

The WingNut



EAA Chapter 1 Flabob Airport (RIR) Riverside, CA

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We Make Flying Fun!

September 2017

ATC PRIVATIZATION: I DON'T THINK SO!

Editorial By Jim O'Brien - Chapter 1 President

If you've been reading your Sport Aviation magazine over the past year, you have read about EAA's Government Advocacy Department's involvement and concerns about HR 2997, Congress's measure to privatize our air traffic control system. As you will read in the letter I received from our Congressman, Mark Takano, he has yet to state his position, saying that he is anxious to hear the debate if and when this reaches the floor (see page 22). This does not make me happy in the least. We have the most efficient, most effective and the safest air traffic control system in the world, bar none. Does the system need an upgrade???... that's even debatable. BUT... to have congressional approval to privatize this would be a similar move to an outcome like the Fannie Mae/Freddie Mac debacle of only a few years back. What this is really, to quote Jack Pelton, EAA's President and CEO, is "a solution searching for a problem."

Although a lot of past history tells us that less government control is better, it's definitely NOT the case here... taking oversight and control of our airspace away from the FAA and into private hands would not be good. Takano states that this action would be paid for by the airlines and private aircraft fees! We already pay these fees, (and healthy ones to boot!) in the form of taxes included in every gallon of avgas that we buy. To relinquish our free airspace to the airlines would be a burden to everyone. For the countries who already have something similar in place, it's simply not working, and at the same time it's killing general aviation there, including England, France, Switzerland, Germany, and even Canada to a large extent. To let someone or some companies (Airlines in particular) control and carry a big stick to have priority influence over our free skies would make flying for us all difficult and even more expensive with additional taxes in the form of fees. Don't think that the avgas tax already in place will go away either.

I'm personally encouraging all of you in his district to CALL Mr. Takano and express your opinion and insistence that as his constituent, he vote AGAINST HR2997. IF you live outside of the local Chapter 1 area, please contact YOUR representative and state your insistence against this measure. It's VERY IMPORTANT that you take 2 minutes and make the telephone call, because personal calls have a much higher value than a 'canned' email. Your vote IS IMPORTANT!!! A personal letter carries the most weight, if you have the time and inclination to do so. However, it's an easy phone call to his or your local representative in their Washington DC offices. If you do nothing else this year to better the aviation community, please make that phone call. This is a critical measure, and the future of General Aviation is in the wings of serious degradation. Your support is appreciated by all of us. Please don't count on someone else doing what you can do to help.

Check out what EAA itself has to say about HR2997. Go to EAA Government Advocacy tab and search Top Issues.... ATC Privatization. Complete link below.

https://www.eaa.org/en/ea/aviation-advocacy-and-safety/aviation_advocacy/top-aviationissues/atc-privatization

Clearly, I'm passionate about keeping our skies open and free to us general aviators. To have this freedom taken away from us would be a big nail in the coffin this measure brings to us all.

Please email me with any questions, comments or criticism at RedWhiteChamp@me.com

Jim OBrien
EAA Lifetime #618682
EAA Chapter 1 President
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Calendar of Events

September

16th Pancake Breakfast & Aircraft Display Day
23rd EAA Flying Start / Eagles Rally (KRAL)

October

5th Chapter Board Meeting
7th Aircraft Spruce Customer Appreciation Day
(Aircraft Spruce - Corona CA)
14th Young Eagles Rally and Chapter Meeting
21st Pancake Breakfast & Aircraft Display Day

November

2nd Chapter Board Meeting
4th Young Eagles Rally and Chapter Meeting*
(*note date change from usual)
11th Flabob Veterans Day Celebration &
Chapter 1 Pancake Breakfast
25th Chapter 1 and ABC7 Spark of Love Toy Drive
Fly-In to "Stuff the DC-3"

December

2nd Chapter 1 Christmas Party
Hangar 16A, 6:01 pm



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The Prez Sez...

By Jim O'Brien - EAA Chapter 1 President



It's been a great summer for me personally, and many of us at Chapter 1 as well! I've been writing the articles for this month's WingNut as best I can, as the month of August rolled on. There's a lot of important information this month, so I hope you take the time to read and to take the action I'm asking.

Airventure was absolutely amazing... as it always is. Every year, I wonder how EAA is going to make AirVenture better than last year, and somehow, they manage to do just that! With the Apollo astronauts, Blue Angels, Doolittle Raid 75th anniversary with 25 B-25's, 80th year of the Piper Cub, 2 B-29's flying formation... it was that fantastic and more.

We honored several Chapter 1 members this year with permanent markers: Wes Blasjo, Bud Bell, Andy Anderson, and of course Tom Wathen. We had 15 in our camp spot in Camp Scholler. All were Chapter 1 members, although not all of us camping were from

SoCal. Jimmy O'Brien, Brian and Susan Duffield, Brandon Knight, Ron Hull and I were Chapter 1 locals. My daughter and grandkids were there, along with my friend from Philadelphia, Dave Brown. My nephew and his girl and daughter joined us as well as his boss and new airplane owner John O'Keefe. Can't even tell you how much fun it is. You'll have to join us next year and find out for yourself!

