

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

April 2003

April Membership Meeting

Saturday April 19, 10AM Bill Clark will describe building a Corvair engine to power his Pietenpol Air Camper.

Roger Trickett Memorial Outing (Ocotillo)

Will be held Friday April 25 thru Sunday April 27

Membership Renewals

Membership renewals for 2003 are due. A membership form is printed in this newsletter, or can be downloaded from our web site. You will be dropped from the Chapter 14 membership roll if dues are not received by April 15.

If you know of something interesting going on, please drop me a line. Send news and articles to Kerry Powell, newsletter editor at kgpowell@adelphia.net (760) 602-0662



The Leader In Recreational Aviation

The Flying Report

By Bob Osborn

March 1 - Bright sunny day, floating white clouds, airplanes, and Ryan's giant, ball park, all beef hot dogs. It all came together at EAA Chapter 14's Saturday luncheon at Brown Field. The only place to be on Saturdays. Fly in traffic was lighter than usual. Perhaps everyone was up looking at the snow in the Laguna Mountains as were Earl Makela, Pete Grootendorst, and Dennis Cullum in their RV's. John Wood braved the brisk air to test out the vortex generators mounted on his Kolb Firestar. One Niner Fox made the trip to the Pacific Ocean on a First Flight Checkout for new member Takenori Muraoka who is analyzing all the homebuilts and otherwise to select the best building project for a cross country homebuilt project. Stuart Baly came from Wynyard, Tasmania, Australia, for a hot dog and look at our homebuilt aircraft types and those under construction. Tasmania is an island off the south coast of Australia. Of course you knew that, but I had to look it up on an atlas. It is farther south of the equator than San Diego is north of it. Summer is ending there, fall coming on. The word on the great food served at Saturday's fly in lunch really gets around.

Ryan and Galen Shirley served up the hot dogs, chili, chips, and ice cream to some 40 hungry guests. As it rained most of last week we have standing water, mud, and soft ground about so stay on the pavement or high ground with the aircraft or auto. The field has turned a beautiful soft green after months of dry brown. March came in like a pussy cat. Lets hope it doesn't exit like a

INSIDE THIS ISSUE

- 3 Model Clinic Report
- 4 "Why an Express" by Roy Davis
- 6 Ocotillo Information
- 7 Membership Renewal Form
- 8 Unclassified Ads
- 8 Calendar of Events



John Woods and his Kolb Firestar return to Brown Field after the forced landing.

lion.

March 8 - Everyday heroes. They appear when called to perform the exceptional. We depend on them, like miracles. Hero # 1 is Cool Hand John Wood who while flying Young Eagle Amber Merz in his Kolb Firestar near the South Bay Salt Flats suddenly found he had an emergency on his hands. At 1500 feet there was a loud bang from the vicinity of the engine (the Kolb is a tandem seating pusher). The bang was loud enough for persons on the ground to hear and look up in time to see the Kolb headed down and maneuvering to land in a green field. The field was high in weeds with soft mud. When the Kolb touched down it rolled for a time then upended and settled on its back. Cool John unfastened his safety harness and tumbled out. He asked Amber if she was o.k. O.K. she said as she hung upside down in her safety harness. John said he would have her out as soon as he got the mud out of his eyes and released her. Both were unscratched.

Hero #2 is Amber Merz of Fallbrook. Her first airplane ride had just ended. She walked around the aircraft and waved to the airplane circling overhead to let the pilot know she was alright and send a message to her waiting father at Brown Field. When the media arrived and asked if she was hurt or scared she replied, "Not a scratch, my dirt bike is a lot worse than this thing". She was a star on the TV news that night. She was hungry though and when she arrived back at the EAA luncheon, was happy to get a hot dog and coke.

Heroes # 3 & 4 are Sam and Lee McCutcheon who prepared lunch for over 100 hungry Young Eagles and Chapter members. Amazingly we did not run out of food. We ate hamburgers, hot dogs, chips, and all the tomato, lettuce, and onions, trimmings with carrot cake for desert. Galen Shirley and others assisted but Lee was chef.

