



The WingNut

The Newsletter of EAA Chapter 1 - Flabob Airport (RIR) - Riverside, CA

Volume 66, Issue 1 - May 2019

THE PREZ SEZ:

First of all, my sincere apologies for the delay in writing to all Chapter 1 members. I'm still working and really spending a lot of time doing things for EAA and for Chapter 1 instead of taking the time to sit down and start writing!

Lots to report since the last Wing Nut... so prepare for a lot of information. There is a lot going on that you need to know about. The Christmas party was a total success! We had over 100 people attend and everyone had a great time. We were lucky enough to have the EAA Young Eagle credits and support of Aircraft Spruce to scholarship 3 youths to Air Academy this summer. Leo Davidson, Anastasia Popov, and Max Davidson were the 3 winners. Unfortunately, or fortunately, for Max, his age group slot for the academy was filled, - so we elected to present a \$1500 Flight Scholarship! All 3 were extremely grateful, and we look forward to their reports upon their return.

We finished the year in a good financial position, and we are doing well keeping the Chapter in good financial standing. I'm very proud of all involved: those on the board, those who volunteer and those who generously donate to the Chapter.

Our Young Eagles program is healthy, but the weather over the past few months hasn't cooperated. I am grateful for all the pilots and volunteers who make this the success it has been and still is, and we encourage all of you to get more involved. We will be changing the way we register Young Eagles, pilots, and volunteers. EAA has provided us a new website to take advantage of, and we're going to do just that. www.youngeaglesday.com is the new site, so please check it out. We plan to have this up and running by July, so stay aware please. We'll announce it in plenty of time and be available to help you with it, but it's pretty easy and self-explanatory.

We have way more activities for you to come and join us in, and we look forward to seeing you at our events. Each month we have at least 3 events: Young Eagles on the 2nd Saturday of each month, the Pancake Breakfast on the 3rd Saturday, and a Chapter Meeting on the 3rd Tuesday starting at 6:30 pm. We heard you loud and clear, and have had and have scheduled some great speakers on a variety of subjects... so there are plenty of reasons and opportunities for you to attend a Chapter event!

I hope to see you soon! Chapter 1 is alive and thriving!

Jim O'Brien - President





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Calendar of Events 2019

May

- 17th Low & Slow Fly-In Begins
- 18th Pancake Breakfast 7:00 AM - 10:AM
EAA Flying Start Program 8:00AM - 12:00PM
(Reservations Required)
Aircraft Display Days
- 19th Low & Slow Fly-In Ends
- 21st Chapter Membership Meeting 6:30PM

June

- 6th Chapter One Board Meeting
- 8th Young Eagles
- 15th Pancake Breakfast 7:00AM - 10:00AM
Poker Run (See Flyer for Details)
- 18th Chapter Membership Meeting 6:30PM

July

- 4th Chapter One Board Meeting on The Green
- 13th Young Eagles
- 16th Chapter Membership Meeting 6:30PM
- 20th Pancake Breakfast 7:00AM - 10:00AM
Aircraft Display Days

August

- 1st Chapter One Board Meeting
- 10th Young Eagles
- 17th Pancake breakfast 7:00AM - 10:00AM
Aircraft Display Days
- 20th Chapter Membership Meeting 6:30PM
- 23rd-25th 5th Annual Sons of Beaches Fly-Out
Oceano Airport L52



EAA Chapter 1 65th Anniversary Party

On January 24th, your chapter was 65 years old! We started the celebration on Friday the 25th with an EAA Leadership Boot Camp, which Chapter 1 was instrumental in starting 4 years ago. More on that later. We set an EAA boot camp record: 66 Chapter leaders attended, coming from all over the west. Banquet tickets sold well, and 125 people attended. It was a semi-formal event, catered by McGrath's Catering of Riverside. EAA was represented by Rick Larson - VP of Programs and Member Services, John Egan - Chapters Dep't Manager, and Kyle Voltz - Chapter Field Rep. We held a silent auction with items donated by various aviation businesses, including Concorde Battery, AeroLEDs, Lightspeed Headsets and more. This auction benefitted the Chapter a lot, and many people went home with some awesome aviation goods at a great price. Thank you to all those sponsors.