Earlier this year, EAA submitted a survey to all of the members who provided email addresses. Chapter 1 had 65 responses...one of the most returns of all the chapters. The board and I reviewed the responses, and I'm reporting that although many of the results were positive, there were some negative responses. There are some things that you would like us to do, and we'd be happy to do them, but we would need more participation from the general membership to do so,- such as build or restore an airplane. One of the items most criticized was that the chapter needs more activities. Well, you've spoken and we've listened. If you've been paying attention, we have something going on every month starting in July, above and beyond our regular Young Eagles rallies. In September, we have Young Eagles, a pancake breakfast and an Eagles Event at Riverside Airport on consecutive weekends. October brings Young Eagles and pancakes... but in November, we have Young Eagles, a pancake breakfast, and a fly in scheduled for our Spark of Love Toy Drive to stuff our DC-3. We had a blast making a pancake breakfast for the DC-3 Fly In in May, and will also man the cook tent for pancake breakfast again at the Flabob Veterans' Day Celebration Nov. 11th. If you want to have some fun, come join us and help us prepare and serve. It's a great way to help the Chapter. The Christmas party is scheduled for December 2nd, in the big HANGAR... 16A... at 6:01 PM... standard starting time. So, for those of you who wanted more activities, we've done our best to accommodate you. We just returned last weekend from the 3rd annual Chapter 1 Fly-out, named "Sons of Beaches", to the Oceano Airport, L52. There were 20 of us who made the trip, and it was a tremendous success. The food and the fellowship were nothing short of awesome and it was a very welcome change from the 100 degree heat of the Inland Empire to spend 3 days 100 yards from the beach, where needed to wear sweatshirts! Upon departure... about 5 miles inland, it was like flying from heaven straight into hell... literally! There's hardly anything bad about spending time with old friends, and making new friends, where airplanes and their adventures are the subjects around the nighttime campfire!

(Continued on Page 4)



(Prez Sez... Continued)

Another Chapter 1 event. So... please note that your chapter is really shaking things up creating new and improved events, but we still need more help to make it all more valuable, bigger, and better. Come... you'll see.

Please read through the reports from our first 2 EAA Air Academy attendees, as well as hear all about the scholarship success for a Light Sport Pilot License from Eddie Kolb. We were excited to get these, as for the first time in Chapter 1's history, we've done something for 3 young people that were life-changing events.

We will be sending out election ballots soon, as some of the members of the board are up for re-election, and to date, everyone still wants to help. These fine people are making leadership relatively easy for me, and together are making the chapter even more viable. We've increased membership, and are working on affiliations where EAA and Chapter 1 are going to get more community publicity. If they don't know, they can't join us... so we're excited to have that extra exposure. Please join us on October 14th for our monthly Chapter meeting... and Young Eagles Rally. We always have a blast, and it's an awesome time to come and see for yourself your chapter in action. The enthusiasm is contagious, so be prepared!!!



Update on Clubhouse and EAA Chapter 1 Areas at Flabob by Jim O'Brien - Chapter 1 President

As I wrote a few months ago, our trusted EAA Chapter 1 Clubhouse has seen better days, to say the least. It's heavily infested with termites, as many of the older buildings made with wood at Flabob are. So, we have taken this issue seriously, and are making alternative plans so the Chapter can continue with the activities we do and still have a great place and accommodations to have them.

The clubhouse, at some point in the future, will need to be torn down. I know this comes as sad news to many of you who put time and plenty of sweat equity into making it the great building it was. But, again, the termites have won the war. We are going to take occupancy of Charlie Weber's old hangar... the one in front of the BIG hangar 16A.

We will keep the newly assembled Stits Playboy that was donated in there, as well as all of our other supplies and Chapter 1 belongings. We are not going to move out of the chapter's club house until absolutely necessary, but at some point in the future, it's going to have to happen.

Flabob plans to build a new hangar where the clubhouse is, along with the area where the hangars were that burned down. The board has discussed buying a Tuff-Shed to get us through until the new hangar is in place, after which we would be given the end section to use. This planned section for Chapter 1 is slated to be 15' x 60', which is plenty of space for everything in the clubhouse and more.

(Continued on Page 5)

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(Clubhouse Update...continued)

We are looking at having a contractor come and help us clear the area at Charlie's old hangar to remove the plants around it and to landscape the grass area in front. Plans for a concrete slab, trees, and a new pavilion are also in discussions, - and please know that your board is VERY aware of maintaining good stewardship of the Chapter's assets and money. We have a lot of connections, and we're going to be using them to get the best for the least.

We will advise you... as we want to have a tree donation... to make the area that's blank into a similar shaded patio area that we've been enjoying. But, in the meantime, please feel free to come and enjoy the old clubhouse, patio, and trees while they remain ours. We'll keep you all posted on the progress, changes and advancements.





lanisavage@gmail.com (909) 363-5567

Chapter 1 Hosts 1st Eagles Event

by Jim O'Brien - Chapter 1 President

September 23rd is the date for the 1st Chapter 1 Eagles Event to be hosted at Riverside Airport. The event starts at 8 AM, and we are limiting it to 20 Eagles. Registration is required, and it's filling up FAST! Please contact me or Roberta Phillips at 951-847-5600 and 951-847-5474 respectively.

We elected to have this event at Riverside Airport, (RAL) for several reasons. The primary reason is that Riverside is very close and many of our Chapter pilots hangar there. Also, because of it being in Riverside as opposed to Jurupa Valley, we thought we could get the attention of the City of Riverside's social network page as well as the attention of the Press Enterprise... and as of now, we were right... we have all that and more.