Heroes #5 & 6 were Alexa Peters and Tara Reindel, two Young Eagles who were awaiting rides but on seeing the "mob" awaiting lunch, stepped up and

volunteered to help serve and stayed to the end until everyone was fed, then sat down to eat their own lunch. And they didn't even get the airplane ride they came for. Please come back Alexa and Tara we will take you flying any Saturday, weather permitting.

Weather was a big factor in Saturdays flight program. The field was below VFR minimums until about 10 O'clock. When it did open, visibility was only 4 miles and fluctuating. When John made his unscheduled landing it was decreasing and by the time we broke off observing the crash site from 500 feet an followed the border fence to a landing at Brown, we were just in time for the tower to cancel VFR flying and recommend we stop our flight program as long as their was an emergency in progress. By this time the fire trucks, ambulances, police, media, helicopters, etc. had converged at the crash site.

15 Young Eagles were flown by Dennis Cullum, Rick Keller, Dick Bradshaw, Richard March, Stan Bell, Armond Brattland, Bob Osborn, King Schultz, and JOHN WOOD before the flight operation was cancelled. John Watts and Al Allan handled the paperwork and safety briefing. Honorable "Hero" mention also goes to Pete Grootendorst who rescued the fliers from the site and then helped organize Dennis Cullum, Sam McCutcheon, Richard Kalling, Joe Russo, Larry Rothrock, John Alley, and Steve Opgenorth to assist with the rescue of the Kolb. Initial observations on what brought the Kolb down appear to be a propeller delamination. The composite prop struck the ground on the upset and one blade broke off completely while the opposite blade, split apart, front side to back side. Damage to the Kolb appears minor until a close look is taken when there appears to be enough structural deformation to cause serious concern.

With the weather down and many Young Eagles getting "antsy" about their airplane ride, Ryan stepped forward with his modified Quickie to seat them in the



Amber Merz got her Young Eagle certificate following her unscheduled landing.



Alexa Peters and Tara Reindel help serve lunch.

cockpit for a simulated ride (it is single place), and then fired up the VW engine and made a low flight down the runway to demonstrate it really flew.

March 15 - We were promised rain and it came but not before a full 3rd Saturday of the week program was held. Rodger Magee and Ty Tyvoll started the day with their great breakfast of coffee and doughnuts, pancakes, eggs, and sausage. Several aircraft arrived for that in spite of the threatening weather including Joe Pribilo in his sparkling white 1951 Beechcraft Bonanza. His Bonanza is newer than new inside and out. When the first sprinkles hit it didn't take Joe long to finish his breakfast and return his prize to its hanger at Gillispie.

President Sam opened the monthly meeting with a few announcements. Preparations are underway for the Roger Trickett Memorial Outing at Ocotillo Wells planned for April 25 through 27th. (For instance, John Wood and Dennis Cullum took "Big Blue" our prime trailer to Discount Tire and had it reshod with steel belted radials all around.) Technical Counselors recruitment and appointment are in the works. Larry Rothrock offered a free ride in his Varieze to anyone who would sign up to cook on Saturday the 26th at the Brown Field luncheon. With the main event scheduled at Ocotillo Wells the turn out may be small but we must fight starvation at home. Fortunately Dennis Cullum saved us with his chili, salad, nachos, rolls and ice cream, following the program Saturday.

Bill and Scooter Chandler, competition skydivers extraordinary and video photographers of aerial skydiving activities presented us with an entertaining and absorbing demonstration of their equipment, video programs, and discussion of skydiving, skydiving sites, and competition in Australia. It is a far more evolved sport than what we see daily at Brown with the navy seals dropping out of the C-130 overhead. They topped it off with a video of clowns dropping out of twin Otter turboprops and dancing about in a vertical dance, at 15,000 feet. Really colorful and spectacular. Bill recommended the web site at www.airspeed.org@skyleague.com and

skydiveperris.com and skydiveelsinore.com for those interested .

Gene Hubbard's model builders didn't let the rain slow them up. After lunch as soon as the tables were cleared, out came the balsa wood, paper, and glue and several models were completed as well as continued work on the more complex models previously started.

