

WingNut

EAA Chapter One

Flabob Airport (RIR)

Riverside, CA



Volume 53, Issue 6

June 2006

Young Eagles success story:

Sara Rodgers gets degree in aeronautics

“I remember the exact date, the first time I flew,” she said. “It was November 11, 1995, and Joe Fitzgerald took me up in his Cessna 140.” Nearly 11 years later, inspired by that Young Eagles flight, Sara Rodgers graduated last month from Embry-Riddle Aeronautical University in Prescott, AZ, with a Bachelor of Science degree in Aerospace Studies.

“I was hooked,” she said of her introduction to general aviation. Sara had just turned 11 years of age when she saw the EAA Chapter 1 booth at the March AFB air show advertising free flights for young people. “I drug my Mom to the airport so I could get my free flight, and after that I was hooked. I came to the airport every weekend I could and volunteered at every Young Eagle event and at air shows.”

Sara started flying gliders at Hemet-Ryan Airport, and soloed shortly after her 14th birthday. She soon moved into powered planes at Art Scholl Aviation in Rialto, and soloed there on her 16th birthday. After graduating from high school in Riverside in 2002, she began studies at Embry-Riddle. She got her private pilot license there a couple of weeks before her 18th birthday.

She went to the university with every intention of becoming an airline pilot. But during her four years there, she discovered a love for business. “I took my first business course, Introduction to Management, and I fell in

(Continued on Page 4)



Member's brother killed in RV-6 during desert fly-out

Ron Russell, brother of Chapter One member Trish Russell, was killed, and his wife seriously injured, after an engine failure following take off from Furnace Creek Airport on April 30th. Trish and her husband were part of a group of RVs that had a Fly-Out to Death Valley that morning. Ron and his wife Pat had flown down from Oregon to visit Trish. Reports are that their RV-6 engine failed shortly after take-off, and Ron attempted to land the plane in the desert when the main gear caught in the dirt and flipped the plane over. Ron died at the scene. His wife suffered fractures of C4 through C7 vertebra, and is hospitalized.

Trish wrote on the SoCAL-RVlist, “As many of you know I was very close to my brother. Now that his plane was built I was looking forward to many RV flying experiences with him. We were going to attend a formation clinic in June, fly to Oshkosh together for the second time this summer, and to Alaska in 2007. I know he will still be with me. Don't be surprised if you see the hint of an RV shadow flying off our wing. It's N655VT.

“Many of you have asked what you can do. My request is that you go fly. Enjoy the sky. Be as safe as you logically can, then enjoy the magic of flight. (For those of you who want and feel comfortable doing so, throw in a roll for Ron.)” Our Chapter sends its condolences to Trish and her husband, Mark.

Calendar



Officers & Directors

June

2nd -- First Friday Flicks
Chapter One Hanger 5 p.m.

10th -- Young Eagles Rally
Chapter One Hanger 8 a.m.

11th -- Chapter Meeting
Chapter One Hanger noon

11th -- Board Meeting
Chapter One Hanger 3 p.m.

15th -- Appointment of nominating Committee for election of officers & directors

July

4th —4th Annual July 4th Gathering
Chapter One meeting
Nominating committee results
Additional nominations from floor

7th —First Friday Flicks
Chapter One Hangar 5 p.m. (?)

8th —Young Eagles Rally
Chapter One Hangar - 8 a.m.

15th —Design Group Meeting
Chapter One Hangar - 10 a.m.

24th-30th —Oshkosh (b'gosh!)

August

4th -- First Friday Flicks
Chapter One Hangar - 5 p.m.

12th -- Young Eagles Rally
Chapter One Hangar - 8 a.m.

13th -- Chapter Meeting
Chapter One Hangar - noon

13th -- Board Meeting
Chapter One Hangar - 3 p.m.

26th -- Design Group Meeting
Chapter One Hanger - 10 a.m.