The Eagles Event will be in the airport's terminal, in a classroom atmosphere. It's going to be similar to a Young Eagle's event, but much more involved, where we're going to talk all aspects of the aviation industry, as well as discussing flight schools, instructors, and all things 'learning to fly.'

I asked EAA to put our flyer on their monthly E-Blast, and it caught the interest of many back in OSH. Since then, we have agreed to be the 'beta' test site for the reinvigoration of their earlier "Flying Start." EAA has this format and information to accompany the Eagle's program, where a formal presentation incorporates lots of information for people who don't know anything about 'how to get started.' I think its going to be a great day for the attendees, the volunteers, EAA and Chapter 1 collectively having all of these assets and support documentation available.

(Continued next page)



(Eagles, continued from previous page)

TO ALL THE YOUNG EAGLE AND EAGLE PILOTS..... Please stay for the EAA Chapter 1 meeting after the Young Eagle's Rally on Sept. 9. At this time, I will be going over the Eagles brochure and information that each attendee is going to receive. There's a lot of information in it, and I highly recommend that you familiarize yourself with it before the meeting, as we're pretty serious about getting these folks 'hooked on aviation' while we have them. We want to go over the key pieces of information in it, and to make sure that everyone understands their role... both Eagle mentor and student. PLEASE STAY. I can't say it's mandatory, but the board, me and Roberta in particular, are putting a lot of hours getting this all set up, and we want you to help us to make it as successful as possible. Thank you.

If you know someone who might benefit from signing up, have them do so soon, as I said earlier... spots are filling up fast.

Please feel free to copy and print the flyer in the newsletter, or email me for a .pdf file.

Looking forward to having you there!!!

Jim OBrien
EAA Lifetime #618682
EAA Chapter 1 President

Roberta Phillips
EAA Lifetime #1130566
EAA Chapter 1 Young Eagles/Eagles Coordinator



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Introducing The VMC Club

by Jim O'Brien - Chapter 1 President

As your Chapter 1 President, continuously looking for ways to bring members back to the chapter, and to recruit new EAA and Chapter 1 members at the same time, the VMC Club is a great way to achieve both goals.

The VMC Clubs are a natural follow-up to the successful IMC Clubs, recently obtained by EAA. The IMC Club's target members are instrument rated pilots, where a monthly gathering of members assembles to discuss instrument condition scenarios, in order to promote camaraderie, gather with likeminded people, and primarily promote SAFE FLIGHT.

The VMC Club model is identical, but the discussion topics are VFR scenarios... including all topics of flight. There are hundreds of topics to choose from, and really, there is no bad input. This is a safety related group, where pilots talk pilot stuff... all in the name of safety. For example... do you know how much altitude your plane loses in a 270 degree turn back to the runway after take-off?

All the club basically needs is an interested group of 5 pilots, a moderator who takes a 1-1/2 hr. VMC leadership moderator's course, and ideally, a CFI.

Below is a copy of the VMC information published on the EAA website. I believe this to be a powerful tool for EVERY pilot, and not limited to EAA Chapter 1 members. All are welcome, but we'll certainly encourage you to join EAA and our Chapter if you attend!!

Please contact me via email with your interest or any comment you have, and I will personally see that we get off to a good start, and promote this activity. I welcome your input overall. We could pick a night to start to get established... and go from there.

It's pretty much that simple, and simple ideas have the most success. Let's take advantage of this opportunity to be better and safer pilots, and grow the Chapter and its activities all at the same time!

Hope to hear from everyone soon!

Jim OBrien
Chapter 1 President
BlueYellowChamp@att.net



AirVenture Warbird Pictures

by Jim O'Brien - Chapter 1 President

5 years ago, I met Dave Brown. He was camping next to us that year, shortly before I was as involved in Chapter 1 as I am now. We became fast friends, and this is just another example of lifelong friendships available to AirVenture attendees.



Dave is a retired police officer from the eastern side of Pennsylvania. However, even though his stories of his experiences as a police officer are great, what he does even better is take pictures! He's a professional photographer, and clearly, his pictures are very worthy of a quality frame in a prominent place in anyone's home or office.



Dave camped with Chapter 1 again this year, and since then, is now a full-fledged member of our Chapter! He fits well with our group that attends Oshkosh, and the benefits we get from having him camp with us are many. The laughs, support, and his friendship almost make the trip to Wisconsin just to spend time with Dave worthwhile, all by itself.

The photos attached to this article are watermarked, however, these and many more are all available for sale by Dave, so copy and paste this address into your web browser to see his work...

<http://www.airfighters.com/photoalbums.php?albumid=1205&sor=21>



Or you can contact him via email at moab149@gmail.com for personal assistance. He said... "When members view this album, they will have to click the BACK button on their PCs to return to my album. Otherwise they go off into other photographers images."

We welcome Dave to the Chapter 1 fold, and hope to have him with us for a long time to come.

He's an awesome guy!
ENJOY HIS PICTURES!!!

Jim OBrien
EAA Chapter 1 Airventure Attendee!!!



Wes Blasjo Receives His Brownstone at OSH

by Jim O'Brien - EAA Chapter 1 President

In Oshkosh, at the well photographed Experimental Aircraft Association banner, is the area at Airventure where significant EAA members can be recognized.

