

The WingNut

EAA Chapter One Flabob Airport (RIR) Riverside, CA



Volume 53, Issue 12

December 2006

Our President-elect: Jerry Cortez

President-elect Jerry W. Cortez has a goal for Chapter One during his tenure: “I want the Number One chapter to be number one,” he says. “Number one in all aspects of an EAA chapter—education, social and aircraft building.”

Jerry has already begun working on next year’s scheduling and events, and has come up with some new ideas he hopes to implement. In addition, he hopes to get feedback and learn from all Chapter One members, and hopes to get a large turn-out of local members to the January membership meeting at which he will share his vision and have an open forum to discuss what members want to see happen in our chapter functions. “I want to know what the average member, not just the board, thinks should happen in our chapter,” he said.

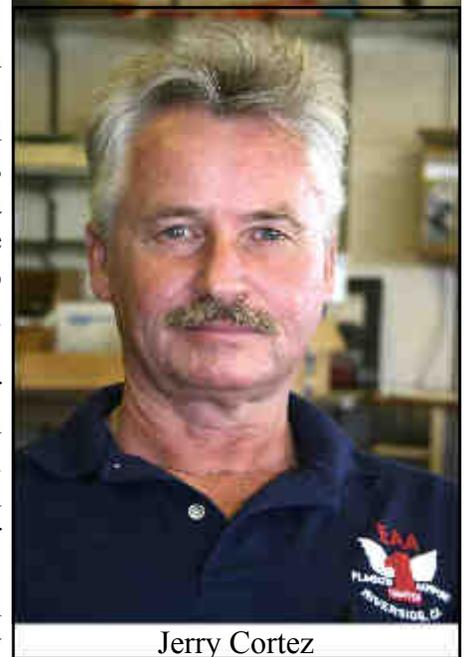
As vice-president, Jerry has been faithful and hard-working, filling in for President Jim Pyle on occasion when Jim was meandering about the U.S. in search of the perfect airdrome. One of the many reliable Young Eagles pilots, Jerry has taken over 150 youth for their first ride in his Cessna 150. And, as you are probably aware, he accompanied to the Aeronca Kids to Oshkosh this year in his trusty 150.

Jerry’s journey to Chapter One presidency began years ago when he was born “on a farm in the hills of North Carolina.” When he was only two, his family moved to San Francisco (“A big change!”), where he lived for five years before his family bought a home in Fremont. At the age of 17, Jerry joined the Marine Corps. The Vietnam War was winding down, so Jerry’s duty stations were at El Toro, Kaneohe, Hawaii, and back to El Toro.

After mustering out at El Toro, Jerry returned to Fremont and went to work for General Motors. Starting on the assembly line, he worked his way into supervisory positions. He enjoyed the work at GM, but, in his six-year tenure, was laid off twice. “So, for reasons of job security, I decided to get a job with the federal government,” he said. “The pay was less, but there was a lot more security.” In 1982, he got a job at the government’s Oakland Supply Center.

In 1984, he transferred to El Toro Marine Corps Air Station, this time as a civilian employee, and has been a resident of Southern California ever since. When the base was decommissioned in 1998, Jerry took an early retirement. “I was too young to really retire,” he said, so he went to school for six months to become a Microsoft Certified Systems Engineer. In 1999, he began working for the company he works for today--Boeing Aircraft--where

(Continued on Page 5)



Jerry Cortez

Presenting our new board of directors

Your votes are in and counted, and the results of our election for 2007 officers and board members are official. Thank you for voting!

As you see above, Jerry W. Cortez is our new President. Gino Barabani is the new vice-president. Karen Schicora continues as Chapter One treasurer, and Martin Britton will continue to serve as chapter secretary.

Rounding out the board of directors will be Nancy Acorn, our membership chairman; Lloyd Dunn, who will take Doug Maxwell’s place in facilities; Leon Grumling, director of communications; Jim Pyle, chapter activities; and Ray Stits, chief financial officer.

Your new officers and directors will be presented at the Chapter One Christmas Dinner on December 9th. Let’s give them our support and encouragement.