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President

Jim Pyle
(951) 452-5232 cell
(951) 684-6258 home
president@each1.org

Vice President

Jerry Cortez
(951) 485-9125
vicepresident@each1.org

Secretary

Martin Britton

Treasurer

Karen Schicora
P.O. Box 3667
Riverside, CA 92519
(951) 682-6236
treasurer@each1.org

Board of Directors

Nancy Acorn
(951) 788-5694
membership@each1.org

Doug Maxwell
951-688-1070
dumamaxx@aol.com

Ray Stits
951-682-6236

Lance "Shooter" Schaus
562-904-1924

Leon Grumling
951-582-0978
editor@each1.org

Young Eagles

Wes Blasjo - Coordinator

Kathy Rohm - Reservations
ye@each1.org

Tech Counselors

Norman Douthit—(888) 811-2232

Jim Pyle—(951) 684-6258

Flight Advisors

Ron Caraway—(760) 247-6771

Hal Nemer—(760) 788-0184

nemer@cox.net

WingNut Staff

EDITOR

Leon Grumling
editor@each1.org

WEBMASTER

Jan Buttermore
webmaster@each1.org

Nominating Committee Chair

John Durant
(909) 621-4578
nomcommitteechair@each1.org





Luscombe 8 series to be produced at Flabob

Renaissance Aircraft, which owns the rights and production tooling for the Luscombe 8, has signed an agreement to establish a production line for their classic aircraft at Flabob Airport. They will move into Hangar One at Flabob immediately and start producing a Light Sport Aircraft (LSA) version of the Luscombe 8. Initially, they plan to offer the aircraft in taildragger configuration and in time will offer an alternative tricycle gear model.

Flabob Airport will soon begin construction on new, dedicated facilities for Renaissance Aircraft, allowing the company to expand their production capability into certified copies of the Luscombe 8. The LSA version of the Luscombe will be powered by an O-200 Continental and the certified copies will be available with Lycoming's O-320.

The litigation between Renaissance and The Don Luscombe Aviation History Foundation is completely over. The former Foundation is now a subsidiary of Renaissance. It has been renamed "Team Luscombe" and is a "for profit company" with FAA PMA.

An important outcome of the litigation is that Renaissance now holds the complete factory hardware and intellectual property, including the Type Certificate which is free and clear of all claims, for production of the popular Luscombe 8-Series recreational aircraft, including versions that qualify as both standard aircraft and the newly created Light Sport Aircraft.

Renaissance will produce a Light Sport version of the Model 8, with the first aircraft expected off the line within 6 months. Standard category certified aircraft will follow.



Short-wing Pipers to invade Flabob Airport

Antique aircraft of the California Short Wing Piper Clubs will flock to Flabob Airport on August 19 for their annual gaggle of flying tales and showing off the many colors of their feathers. All "rag and tube" Piper aircraft are welcome to attend this event.

Escape from the expected Southern California sunshine will be provided by EAA Chapter One's air-conditioned meeting palace. Parking for the official display of Piper Shortwing PA-15, -20, -22 mods, Tri-Pacers, Colts, Vagabonds and their hybrid relatives will be parked directly in front of the EAA facility. Marshalls will be on duty. Follow our signs.

Show entries will be judged. Refreshments will be available under the awning in front of the of Chapter One

clubhouse. This is a very informal event, and Flabob expects (from last year's participation) that we may have over 100 Piper aircraft attend. Pizza and drinks will be served inside the Chapter One Hall, at a nominal charge. SWPC Members, guests, and other "aviators" may attend. You may call us to arrange for your lunch with SWPC if you drive in.

The event is open to the public. Breakfast will be served in the Flabob Historical Café. You may also attend the monthly Car Show. This is "Open Hangar Day" at Flabob. A tax exemption desk will be open for signatures of your certificate. Gerry Curtis, a Flabobian-Short Winger, is in charge of the event. For more information, call Kathy Rohm, Community Relations, at 951-683-2309 x. 104.

YE Sara Rodgers graduates (Continued from Page 1)

love with it," she said. "And I discovered it's something I'm really good at. I did best in all of my business courses." She explored a career in airport management, but decided that wasn't for her. Her interest lies in business, especially in being self-employed

"My goal is to be an entrepreneur," she said. "I ultimately want to own and operate an airpark."

Although she has officially graduated, she is currently doing a required 300-hour internship, working at Gunsite Academy, a well-known 2,000-acre shooting range near Prescott. She will finish in early July.

After that? "I'm not sure," she said, "I want to get a job in the business world, something that will really interest me." She also wants to finish her pilot ratings through instrument and commercial. "I may get a job flying," she said, "just not as an airline pilot."