You may ask what brought about all the rain Saturday??? AGCSC (The Associated Glider Clubs of Southern California) had scheduled a mid winter national soaring championship meet of vintage gliders at Torrey Pines for the weekend topped off with a barbecue in the evening. It appears the rain may have changed things. A few years ago it was the high point of the year for glider guiders with 30 or more gliders entering and huge crowds onlooking. When can we expect the next big rainstorm? My guess is April the 26 when the Ocotillo Outing is planned.

March 22 - You need to see a picture of this to appreciate it fully! Hanna Hickman flew in in her J-3 Cub, NC 6515H, the most beautiful restored J-3 in the country, with her dad, Gary, riding back seat. Hanna is about 6 years old and can barely see over the front instrument panel. She took off with the Buckers, the O1D (L-19), and others of the Gillespie group after a coffee and doughnut stop, for parts unknown. Keith Adams arrived in N115KA, Super Kola, a kit airplane he built a few years ago and flew with a Rotax engine. He wanted more power (speed??) and has installed a Continental 65 which fills out the cowling rather tightly. And Joe Pribilo brought his V-tail Bonanza back for a longer visit after being chased away by the rain last weekend. Ryan demonstrated his VW powered Quickie which jumps off the runway right sprightly now with the extra power. The landings are sprightly also as it likes to leap into the air on each bump in the runway with that flexible canard with the wheels at the end. Ryan also prepared the lunch of beef and beans, corn, salad, rolls, and ice-cream. With assistance from Dennis some 37 dinners were served between flights.



Gene Hubbard and model builder Ivan Espejo.

Preparations for the Roger Trickett Memorial Outing at Ocotillo Wells the 25th through 27 April continue with Dennis Cullum, Larry Rothrock, and Gene Hubbard designing a new portable table which disassembles for transport. Plans were drawn up and a prototype built and materials assembled for constructing a total of 14. Come join us on Tuesday and Thursday to finish up the project. The precision plans, jigs, and layout prepared by Dennis really call for assembly line production.

March 29 - Santa Ana winds! A perfect day for manufacturing tables. The winds blew all the saw dust away. Gene Hubbard, Larry Rothrock, and Joe Russo conscripted a crew, set up an assembly line and turned a pile of plywood into 15 splendid portable tables. I mean these tables are cabinet grade! Kept them busy and out of airplanes all day, until 1600 Saturday evening. Rik Keller, Allan Sparks, Gayl Boddy, Earl Makala, Takenori Moraoka, Pete Grootendorst, and Richard Kalling all lent a willing hand. Will work for food? The winds also kept our fly in aircraft grounded. Only King Schultz opened his hanger door and let the Cessna Centurian out to air. He reported a rough flight in from Palomar but kept us pure, a fly in luncheon.

And a great lunch we had prepared by Gene and Roberta Gaidousek. Barbecued country ribs, green beans, coleslaw, and ice cream. Sam McCutcheon and Jack Thomson eat your heart out. They are off to Florida for the annual Sun and Fun EAA fly in.

Another productive work party consisting of Newsletter Editor Kerry Powell and Computer Maestro Steve Ogenorth tackled the Chapters computer donated by Allan Sparks, gave it an upgrade in memory, capacity, speed (?), and Internet access, then bolted it to a steel table securely to prevent its disappearance such as happened to our previous one. Better yet perhaps we can get Ryan to weld it down. This will upgrade our flight planning center with access to weather, flight planning, and other useful computer purposes. Thanks Kerry and Steve.

Model Clinic Report

Five young folks participated in the model clinic on March 15. Dan and Eric Palen continued work on their rubber powered Akro models, with Dan beginning the covering process. It's just like covering a full sized plane, but uses tissue and doesn't take as long. Patrick Palen and Dan Sr. continued work on their AM/FM ("Antique Model Flying Machine") model, and two first-time participants built Delta Darts. We will be doing it all again this month on April 19th, after lunch from 1:00 to 3:00 in the afternoon. As always, everyone is welcome. We start simple and progress from there. Bring a project, or we will help you get started.

