

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 59, Issue 11/12

We make flying FUN!

November/December 2012

March Field Museum Director to speak at November's meeting

Patricia Korzac, the Executive Director of the March Field Air Museum, will be at our Chapter Meeting Nov. 3rd to tell us all about the happenings at the local military aircraft museum.

The March Field Museum, located on the western side of March Air Reserve Base, is home to some 70 historic military aircraft, including an SR-71 Blackbird (used in the movie *Space Cowboys*), a B-29 Superfortress, a B-52 Stratofortress, a P-38 Lightning replica, a B-25, an F-86 Sabre, a MIG-15, -21,

and -23, an F-14, a couple F-4s, and others from military helicopters to gliders to bizjets. The museum also offers a flight simulator, a movie played on a recurring schedule, a memorial to war dogs, and much more. Join us this Saturday for a fun and informative Chapter Meeting.

Former Flabobian Jack Pelton takes reins at Oshkosh

The EAA board of directors created a new chairman of the board position and on Sunday elected Jack Pelton to fill that role. Jack is the first formally elected non-executive chairman in the history of EAA. Jack is also acting as president and CEO of EAA while a replacement for Rod Hightower is found. Hightower resigned that position Oct. 22, 2012,

Jack is the retired chairman, president, and CEO of Cessna Aircraft. He is a lifelong EAAer with extensive flying experience in all types of airplanes from experimentals to warbirds to business jets.

Jack grew up in an aviation family in Southern California. His father, who

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Join Our Year-End Party!

Our favorite time of the year is just around the corner and our annual Christmas Dinner will take place at the Chapter One hangar, starting at 6:01 p.m. on Saturday, December 1st.

After the success of last year's event, this year's Christmas Dinner will once again be a "pot luck." Our Chapter will provide turkey and ham and beverages, and it's up to us to bring all the trimmings. The dinner is FREE—your ticket price is to bring a main dish, a salad, or some dessert. So whip up a nice amount of your favorite dish and bring it to share with all your friends and Flabobians. It will be a fun evening of great food, good fellowship, games, musical entertainment, and more.

There will be an ornament exchange, for those who wish to participate (suggested price less than \$5). And, who knows, Santa may even make an appearance again this year!

There will be no Young Eagles Rally in December. Our last event of the year will be our Christmas Dinner. We wish you the happiest of holidays, and hope all goes well with you, your loved ones and families. Please join us as we usher out another year of activities at EAA Chapter One. Merry Christmas, Happy Hanukkah, and have a joyous, healthy and prosperous New Year!!



**VETERANS DAY AT FLABOB
NOVEMBER 10TH, 2012**

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Business card size--
 \$5.00 per issue

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1/4 page, 4" x 5"
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**Plane of the Month--
 Don Newman's
 PT-19**

Calendar



November 2012

- 3rd – Young Eagles**
Chapter One Hangar - 8 a.m.
- 3rd – Chapter Meeting**
Chapter One Hangar - 1 p.m.
- 3rd – Board Meeting**
Chapter One Hangar - 3 p.m.
- 9th – First Friday Flicks**
Chapter One Hangar - 5 p.m.
- 10th – Flabob Veteran's Day Celebration**
Flabob Airport – all day
- 17th – Aircraft Display Day & Car Show**
Flabob Airport

December 2012

- 1st – Chapter One Christmas Party**
Chapter One Hangar - 5 p.m.
- 15th – Aircraft Display Day & Car Show**
Chapter One Hangar



ADS-B Basics for Dummies

Recently, I asked a friend, a 26 thousand-hour professional pilot, what ADS-B stood for. He couldn't answer. The reason I asked? I didn't know, either. And I'd imagine that many of our members aren't familiar with NextGen and its backbone, ADS-B. So here's a primer on the Next Generation Air Transportation System (NextGen) that is currently being implemented by the FAA.

It's important, because those of you still flying by January 1, 2020, will need an ADS-B-equipped airplane to fly in most airspace. And equipping that plane will take more than chump change!

ADS-B stands for:

Automatic – It's always on and requires no operator intervention;

Dependent – It depends on an accurate GPS (GNSS) signal for position data;

Surveillance – It provides radar-like surveillance services, much like RADAR;

Broadcast – It continuously broadcasts aircraft position and other data to other aircraft or ground stations equipped to receive ADS-B.

What is NextGen?

