

# WingNut

**EAA Chapter One**

Flabob Airport (RIR)

Riverside, CA



Volume 53, Issue 4

April 2006

## Flabob expansion on the fast track

The \$17 million three-part expansion of Flabob Airport recently received “fast-track status” from the Riverside County Board of Supervisors. This means that the airport’s projects will be expedited through the county’s approval processes.

The ambitious project undertaken by The Thomas Wathen Foundation has three components: new educational facilities, an aviation business park, and a group of new aircraft hangars adjoining new homes, for aircraft owners who want to live by their airplanes.

Design work has already begun for new facilities for the aeronautical department of San Bernardino Valley College, which is targeted to move to Flabob in the fall of 2007. The new educational center will also provide permanent space for the Wathen Aviation High School, a public charter high school which began operations using Chapter 1 facilities during 2005. The building will have an aircraft mechanics teaching laboratory as well as classroom space for about 600 students. Plans call for the educational facility to be completed in late fall of 2007.



*Future home of the Flabob Library*

**Photo by Leon Grumling**

*(Continued on Page 3)*

## The Prez Sez...

The many offers of sympathy and condolences for the loss of Imogene, my wife, have been most gracious and comforting. The support by so many Chapter One members, as well as other friends and neighbors, is very much appreciated by all of us in my family. The Reception at our hangar was totally handled by Chapter members, and they told me to just go home and stay out of their way, because they were taking care of this event. And, it was very beautifully done. Many thanks are due our friends for their efforts that relieved me of this significant operation. We made it a point to have Imogene’s Memorial service a positive and upbeat affair, in keeping with her attitude toward life. We thank all who took their time to attend that service. Please permit me to have these personal comments in this issue of the WingNut, because I am so deeply moved and appreciative of the many kindnesses that have been offered by so many.

I am proud of the way the Chapter performed as an organization, as the President’s role was missing, or intentionally silent. The Chapter is in capable hands when the President is not around. That is the way it should be. Tasks are being performed by able members to meet scheduled activities. Good Job, my friends. Thank You.

**-Jim Pyle, L.D. President**

## Calendar



## Officers & Directors

### April

#### 7th—First Friday Flicks

Chapter One Hangar - 5 p.m.

#### 8th—Young Eagles Rally

Chapter One Hangar - 8 a.m.

#### 9th—Chapter Meeting

Chapter One Hangar - noon

#### 9th—Board Meeting

Chapter One Hangar - 3 p.m.

#### 20th-22nd--Aluminum Overcast

B-17 from Oshkosh

### May

#### 5th -- First Friday Flicks

Chapter One Hangar - 5 p.m.

#### 13th -- Young Eagles Rally

Chapter One Hangar - 8 a.m.

#### 14th -- Mother's Day

Everywhere

#### 21st -- Chapter Meeting

Chapter One Hangar - noon

#### 21st -- Board Meeting

Chapter One Hangar - 3 p.m.

### June

#### 2nd—First Friday Flicks

Chapter One Hangar - 5 p.m.

#### 10th—Young Eagles Rally

Chapter One Hangar - 8 a.m.

#### 11th—Chapter Meeting

Chapter One Hangar - noon

#### 11th—Board Meeting

Chapter One Hangar - 3 p.m.

#### 15th—Appointment of nominating committee for election of officers and directors

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## Flabob expansion on the fast track (continued from Page 1)

Land adjacent to the airport, purchased from Ray Stits, will house a new aviation business park. The foundation plans to fill the 12.5-acre park with aviation businesses appropriate to the aviation tradition and historical significance of Flabob Airport. Most tenants will service, build, restore or maintain personal aircraft.

For the third component, the Wathen Foundation is working with a developer who plans 75-85 new homes on vacant land south of the airport. The airport will buy the now-vacant land between the airport and the residential development for the construction of new aircraft hangars. Flabob will become the only public-use airport in the Los Angeles basin where aircraft owners can live next to their airplanes.

Named "Masterpiece Skypark at Flabob Airport," new homeowners will be given preferential leasing right to the hangars, and will be able to walk easily from their homes in the aviation-themed residential development to their hangars, and will have direct access to the runway. The development will also include a park with a view of the airport and runway.