I talked too long, I was told, but too bad!!! I had a lot to say about the Chapter and where we are. John Egan talked about all the progress the Chapters Department has made over the past 5 years and about the new programs that have been created. Rick presented a "State of EAA" talk to inform us that EAA is very healthy. Chapter 1 was presented with a granite slate in gratitude of Chapter 1 forging the way to the success of over 900 chapters now in existence. It will be placed in our memorial



"brickyard" this month, so please take the time to read it...it's very special. The crowning jewel of the event was the presentation of the Ray Allen Scholarship. Ray Allen was the donor who funded and built the EAA Air Academy Lodge, where the kids stay when attending. Ray passed a few years ago, but the foundation is still supporting EAA's youth programs. This year, they have committed \$1,000,000 in flying scholarships to be



awarded to qualifying chapters. Qualifying chapters are eligible for up to \$10,000 to be awarded to a qualifying youth recipient. In conjunction with our 65th, EAA elected to kick off the Ray Allen Scholarship program at our banquet. I'm happy to announce that Max Davidson won, has started his flying lessons, and has since soloed on Tuesday, April 30! If you missed the banquet, you missed quite the event. Roberta Phillips and the entire



Chapter 1 Board of Directors did an awesome job of putting this, and the entire weekend together. Each guest went home with an etched glass tumbler sporting the Chapter's 65th Anniversary logo. Should you want a tumbler of your own, we have some extra ones for sale for \$10. Thank you to all who attended, volunteered and who supported this awesome milestone event in Chapter 1's history,



Flying Start Program - May 18th

We are hosting our 4th Flying Start event. I'm proud for the Chapter and personally since this idea of mine came back to fruition and success. Back in the 90's, EAA launched the Flying Start program, but it failed because it wasn't supported very well. Not knowing anything like this was tried before, the board and I floated the idea of bringing interested prospective aviators to a friendly place inside of the airport, to debunk the myth that airports are inherently unwelcoming. In September of 2017, we hosted the first one at the Riverside Airport, with the intent of sharing the aviation spirit there. They were very cooperative and opened their doors to us. We had 20 attend, and am happy to report that we have created many student pilots as a result. My most proud attendee is a young man named Graham Robertson. He was the first person to sign up for the event, and was the most excited to be there! He is now attending Mt San Antonio College majoring in Commercial Aviation, and plans to finish his Bachelor's at So. Illinois University. He works part-time and spends everything he makes on flying lessons. When you see Graham, welcome him to the "club", because he soloed 2 weeks ago, at this writing. On May 18, in conjunction with the Low and Slow Fly-In and the Chapter 1 Pancake Breakfast, the Flying Start Event begins at 8:00am. Should you be curious, members are invited to the pancake breakfast and welcome to sit-in on the presentation. We will be asking for pilots to attend and take these interested folks on an Eagle Flight...and to volunteer to mentor them along the way, if they both wish. May is EAA's National Flying Start Month, and has 60+ chapters hosting... so clearly, this is a good thing and the start of a new and successful program.

Jim OBrien

Ray Allen Scholarship Recipient



Earlier I talked about this scholarship and of Max Davidson. I want you to know Max a little better and why we selected Max in the first place. Max has been involved with the CAP squadron on Flabob for as long as I've been Chapter 1 President. First meeting Max at our Young Eagles rallies, Max was always the first to arrive and the last to leave. Once Max knew the system and set up, we turned him loose, and at every YE rally, everything is always done and set up without any fanfare. Max has earned all the promotions available to a young CAP cadet, and is the highest ranking squadron member. Although a little shy, he has taken to flying like a baby bird. He soloed late April, and lost his ceremonial shirt back! Max has almost 20 hours learning in a Cessna 150 and being instructed by Ralph Braun... who was coincidentally my flight instructor way back in 1988. Max is in very experienced and capable hands, that's for sure. So, when at a Chapter event... look Max up... he's certainly worth it.