NextGen is the FAA plan to update the national airspace system. Our current system is radar-based. Radar technology was great when it was introduced in the early 1950s, but is outdated by today's standards. The NextGen system will utilize GPS and ground stations to provide continuous broadcasting of an airplane's position, speed, altitude and other data. This information will be broadcast to other ADS-B-equipped aircraft and ATC, via the ground stations. *Note: Global Positioning System (GPS) is the US-sponsored portion of the Global Navigation Satellite System (GNSS).*

How does it work?

ADS-B reads GPS signals, then the avionics transmits the interpreted information to ground receivers. The ground receivers then transmit that information to controller screens and cockpit displays on aircraft equipped with ADS-B avionics. ITT Corporation was selected in August 2007 to be the prime contractor for the ADS-B ground stations. ITT will build, install and maintain the nationwide network. Under the terms of its contract, ITT must have ground stations in place to cover the entire nation by 2013.

What does ADS-B include?

ADS-B Out – Automatic Dependent Surveillance-Broadcast Out – Allows an aircraft to broadcast its position based on GPS data. It's an “outbound information” flow.

ADS-B In – Automatic Dependent Surveillance-Broadcast In – Allows properly equipped aircraft to receive and display position data about other aircraft, as well as additional aeronautical information. It's an “inbound information” flow.

FIS-B – Flight Information Service-Broadcast – A ground-based service for some ADS-B-equipped aircraft to receive weather and aeronautical information, such as TFRs and notams.

TIS-B – Traffic Information Service-Broadcast – A ground-based radar-derived service that allows ADS-B In-equipped aircraft to see other transponder-equipped aircraft that are not ADS-B equipped.

Aircraft transmit and/or receive data on one of two links: 1090 Extended Squitter (ES), and 978 Universal Access Transceiver (UAT). The differences between them depend on where you intend to fly and what services you would like to receive. Aircraft flying at or above FL180 are required to transmit on the 1090ES link, and it is also the international standard for many countries. However, FIS-B (weather information) is not available with 1090ES. Aircraft equipped with the

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ADS-B Basics for Dummies

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UAT standard can receive TIS-B (traffic) and FIS-B (weather) information. It is possible to use both links. You can transmit (ADS-B Out) on 1090ES and receive (ADS-B In) on UAT. This option allows you to fly at any altitude while receiving traffic information and still benefit from the free weather information.

What is required?

What's required? If you plan to fly in airspace where a transponder is required today, at a bare minimum you will need to install ADS-B Out—the transmit only solution—by January 1, 2020:

Class A – 1090ES ADS-B Out required

Class B – 1090ES or UAT ADS-B Out required 30 nm to 10,000' MSL

Class C – 1090ES or UAT ADS-B Out required up to 10,000' MSL

Class E – 1090ES or UAT ADS-B Out required at and above 10,000' MSL over the contiguous 48 states, excluding the airspace at and below 2,500' above the surface.

What equipment will you need? The lowest cost option to meet FAR 91.225 is a Mode S “extended squitter” transponder and an approved GPS navigation source (likely WAAS GPS) to provide the required position, vector, altitude and velocity data. Every pilot who needs a transponder now will continue to be required to have a fully functioning transponder in addition to the ADS-B “Out” capability. An “extended squitter” transponder will satisfy both requirements.

What are the benefits of ADS-B?

ADS-B for the first time allows pilots to see what controllers see: other aircraft in the sky around them. Pilots are also able to see – and avoid – bad weather and terrain, and receive flight information such as temporary flight restrictions. The improvement in situational awareness for pilots greatly increases safety. The improved accuracy, integrity and reliability of satellite signals over radar means controllers will be able to safely reduce the mandatory separation between aircraft. This will increase capacity in the nation’s skies. ADS-B also provides greater coverage, since ADS-B ground stations are so much easier to place than radar. Remote areas without radar coverage, like the Gulf of Mexico and parts of Alaska, are now covered by ADS-B.

Relying on satellite signals instead of ground-based navigation aids also means aircraft fly more directly from Point A to Point B, saving time and money while reducing fuel burn. ADS-B will also reduce the risk of runway incursions. Pilots and controllers will be able to see the precise location of aircraft and properly equipped ground vehicles moving on the ground – even at night or during heavy rainfall.

How much is this going to cost me?

You can search a long time and not get a sure answer on the cost of meeting the 2020 regulations. If your airplane has a WAAS-equipped GPS, it's going to cost less, as will those who have Mode S transponders. According to Mark Krueger, of Advantage Avionics of Chino Airport, if you have a Garmin 430 or something equivalent, that is WAAS-enabled, then to comply with the ADS-B Out requirement, you will need to have an extended squitter transponder installed; that now runs about \$5,200 installed.