Plans are also underway to convert a hangar into a library/museum that will be open to the public.

"The Foundation's goal is to increase its educational outreach while preserving and bringing new vitality to the historic, 80-year-old Flabob Airport," said founder Thomas Wathen. "These improvements will enable many more people to learn about and participate in aviation, and to become part of the lively Flabob community."

## Lockheed Quiet Star restorer to speak at April Chapter 1 Membership Meeting

We are in for a treat on April 9th when Kurt Olney from Cable will give us a presentation on the Army Lockheed Quiet Star YO-3A surveillance aircraft used in Viet Nam in 1970 and 1971.

Kurt and several other YO-3A aficionados are restoring one of these aircraft at Cable.

There were only 9 built and there are only a few left flying.

The Quiet Star was a modified Schweitzer glider SGS-232 with an IO-360 Continental. It was totally quiet, had a muffler almost as long as the plane. In fact, before each night mission, the plane would take off, fly back over the ground crew who would listen for rattles, squeaks, and whistles. If there were any, they would be fixed before the mission.

The aircraft was equipped with a night vision aerial periscope and was used as an infra-red illuminator target designator. It flew at altitudes of 800 to 1000 feet and was totally silent and invisible. It never took a shell, no one knew it was there.

Bob Cable acquired the aircraft from the Western Museum of Flight and Cable is in possession of all the original drawings and manuals. The object, of course, is to restore the craft to flying condition.

Kurt will bring pictures, give us a power point presentation along with some rare films. Of course, this was a top secret project.

For further info, if you can't wait till Kurt gets here, go to Google and type in YO-3A

The January issue of Sport Aviation has an article about chapter 288 which captures the essence of membership. "The most important thing a member can do is simply show up."

See Ya there.

-John Durant

# John Durant teaches aviation history

John gave us an overview of his Aviation History class which he gives as the opener at the Wathen Air Academy for local teens.

The class lasts one and a half hours but John mercifully shortened it to a half hour for us oldies with short attention spans. John has some fascinating slides and has an interesting line of patter to accompany his presentation.

Of particular interest was his discussion of his work at Jet Propulsion Laboratory and his fascination with the personnel of the space navigation team.

He explained about the constant stream of communication between earth and the Voyager I and II spacecraft which passed in close encounter with Jupiter and Saturn.

His explanation of how the pictures were obtained was particularly interesting.

Using a photo electric cell, streams of data are transmitted from the Voyager to giant dish receivers at Majave, Madrid and Woomera, Australia, and sent by land line to JPL. These data are displayed on high resolution TV sets using 800 pixels on the X axis and 800 pixels on the Y axis. A total of 640,000 pixels. Each pixel is composed of 8 bits which depict shades of black, grey or white on a scale of 1 to 256. Each bit comes across space at the speed of light 245 miles apart. Total bits are therefore 5,120,000 for each picture. For color, add three filters for a total of 15,360,000 bits.

I didn't see anyone asleep.

## French Valley Chapter 1279 to get national recognition

The web editor for Ch. 1279, Dave Smith, was asked to write a short story and send pictures of the chapter's January Young Eagles Rally to be posted on the national YE website.



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**Thanks, Doc!**

**NOTICE: Have you paid your annual Chapter One dues yet? If not, please send in your dues and update your membership today!**

# B-17

## FLYING FORTRESS

*Aluminum Overcast*



### MISSION:

Riverside, CA

Friday, Saturday, & Sunday

April 21-23, 2006

### Airport:

Riverside Municipal Airport (KRAL)

Sponsor: EAA Chapter 1 (Flabob)

### Daily Flight times:

8:00AM 11:00AM

8:45AM 11:45AM

9:30AM 12:30PM

10:15AM 1:15PM

mission cost: (pre-stop hooking prices)

**\$359**

per person (EAA Member\$)

**\$399**

per person (non-Members)

### Walk up prices

**\$385** EAA Member

**\$425** Non-EAA Member

### Daily Ground Tours:

Held after flight operations have stopped for the day

Adults: \$6, Students: \$5, WWII Veteran's FREE

Children under 8 (accompanied by adult) FREE

\$10 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

All dates and times are tentative and subject to change due to weather or other causes.