This year we at Chapter 1 were proud to have Wes Blasjo there to accept his permanent Brownstone with our gratitude. Although there was a timing mixup from Friday to Saturday, there were several of us from Chapter 1 present, along with a good contingency of Wes' family, in support of him accepting the permanent marker.

Wes was the Chapter 1 Young Eagles Coordinator from 1992-2016. He was the driving engine behind our Young Eagle's program - to what has become Chapter 1's 'wheelhouse.'

Continuing on from the beginning, Wes helped Chapter 1 to 3rd place... with only 2 other chapters flying more YE's than us. The plaque on display at the Young Eagle's 25 year tribute in the museum, has recorded Chapter 1 flying 13,487, but Wes claims that it is "more than that." Nonetheless, Wes was part and parcel to our position, and we are forever grateful for the dedication and effort Wes volunteered since the beginning.

Next trip to OSH... please spend some time there reading the brownstones, as some of them are pretty remarkable.

We're proud to have Wes among the EAA members who have volunteered and significantly 'MADE A DIFFERENCE' to many young people's lives.

In the picture, you'll see the bottom half is dedicated to Andy Anderson and Bud Bell. Both of these men have 'gone West'... but what they did for Chapter 1 by flying many Young Eagles during their time is noteworthy, and we wanted to recognize them, in gratitude, and for a 'job well done!' They certainly deserved for everyone at EAA to know about these tireless 2 past volunteers.



Top 25 Most Active Chapters

Chapter Name	State/Province	Total Flights
EAA Chapter 579	IL	17,333
EAA Chapter 1114	NC	16,234
EAA Chapter 1	CA	13,487
EAA Chapter 186	VA	12,384
EAA Chapter 252	WI	11,833
EAA Chapter 242	SC	11,055
EAA Chapter 13	MI	10,784
EAA Chapter 91	MO	10,763
EAA Chapter 74	FL	10,685
EAA Chapter 582	OH	10,472
EAA Chapter 88	KS	9,806
EAA Chapter 1126	ON	9,793
EAA Chapter 23	UT	8,932
EAA Chapter 20	CA	8,864
EAA Chapter 2	IN	8,695
EAA Chapter 863	TN	8,543
EAA Chapter 631	WI	8,284
EAA Chapter 690	GA	8,249
EAA Chapter 723	CA	8,007
EAA Chapter 495	OR	7,984
EAA Chapter 32	MO	7,579
EAA Chapter 776	AZ	7,512
EAA Chapter 9	OH	7,169
EAA Chapter 80	NE	7,163
EAA Chapter 864	IL	6,944



My Time at EAA's Sport Pilot Academy

By Eddie Kolb

My time at EAA's Sport Pilot Academy was one of the greatest experiences of my life. I arrived at Wittman Airport on August 11th which was a day early just in case traveling there took longer than expected. I spent the majority of the next day recovering from the flight and greeting the other students and instructors. Later that night we went to the hangar where we would be flying out of to look at the airplanes that we would be flying and more importantly starting the first lesson of ground school so we could get straight into flying the next morning. We jumped straight into flying after breakfast and immediately started learning what we needed for the license. I flew a total of three times that day and learned how to do slow flight, power on/off stalls, and the basic fundamentals of flight. For these flights we were able to use runway 9/27 which was very convenient since it was right next to our hangar. Unfortunately the airport was doing construction on one side of that runway so after the first day we mainly used 18/36

which was a little farther away and involved crossing three different runways. This was a little hard at first because the radio calls were long but the tower figured out that we were students pretty quick and shortened them up for us after a while. After getting to 18/36 depending on the wind we would either take off right there on 18 or taxi in a straight line for about a mile and a half so we could use 36. Needless to say I got pretty good at taxiing very fast.



During the first week we would do ground school in the morning and fly in the afternoon which worked out very well because by the end of the first week we had done more than half of the ground school and logged roughly 10 hours of flight training. The

three instructors were great at teaching us so the ground school lessons were fun and entertaining and the flights were amazing.

On August 20th I soloed for the first time which was an unforgettable experience. I was very confident and excited about it and I believe I did fairly well for the most part. When I took off I departed to the west just to fly around and tour the area. I flew over to Lake Poygon and circled my way back to Wittman. When I got there both of the other planes were in the pattern and were doing touch and goes so I joined them. I did a total of 9 touch and goes and then we all decided to come in. Up to this point the flight had gone perfectly so I was very confident when the control tower gave me directions to turn off the runway at 13 (I was landing on 5 and 13 intersected it). I relayed the directions back to the controller without even thinking about what he said.

(Continued next page)

We're Still Around!

**Plans by:
Paul Poberezny**

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- * Pober Pixie
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Now I am sure that I heard him say Alpha somewhere in his directions and Alpha taxiway was coming up fast so I made the decision to turn off at Alpha. I was immediately informed by the tower that it was in fact the wrong decision and now I try to understand my directions before I say them back. I would say that my first solo was pretty much successful and educational and most of all fun.

After that we went flying with our instructors a bit more and then we did our cross country flight. For my cross country I chose to fly from Wittman to Sauk Prairie Airport(91c), around Madison's class C airspace to Watertown airport(KRYV) and back to Wittman.

