

# The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 61, Issue 3/4

**We make flying FUN!**

March-April 2014



## ***Big changes coming for Flabob, Ch. One hangar***

Flabob Airport is seeing major changes in its administration this year. Jon Goldenbaum, CEO of Poly Fiber, has volunteered to serve as Chairman of the Board of the Tom Wathen Center, and will have a much more active role in airport operations.

John writes, "As such I plan to do my very best to keep Flabob and the Center moving forward, productive and

healthy." John Lyon has volunteered to serve as General Counsel, Bill Sawin has stepped down as CEO and airport manager, and will remain as Senior Consultant to the Center: he is actively pursuing fund raising for the Wathen Center's planned one-year A&P school for young people and returning veterans. Beth LaRock has been named Operations and Airport Manager.

Chapter President Jan Buttermore informed the board of directors last month that the Wathen Center is planning to make more use of the Chapter One hangar. They plan to convert the classroom into the Wathen Library, which will also serve as a pilot lounge. They also plan to keep one or two Wathen classic airplanes on display in the hangar at all times. The hangar will be open from 8 a.m. to 5 p.m. Monday through Saturday. Chapter One will keep its office and storage areas.

## **Needed: A few people to take pictures!**

It was a beautiful day today, flying Young Eagles. The sun was shining, sky was clear, and it was truly a 'no wind' condition day. AND.... our loyal *WingNut* editor Leon, was taking pictures. He was running from plane to plane, snapping picture after picture of pilots and YE's getting in before flying, and getting out with BIG smiles on after flying.

While walking with Leon, he said he was taking pictures for our 501(c)3 Non-Profit status. While talking, the ideas between us started coming. Since he was taking all these pictures, we thought it would be a good thing to post them on the Chapter website... for parents to see their kids' picture posted on our site, as well as something for parents whose kids are coming in the future to see what we're all about by telling the story through those pictures.

So, we need volunteers... photographers... at least two each per Saturday that we fly Young Eagles. Having two spreads the coverage and there would be less hustle than with only one person photographing. After the last YE flies, we would then take the memory cards from the cameras and upload them onto the website, under our new category... PHOTOS.... and categorized by month.

*(Continued on Page 3)*



# EAA Chapter One

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### Ad Rates

Business card size--  
\$5.00 per issue

1/8 page, 4"x 2½" --  
\$10.00 per issue

1/4 page, 4" x 5"  
\$18.00 per issue

½ page, 8" x 5" --  
\$26.00 per issue

Join a great team--  
become a  
Young Eagles  
volunteer!

# Calendar



## March 2014

### 7<sup>th</sup>–First Friday Flicks

Chapter One Hangar - 5 p.m.

### 8<sup>th</sup> – Young Eagles

Chapter One Hangar - 8 a.m.

### 8<sup>th</sup> – Chapter Meeting

Chapter One Hangar - 1 p.m.

### 8<sup>th</sup> – Board Meeting

Chapter One Hangar - 3 p.m.

### 15<sup>th</sup> – Aircraft Display Day & Car Show

Flabob Airport

## April 2014

### 5<sup>th</sup>– First Friday Flicks

Chapter One Hangar - 5 p.m.

### 12<sup>th</sup> – Young Eagles

Chapter One Hangar - 8 a.m.

### 12<sup>th</sup> – Chapter Meeting

Chapter One Hangar - 1 p.m.

### 12<sup>th</sup> – Board Meeting

Chapter One Hangar - 3 p.m.

## May 2014

### 2<sup>nd</sup>–First Friday Flicks

Chapter One Hangar - 5 p.m.

### 10<sup>th</sup>--Young Eagles

Chapter One Hangar - 8 a.m.

### 10<sup>th</sup>–Chapter Meeting

Chapter One Hangar - 1 p.m.

### 10<sup>th</sup>--Board Meeting

Chapter One Hangar - 3 p.m.

### 17<sup>th</sup> – Aircraft Display Day & Car Show

Flabob Airport

# Photographers needed!!

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Even the parents I speak with are just as excited for the kids as the kids are themselves!!!

SO...we're asking for photographer volunteers. You don't have to be a professional photographer...just someone with a digital camera and some time. We could upload the pictures from your camera before you go home, right after the flying is over. usually around noon, so we'd want you there for about three hours each month.