Jim OBrien

Membership Meeting Speakers

We are always on the hunt for good speakers on a variety of aviation subjects that would be of interest to YOU! If you have suggestions, we would welcome all of those, as well as names and contact info, should you have someone specific or have any advice on what you'd want to hear. Please let a board member know and we'll do our best to get them on the chapter meeting calendar. Each board member can be found and contacted on the chapter's website...

www.eaach1.org



Zenith 750 Cruiser Kit Donation

Please excuse the duplication of words, but the Chapter is about to open a new chapter in our history! Chapter 1 has received the generous donation of an entire airplane project, less engine and instruments. Loren Gallagher, a new, energetic and willing chapter volunteer facilitated this donation. Valued at or around \$30k, we have something to



sink our teeth, energy, and talents into! The Chapter was once full of individual builders but never has the Chapter built something together. It took 65 years, but we're finally there. A man by the name of Chris Houser is our generous donor. Chris loved his project and thoroughly enjoyed starting it, but sadly, from diagnosis to his passing was only 23 days. Incredibly sad. Just prior to his passing, a few of us volunteers went to the Hemet Airport and brought the project home. Chris wanted Chapter 1 to have the project all along after his diagnosis. Loren Gallagher was our instrument in making this happen. And Chapter 1 will be eternally grateful to Chris Houser and his lovely wife for this extremely generous donation to us. The project is safely stored in Brian Duffield's trailer, but the preliminary plan is for us to establish a workspace in the hangar in front of Hangar 16A, Charlie Weber's old hangar, where we house the Stits Playboy we use for demos for Young Eagles. There is room enough to do the fuselage or one wing at a time. As the project progresses, we'll do what we need, to ensure we have the facility to complete it. This is a monumental step, as well as a monumental opportunity for the Chapter. We have several A/P's who have responded to our request to get the project started. We have some members who I know will be interested and the hope is that we can now attract young people and new adult members who are

interested in a project like this. As you read this, I ask that you contact me directly with your interest, and then I can soon schedule a date and time to have a meeting on how this can proceed. I'm wide open to someone stepping forward to head this up for a term or through finish-, but let's do first things first...and gather the troops. There are many ideas and approaches to accomplish this project, and the more involved, the better. I can be reached at 951-847-5600 or email me at redwhitechamp@me.com with your interest. Again, this is a great opportunity for the Chapter, members and future members to share our aviation interests. I can't tell you how excited I am for the Chapter having this awesome project opportunity.

Jim OBrien



Zenith CH750 Cruiser. Image Copyright Zenith Aircraft Co.

New Chapter Picnic Tables

Well.... the picnic tables that our chapter forefathers built have lasted 20+ years, but some of them have suffered the pains and injuries of old age. Wanting tables and benches that were safe and secure, we partnered with Flabob Airport and bought 10 new tables. These aren't your run of the mill picnic tables... they are of the same quality and construction that you'd see at your local park. Dave Cheney headed this project up and presented the board with no less than 10 options, and I am sure we made the right call. When you come for the Pancake Breakfast, you'll see for yourself firsthand that these are tables that the Chapter and Flabobians will enjoy for many years to come! Great job DAVE!

- Jim O'Brien



Gone West... Michael Clearman

It is with a heavy heart that I tell you about the loss of a dear friend, EAA supporter, and a Chapter 1 Young Eagles Pilot, Mike Clearman.

Mike was in a motorcycle accident in late April around the Scottsdale AZ area. Evidently he lost control and hit a guardrail. First report on that day was that Mike was unconscious and had brain stem damage. Mike never regained consciousness, and died on May 9, 2019.

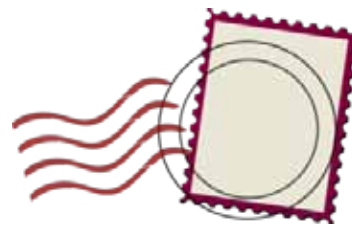
Mike has been a friend of Chapter 1 long before I became involved 8 years ago. He was a reliable and staunch supporter of the Young Eagles Program, and flew with us every chance he got. He contributed much to the chapter, flying kids one at a time in his beautiful white and black Marquart Charger. Mike was also building an RV... and I believe it was either an RV-6 or an RV-7, unsure. Along with supporting us at every Chapter 1 event, he was also the President of EAA Chapter 448 at Cable Airport in Upland, and was the sole spark-plug in getting them active again and back on the map. Mike had big presence and you always knew he was around. Our thoughts and prayers are with his family and friends, and all of us at Chapter 1 wish Mike 'Heavenly Blue Skies and God's Tailwinds forever.' He'll surely be missed by all, because the void he leaves us with will be incredibly obvious not having his huge personality and sense of humor to love and enjoy.

God Bless you Mike.