I chose this route because it is long enough to count toward the private pilot license and since I wanted to practice landing at a small airport. After I planned it I flew the route with one of the instructors and it was ok. I say ok because I had a little trouble with landing at Watertown since I waited too long to start thinking about which runway to use and where the wind was coming from. After the flight I talked with my instructor and worked out exactly how to enter the pattern and figure out where to go. The next day I did the solo cross country and it was a lot better. I looked up the weather for Watertown early and payed more attention to Madison's airspace since I got a little close to it the first time. It was by far one of the best flights that I have ever been on because everything went very well and the long legs of the trip were really relaxing.

During the last week the flying started to die down a bit. I went on a few more flights with my instructors to practice maneuvers and went on one more solo flight in the rain which was a completely different experience. After that the weather started to degrade a bit and we had about three days where we couldn't really do anything so we just hung out in the dorms mostly. I went on one more flight which acted as a stage check and then it was time to take my check ride. The check ride did not go as well as I had hoped but it was still good enough to pass. There was a lot of wind so the ride was very bumpy and we got blown

off course a little bit during the cross country portion. I had a few mistakes on the radio and I thought that the landings could have been a little better but when we got back the DPE congratulated me on getting my sport pilots license and gave me a few tips on how to improve my flying.

All in all this trip was amazing and I made countless unforgettable memories. Aside from the flight training we got a few added surprises like a ride in the EAA's T-6 Texan and a Travelair. The food was amazing in my opinion and I had a room all to myself in the staff lodge. It was definitely a once in a lifetime experience that I enjoyed to the fullest. I would like to thank the EAA, Chapter 1, and everyone else who helped me receive this scholarship.



Bonus Content:
Thank You Letters and a Full Report
from our Youth Campership Recipients

Dear Readers,

For your enjoyment, pages 11 through 20 contain Thank You letters from our 2 Youth Campership recipients, Jaylynn Lopez and John Greene. Also included is a fantastic report written by Jaylynn about her time spent at Oshkosh. Please enjoy!



Friday, July 14, 2017

Dear EAA Chapter 1,

My name is Jaylynn Lopez, and I am part of your Chapter. My mom and I volunteer every second Saturday of the month to help with the Young Eagles Flight Days. I am the lucky recipient that was selected by EAA Chapter 1 to attend the 2017 EAA Air Academy Camps this summer in Osh Kosh, Wisconsin.

In Osh Kosh, I had many breathtaking experiences and made many unforgettable memories. In addition, I met new people from all over the country, I got to know the lovely counselors, have delicious meals, and I even got to know Scott and Julie Cameron. One of my favorite activities was the helicopter ride. I also got half an hour of flight time in! Mr. Eric Horton was my pilot,



and we did stalls and positive G's (3.3). We were going to do Zero G's, but I didn't really like the feel of it, so we did 0.04. Other activities included building a rocket and capsule for our egg-astronauts, building wooden wing ribs, foam wing ribs, flight simulations, ground school, and many others that I can not wait to tell everyone about the next time we see each other at the Eagle Hangar.

I want to thank everyone at Chapter 1 for sponsoring me and providing the funds for me to attend the 2017 EAA Air Academy Camps this summer in Osh Kosh, Wisconsin. I also want to thank everyone for selecting me out of all the other applicants that applied for this scholarship back in October. It was a once-in-a-lifetime experience that I enjoyed very much, and I wish I could have stayed longer to explore the Air Venture Museum some more and learn more about airplanes and aviation vehicles. Once again,

I want to thank everyone at Chapter 1 for giving me this opportunity to further my knowledge in aviation. I look forward to seeing everyone at the next Young Eagles Flight Day!

Sincerely,

Jaylynn Lopez
EAA Chapter 1



Dear EAA Chapter 1,

I would like to thank you for all of the incredible opportunities you have supplied me with over the years. My love for aviation began when I took my first Young Eagles flight with Ray Stitts nearly six years ago. Chapter 1 introduced me to aviation, but you didn't just stop there. When I began searching for opportunities to learn about aviation, you all welcomed me whole-heartedly as part of your Young Eagles ground crew. I cannot thank you all enough for taking the time to teach me, fly with me, and share your stories with me. Your abundant generosity does not go unnoticed.

Thank you especially for sending me to Air Academy at Oshkosh this year. I have learned so much by way of technical skills, conceptual design, and physics. Over the course of this camp we learned to work with fiberglass, wood, and sheet metal, as well as learned how to weld. One of the most useful things I learned though is how to read METARs and use aviation weather charts.

Still, the best is yet to come. I am writing this on the Sunday beginning Airventure, and the next few days will be spent exploring and enjoying its airshows, airplanes, and attractions. Just this morning I took my first helicopter flight above the airport and was totally blown away by the number of aircraft already present. Yet none of this would have happened without my Chapter 1.

Thank you,

John Greene

P.O. Box 3086 Oshkosh, WI 54903-3086 | Tel 920.426.4800 | Fax 920.426.6560 | www.EAA.org

EAA Young Eagles Air Academy Camp 2017

July 10 - 15, 2017



Jaylynn Lopez

07.18.2017

EAA Chapter 1 - Flabob Airport
Riverside, California



Introduction

My name is Jaylynn Isabelle Lopez, and I was the lucky recipient selected by EAA Chapter One to attend the EAA Young Eagles Air Academy Camp in Oshkosh, Wisconsin this summer. Being selected for this wonderful opportunity, was just the beginning to a once in a lifetime experience. Once I was given the news about this opportunity, I overly elated and I began to count down the months until it was time to go to camp. As time went by, months turned to weeks, weeks turned to days, and finally it was June 10.