EAA Chapter One

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CALENDAR



December

--No Young Eagles--

1st -- First Friday Flicks

Chapter One Hangar - 5 p.m.

2nd -- EAA Sport Aviation Tour

All day at Chapter One Hangar

9th -- The Chapter One Christmas Dinner

- New officers presented
- Awards and other Recognitions
- Prizes

16th -- Aircraft Display Day & Car Show

-- Design Group Meeting

Chapter One Hangar - 10 a.m.

25th -- Christmas!

Ready, or not!

January

5th -- First Friday Flicks

Chapter One Hangar - 5 p.m.

13th -- Young Eagles Rally

Chapter One Hangar - 8 a.m.

14th -- Membership Meeting

Chapter One Hangar - noon

14th -- Board of Directors Meeting

Chapter One Hangar - 3 p.m.

20th -- Aircraft Display Day & Car Show

Flabob Airport

27th -- Design Group Meeting

Chapter One Hangar - 10 a.m.



Join us for our annual
 Christmas Dinner
 On the 9th of December
 At the Chapter One
 Hangar

Veteran's Day At Flabob



Photos by Leon

The Prez Sez...

And so, it is time for my final Prez Sez article. Now is a good time to look back, and look forward. Looking back, we realize how much we owe to the loyal members and leaders that provided the base for us to continue to build the Chapter. I suppose all Chapters have their peaks and valleys as they mature and age. No valley could be deeper than that from which the leadership of Dave Stits brought us out. This was a heroic effort, and we now stand on that foundation as we look to the future. This is a time of great optimism as we expect the next leadership team to refresh the Chapter with new ideas and energy. We already are benefiting from this youthful vigor as Jerry Cortez so ably took the lead on the many occasions when I was not available to fulfill the President's function.

As we turn the page and move to this new beat from the drummer, several points will be emphasized. Involvement of more members in the Chapter functions will be a constant theme. We have a long history of allowing a dedicated few to wear themselves out taking care of the Chapter's needs, while the majority merely come and enjoy the fruits of these labors. Ask yourself if now is the time for you to pitch in and take your turn. It is needed. Jerry will be unfolding his agenda for improving the Chapter, and I applaud his ambitions and concepts for enlarging participation and making the Chapter activities interesting to more and more members.

Another novel idea will be presented to the membership. This is the concept of individuals or groups of friends building airplanes. Do you think this is an idea whose time has come? Again? In the near future, an invitation will be issued to enthusiasts, Chapter members and others, to join in finishing the Pietenpol project we promised would be taken to completion. Details of how this will be accomplished are still in the planning stages, but it is now "Front Burner" in my priority list. Stay tuned.

It is also time to thank the Leadership Team for faithfully performing the various functions needed to conduct the business of the Chapter. These functions require a dedicated effort on the part of skilled people to get their job done in a timely and professional manner. We have all benefited from the performance of this Leadership Team. I am proud to associate with such a high quality group. On behalf of all members, I thank you, each and every one.

And, as I join the distinguished list of Past Presidents, I must sincerely thank the Chapter members for supporting me in the various Chapter activities we have enjoyed during my terms in office. There has been a warm friendship expressed that I will always cherish. The FLABOB EXTENDED FAMILY has buoyed my spirits in times of great need. Visitors comment on the camaraderie that is evident as we Flabobians jest with each other. It is a good place to be, especially when so many of us are working on our 'last project'. As I move on from this phase of life's adventure, I have great confidence that even greater excitement and opportunities lie ahead. Thank you for letting me enjoy this phase with you.

- Jim Pyle, Just one more meeting to go, L.D. President

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Thanks, Doc!

We get letters.....

Dear Membership Committee,

I had the pleasure of visiting Flabob Airport with my elderly father on October 7, 2006, during a Young Eagles event at Chapter One. It brought back many memories! As a boy, back in the late 1950-early 1960s, Flabob was my playground and "Fantasy Land." With dozens of derelict aircraft to play in and on, I spent many an afternoon flying to faraway places, and fighting air battles that I somehow miraculously survived!