If you don't have a camera, maybe we can work something out where the Chapter buys them, and you as our volunteer uses them. We haven't gotten that far, but I know your board is excited about the idea of pictures on our website.

We also would like someone to volunteer to put Chapter One on social media, like Facebook, Yahoo Groups, LinkedIn, Instagram, etc. These sites are truly the way for us to connect with our future... KIDS! We want to be viewed, read and 'liked,' as the more hits we get, the faster we appear near the top of web searches. So, we would like volunteers to contact us on the board for more details, or your ideas to help us get the word out in pictures!

We know we haven't seen any new volunteers, simply because we have less and less to volunteer for!!! But your board and I are coming up with new and creative ideas that keep up with the times, as well as providing more opportunities for YOU, as chapter members, to become more active.

I challenge you to attend the next Young Eagles Saturday, March 8th, and catch the spirit that the pilots, ground crew, kids and parents experience. It's truly magical, and we don't want you to miss it, all the while you're giving something back by donating your time and shutter finger, helping Chapter One create lifetime memories.

--Jim O'Brien, Vice-President



## Ray and Edith Stits celebrate 70th Wedding anniversary

Young Edith saw the ad in the paper during the height of World War II. "Wanted: Women to Learn to Weld."

It sounded exciting to the young lady...much more exciting than her job as a telephone operator at a small town in Michigan. "My girl friend and I decided that we'd give it a try," Edith says. So two or three nights a week, the two drove over to the much larger town of Marshall, MI (population about 5,000), and took welding lessons.

Edith was a quick learner, helped along by the attentive personal assistance of a handsome young dark-haired volunteer instructor named Ray Stits. Ray seemed determined to ensure that this young woman would become a welder. "Ray always had his arms around me, teaching me to weld," Edith laughs.

The personalized instruction worked incredibly well; in three short weeks, Edith was hired as a welder. And the instructor and his student had begun a relationship that would last for more than seven decades.

On February 19, 1944, Ray and Edith, accompanied by another couple, went to a preacher's home and took their wedding vows, entering into a marriage that last month celebrated its 70th anniversary.

Congratulations, Ray and Edith Stits! Happy 70th Anniversary!



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# A typical Chapter One Young Eagles Saturday At Flabob Airport...



*The sign-in is the first step to becoming a Young Eagle. Young people and their chaperones line up to register for the day's activities.*

The kids arrive early at historic Flabob Airport in Riverside, CA, on the second Saturday of each month. Accompanied by parents, scoutmasters, teachers, and friends, they line up to sign in for EAA Chapter One's Young Eagles program, where they will have the opportunity to learn all about airplanes...what makes them fly (aerodynamics), safety around aircraft, how to do a preflight inspection of an airplane, and how to be a good passenger in a small airplane.

Then they get the thrill of their lives. They go for an airplane ride...and they get to actually fly the airplane, hands-on, high in the sky!

This exciting introduction to aviation for young people has been going on month after month, year after year, since 1992 at Flabob. The Experimental Aircraft Association started the Young Eagles program that year, and EAA's Chapter One was in full operation right away. Over the last two-plus decades, we've introduced more than 16,000 young people to the joys of aviation. This is possible only through the generosity of our volunteers.

It takes many diligent workers to make a successful Young Eagles program work. For instance, there are:

- ◆ First and foremost are the Young Eagle pilots, who volunteer not only their time and their expertise as pilots, but also their aircraft time and costs. With an average small airplane cost of over \$75 an hour (fuel, insurance, maintenance, hangar rent, etc....not counting the cost and depreciation of the aircraft), these pilots often fly four or five hours to give all the Young Eagles a ride. These men and women are the reason the Young Eagles program exists, and we give them kudos and thanks for their extreme generosity as they pass on their love of aviation to youth they've never met before.

- ◆ Then we have the Young Eagles coordinator, Wes Blasjo, who has been the guiding light of this program since its inception. Wes is responsible for ensuring that the entire program runs without a hitch. He recruits pilots to fly, works with the YE scheduling personnel, ramp workers,



*Seated in the Chapter One hangar, the Young Eagle crowd is welcomed by YE Coordinator Wes Blasjo.*

- instructors, and crowd control volunteers. After the event, he sends the records in to EAA national.