Tuesday, July 11, 2017

When my mom and I arrived in Appleton, Shea, Kasia, and Kyle (three of the very nice counselors at the Air Academy) were already waiting for us, and a few other campers. The first camper I met was Soreina Fleming, from Florida. She was very calm and placid, but a very kind person. Once the other campers had arrived, we were ready to go to the lodge. As soon as I saw it, I could not believe that it was so beautiful. I checked in, and my mom and I ate lunch together (turkey and cheese wraps). Then, I went back to my room, and unpacked. Scott and Julie Cameron had planned on my mom and I visiting the museum together before she left, but it did not work out because our flight from LAX to CHC was delayed, followed by our flight from CHC to ATW being cancelled and delayed. As soon as we arrived the entire staff at the lodge was very welcoming, but my mom had to leave to return to the airport, and I felt forlorn. I wished she could have stayed longer. After she left, I returned to my room to make my bed and write in my journal.

I had been writing in my journal for a while when I heard a faint, and quiet, "Hi." I turned around and right before me was my roommate: Erin Sweeny, a Pennsylvania native. Erin was a very pleasant and kind young lady. I was very lucky to have had her as my roommate while staying in Oshkosh. After we got to know each other a little better, we heard a knock on our door, and, "Hi everyone! I'm Payton, and I just came by to say hi. Can I come in?" Of course we let her in. Payton Shoup was from Michigan and she was a very friendly, outgoing young lady. Soon, we heard a voice coming from the speakers, "Good evening Campers. I hope you have been enjoying yourselves. At this time, it is dinner. Please head down to the dining area, with your name tags handy. Thank you!"

For dinner, we had cordon bleu, which I enjoyed very much. I met a girl from Colorado at dinnertime - Ruby Yoder. She was also very kind and friendly. After dinner, we were told which groups we were assigned to - either Alpha, Bravo, or Charlie. Surprising, all five of us girls were in Bravo, along with a few other boys. We went outdoors with a few of the counselors and played the Name Game and volleyball. For the Name Game, we had to introduce ourselves, and as more people introduced themselves, they also had to say the name of the people that had gone before them. We played volleyball, in the grass after we finished playing the Name Game. When it was time for the groups to move on to the next activity, Bravo went inside

I



and down to the basement to make paper airplanes. After we made our paper airplanes, campers flew their paper airplanes outside, to see who's had gone the farthest. Once we were finished with that activity, it was our free time. I call my parent and told them all about my amazing first day. They were very proud and excited for me. I turned in my phone afterwards, took a shower, and then we had our room check and were given tomorrow's schedule. As soon as my head hit my pillow, I had fallen asleep

Wednesday, July 12, 2017

Day Two of Air Academy Camp was Picture Day! All campers and staff members were asked to wear the Air Academy shirt that was on their bed when they first arrived. Rooms were checked, then it was breakfast time. For breakfast, we had hashbrowns and eggs. Right after breakfast, we all headed down to the AirVenture Museum for our group photo. At 9:15 a.m., the three groups went their separate ways for their first project. Bravo's project was Doing Air Compressed Rockets. Payton was my partner for this project, and our counselors were Kyle and Kelly. We were explained what the forces used in air compressed rockets were, Newton's Third Law, and the instructions to our project. Each set of partners was given half a water bottle, four rubber bands, half a table length of tape, a plastic bag, toilet paper, a cup, four straws, and a nose cone. Our job was to build a secure capsule for our egg-stronaut. Once everyone had finished, we all tested our capsules by letting them fall from the second floor of the museum. Lucky for Payton and I, our egg-stronaut survived and we were both very astonished and excited. Next, we built an entire rocket, using the same materials, except this time we also used an entire water bottle instead of just half of one. Sadly, this time our egg-stronaut did not survive the landing.

Before we knew it, it was lunch time. We had lasagna for lunch, and then it was time for Bravo to Flight Sims/UAS (Unmanned Aircraft Systems). This time our counselors were Kasia, Samson, and Collin. I learned that RC stands for radio control, and UAS' have been used since WWI. In addition, I learned that you must be fourteen years old to take the written exam, and sixteen years old to receive full certification, as well as some of the rules and regulations of using UAS'. Next, it was time for flight sims. I found flight sims to be the most complicated out of all the activities I participated in during my week in Oshkosh. I took me longer to take off than to crash my plane, luckily I was soon pulled from flight sims to go flying.

I got thirty-five minutes of Young Eagles Flight Time in, which was probably what I enjoyed most while at camp. I sat in the pilot's seat this time, which I enjoyed very much. Eric Horton was my "co-pilot"/pilot. We tried both Positive G's and Negative G's. We tried Negative G's first and went as low as 0.04. No higher, and no lower, because my stomach felt very uncomfortable. After Negative G's, we tried



Positive G's. At first, we went up to 2.9, and Eric asked if I wanted to try to go up to 3.0, so I said yes. It turns out we went up to 3.3 G's and I weighed 310.8 lbs for those few seconds. I enjoyed Positive G's a lot better than Negative G's.