Why an Express 2000FT?

By Roy Davis

For my 51st birthday my wife Nancy bought me a flying

lesson. I had never flown in a light plane before and it was a complete surprise. I didn't know I was going to pilot the plane until the instructor said, "Your plane!"

That was three years ago and now I have in instrument rating and Nancy is well on her way to her own pilot's license. We bought a Maule MT7/260 right after receiving my private license and we've got about two years experience in it.

The Maule is much like a Cessna 182 for a 172 price with a little bush plane machismo thrown in. It's a great plane and fun to fly, but it shares some shortcomings with other planes of its class. The biggest two are payload and speed.

With five seats and 86 gallons of fuel capacity the 875 pound payload is a joke. The certified gross weight was not increased as the engine went from a four banger to the big six, the auxiliary tanks were added and a nicer interior fitted. All that glass and the updated avionics in our particular model didn't help either.

Between Christmas and New Years we were flying back from Sedona and ran into some severe headwinds coming across the desert and over the mountains back into San Diego. Of course we were climbing to get over the weather and still doing 90 knots, but it wasn't good enough for Nancy. She said we needed a faster plane. I said, "Anything to make you happy, Dear."

By January third I was in Tumwater, Washington at the Express Aircraft Company (<http://www.express-aircraft.com/>) signing a contract for an Express 2000FT. You can even still see me at the bottom of the News page. From this quick reaction you might think I didn't do my homework to really find out what I was in for and if this is the right plane for us. But that's not the case. I've been researching kit planes since that first discovery ride and knew exactly what we wanted.

When I got my pilots license I drooled over the Lancair IV and other variations on the plastic go-fast plane. I



subscribed to Kitplane Magazine and bought books on the subject. Everything pointed me in the direction of waiting until I'm retired to build an airplane kit. Because it might be years before it flies, even with the benefit of being retired to work on it, we decided to go ahead and buy a certified plane to hold us over. That's where the Maule comes in, but that story doesn't belong in an EAA publication.

So that holiday week I pulled out all the literature and revisited all the kit manufacturer Web sites to update our information. The primary criteria we looked at was payload, speed with a reasonable engine (I'm not ready for a turbine...yet) and recently added is rear seat knee room. Nancy's son is towering over her and looking me in the eye. The Maule and most other four place planes are not generous with rear seat space.

I started with the most famous fast kit plane, the Lancair IV. It has a payload of 1200 pounds, goes 290 knots at 24,000 feet with a turbocharged engine, and stalls at 65 knots. The rear seat is a skimpy 43 inches wide, total cabin length is a very short 48 inches. Lastly, it's a retractable, which means I would be scared to land it on a dirt strip in Baja and the insurance will go through the roof. Some calculations show that this is a \$400,000 kit with turbo engine and fancy avionics. That's out of our budget range.

The alternative that makes sense for us is the Lancair Super ES, with 1100 pounds of payload and should go 190 knots with a naturally aspirated IO-550 engine. The stall speed is down around 50 knots and it has fixed gear, more appropriate for my skill level and flying style. The price is \$68,900 for the fast build kit. Lancair has a builder's workshop that lasts two weeks, and you are supposed to finish the tail and fuselage. That adds \$8,000 to the cost and you still end up at home with a pile of fiberglass to wade through yourself.

The last major criterion was stability of the kit manufacturer. The more successful kit manufacturers like Lancair were getting into the certified plane market and getting themselves into financial trouble. I saw lots of complaints about long delivery time on kit parts. Some of the small volume kit manufacturers had the same complaints, but because they weren't a profitable business. EAC seemed to be in the sweet spot. They have over 200 kits flying and a steady stream of new ones coming out of the factory

So what is the alternative to the Lancair Super ES? The Express 2000FT (for Fixed Tricycle gear) is the same only better. This kit evolved from the Wheeler Express 90 and they have made a lot of improvements.