Krueger recommends an interesting alternative to his customers who would like to add ADS-B In to their airplane. “It's very inexpensive to put a portable device in your airplane—for about \$800—that will enable you to get FIS-B and TIS-B, free traffic and weather broadcasts. Since traffic and weather are important to all pilots, why not take advantage of these free services?” Krueger said.

When should I do this?

“As soon as possible!” Krueger emphasizes. He points out that there are over 200,000 aircraft in the U.S. that will need to have their ADS-B upgrades installed. “If we begin in 2013, and considering a normal five-day work week, with holidays off, we'll have to do an average of 193 airplanes a day nationwide to get them all done by 2020,” he said. “If you put it off to 2019, I predict there's going to be a year-and-a-half backlog of airplanes waiting for their avionics shops to fit them in.” Plus, he adds, there is the factor of supply-and-demand: if you wait to the last minute, when the demand is huge, prices at avionics shops will be much higher.



From the Editor's Desk

On Eagle Flights: A good idea?

In the last issue of *The WingNut*, I opined that the new Eagle Flights program being pushed by EAA might be an unnecessary burden foisted on our loyal Young Eagles pilots who generously donate their time and money to fly youngsters every month (except December). One reader felt led to offer an alternative view of Eagle Flights. Dennis Logue, chairman of the Imperial Valley Aviation Day, at which Chapter One pilots volunteer to fly a great number of Young Eagles, believes there is some promise in the program. Thanks, Dennis, for your insightful comments. You make some very good points.

Leon,

RE: Your article in this month's *WingNut*

I agree with a lot of what you are saying about giving "Free Rides" to adults. But I'm not convinced that is the purpose of the "Eagle Flight" program. In fact, I think the article facing yours (page 4 of "The Wing Nut") described it very well.

AOPA has long had a mentor program called "Project Pilot" and I sponsored / mentored several pilots through that program. What the AOPA found was that a person's chances of successfully completing flight training are increased dramatically if they have a perceived buddy on the inside.

I am almost too old to remember how intimidated I was, sheepishly walking onto an airport to ask someone about taking flying lessons. And that was the old days when I just walked in from the parking lot. Now there's a whole new level of fences and barbed wire and security gates to get through before you can even talk to a person in some FBOs.

I think these mentoring programs first serve to pull aside the curtain of mystery for someone thinking about learning to fly. Right now the fear of, "I don't belong here" is palpable and we pilots need to be available to escort or meet someone inside the first few times. And we need to do this for our own preservation and to keep fresh blood entering aviation.

I could go on about this but AOPA has already done a great job of outlining the benefits and questions pilots have about their mentor program so I would refer you to these links:

AOPA Project Pilot: <http://projectpilot.aopa.org/projectpilot/>

Tips to mentors: <http://projectpilot.aopa.org/projectpilot/mentors/mentoring/>

But as you said, I don't think it's a good idea to fly the parents just because they want to have fun like their kids did. If someone wants to learn to fly, I'll do everything I can to give them an overview of what is involved and even meet them at the airport to introduce them to an instructor.

Of course part of me is asking why EAA is re-inventing this wheel but I guess EAA reaches a slightly different audience so hopefully it just means more exposure for potential pilot candidates.

Thanks for a great newsletter.

Best regards,

Dennis Logue

EAA #475751 - Member Chapter 1

El Centro, CA

PS:

I'm also the Chairman of Aviation Day at Imperial Airport so hopefully I'll see you here for the Chapter 1, YE Flights next month on the 27 or the free pilots dinner the night before at the airport.

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Pelton takes reins at EAA

(Continued from Page 1)

flew in the U.S. Army Air Forces during World War II, was active in EAA Chapter One at Flabob Airport in Riverside. Jack grew up working on airplanes with his dad at Flabob. Among the airplanes his family owned was a Cessna 140A, the final version of the popular taildragger that had the single strut and tapered wing. Jack's mother was also a certificated pilot.

Jack and his wife, Rose, live in Wichita, Kansas, and have their hangar at Stearman Field. In that hangar is a Ryan PT-22, the airplane Jack's dad learned to fly in. The Peltons also own and restored a Cessna 195 that once belonged to Duane Wallace, the nephew of Clyde Cessna, who built the company into the largest producer of general aviation airplanes in the world. Jack also owns and flies a Stearman and has a turbo Cessna 206 for traveling. Rose is learning to fly in the couple's Cessna 162 Skycatcher LSA.