Next came Ground School for campers with the first letter of their last name between A and M. This meant that Soreina and I would have Ground School together, while the other campers (along with the other three girls) would have the opportunity, if they had not already, to tour the AirVenture Museum. The Ground School counselors were Collin, Kaisa, Andrew, Kelly, and Mitchell (Peaches). The topics we focused on in Ground School were: How Does Weather Affect Flying?, Bernoulli's Effect vs. Newton's Third Law, The Three Axis of Flight, How Does an Aircraft Turn?, and What Makes an Aircraft Stall? We also reviewed and went over important terms in aviation. Dinner was next on the schedule. We had the option of either having hot dogs and/or brats. I chose to eat a hot dog instead of a brat.

After dinner, we could either go on the After Hours Museum Tour, or watch the AirVenture Video. Erin and I were to watch the AirVenture Video first, and then go on the After Hours Museum Tour after. The AirVenture Video was about a former EAA Young Eagle that attended the Air Academy about ten years. He is passionate about flying, and photography/videography. Therefore, he decided to make a video about his adventures through becoming a pilot. I found it to be a very interesting video because I am also passionate about flying and photography. When it finally time to switch off, I got my camera ready because I knew I would be taking pictures. The tour was very exciting because we got to go beyond the boundaries. I also got a better look at the airplanes. Once the tour was over, we headed back to the lodge. I was more than ready for bed. I took a shower, we had our room checked, and then both Erin and I fell fast asleep to recharge our batteries for the day to follow.

Thursday, July 13, 2017

We woke up, got dressed, had our room checked, and went to breakfast. Everyone was excited for today because we would be getting helicopter rides. After breakfast, we had announcements, and were given information about the helicopter, along with a helicopter preflight. Only two campers could go on at a time, and Erin and I were partners. To help the time pass by faster, everyone was given a Scavenger Hunt Book, and permission to enter all the hangars along the runway. Each helicopter flight was about seven minutes long. Once it was our turn, I was not sure how I would contain my excitement. It was my first time in a helicopter, and I enjoyed the ride very much.

As soon as our ride was over, we were allowed to continue our Scavenger Hunt. I only needed two



more questions by the time it we had to go back to the lodge, but I was also hungry. I decided to go back to the lodge because we needed to have at least answered twenty of the twenty-five questions. I answered twenty-two. After lunch, Bravo was in the workshop working on wing ribs with Julie. First we made one out of wood, and then out of foam. After the workshop, it was museum time with Andre, Samson, and Gulianna. I got to see even more airplanes, and I also visited the Gift Shop. Soon enough, it was dinner time, and we ate pizza and salad.

The next activity for Bravo was the Low Elements Challenge. We played many different games, and the more games we play, the better we got to know each other. After all of the Low Elements Challenges, I think we all learned how to work together, and communicate with other people. The Low Elements Challenges also helped to increase our social skills. We were given free time after. I played volleyball with the other girls, and then we headed down to the basement to play Carpet Ball.

Friday, July 14, 2017

Bravo started off the day by Aeromodelling, which means we each got to build our own gliders. I had a little bit of trouble with mine, but in the end it did not turn out as bad as I thought it had. Our next activity was the Sheet Metal Project with Julie. This time we got to build a wing rib out of sheet metal. I enjoyed using different tools that I was unfamiliar with, because I was exposed to new things, and I got to learn about the tools. After our project, we headed back to the lodge and wrote Thank You Letters. I wrote mine to Chapter One, thanking them for giving me the wonderful opportunity for this once in a lifetime opportunity. The day continued on with dinner, then a game of Staff vs. Campers Dodgeball. Like always, Staff won again, which was disappointing to most Campers, but I still enjoyed it. That night was like no other. There were late night fireworks that we were allowed to stay up and watch.

Saturday, July 15, 2017

It was the very last day of camp, my dad was to pick me up, but I had very mixed emotions about leaving. I was excited to see my family, but saddened to leave before AirVenture. Since the first day of arrival, up until the last day, I had heard and saw all preparations that were underway for what promised to be a week full of fun and shows. Another positive outcome was the friendships with both staff and peers. After this wonderful experience, I walk away with increased knowledge in subjects such as Bernoulli's Effect,



microburst events, wing ribs, the Three Axis or Flight, helicopters, G's, and many more, as well as four new friendships in four different states which whom I'm sure I will continue connect through our interests in aviation. All this was made possible through the generosity of EAA Chapter One.

"When once you have tasted flight, you will forever walk the Earth with your eyes turned skyward, for there you have been, and there you will always long to return."

Leonardo da Vinci



Free Introductory Flight

Sept. 23, 8 AM

EAA Chapter 1 Eagles Rally

Reservations Required, Adults 18+ Only



Introduction to Flight

For those adults who have always wanted to fly, this is your chance for a FREE introduction to flight, flight training, and all you need to know to get started. At 8 AM, basic ground school and safety info begins, and all information on how to proceed to obtain your pilots license will be presented after. Then we take you on your flight!

The EAA Eagles Program is for adults who are serious about flying. We EAA Chapter 1 pilots volunteer as mentors to 'show you the best way' based on your individual situation. If you're serious about flying, THIS IS A "FOR SURE" event!!!