The most recent is the change of the wing to the one used on the Express 2000RG (I'm sure you can figure out what RG stands for) which has lower drag and a thicker spar. That pushes the gross weight up to 3600 pounds on an 1800 pound airplane, leaving 1800 pounds for fuel, people and luggage. We will need it

because the new wing tanks hold 140 gallons, perfect for going those long distances in Baja where fuel availability is iffy. With the same IO-550 engine as the Super ES the Express 2000FT will fly the same 190 knots. Same speed, more payload. I like that.

The real differentiator is the cabin space. The due to the way the spar carry through comes across the cabin and the placement of the seats the rear seat leg room is huge. There is lots of luggage space behind the rear seats too.

The deal clincher for us is the Express Builder's Assist Program. It is accepted by the FAA to qualify for the 51% rule. I go to the factory for three work sessions of two weeks apiece. Each session consists of 12 working days (Monday through Saturday) of ten hours apiece. They provide the tools and materials and all the fixtures to build the fuselage, wings and all control surfaces and put the plane on its gear.

After the Builder's Assist Program we end up with a ratty looking airframe that needs an engine, interior and avionics. Express has this figured out too. Their Factory Finishing Program does the body work and painting to make your bird look spiffy. Their interior finisher is famous for her fine stitch work on leather. They will hang any engine you bring in to them, or as I am going to do, let them supply a new Continental and the rest of the firewall forward package. Finally, their in-house avionics shop has many examples of flashy panels flying. We don't have to wait until I retire to build a plane. I can do it in the six weeks of vacation I have on the books.

What got me up to Tumwater on short notice was taking advantage of their sale on the 2000FT kit at \$39,900 that expired at the end of last year. They bent the rules for me by three days and I wrote them a check for the amount. The Builder's Assist Program adds \$19,000 and you pay as you go.

I have finished the first build session which I will report on the next time along with running through the budget. In the mean time you can see the work in progress at: http://www.nancymoon.com/express_2000ft.htm

NOTAMS

By Pete Grootendorst

This is my first contribution to Spirit Of Flight but I hope to make it a monthly article providing information to pilots. I will try to pass on the latest changes in FARs pertinent to EAA Members; schedule of FAA Safety Seminars and other items of interest to pilots. Any suggestions for this forum are more than welcome. I can be contacted by e-mail: pjgrootend41@cox.net or at the Chapter 14 Hangar most Saturdays and sometimes during the week.

Pilot Licenses and Change Of Address-During a recent Flight Instructor Refresher Course, the Instructor said

that the FAA did not consider a license valid if a change of address had not been reported to the FAA. He may have been stretching things a bit, but there is a new requirement that pilots must carry some form of photo ID such as a Drivers License, along with their Pilot License. To get into the FAA FSDO Office, you must present a Drivers License, a Pilot License is not good enough (no photo). Getting back to the change of address, just because your current Medical has your current address, is not sufficient. Apparently the Aero Medical Branch, does not have an automatic interface with the Airmen Certification Branch. You must complete a Change Of Address Notification AC Form 8060-55. You can get one at the San Diego FSDO at MYF, get one from me (I carry some in my flight bag) or better yet fill out the Form on line- enter www.gainsafety.com, click on "Breaking News..." and it will lead you to the Change Of Address Form.

Rules Of Thumb. How to estimate fuel burn: Half the horsepower and divide by 10. Eg. A Lycoming 0-360 develops 160 Hp. $160/2 = 80$. $80/10 = 8$ GPH.

Talking about fuel, remember when using auto fuel there is a greater hazard in carburetor icing. Monitoring for moisture in aviation fuel storage tanks is generally more precise than that for auto fuel. Make sure you check all the sumps before flight.