- Jim



Chapter 1 Mailbox



My name is Doug Happ and I am hoping some of your members may know the history of this little homebuilt. I am searching for the builder (maybe the late Ken Rand) and a chain of ownership. I acquired the airplane from Bruce Orriss and he acquired it from David Bieber, who can't remember the name of the person he bought it from. He remembers he bought it at Brown field with some other non flying airplanes. That's all I know.

I have attached a picture for your newsletter.

Thanks for your time and here is hoping that someone will know,

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A Very Special Young Eagle Flight

By David Cheney

EAA Chapter One Young Eagle Pilot

It was a beautiful day to fly! The air was cool and crisp, the sky was spectacularly clear with a high, thin overcast, and there was not a bump to be found in flight! It was the kind of November morning pilots dream about, and here we all were, assembled to support and fly approximately 50 extremely excited kids between the ages of 8 and 17 at the monthly EAA Chapter One Young Eagle event at Flabob Airport.

With ten pilots available, and plenty of volunteers ready to help, the event was going very smoothly. We started our flights early, and by about 1130 the majority of kids had been flown and the lineup of kids waiting for flights on the park benches had dwindled to just a few. I had just completed a flight, and was escorting my latest newly crowned Young Eagle back to his waiting parents, when I was approached by one of the adult chaperones with a request to fly a fourteen year old girl who he said was very afraid to fly.

"Of course", was my reply! Over the years I have flown quite a few kids with a fear of climbing into an airplane, and the experience has always been a positive one for both me and the kids I have flown. I believe all Young Eagles should at least have the opportunity to take the controls and fly the airplane, and in all my years of flying in the Young Eagle Program, I've never had a kid not take the controls for at least a few minutes in flight. "This one is special" said the chaperone. "She has been crying on and off since she finished ground school, yet she still is expressing an interest in at least attempting to go for an airplane ride."

As the two of us approached the bench where the girl was waiting, I could see the dampness in her eyes and the pink tone of her cheeks. Yet she appeared to be composed and in control of her emotions. However, as soon as I was introduced as the pilot for her flight, she broke down into heavy crying and sobbing. I sat down next to her and spoke softly, reassuring her that everything would be ok since she was in complete control of whether she participated or not, and then I asked her if going for a flight was something she really wanted to do?

The strength of her resolution to fly surprised me, even as her voice struggled to cut through her emotional tears. She told me that although she was terrified of heights and at the thought of flying, participating as

a Young Eagle was something she simply had to do. She said she would be too embarrassed to face her mother if she didn't at least attempt to conquer these fears.

Once she had regained her composure, we approached my plane and I assisted her with climbing into it and with securing her seatbelt and shoulder harness. As she settled in and became somewhat comfortable, she reminded me, for what was probably the fifth or sixth time that "this will be an airplane ride only! I DO NOT even want to touch the controls!!" "No problem," I said, as I settled in and then started the engine. "I promise you this will be a nice, gentle flight, and you are the boss regarding what you choose to do or not do while we are in the air!"

For fourteen she was tall. Tall enough that I could see her feet could reach the rudder pedals and that she could reasonably see out of the windscreen while we taxied on the ramp. This is not always easy to accomplish in a big tail dragger like a Cessna 180, even some adults struggle to reach the controls. I could also see that she was starting to calm down a bit so I gently convinced her to put her feet on the pedals so she could feel and see how an airplane turns on the ground. She seemed to enjoy this and for a moment forget her fears. However, as soon as we reached the end of the taxiway and prepared for take-off, the fear in her face returned, her body tensed, and with a crack in her voice she defiantly exclaimed in no uncertain terms that her time of doing anything other than being a passenger was over!

The take-off, climb-out away from the airport, and level-off in cruise flight went well. My Young Eagle, although tense and quiet, seemed to have her emotions mostly in check, but occasionally I could see a tear or two well up in her eyes. Thankfully, the air remained very calm with no wind or updrafts to spoil the smoothness of the flight. So it was at this point of leveling off that I took a risk and asked her to place her hands lightly on the control wheel and her feet lightly on the rudder pedals. I reassured her that I would be the one flying the plane while she would only be feeling the control inputs necessary to keep the plane level or to change the direction of flight. Surprisingly, after a long, concerned look in my direction, my Young Eagle complied with my request, and placed her hands and feet on the controls without any further objection.