- ◆ Ground instructors. Tiffany Felton has been headlining the "ground school" portion of the YE program for several years. A private pilot, Tiffany teaches the Young Eagles about aerodynamics, airplane controls, safety around aircraft, and the joys of flying.

- ◆ Pre-flight inspection instructor. Various pilots volunteer to instruct the young people how to properly pre-flight an airplane, using a plane that is parked in front of the Chapter One hangar. This is a hands-on thorough preflight, demonstrating how the stick and rudder work, and what to look for during a thorough pre-flight.

- ◆ "Rampies." Usually teen-age volunteers (usually former

*(Continued on Page 5)*



*Tiffany Felton uses members of the crowd to help with her demonstrations in the "mini ground school" that is presented to prospective Young Eagles.*

(Continued from Page 4)

Young Eagles), the rampies guide aircraft into position, escort Young Eagles across the ramp to the airplanes, and serve as crowd control. It's a very responsible position for these young aviation enthusiasts.

◆ Sign-in table and certificate creators. Volunteers man the sign-in table from before 8 a.m. until all Young Eagles are signed in. One or more volunteers print out certificates for each Young Eagle who has flown.

◆ Snack bar attendant. Volunteers man the snack bar during the hours that the Young Eagle program is in progress.

◆ Photographers. This is a volunteer position we hope to establish in the future, where photographers will take pictures of each and every Young Eagle who boards an aircraft during a YE event. These photos will be put onto a web page which can be



*Jet Blue Captain Ed Lachendro guides a group of young people through a pre-flight inspection using Wes Blasjo's restored Tri-Champ.*



*A ramp attendant guides a Cessna 150 towards its parking space following a Young Eagle flight.*

access ed world-wide, and pictures can be downloaded by parents, friends, and family. Young Eagles will be able to share their experience with their peer through social media.

The Young Eagles prospects begin their day seated in the Chapter One hangar, where they are welcomed by Wes Blasjo and other Chapter One leaders. Then Tiffany Felton takes the stage and energetically awakens the early morning crowd by getting them on their feet, moving, and shouting back answers, to which she replies, "I can't hear you! You can do better than that!" After their noisy wake-up, the youngsters are seated and entertained by an hour-long presentation of the basic theory of flight and an introduction to airplane controls. They are introduced to the joys and freedom aviation offers, and are instructed on proper safe behavior in and around airplanes. It's gles.

entertaining, it's fun, it's education, and it is promoting

general aviation to the public.

After class is over, the airplane rides and pre-flight instruction begins. Small groups (usually four to six) are taken to a general aviation airplane which is parked on the apron in front of the Chapter One hangar. There they are shown how a pilot pre-flights the aircraft before every flight. They are also shown what happens when the stick (or yoke) and rudder are moved; they can see the opposite movement of the ailerons, the side-to-side movements of the rudder, and the up-and-down movements of the elevator. This instruction builds upon the information given by Tiffany in the ground school session.

While this is taking place, other youngsters are taking to the air. There are usually between eight to 12 pilots and airplanes lined up to fly Young Eagles. As the youngsters' names are called, they are escorted by ramp attendants to the waiting aircraft, where the pilots introduce themselves and help their passengers into the planes, making sure they are properly buckled in. Then the pilots board the aircraft and buckle up, then explain

(Continued on Page 6)



*A future Young Eagle is all smiles as she is bucked up inside a beautiful Alon Aircoupe.*



(Continued from Page 5)

the cockpit and panel layouts, pointing out the various instruments and gauges, explaining what each does. Then, after going through the starting checklist and warming up the engine, the planes are directed by the rampies from their parking spots onto the ramp, heading for the active runway. After an engine run-up and magneto check, the pilots take off with their wide-eyed passengers.

Most of the aircraft which fly the Young Eagles are two- or four-place planes. In the two-place planes, the pilots fly away from controlled airspace and, once at proper altitude, allow their new copilot to "fly" the plane, using the controls to make gentle turns and altitude changes. Each pilot has their own favorite route to fly during the free rides. In the four-place planes, the pilots will usually land at two different airports, or return to Flabob, and allow the Young Eagles to change seats, so that each has a chance to be copilot and take a turn at the controls.



*A family greets a Young Eagle his pilot after his first flight.*

After their pre-flight instruction and free flight, the excited youh are Young Eagles, and are presented with a certificate declaring them so.