As a Young Eagles success story, what does Sara think of the Young Eagles program? "It's the best thing that ever happened in aviation!" she said.

We're Still Around!

Plans by:

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Thanks, Doc!



Yes, that's none other than our own venerable EAA Chapter One President Jim Pyle standing between Bob O'Dell and John Gadberry at Ezell Aviation Restoration Hanger, Breckenridge, TX. They're in front of a complete restoration of Lefty Gardner's White Lightning which was nearly destroyed after a wheels up landing in a cotton field. The plane is now owned by Red Bull...who furnished the drinks. President Pyle has been roaming through Southwestern U.S.

in search of airports for many weeks now.. Reports are that he's found a few! Our free-spirited fearless leader should return to us some time in June. He has been having so much fun scouting airports and slamming down Red Bulls that he didn't get around to doing a "Prez Sez" article for this issue! He was, at last report, in Kingman, AZ, and trying to decide whether to come home for the Design Group meeting on Saturday, or attend a glider fly-in and search for some more airports on the way. But, now, we know that our lame duck President is, indeed, full of (Red) bull!

Flabob Happenings...

March Air Reserve Base Airshow-April 29-30.

Recruiting efforts were maximized with a booth at the airshow where information was passed out and contacts made for the many programs of the Wathen Foundation and Wathen Aviation High School. Young people were recruited for Young Eagles, Air Academy and the high school. A lot of adults stopped by and asked about all the different things that are going on at Flabob. Many positive contacts were made and results will show up in future enrollments.

Orange Blossom Festival-May 20-21 Downtown Riverside.

Wathen Aviation High School students carried a very attractive banner in the parade. A booth was manned both days and again some good recruiting was done for Young Eagles, Air Academy, Wathen Aviation High School and Flabob with all its educational and growth programs.

Wathen Aviation High School-Subtractive Rapid Prototype Demonstration.

Lon Cooper, one of the parents of a WAHS student, presented an interesting demonstration of a process that starts with a photograph and ends up with a 3-D model that is machined from various materials. This was presented to the WAHS students in their Friday Aviation Seminar class. It was open to any interested Flabobian who could take the time to attend. This process has applications in almost unlimited areas, and will undoubtedly be the wave of the future.

- Wes Blasjo

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Young Eagles team flies 56 despite weather

The YES Syndrome again reared its ugly head and almost made Saturday a non-event. Even though the sun broke through early in the morning, it just didn't "burn" away the low overcast. It was almost noon before Riverside ATIS called three miles visibility. The 56 expectant kids waited it out, but several pilots had other commitments such as work, and had to leave. The "faithful few" stayed until the last Young Eagle was flown at about 3:30 p.m. This took extra effort on the part of all the volunteers, but experience has shown that if we cancel because of weather, less than 50% of them return.

Ground school for the non-Boy Scouts was taught by Tiffany Felton and Bob Barton taught the ground school for the Boy Scouts. Last month it was reported that "someone" did the preflight inspections. That someone was the ever efficacious Andy Andersen. This month he mentored and Chris Felton did the preflights. Karen Schicora did a brisk business in the merchandise sales booth, and as usual, Nancy Acorn sold lots of "breakfast" corn dogs. At lunch time these "magically" turned into lunch corn dogs.

Brian Blasjo and Loretta Lively were out of town, so Carol Meredith and Kathy Rohm did the data entry for the certificates. This data entry/certificate printing program usually runs smoothly, but when the computer gurus are not here the computer knows this and decides to act up. The printer had a mind of its own and decided not to print. A call to Greg Younge, who is usually here working with Brian and Loretta, and he came and tamed the errant printer. Gregg has just gotten back into town at 3:00 a.m., but he willingly helped out. He is typical of the members of this great team who make it possible to offer a quality program for youth each month.

Thanks. team, you are great!

- Wes Blasjo

Pilots who flew (vs. Pilots who didn't)

Martin Britton	Stinson 108	Irvin Craig	C 182	James Meeker	Taylorcraft
Jerry Cortez	C 150	Dave Cudney	Cherokee 180	Conrad Nordquist	C 150 Aerobat

MasterCraft homes to host dinner meeting at Flabob

MasterCraft Homes, the developer who will build the Masterpiece Skypark at Flabob Airport, will be hosting an information gathering dinner meeting at the Flabob Cafe on June 27 beginning at 5:00 p.m. Kathy Rohm has sent invitations to selected chapter members and other Flabobians. The invitation-only event will be limited to 50 people and will require an RSVP. MasterCraft will provide attendees with a full lasagna dinner and soft drinks. Please call Kathy for information at (951) 683-2309 ext. 104.