Ding Dong the Winter's Dead

By Tony Buttacavoli
[From the Fearless Aeronca Aviators]

The last vestiges of the great blizzard of '03 still stuck to the tailfeathers of N1044E as I did my walkaround this Saturday last. I brushed off those last bits of snow and ice, and got ready to resurrect sleeping beauty from a 2 month nap. It was a lovely late winter's day in the great state of Jersey, temps heading for 50, blue skies, and a balmy breeze barely 10kts puffing out of the south. The field around me was a wreck, ice, snow and slush melting into mud and mush everywhere. The grass portion of the strip was so sodden as to be virtually unusable. I had last flown this ship on a frigid Thanksgiving morn, my mission today was simply to hit the circuit and get tailwheel current again. After untying her and draining the sumps one last time making sure she was piddling pure blue it was time to flip the prop and stoke her fires. She started with a sneeze and a snort on the first throw of the blade, and we basked in the sun together while she warmed internally. It was great just being there sitting in her cockpit, stick in one hand, throttle in the other, listening to the a-65s sewing machine rumble at 1000rpm, breathing in that intoxicating broth of exhaust, oil, and leather, my feet finding the rudder pedals and those awkward heel brakes, getting comfortable and refamiliarizing myself again. This cockpit is a holy place for me, for it is in this

cockpit, NORDO, electron free, completely cutoff from the planet beneath me, window open alone with God and the breeze that I am closest to that beautiful ideal called flight. Temps come up rapidly this 50 degree day, and we are soon sashaying our way out of the blocks and down the taxiway, holding aileron into the breeze and just a touch or two of opposite rudder to keep her straight. The runup is pro forma, just a touch of moisture on the right mag that is the result of a two month sit cloaked in ice and snow. Soon after we are charging tail high down the runway leaping into the sky as soon as she is able. It is a glorious feeling to be aloft again. We fly five passes, power on, power off, slipping violently and joyously till the roundout and flare, holding her off till that sweet squeak is achieved. The first 2 times around I let her roll a little long and miss the mid field turnoff, I taxi back and wait my turn behind the flight school Cherokees and someones beautiful Comanche. We bound off into the blue together indian file, and chase each other around the patch, the pattern is full today and no wonder, CAVU rules! I keep myself nice and tight on the downwinds in case the mill up front takes a powder, close the throttle completely abeam the touchdown zone, and schuss down base to finals slipping madly, deliriously. It is wonderful to be one with this ship, to fly her by feel, and to make friends with her again. One last sojourn in the circuit, one last slip down finals, and I roll out, turn off and taxi to the pumps. An exercise in the joy of living is complete. Ding Dong the winters dead! Spring is nigh, and all is well.

Third Annual EAA Chapter 14 Roger Trickett Memorial Outing (Ocotillo) Friday April 25 through Sunday April 27 2003

Open Camp – Bring your family and friends

What to bring: Airplanes, ultralights, bikes, windsurfers, kites, games, etc. campers motor homes, RVs, Tents, sleeping bags and warm clothing (it can get cool at night!) Chairs and firewood.

Chapter 14 will provide:

Food (same, low chapter 14 meal prices), coffee soft drinks, shade, tables, some chairs, cooking facilities, water (no showers), portable toilets.

Where:

About 20 miles east of state road S2 (Scissors Crossing) on Hwy 78 in the Anza-Borrego desert.

Ocotillo airport is on the North side of Hwy 78 near Split Mountain Road.

Before leaving, call the chapter phone recorder for possible schedule changes – (619) 661-6520 and/or check chapter 14 web site, www.eaa14.org

April BIRTHDAYS

We wish the following members a very happy birthday

2	William R. Durr
14	William F. Chana
14	James Alan Sparkes
15	Robert D. Lowell
18	Gayl V. Boddy
18	Maurice Orange
20	Ralph R. Pierson
21	John Fisher
21	Eugene N. Hubbard
21	Danny J. Palen
24	John P. Thomson
25	Loren L. Swensen
26	Jack M. Brower
26	William L. James
27	Bill J. Clark
27	Michael L. Madden
28	Kimball D. Dodds
28	Ben J. Balanag
30	Paul Stadler

NEW MEMBERS

Please help welcome six new members to Chapter 14 this month:

Roark Ludwig
Spencer J. Myers
Frances Novotny-Myers
Ashley J. Palmer
Clive P. Shilbach
Kai Schumann

We can expect to see a lot of these people in the coming months. Roark, Spencer, and Frances have already volunteered to help out with the Young Eagles program, and Kai Schumann has graciously offered to tow the big trailer to Ocotillo Wells this month. Thank you all!