- ▶ Introduction to Flight
- ▶ What's Required to Fly

When: September, 23, 2017

Where: Riverside Municipal Airport
Main Terminal

Time: 8 AM - 11 AM

Other: Limited to 20, Reservations Required.

Ph: 951-847-5600

This is a FUN and INFORMATIVE day for all. We want you to get everything you need to learn to fly, and we are here to help! We are all Volunteers, so we do this for FREE..... and for FUN!!!



Response from Congressman Takano regarding HR 2997

MARK TAKANO
41ST DISTRICT, CALIFORNIA

COMMITTEE ON VETERANS AFFAIRS

COMMITTEE ON EDUCATION AND THE WORKFORCE



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TAKANO.HOUSE.GOV

September 1, 2017

Dear Mr. OBrien,

I want to thank you for sharing your concerns with me regarding aviation. As your representative, I need to know what issues affect you in order to serve you best.

Every day, hardworking federal air-traffic controllers are responsible for guiding almost 90,000 flights across America's busy skies. Travelers depend on these controllers to safely and efficiently run our nation's enormous air traffic control system. Over 600 million people board a domestic flight in the United States each year, and the Riverside Municipal Airport and nearby Ontario International Airport handle thousands of flights a year. While our airspace system is incredibly large and complex, it is historically very safe. Air-traffic controllers play a pivotal role to maintain safety standards required by the Federal Aviation Administration (FAA).

The Aviation Innovation, Reform, and Reauthorization Act was recently introduced in the House of Representatives and would reauthorize the FAA until 2023. Additionally, the bill would move the FAA's Air Traffic Control (ATC) division to a new private, nonprofit corporation that is financed by fees from airlines and private aircraft owners. While I agree the FAA is in critical need of a long-term reauthorization, any plans to privatize our nation's ATC system must be properly vetted and debated in Congress, and I look forward to that conversation. Please know that I will continue to work with my colleagues on practical measures to protect and advocate for American fliers and air-traffic controllers.

Thank you for passing along your concerns regarding aviation. I will take them into consideration if a relevant bill comes to a vote. Please [email](#) me with further concerns. If you would like to receive periodic updates on issues affecting the Inland Empire, please follow me on [Twitter](#), "like" my [Facebook](#) page, and sign up for my [newsletter](#).

Sincerely,

MARK TAKANO
Member of Congress

*Please do not reply to this email. The mailbox is unattended.
To share your thoughts please visit my [webpage](#).*



Flying Companion Seminar

Presented by


The San Gabriel Valley 99s

Saturday, October 21, 2017 – 9am to 4pm (8:45 check-in)

Brackett Field Airport Pilot Lounge (1615 McKinley Ave La Verne, CA)

\$20 pre-paid by September 30, 2017

Do you have a pilot friend or family member and want to **help** when they take you flying? Are you **worried** about your friend piloting a small aircraft but don't know how to start asking them questions to ease your **fears**? Are you **curious** about flying in a small plane but nervous because it looks complicated? This event is your **opportunity** to get some basic information about being a Flying Companion. Your small fee includes snacks, lunch, and a **safe** environment to ask **questions** about flying as a right-seat companion in small fixed-wing aircraft. Some of the topics we will discuss include:

- Aerodynamics and Parts of the Aircraft – “How does the plane fly if the wings don’t flap?”
 - Communication Basics – “How do I ask for help if I need it?”
 - Important Flight Instruments – “What does that dial do?”
 - Medical considerations – “Don’t you need a doctor’s note to fly?”
 - Fundamentals of Navigation – “Where are we now?”
 - Safety and Cockpit procedures – “What happens if I turn this knob?”
 - Weather Basics – “I see a cloud. Is it safe to fly?”
 - Weight and Balance – “Why can’t I take my entire luggage set with us?”
- 



Please detach the completed form below and mail it, along with a \$20 check payable to "San Gabriel Valley 99s" (please do not mail cash), to PO Box 314, La Verne, CA 91750. For more information, please contact Veronica at vtrujillo32@gmail.com

Name _____

Address

City, State, Zip Phone Number

E-Mail

Any specific questions or concerns you would like addressed during the seminar?

The San Gabriel Valley Chapter of the 99s is a 501(c)(3) non-profit organization

The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships and mutual support while honoring our unique history and sharing our passion for flight.





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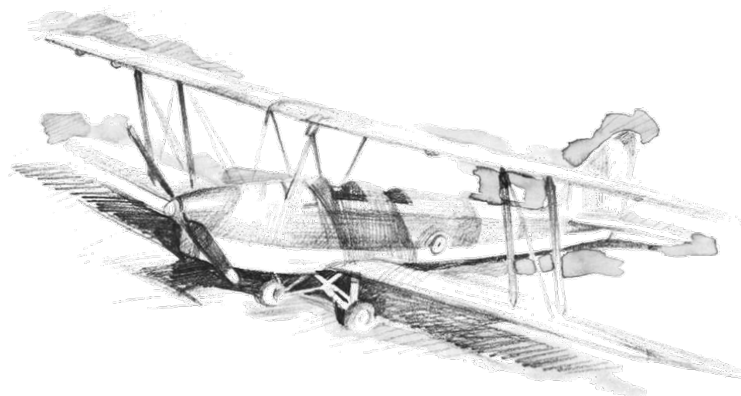


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