After my return from Vietnam in 1968, I pursued school and eventually, a career in Natural Resources with the Federal Government. However, my interest in aviation never flagged, having been raised to appreciate such things by wonderful parents (one of which was a 70 mission B-25 pilot who served in the Pacific during WWII).

In the late 1980s, I started restoring aircraft at Minter Field, near my home in Bakersfield. I specialize in aircraft woodwork and sheet metal fabrication. To date, I have restored an Aeronca L-3B for the Minter Field Air Museum where I also served as project manager on their BT-13

project. I am currently, along with my partner, conducting a full, museum-quality restoration on our PT-19A project. It is at the 75% stage, awaiting covering and skinning the wings. I am also looking forward to restoring a Schleicher Ka-7 sailplane and a Taylorcraft BC-12D.

As I near the end of my federal career (86 days) as a Park Manager and lighthouse keeper at the Piedras Blancas Light Station on the Central Coast, near Hearst Castle, I am looking forward to spending more time on my projects, and looking for more as opportunities present themselves!

I was originally invited to join Chapter One by my (late) good friend David Stits. David and I went to school at West Riverside Elementary School and later, Rubidoux High School. His loss was devastating to me, as it was I'm sure, to all of you. Another member, Norm Douthit, has kept me up on the news at Flabob over the years. I took my first covering class from Norm years ago and he has become a dear friend.

I am looking forward to being involved with Chapter One! I wish I had joined years earlier! Looking forward to hearing about coming events and activities!

Sincerely,
John H. Bogacki



Good for the soul...

The Greatest Lies in Aviation:

- I'm from the FAA and I'm here to help you.
- Me? I've never busted minimums.
- We will be on time, maybe even early.
- I have no interest in flying for the airlines.
- I fixed it right the first time, it must have failed for other reasons.
- All that turbulence spoiled my landing.
- I'm a member of the mile high club.

- I only need glasses for reading.
- I broke out right at minimums.
- Don't worry about the weight and balance -- it'll fly.
- I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.
- We shipped the part yesterday.
- All you have to do is follow the book.
- No need to look that up, I've got it all memorized.
- It just came out of annual -- how could anything be wrong?

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Who was the real Pancho Barnes?

Story and photo
Courtesy of
Edwards Air
Force Base



One of the bricks in our Pioneer Plaza reads simply, "Pancho Barnes." Most of us have heard of this aviation legend, I'm sure, and those who've watched the movie The Right Stuff know she was proprietress of a restaurant/bar near Edwards Air Force Base where the test pilots and early astronauts hung out. In a search for the real Pancho Barnes, this interesting article was found in the historical archives of the Edwards AFB website (edited for length):

In retrospect, her life seems to have been star-crossed from its very beginning. Florence Lowe Barnes was born into a setting of family wealth and privilege on July 14, 1901. She spent her childhood in a 32-room mansion in San Marino, CA, then as now a genteel enclave of shaded estates and tasteful villas near Pasadena. The confidence and self-possession which tend to come with affluence and position would serve the young woman well in the years ahead. Two men dominated her early life. Her father, an avid outdoorsman, freely passed on his enthusiasms to his daughter, and the young Florence absorbed horsemanship and hunting skills along with the genteel accomplishments taught by a series of private schools and tutors. Her grandfather, Professor Thaddeus Lowe, gave her another lasting gift--a fervor for aviation. One of the founders of the California Institute of Technology, he is better known to history as the intrepid balloonist who spied

on the Confederate lines during the Civil War and organized the nation's first military air unit, the balloon corps for Lincoln's Army of the Potomac. The veteran aeronaut took his young granddaughter to see her first air show at the age of nine.

At the age of 18, Florence wed the Reverend C. Rankin Barnes, a prominent Episcopal priest, and settled down to the duties expected of a proper clergyman's wife. In due course their son, William, was born. Not long afterwards, however, the young bride's self-reliant personality asserted itself in dramatic fashion: abandoning church and child in 1928, she disguised herself as a man and signed on as a crewmember aboard a freighter headed for Mexico. Once the ship was safely docked at San Blas with a cargo of bananas and contraband guns, she jumped ship with a renegade sailor and spent four months roaming through the revolution-torn interior. Somewhere along this trek, while riding a donkey, her comrade dubbed her "Pancho" for her fancied resemblance to Don Quixote's faithful companion. She was delighted with her new nickname, and kept it for the rest of her life.