April Program

Bill Clark describes his experience building a Corvair engine for his Pietenpol Air Camper at the Membership Meeting this month. He has promised to bring his engine down to the hangars for a real show and tell. This engine started out as a pile of parts from Rob Sutcliff in Los Angeles, and a Conversion Manual from William Wynne. This is Bill's first aircraft project, but given his experience with wooden boats, hot rods, and probably a lot of other things we haven't heard about yet, we can expect a very interesting program.

Unclassified Ads

Unclassified ads are free to Chapter 14 members - \$5 to non-members for 2 months. To submit an ad (or other newsletter input) send to Kerry Powell, Newsletter editor, either by email (preferred) at kgpowell@aol.com, or by phone at 760-602-0662

Lycoming lightweight starter \$175. Total time 71 hours
Manual included. Norm Hendrickson 858-456-1060.

Narco MK12D & ID824 - \$2500

AVCOM headsets (new) - \$135

Narco 120 COM radio - \$450

Call 619-449-1855

CALENDAR OF EVENTS

April 5 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

April 12 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

April 19 – Pancake breakfast 7:30, Chapter meeting – 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

April 24 – Board of Directors meeting (4th Thursday) 7PM at Montgomery Field administration building

April 26 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.



Meigs field on the Chicago lakefront; showing the X's carved into the runway by Mayor Daley's backhoe and bulldozer brigade. See <http://friendsofmeigs.org/> for more information.

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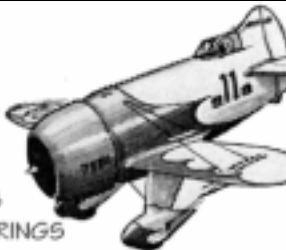
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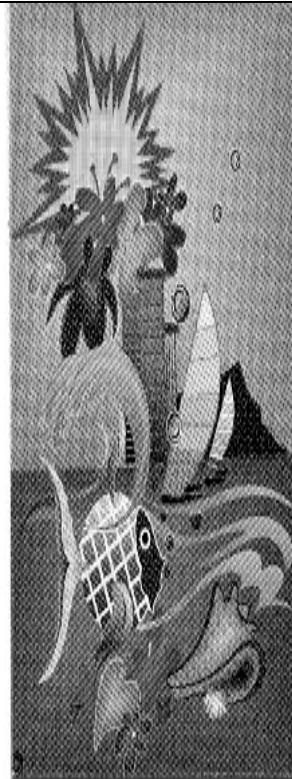
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Pancake Breakfast

3rd Saturday each month, 7:30 – 9:30 AM

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April 2003

CHAPTER WEBSITE

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kgpowell@adelphia.net

EAA Chapter 14 Memberships

Membership cost is \$25.00 per year plus an initial \$5.00 induction fee for new members. Applications are available at our Brown Field hangars and on our website.

Chapter Officers and Directors

Title	Name	Phone	E-mail
President	Sam McCutcheon	(619) 435-0668	leelane@flash.net
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Treasurer	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
Director (Hangar Mgr)	Dennis Cullum	(760) 436-5806	dfcullum@aol.com
Director	Lista Duren	(858) 552-9545	lduren@pacbell.net
Director	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director	Pete Grootendorst	(619) 421-6252	pjgrootend41@cox.net
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	ehubbard@titan.com
Director	Bill Moore	(619) 222-8835	
Director (Newsletter)	Kerry Powell	(760) 602-0662	kgpowell@adelphia.net
Director	Larry Rothrock	(858) 748-1626	rothrock@sd.znet.com
Director	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Dayton L. Smith	(619) 421-6546	daytons@cts.com
Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
Brown Field Hangar No. (with recorder)		(619) 661-6520	

On-Going Chapter Events

Open House at the Brown Field Hangars every Saturday from 8:00 A.M. to 2:00 P.M. with lunch at 11:30.

Pancake breakfast - third Saturday of each month.
 General Meeting - 10:00 A.M. third Saturday of each month.

Tape Library

Our tape library contains over 700 tapes of many interesting and informative subjects. These tapes may be checked out by members for a period of one week. If you can't return the video in person, please return it by mail.