The Young Eagles program, at its core, is about pilots and aviation enthusiasts passing on their love of aviation to the younger generation. Dozens of Chapter One volunteers get up early Saturday mornings and drive or fly to Flabob,

and spend five or six hours of their time and energy...and sometimes a lot of their money...to introduce scores of young people to the joy of flying. And for each volunteer, their main reward is the smiles and excitement of the many young people who are proud that they have become Young Eagles.

# # #

## JOB OPPORTUNITY:

### AERIAL SURVEILLANCE Fixed-Wing Patrol Observer/Pilot - California

Aerial patrol observer/pilot needed in single-engine fixed-wing aircraft for cross-country flights. Seeking diligent, dependable, hard-working pilots who care about excellent performance in aerial surveillance duties as well as flying safely. Extreme multi-tasking. This lead position is for a very experienced pilot who can handle flying through busy traffic areas while performing many duties simultaneously. At least 1,500 hours of experience is the minimum.

Flight time is 5 to 10 hours per week, depending on if you fly one day or two days. (The flights average 4.7 hours on the tach. 2 flights per week available.) Every flight is cross-country leaving from Redlands Airport (KREI) in SoCal. Requires excellent eyesight, memory and stamina.

As an independent contractor, you have two options. One is to fly your own plane from wherever you want. If you do not have a plane, you can be contracted just for pilot services at \$40 per flight hour. The available patrol planes are based in Redlands, California.

You can set your own schedule during the work week. Visibility to perform the job requires VFR weather. Low-level flying is hot, windy and bumpy. Turbulence and Santa Ana winds are par for the course. Although I will say that those who love to fly, love this job. It's real hands on flying. No auto-pilot. I've even had pilots offer to do it free because they want to turn their flying hobby into a business, expensing out their hangar, etc. However, we are looking for someone who can rise up to the hard-work aspect of patrol.

Must hold current 2nd class medical, commercial pilot certificate and IFR rating, even though it is usually not needed.

References required.

*-Submitted by Allyn Auck*

# FAA to offer “Loss of Control” webinars

The live safety seminar comes to you! No need to travel, sit on a hard chair, endure uncomfortable temperatures, or be exposed to colds or flu! Join us for this informative program and earn WINGS credit!

In-flight loss of control (LOC) has emerged as the number one causal factor for fatal general aviation accidents. On the premise that prevention is better than cure, this live webinar will focus on practical ways to help prevent in-flight loss of control rather than recovery techniques. In addition to the technical reasons for aircraft loss of control, this webinar will examine the human factors that are frequently cited as underlying causes in LOC accidents. Several recent accidents will be discussed and analyzed to learn from the mistakes of others.

The webinar will last approximately one hour and is worth one Basic Knowledge 3 credit toward the FAA "WINGS" Pilot Proficiency Program.

The webinar is interactive and can be viewed on either a PC or a Mac. A high speed Internet connection is required. Speakers are required. A microphone is required to participate in discussions.

"Why Did They Do That? Avoiding the Loss of Control Accident" will be presented at three different times on March 13, 2014. You can choose the time that is most convenient for you. The times are:

**Session #1: Thurs. March 13, 2014 3:00 PM EDT, 2:00 PM CDT, 1:00 PM MST, 12:00 NOON PDT (1900 UTC)**

OR

**Session #2: Thurs. March 13, 2014 8:00 PM EDT, 7:00 PM CDT, 6:00 PM MDT, 5:00 PM PDT (2400 UTC)**

OR

**Session #3: Thurs. March 13, 2014 11:00 PM EDT, 10:00 PM CDT, 9:00 PM MDT, 8:00 PM PDT (0300 UTC)**

For those not able to attend one of the live presentations, an online course will also be available. The featured presenter is long-time flight instructor and FAASafety Team Lead Representative Gene Benson. There is no need to register for this event on [FAASafety.gov](http://FAASafety.gov). WINGS credit is issued based on webinar attendance.

## A letter to Chapter Members:

Dear Fellow EAA members:

I am trying to locate and purchase a Glasair II RG project. This has always been one of my favorite airplanes and I would like to now own one.

I currently own a Thorp and I previously built 2 Volmer amphib. If you know of a project that is available please give me a call.