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As we headed east away from the airport, I demonstrated to my new copilot how to use the control wheel to bank the plane left and right, how to pitch the plane gently up and down, and then by using our feet, how to yaw the plane from side to side. Once we completed these maneuvers, I showed her how to make coordinated turns through the use of all the controls, and then after making a turn, how we return the aircraft to straight and level flight.

As the flight continued, I slowly and continuously relaxed my touch on the control wheel until I had reached the point of completely letting go without her realizing it. Yet I never stopped coaching her over the intercom or reassuring her of how well she was doing. She was an amazing pilot, a real natural! She had a nice light touch on the controls with a good “feel” of what she needed to do to control the plane through all phases of flight. And then, without her knowledge, I slowly eased my seat backwards until I was at a point of about a three quarter seat length behind her. It was then that I pulled her cell phone out of my seat pocket and used it to video her while she flew the plane. You see, as with all Young Eagles I fly, I asked her if I could hold her phone while she climbed aboard the plane, and then I slid it into my seat pocket for safe keeping. As in previous flights, it turned out to be an excellent decision!

For the next five to six minutes, I recorded her flying the aircraft as we banked around the foothills bordering Box Springs Mountain and the surrounding terrain. Everything was captured: The movement of her hands on the controls; the intense focus of her eyes on the terrain outside of the aircraft; and the movement of the tops of the foothills outside the windscreen as we flew along the ridge tops. With minimal coaching from me, she instinctively knew what controls to manipulate to maintain the desired path of flight. As the flight progressed, it was apparent she was becoming more and more comfortable within the cockpit. It was at this point that I asked her softly over the intercom if she knew she was flying the plane on her own. To which she answered silently with a headshake in the affirmative motion, never taking her eyes off the horizon in front of us. And then I asked her to turn and to look at me. When she did she saw me holding the phone in the camera position. What remained of her tense demeanor slowly disappeared, and her face broke into a huge smile! She lingered there for a moment while she smiled at me, and then of course I said to her, in a rather demonstrative and comical tone, “why the heck are you staring at me,

you’re flying the plane, you should be focusing your attention out the windscreen!!” And then we laughed over the intercom for the next few moments as the irony of the whole situation began to settle in.

The rest of the flight went uneventful. My Young Eagle flew the plane back to the airspace surrounding Flabob and then I took the controls to fly the pattern and to make the landing; all the while focusing on as smooth a touchdown and roll-out as possible. As we taxied back to the event staging area, I could see her mom anxiously awaiting our arrival as she strained against the rope barrier between the park area and the taxiway. Mom could no longer contain herself after I had safely secured the plane and opened the passenger door, so she ran out to the plane with a chaperone in tow to check on the well-being of her daughter! Without a word, the question expressed by the look on mom’s worried face of “well?” was enthusiastically answered by her daughter’s trembling voice with “mom, I not only rode in the plane, but I also took the controls and flew it!!” Rightfully doubting her daughter’s response, mom looked at me and said “no way!” To which I replied, “oh yes, and I have the flight recorded on her phone to prove it!” And then both mom and daughter let out a scream of total surprise and delight, and then bear hugged each other in a joyous tear filled embrace. Priceless!!

As Young Eagle Pilots, and EAA Chapter members, we tend to focus much of our attention on the kids who aspire to pursue aviation; either in one of the many career fields that aviation has to offer, or with an interest in learning to fly and becoming a recreational pilot. And rightfully so! EAA Chapter One has had many success stories with kids who were initially introduced to aviation by participating in a Young Eagle event, and then with the help of fostering and mentoring, have gone on to become chapter members, volunteers at chapter events, and have competed for aviation scholarships or for the opportunity to attend EAA’s Air Academy in Oshkosh, Wisconsin. Since the inception of the EAA Young Eagle program in 1992, Chapter One has had more than a few of these Young Eagle pilots who have gone on to complete flight training, obtain their pilot’s license, and then return to “pay it forward” by flying kids at a Chapter One Young Eagle rally. EAA and Chapter One have both seen tremendous success with the Young Eagle Program!