Returning to San Marino later that year, she turned her eyes toward the skies. Pancho bought an OX-5 powered Travelair biplane, hired an irascible but expert instructor, and set out to learn how to fly. Defying her teacher's best efforts to discourage his "dilettante" student, she soloed after only six hours of instruction. The young socialite promptly celebrated this feat by taking a friend aloft and buzzing the field while her passenger wing-walked among the flying wires. From that point onward, aviation became the dominant note in her life.

Scorning the genteel aspects of her upbringing, Pancho took to wearing men's clothes, often oil-stained and disheveled, and to smoke cigars. Her speech, never too delicate at the best of times, became notoriously coarse and salty. Soon tiring of buzzing her husband's dignified church during Sunday morning services, she assembled something called "Pancho Barnes' Mystery Circus of the Air," and went on barnstorming tours with herself as a star performer.

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You never know who you'll meet at Flabob

I was sitting in the Chapter One sales booth on Veterans Day when a pleasant older woman came up and started to chat. She started off our conversation with a stunning statement: "My father designed the Gee Bee. Did you ever hear of the Gee Bee?"

Whoa!! A statement like that will wake me up, every time. I learned her name was Sally Estes, she's 68 years of age, and has lived in San Bernardino since she was 21. Born in New York City, she grew up in Scarsdale, NY, until she was 15, then moved with her family to Ft. Worth, TX. Her father, she said, was named Donald DeLackner. He was not a pilot, she said, but was an aeronautical engineer who worked with the Granville Brothers to design the Gee Bee. Over the years, DeLackner had aeronautical design companies in New

York, Ft. Worth, and in Hesperia, CA. She couldn't remember the name of the companies, with the exception of "Aero Affiliates."

Ever the skeptic, as soon as I arrived home I hit the internet to do a search for this man whose name I never heard. In an online article about the Gee Bee, the author says his great-uncle, Pete Miller, was one of the designers of the plane. He goes on to state, "In addition to Grannie (Granville) and my great-uncle, Don Delackner joined the GeeBee company. They were the Gee Bee R-1, R-2 and subsequent Gee Bee designers. Both Don and Pete were trained in aeronautical sciences; they were truly part of the first class of aeronautical engineers." (<http://www.allstar.fiu.edu/aero/GEEBEER-1-2.htm>).

Interesting. You never know who you'll meet at Flabob!

The "real" Pancho Barnes was quite a character!

(Continued from Page 6)

The young aviatrix burst onto the national aviation scene barely a year after her first solo flight. In August, 1929, she joined nineteen other women in the Women's Air Derby, a transcontinental air race from Santa Monica to Cleveland. for women. This was the first Powder Puff Derby, still being flown today. She got as far as Pecos, Texas before she ran afoul of the casual airfield-management practices of the day, colliding with a truck driving down the runway. Pancho was unhurt, but her broken airplane put her out of the race for that year.

By then, her growing reputation enabled her to sign on with Union Oil Company for a three-year stint of demonstration flights and promotional work in return for sponsorship in many of the air races of the day. She returned to the Powder Puff Derby the following year in a powerful new Travelair Mystery Ship, a low-winged speedster with huge wheel spats which has been called the most beautiful of the great racing airplanes. Blasting across the route at an average speed of 196.19 mph, she took the world's speed record for women away from Amelia Earhart.