Jim Douglas EAA839555  
3365 Sudbury Rd  
Cameron Park, Ca, 95682  
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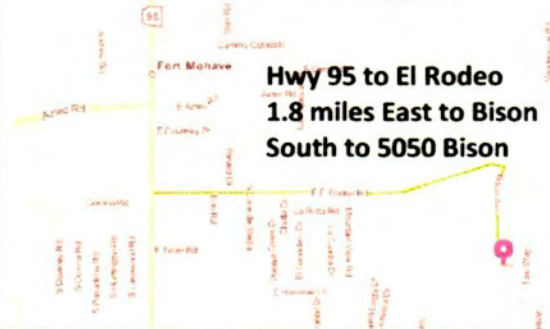
**EAA Young Eagles Airplane rides  
(free, ages 8-17)**

**Seminar; "Learn to Fly"  
Precision flying contest**

**Airplanes and Classic Cars on display**

**Civil Air Patrol Information**

**99s Women Aviators Information**



**Pancake Breakfast 7:30-9:30**

**Flying Seminar 8:30**

**Spot Landing contest 10:00**

**Hot dog lunch 11:00-1:00**

**Flying Seminar 12:30**

Arpt Elevation: 725ft  
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Sectional Chart: PHOENIX  
CTAF: 122.975

Preregister for Spot Landing Contest;  
[GLRkoenig@aol.com](mailto:GLRkoenig@aol.com) (702)927-1304







# 28 Young Eagles flown in February

Saturday, Feb. 8th was another great day for the Chapter One Young Eagle Program. Twenty-eight youth became Young Eagles, thanks to the generosity of nine Young Eagle pilots. Even though we have limited the number of youth that we sign up, we still seldom finish before noon. So, what then is the difference between flying 28 or 100? The difference, it turns out, is quality!!! The kids get more “stick time” and more one-on-one with the pilot. When we went to a lower number of sign-ups, we had hoped that this would happen, and it did!!!

We had an unexpected visitor who asked if he could help. It was Ed Lachendro who was the first director of the YE program in Oshkosh back when it started in 1992. He left the program about five years later when he started flying with one of the airlines. He now flies out of LA, but has his official home at Beaver Dam, just a few miles from Oshkosh. Ed did the small group preflight inspection instruction, and had a great time doing it. He promised to come back when he can make his days off schedule coincide with our YE schedule.

Apart from Ed being here, things went the way they usually do. Tiffany Felton did the mini ground school and Bob Barton and Bob Lum did the Boy Scout merit badge instruction. Charlene Rhodes and Kathy Rhom did the consent form check and Ron Headlee and crew did the loading. Nancy Acorn and Trish took care of the snack bar as they always do. Brian Blasjo and Greg Yonge did the certificates and data entry. Over the last several years, Greg has often done this by himself.

Once again, a great big “thank you” goes to all who helped this flight rally run so smooth!

**- Wes Blasjo, Young Eagles Coordinator**

## Pilots Who Flew:

<b>Allyn Auck</b>	C 172
<b>Larry Conley</b>	Ercoupe
<b>Dave Cudney</b>	Cherokee 180
<b>Jim Hayes</b>	C 172
<b>James McKinley</b>	Alon Aircoupe
<b>James Meeker</b>	Taylorcraft
<b>Jimmy O’Brien III</b>	C 152
<b>George Pruitte</b>	C 210
<b>Walt Wasowski</b>	Piper Cub

## Youth Who Helped:

Dalia Leon  
 Ana Barrios  
 Christian X Leon  
 Blake Plante  
 Ulises Penalosa  
 Matthew Counts  
 Jonathen Deming  
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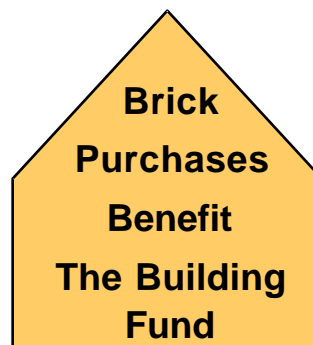


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*EAA Chapter One*

*Join us for  
Our Chapter Meetings*



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

*Chapter Meetings  
March 8th, April 12th*

*See you there!*

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

Flabob Airport (RIR)

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**FOR MORE INFORMATION CALL:**

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Check our website at [www.eeach1.org](http://www.eeach1.org)

We Make Flying FUN!!!

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