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However, for many of our kids, the opportunity to fly as a Young Eagle represents the thrill of a lifetime that may never be repeated. For some, the closest they will ever be to an aircraft other than their Young Eagle flight, is when one passes over their home or school. For others, spending a happy and joy filled day surrounded by friends, family, and supportive Young Eagle pilots and Chapter members, shows them the caring side of those only wanting the best for them as they grow, mature, and experience the world around them. Sometimes, a Young Eagle event is a bright spot in an otherwise challenging and difficult life. And in the case of my Young Eagle, this very special flight gave one child the opportunity to overcome what could have been the greatest obstacle she may ever face. This very brave girl not only arrived to the airport that November day with an unwavering resolve to conquer her deep fear of flying, but she courageously took the controls of the plane and flew it with the confidence to succeed! She may never take flight in a small aircraft again, but what an awesome story she has to share with her grandkids some day! And the best part about it; she has the video to prove it!

Young Eagles Update Saturday, April 13th 2019



There were 40 youth flown Saturday and to date 283 have been flown. We had 11 pilots and aircraft. Most pilots flew one Young Eagle at a time so that most had a chance to “fly the airplane”. Also, there were three 18+ youth which were flown. The CAP Cadets were a great help managing the crowd and doing escort duty.

The pilots present were: Mike Clearman, Brian Duffield, Ryan Goebel, Ray Heyman, Austin Jones, Eddie Kolb, Gregg Landolt, Jim Meeker, Jimmy O'Brien, Jacob Palmer, and Loreen Wynja.

Eddie Kolb did the Boy Scout merit badge presentation and certification for scout troop members. Eddie has informed Chapter 1 that he now has the opportunity to work on Saturdays and will not be able to assist our Boy Scout troops in Merit Badge instructions.

We are looking for a qualified Boy Scout leader available on one Saturday a month to assist the chapter in the aviation merit badge certification.

- Jan Buttermore

Sale and Certification of 121.5 MHz ELTs Prohibited

By Kate O'Connor - AvWebFlash

The Federal Communications Commission (FCC) issued a rule prohibiting the certification, manufacture, importation and sale of Emergency Locator Transmitters (ELTs) that operate only on 121.5 MHz last week. Similar rulemaking was issued in 2010, but at the request of the FAA and the Aircraft Owners and Pilots Association (AOPA), the Commission stayed the amendment prohibiting 121.5 MHz ELTs.

The new rule lifts the stay on prohibiting certification, manufacture, importation and sale of 121.5 MHz-only ELTs, but does allow for the continued operation of existing units. Certification of new 121.5 MHz ELTs is prohibited effective Jan. 11, 2019. The prohibition of manufacture, importation and sales will go into effect after a six-month transition period.

“This will accelerate the transition to 406 MHz ELTs and, as a consequence, enhance the ability of search and rescue personnel to locate and bring aid to the victims of plane crashes and provide safety benefits to search and rescue personnel as well as pilots and passengers,” the Commission said. “The record demonstrates that 121.5 MHz ELTs were clearly inferior to 406 MHz ELTs due to interference and other concerns even prior to the termination of satellite monitoring of 121.5 MHz, and that the advantages of 406 MHz ELTs have increased since then.”

The international Cospas-Sarsat search-and-rescue program stopped monitoring 121.5 MHz in 2009 due to reliability and false alert concerns. Along with other Cospas-Sarsat participants, the National Oceanic and Atmospheric Administration, U.S. Coast Guard, U.S. Air Force and NASA have been advising users to switch to 406 MHz ELT units for nearly a decade. The FCC also noted that the cost of 406 MHz ELTs had dropped to the point where “[it] does not appear that removing 121.5 MHz ELTs from the marketplace will impose significant costs on users in terms of a future price differential between 406 MHz ELTs and 121.5 MHz ELTs.”



Subscriber question:

“When I was a student pilot, I spent a lot of time in the practice area doing steep turns and slow flight with my instructor. Are these good exercises to help maintain stick and rudder skills?” - Sal S.

Tom:

“By stick and rudder skills, we generally mean maintaining good rudder coordination. Why is rudder coordination important? Coordinated flight reduces drag for maximum performance. But the most important reason to keep the slip/skid ball centered is to keep the angle of attack equal on both wings, so that if one wing stalls the other wing stalls at the same time. A stall in uncoordinated flight means one wing will stall while the other wing is generating significant lift. The airplane will snap over and enter a spin.