**Call 800-359-6217**  
for reservations and inquiries

Visit the B-17 website at [www.b17.org](http://www.b17.org)  
e-mail: [b17@eaa.org](mailto:b17@eaa.org)



# *Fly the Fortress!*

EAA's B-17 bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of battle in World War II. You can see and tour this historic airplane — and actually fly a mission!



Teacher Wes Blasjo and students at the Wathen Aviation High School at Flabob watch as pilot Russ Barry demonstrates the one-man assembly of the DG-600 sailplane. Such unique aviation educational opportunities are unique to this aviation charter school. The school is conducting classes in Chapter 1 facilities until the new educational facility is completed in late 2007.

## Young Eagles flies lowest number in March rally

It is still sounding like a broken record, (if anyone can remember what a broken record sounds like) to report that again, the weather was a major factor in the March Young Eagle Flight Rally. Parents called in and made reservations for 31 kids, but only 11 showed up on Saturday. The weather was bleak and gloomy on Saturday morning which may have caused many to think that we would not fly. Not so for the great Flabob Young Eagle pilots! The weather cleared and four pilots provided great flights for the faithful few who showed up. There were several other pilots who waited for the weather to clear at their home airports, but it didn't happen and they stayed safely on the ground.

Those who like to play with numbers will note that 11 Young Eagles is the smallest number we have ever flown at a flight rally since we started in October, 1992. The largest number was 211.

Tiffany Felton did the ground school and Andy Andersen did the preflight inspection instruction. Thanks to pilots, ground support people and Young Eagle escorts who all helped make the flight rally run smoothly.

Pilots who flew:

Jerry Cortez C 150  
Barry Duble Cherokee 235  
Ray Stits C 182  
Loreen Wynja C 172

- Wes Blasjo

# EAA's Aluminum Overcast slated for RAL April 20-24; Chapter 1 to benefit

EAA Chapter 1 will be hosting the 2006 B-17 tour during the weekend of April 20-24. The "Aluminum Overcast" will arrive sometime around noon on Thursday, and will give press flights at 1:00 and 1:30 p.m. The plane will be open to the public for tours and flights from Friday through Sunday.

Volunteers are needed for crowd control and security, ground tours and merchandise sales. If you can donate some time to help us, please contact Ray Stits or one of the board members. We need all the help we can get!

Our chapter is providing ground transportation for the B-17 crew, and will handle most of the ground work for them. In return, Chapter 1 is guaranteed \$500, plus a percentage of all sales; proceeds average around \$3,000.00 per chapter, so this could be a great fund-raiser for our chapter. In addition, about 20 new EAA members are generated at each tour stop.

Eight seats are sold for each flight. Pre-booking prices are \$359 for EAA members and \$399 for non-members. On-site prices are \$385 and \$425. Up to eight 35-minute flights are scheduled each day, Friday, Saturday and Sunday, but they usually average three flights per day. Reservations to fly in the Overcast can be made by calling 1-800-359-6217 or online at [www.b17.org](http://www.b17.org). The plane is turned over to the Chapter about 2:00 each day for conducting ground tours, usually from 2:00 to 6:00. The plane will leave Riverside Monday morning.

EAA's *Aluminum Overcast* was built in 1944, but was delivered to the Army Air Corps too late to see active service in World War II. It was purchased as war surplus for \$750 by a private individual, and served in mapping and spraying operations in many countries until a preservation group purchased it in 1978. The B-17 was donated to the EAA Aviation Foundation in 1981 with the provision of being maintained in airworthy condition. After being displayed at the EAA AirVenture Museum in Oshkosh, Wis., for a decade, the airplane made its national tour debut in the spring of 1994. EAA now fully owns the aircraft and operates the national tour.



## Oshkosh 2006!

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*EAA Chapter One*

# *Membership Meeting*

**Brick  
Purchases  
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Fund**

*April 9, 2006*

*Noon to 3*

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

Lunch will be  
provided!

Bring your favorite  
salad or dessert  
dish!

***SEE YOU THERE!***

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**FOR MORE INFORMATION CALL:**

(951) 682-6236

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



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