Not content with this, she honed her aerobatic skills and set out to become one of Hollywood's favorite stunt pilots. The film capital was no stranger to Pancho; even as a debutante she had slipped away from San Marino to dabble in movie work as a script girl and other jobs. The adventurous aristocrat had even doubled for Louise Fazenda in the horseback scenes in the early Rin Tin Tin movies. Now she became the technical director for Pathe's *The Flying Fool*. Shortly she formed her own company and, with three pilots working for her, encouraged the studios to contract with her for guaranteed work, rather than the hit-or-miss method of hiring their own pilots each day. This marked the beginning of the Associated Motion Picture Pilots

The nation settled ever deeper into the Depression and the fortune which Pancho inherited from her mother began to melt away, hastened by an indecorous conflict within her own family. Still officially married to the hapless churchman, she traded most of her surviving assets in 1935 for a small, quarter-section ranch in the desolate reaches of the western Mojave Desert. There, on the far side of the mountains which had loomed over her San Marino estate, Pancho Barnes took her 12-year-old son and settled down to the unlikely life of a rancher in the High Desert. From the first she had a foreman and crew to raise alfalfa and care for the livestock--hogs, a few head of cattle, and of course horses. She was never without an airplane, and one of the first things she did was to scratch out an airstrip on the desert hardpan.

(Next month: How Pancho became part of Edwards AFB history)

EAA Chapter One's Christmas Party!!

**December 9 at 6:00
In Chapter One's Hangar**

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39 Young Eagles flown in November Rally

The morning started off sunny, warm and calm, with great flying, but the weather report predicted strong winds out of the north by later morning. True to the prediction, strong winds out of the north started and caused several planes to divert to Riverside Municipal, where they could land into the wind. One of these planes was one of our Young Eagle pilots who wisely chose not to risk a gusting cross-wind landing at Flabob. Not wishing to disappoint these young people, one of the pilots suggested we continue flying from RAL, which has a cross-wind runway. With only a few expectant youth left to fly, they were driven to RAL where they completed their flights. By taking off & landing into the wind, they were given some real life examples of short field take offs & landings.

Robert Barton did the ground school/merit badge instruction for the Boy Scouts, and Tiffany Felton did the ground school for the non-scouts. Chris Felton did all the preflight instruction. Brian Blasjo was not there because of a class, but Loretta Lively did all the data entry for the YE certificates. These are only a few of the many who faithfully do all the behind the scenes work that makes this program run so smoothly.

We welcome James Hayes as a new Young Eagle pilot. James flew the Grumman American AA-5A, which he and his partner, Robert Gonzales, own. Robert will fly with us on a future date.

Thanks to all the pilots and ground support people who faithfully help us each month make this program a success. This month, another 39 youth became Young Eagles and left with smiles on their faces

-Wes Blasjo

Pilots who flew:

Allyn Auck	Cessna 172	Dave Cudney	Cherokee
Martin Britton	Stinson 108-1	James Hayes	Gumman American AA-5A
Jerry Cortez	Cessna 150	Ray Stits	Cessna 182
Irvin Craig	Cessna 182		

President-elect Jerry Cortez *(Continued from Page 1)*

he works in information technology (computers).

While living in Fremont, Jerry got bitten by the aviation bug. “At the mall, there were exhibits, and they had this stand advertising glider training. I was intrigued and had to do it,” he said. “I took one lesson and realized that if you wanted to take people and go

anywhere, powered planes were the way to go.” He got his private ticket at Livermore Airport in 1979, and flew “off and on” for the next 20-some years, as family obligations (“braces, weddings, and so forth”) allowed. In 2001, he and wife, Marybeth, had gotten all of their four children on their own and Jerry decided to get back into aviation in a big way—he bought his own airplane. He’s been a fixture at Flabob since 2002.

The highlight of his aviation experiences? “The trip to Oshkosh, of course,” he said. “I was so fortunate to be with such an outstanding group. I had often thought of flying to Oshkosh, but didn’t want to make the trip alone.”

We look forward to working with Jerry to make Chapter One be, as always, number one.

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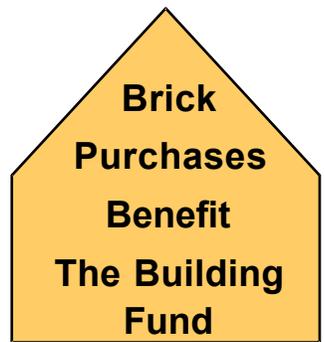
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EAA Chapter One

*No Membership Meeting or
Young Eagles in December!*



EAA Chapter One Christmas Party Dec. 9th

SEE YOU THERE!

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