served as flight advisor to several EAA Chapters in Southern California, including Chapter One. A celebration of his life was held Jan. 29 at the Apple Valley Airport. Ron Caraway: 1937 - 2011.

The aviation-themed music CD *Song Pilot* is once again available for sale online. You can find it at www.flightsongrecords.mybigcommerce.com.

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Presents

Women 50 and Over
Cougars vs. Kittens
Women 49 and Under
W o m e n ' s C o m p e t i t i o n



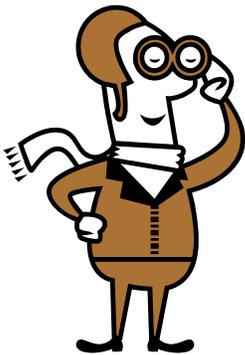
Men 50 and Over
Tigers vs. Cubs
Men 49 and Under
M e n ' s C o m p e t i t i o n

Save the Date:
Sunday, May 22, 2011

Competition Begins at:
7:00 a.m.

Location:
Flabob Airport
4130 Mennes Avenue, Riverside, CA 92509

Registration Fee*:
\$25 per person



Competition Events Include:
Landing
Pre Flight Inspection
Airport Incursion
Message Drop

Register by mailing fee along with your name, address, phone number,
type of aircraft and N number to:

**San Gabriel Valley 99's, P.O. Box 314, La Verne, CA 91750
or at Flabob Airport starting at 6:30 a.m.**

Any questions contact Ilse Hipfel at (626) 252-7314

* No Rain Date. Net proceeds will go toward supporting Ninety-Nines, Inc. Chapters who organized the event.



68 Young Eagles flown in February

Sixty-eight youth were magically transformed from earthbound mortals to Young Eagles by ten great Ch1. pilots on Feb 11th. It was almost a non-event however. Clouds hung low, and even though the sun tried to peek through, it was not a flyable morning. Chapter 1 president Jerry Cortez agreed that if it was not flyable by 10:00 o'clock, we would cancel the flight rally and tell the parents and youth to come back on a future Young Eagle Flight Rally. (This is always a difficult decision, because when we cancel, only a small percentage ever make it back.) Shortly before 10:00 o'clock the sun did break through the clouds and we had good flying.

There are many people who work behind the scenes each month. Ground school was conducted by Tiffany Felton. Friend Deming did the preflight inspection instruction and Bob Barton, Al Gester and Bob Lum did the boy scout merit badges. As per every month, Charlene Rhodes and Kathy Rohm checked the consent forms for completeness and legibility and Nancy Acorn and "crew" ran the snack bar. Ron Headlee did loadmaster duties and Mark Durell supervised the plane parking crew. Jan Buttermore tended the merchandise sales shed when not parking vehicles. Brian Blasjo and Greg Yonge printed certificates and did the computer data entry.

We welcomed two new pilots; one returning after several years and another totally new to Flabob. Jim Campbell flew with us in the past, but has had other Saturday flying obligations the last several years. He has flown Bob "Doc" Dentise from El Monte to various airports to do annual and conditional inspections on airplanes. Doc had lost his medical, but still did A&P IA work. Longtime Flabobians will remember that Doc worked at Flabob when Art Scholl was here. If you ever have the opportunity to tune in when Doc starts recounting things that happened at Flabob, do it!! It is non-stop hilarity.

Jerry Sartin is new to Flabob, but not new to flying. His day job has him flying executive jets around the world. His weekend job has him flying Black Hawk helicopters for the Alabama Army National Guard. In December he completed a year tour flying Black Hawks in Iraq and Afghanistan. His army helicopter unit previously transported Saddam Hussein from where he was captured to the detention facility. He flew some of Saddam Hussein's staff members from capture to the detention facility. He too, has some great stories to tell.

We appreciate both of these pilots helping out. It really does ease the load for our faithful regular pilots. Thanks again to all who helped out and made things run smoothly.

- Wes Blasjo, Young Eagles Coordinator

Pilots Who Flew:

Jim Campbell	Cessna 170 D	Jim Meeker	Taylorcraft
Larry Conley	Ercoupe	Gerald Perry	Citabria
Jerry Cortez	Vans RV 6A	Jerry Sartin	Champ
Dave Cudney	Cherokee 180	Walt Wasowski	J-3 Cub
James Hayes	Cessna 172	LoreenWynja	Cessna 172



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EAA Chapter One

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Purchases
Benefit
The Building
Fund

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

Chapter Meetings March 10th, April 14th at noon

See you there!

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

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Check our website at www.eeach1.org

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