In his interim role as president and CEO of EAA, Jack will be spending time in Oshkosh ensuring a smooth transition to the new leadership. The EAA board of directors has set no timetable for hiring the new CEO.

"I have committed my time to help ensure a smooth and effective leadership transition, no matter how long it takes to find the right person," Jack said. "EAA is very important to me, and its success is vital to all of personal aviation. I am fortunate to have the time in retirement to help out and I am happy to do my part."

Rod Hightower took over as president and CEO of EAA on Sept. 10, 2010. The board accepted his sudden resignation on Oct. 22, and press releases said that Hightower will be returning to St. Louis to reunite with his family.



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Tom Wathen received the FAA's Master Pilot Award during Flabob's Flying Circus on Sept. 29. The award was presented by Nick Reyes of the FAA. This prestigious award is given to pilots who fly safely for 50 or more years. Ray Stits received the award in 2011.

Imperial Aviation Days

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Joel Shank from Imperial. They all got a real workout! Greg Yange, Dusty, Yange and Patricia Yange did the data entry and certificates.

They are planning a second event in Brawley on the third or fourth Saturday in March, so put it on your calendar. Even though it was a lot of work, everyone enjoyed the day. Thanks to all who made it a memorable day for 90 youth.

-Wes Blasjo, Young Eagles Coordinator

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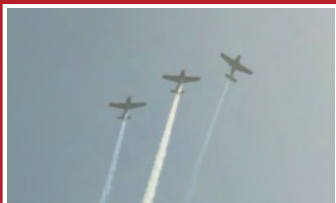
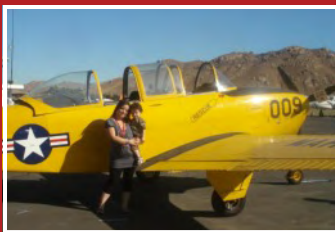
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66 Young Eagles flown in October

If you wonder why the YEFR was on the first Saturday, there is a chain of events to explain it. The AOPA Convention in Palm Springs was the 11th through the 13th. Aircraft Spruce knew it would not be prudent to try to compete for pilots with AOPA, so they moved their annual sale one week earlier. Chapter One had already moved the YEFT one week earlier so as to not be on the same day as the Aircraft Spruce Super Sale.

It all worked out, thanks to Chapter One pilots and ground support people being flexible. Sixty-six youth were flown by nine pilots. Jerry Cortez ensured that things ran smoothly. Thanks to all who made it a memorable day for 66 kids.

- Wes Blasjo, Young Eagles Coordinator

Pilots Who Flew:

John Alling	Comanche
Allyn Auck	Cessna 172
Larry Conley	Ercoupe
Irvin Craig	Cessna 182
Barry Duble	Cherokee 235
Jim Hayes	Cessna 172
Tom Jones	Super Cub
Jim Meeker	Taylorcraft
Loreen Wynja	Cessna 172

Young Eagle pilots fly kids at Imperial Aviation Day

According to the Imperial Aviation Day staff, this is the fourth time we have flown Young Eagles at their event. It seems like more, maybe because we have gone down there a second time each year during the winter with the exception of last year, when it was cancelled several times and finally cancelled.

The people there love to see Chapter One pilots and ground support people, because this is the true highlight of the Aviator Day. This year, they made it an educational day, not a carnival. All the booths that were set up had to do with some form of education. The week before seven local pilots flew over all the local schools at a prearranged time and the students were outside waving while the pilots rocked their wings.

They started signing up youth for flights at 9:00, and by 10:00 we cut it off at 120. If we had had enough pilots and airplanes we could have easily signed up more than twice that many. As it was, we stopped flying at 3:00 and had only flown 90 youth. The pilots commented at how polite and appreciative all the kids were.

We had three Flabobians—Barry Duble, Jim Meeker and Loreen Wynja—and Jack King from San Diego and

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Chapter One helps out at Aircraft Spruce Super Sale

Again this year, Aircraft Spruce invited Chapter One to run the food sales and raffle at their annual sale. Like the Imperial Aviation Day, they really appreciate our participation. We appreciate it, too, because the proceeds of the donations go to Chapter One.

Those who generously donated their time were:

- Dino Barton
- Darrell Blasjo
- Wes Blasjo
- Pandora Mitchell
- Derrek Selby
- Shane Selby

Thank you, volunteers, for your help. We appreciate it.

-Wes Blasjo, Gopher



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