When do you need to work the hardest at rudder coordination? At high angles of attack, and when the airplane is under greater than one G load. Practicing maneuvers involving these conditions are the best rudder coordination exercises.

Flight at minimum controllable airspeed, or slow flight, is an excellent exercise for improving rudder coordination. As the airplane slows in level flight the wing's angle of attack increases. The volume of air blowing past the rudder decreases, meaning you need more and more rudder to maintain coordinated flight. With slow flight practice, you'll develop a sense for increasing and decreasing rudder pressure as you sense the wing's angle of attack change.

Increased G loading increases the wing's angle of attack, requiring an increase in rudder to keep it coordinated. The most common way to practice flight at greater than one G is to fly steep turns at a constant altitude. A 45-degree steep bank in level flight results in about 1.4 Gs. A 60-degree level bank generates 2 Gs. Maintaining good rudder coordination in steep turns is an excellent practice for instinctively changing rudder input as G-load changes.

There are times when you do not want to keep the slip/skid ball centered. Steep slips and crosswind landings come to mind. But by practicing slow flight and steep turns, you'll develop an ability to maintain coordinated flight in high angles of attack and increased G load conditions.”

The Issue:

Over the last several months, AOPA has received numerous complaints of IFR flights not receiving a timely handoff from the terminal radar approach control (tracon) or air route traffic control center (ARTCC) controller to the air traffic control tower. The late handoffs have caused confusion within towers, have increased pilot workload in a critical phase of flight, and can result in potential traffic conflicts. Areas such as Frederick, MD (KFDK), where the control tower does not have radar for traffic awareness appear to be more at risk of late handoffs. Pilots on approach into KFDK should receive a handoff at least seven miles out. But because KFDK lacks radar, the tower cannot monitor inbound traffic and contact the tracon for a handoff if there's been a delay—a common practice at radar equipped facilities.

Pilots on approach into a towered airport should receive a handoff normally between five and 10 miles from the airport. Pilots should query the controller if a handoff is not provided in a timely manner to ensure there is adequate time for sequencing flights into the airport pattern by the tower controller. Pilots are also responsible for executing the frequency change in a timely manner.

What You Should Know And Do:

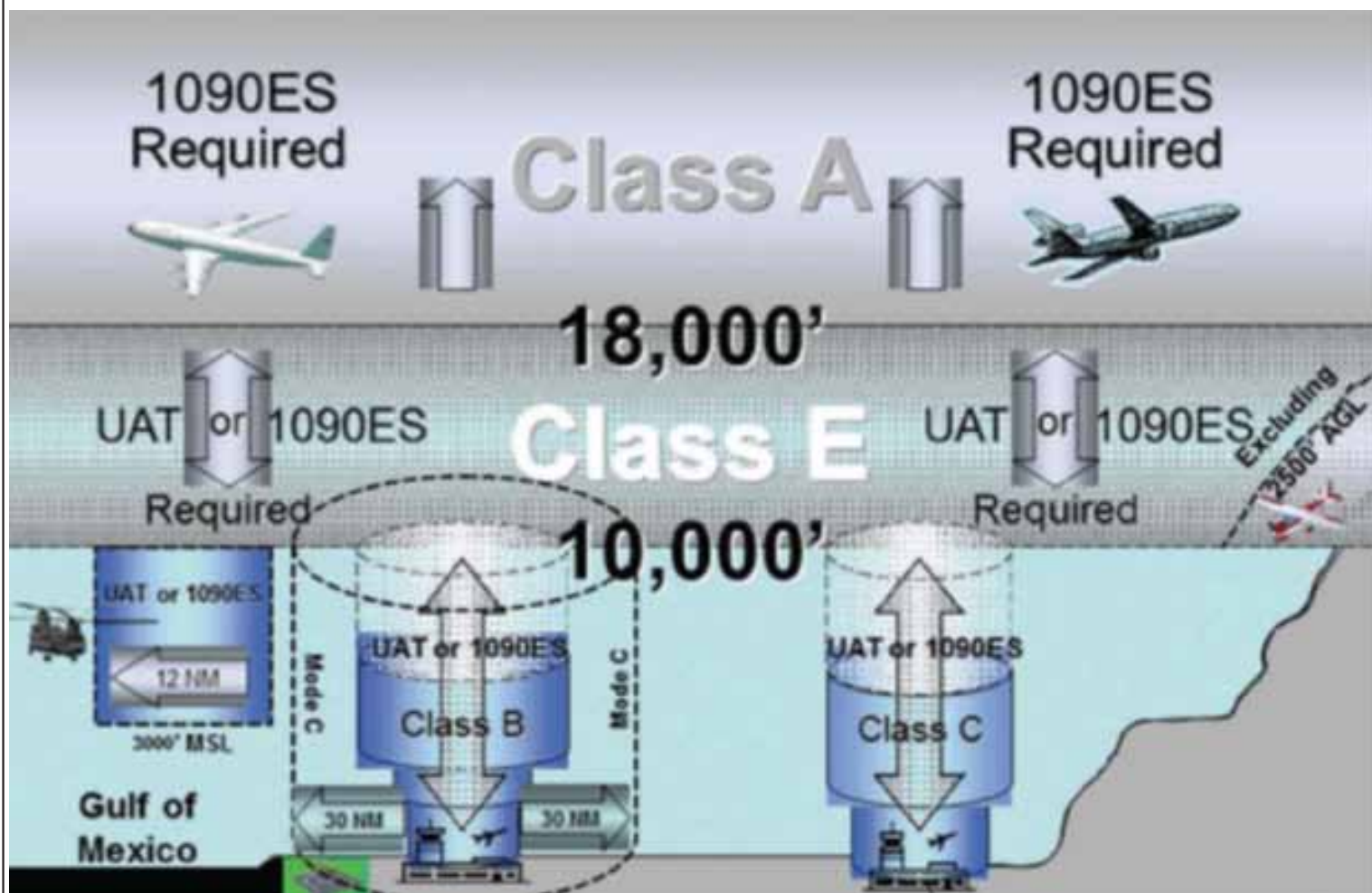
IFR pilots, be aware that the handoff distance varies by air traffic facility and that handoffs may be coordinated to occur at varying times under different conditions. Consider querying the tracon or ARTCC controller as much as 10 miles—and no later than five miles—out from the airport if you have not been advised to contact the tower. When issued the new frequency, check in with the tower controller in a timely manner. If the tower controller was not advised by tracon of your arrival, you may need to work with the controller on sequencing, but never at the expense of flight safety. Use pilot-in-command authority as necessary to ensure safe operations in this critical phase of flight.

VFR pilots who receive flight following service should be aware that the tracon or ARTCC is not required to provide the handoff. It is the pilot's responsibility to make radio contact with the tower before entering Class D airspace, whether landing at the airport or transiting the airspace.



ADS-B Information Graphic

From January/February 2019 FAA Safety Briefing



Starting January 1, 2020, you must be equipped with ADS-B Out to fly in most controlled airspace:

- - A All.
- - B Generally, from surface to 10,000ft mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C veil up to 10,000 feet MSL (i.e.- SEA, CLE, PHX)
- - C Generally, from surface up to 4,000ft MSL including the airspace above the lateral boundary up to 10,000ft MSL
- - E Above 10,000ft MSL over the 48 states and DC, excluding airspace at and below 2,500ft AGL Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nm of the coastline of the United States
- - Airspace within 30 nautical miles (Mode C veil) at all Class B locations from the surface up to 10,000 feet MSL





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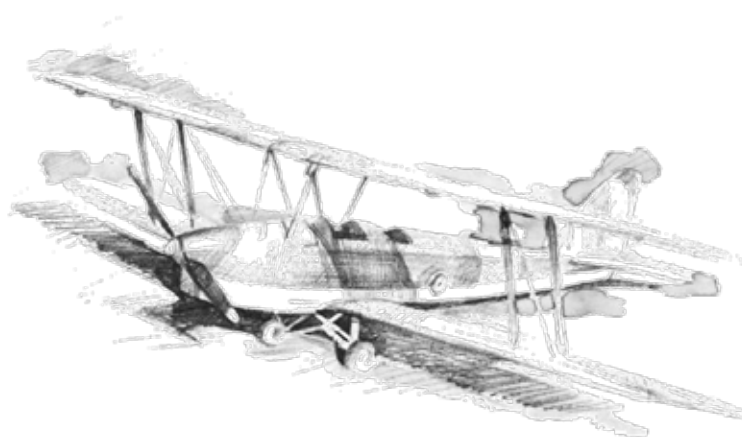
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