According to project manager Toby Williams, the meeting will be held to see what pilots are looking for in home design. He said they currently have three two-story home designs, ranging from 2,200- to 2,800-square-feet, and would like to know if there is going to be a demand for single-story homes with limited yard space. He said the housing development plans are currently with the county's Airport Land Use Commission, and approval is expected on June 8th. They hope to have final approval for the project from the Riverside County Board of Commissioners in August, and begin moving dirt in November.

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Curtis recounts barnstorming days with Art Scholl

Members who showed up for our chapter meeting last month received a real treat when long-time member Dr. Gerry Curtis recounted his 12 years of “barnstorming” with the late, great Art Scholl.

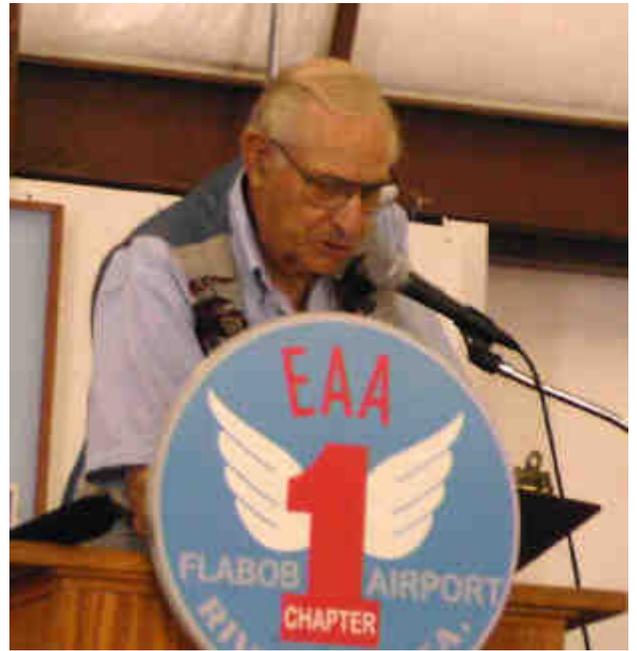
Scholl moved to Hanger 1 at Flabob around 1960. He had attended Mt. SAC and San Jose State, and after graduation took an engineering job at China Lake. After moving to Flabob, he was flying airshows, working with Frank Tallman in the movie industry, and was a professor at San Bernardino Valley College.

Art and Gerry become close friends. Gerry wrote the thesis for Art’s master’s degree. Art asked Gerry to get sponsorship for this airshows, so Gerry used contacts in the oil industry (his father was an oil company executive) to secure a lucrative and long-lasting contract with Pennzoil. Other sponsors were added later.

Gerry and Art created World AirShows, and flew airshows all over North America, plus some in Europe and Japan. They booked such greats as Bob Herendeen, Charlie Hillard, and many others.

From tales about Scholl’s childhood in Minnesota to the facts surrounding his unfortunate demise while filming *Top Gun*, Gerry gave us an insight into the man and the legend. “The most exciting thing was not the airshows,” Gerry said, “but getting to and from the airshows. Airshow pilots are famous for scud-running.” They got lost, ran out of fuel, made emergency landings in fields, but made it to nearly every event.

Gerry has been a Chapter One member for 24 years. A retired clinical psychologist and school counselor for the Montebello School District, he formed the Flight of Eagles in 1982, which has provided tours for over 4,000 EAA members to AirVenture in Oshkosh. Over the years, he has accumulated about 16,000 hours civilian and over 10,000 hours of military flying time.



We Get Letters (& email):

Some time ago my son's Boy Scout troop had the pleasure of going up! At that time we met Ray Stits and several other pilots including Jerry Cortez. As I spoke with Jerry, he was good enough to take me up as I told him that I was an ultralight pilot from 1985 - 1990.

I have tried to find him to thank once again! Your program has sparked my interest and I will soon have my GA license. Please thank Jerry and all the members.

- Ray Hageman, 4954 Red Bluff Rd., Riverside Ca (951) 662-5261

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