

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

December 2003



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It's time for membership renewals.
Your renewal form is in this newsletter,
or download from our website –
www.eaa14.org - or fill out online (you
still have to mail a check, however)

Cover: *If you missed the Agua Caliente campout, you missed hanging out with the Prez, Richard Kalling, as well as Patti, Joe and John (right to left)*

The Flying Report

By Bob Osborn

November 1 - The firestorms dominated the news and flying the past week. Starting a week ago San Diego was burning around the edges and smoke and ash continued much of the week. Visibility was nil in the smoke and we spent our days at the hanger vacuuming, sweeping, washing, fighting the ash which drifted in everywhere. By Saturday we were in shape for our regular luncheon and fly in traffic which was light, still curtailed by flight restrictions in the fire areas. A few arrivals picked their way through the restrictions and flew in. Donna Smith flew a local survey in her Kitfox. Pete flew the Grumman Traveler several times. Ryan tested his Tri-Quickie with the new (and faster) wheel pants. LaVerne rolled the Starduster out to blow off the ashes. Thomas Geantil rolled his Bonanza B-35 out of the hanger at Montgomery and joined us. His 1950 Bonanza is a beauty though we don't see it often at Brown as he has other aircraft to fly. A Breezy, Cessna 140, and Great Lakes had to wait their turn Saturday.

Joe Russo prepared a fine Italian lunch of split pea soup, French bread, salad and ice cream. Gene Hubbard rallied the Nieuport Squadron members and made good progress bending up tubing for 6 rudders. And so October ends and we made it into November, if even just barely...

November 8 - All those boy scouts that lost their way to Brown Field last month and missed their Young Eagle flights came Saturday. Boy did they come! We flew 40 with most pilots making 3 flights. Stan Bell, Pete Grootendorst, Rick Keller, Richard March, Bob Osborn, and Bill Russell had the honors. The weather was beautiful, visibility

unlimited. This brought out many other pilots who had been confined for a week or so with smoke and flight restrictions. So the local area was crowded and the control tower personnel really earned their pay. Though there was some delay to incoming traffic, the Young Eagle pilots were kept moving and by noon all the scouts had flown to complete that portion of their aviation badge. Dayton Smith and John Watts also should get a badge of recognition for organizing the Troop, scheduling, and preparing certificates for each. With a ramp full of airplanes, a couple of flat tires perhaps can be expected. Bill Russell had a right main go on his Lancair, which he replaced, and flew home after lunch. Ron Schullar taxied the Twin Comanche out and had a nose wheel flat before he could launch. A few refills with an air bowser got him off the field and back to his hanger for repairs.

Gene Gaidousek ramped up a delicious dinner of roast turkey, dressing, gravy, green beans, rolls, and ice cream. By lunchtime the scouts had polished off 10 # of chips and over a gallon of nacho mix and elected to depart. It was time to relax for a leisurely afternoon of hanger flying, local flights, and just enjoying a great day with EAA Chapter 14 at Brown Field.

November 15 - Would you believe a visit by



Joe and Gene cut tubing for Nieuport rudders.

a MIG 21U fighter/trainer with the NATO name MONGOL? While most of us are awed by this fearsome beast, one Chapter wag asked, "Where do I buy the kit?" Reg Finch of the San Diego Flight Museum arrived to present our third Saturday Chapter meeting, with N315RF in tow. In tow because it just doesn't get good mileage for fuel burned. For instance for a 45 minute cruise around the field it burns about 400 gallons of jet fuel. It can get two miles per gallon at optimum cruise but getting to altitude and speed, isn't cheap. It can reach 2.1 MACH, 1363 miles per hour, cruise at 65,000 feet, zoom even higher, and land at 155 Knots. Performance every homebuilder strives for.

Reg noted the craft is known to be rugged, reliable, and strong. He flies it regularly to air shows and for demonstrations most recently to the Miramar Air Show in October. While there on display the nose strut went flat caused by a leaky Schrader valve. Where do you get a replacement short of Russia? Reg and his assistants at the San Diego Flight Museum were able to rebuild the valve and return to Brown. Much of the work on the aircraft is done by Reg and his assistants, reworking, adapting, scrounging parts as needed. Reg discussed the unique design of the aircraft which enables it to penetrate the sound barrier and continue beyond it. It can takeoff without afterburner (and save a lot of fuel), or with afterburner and go up like a rocket. When the afterburner is cut off, it seems to stop from the pilots point of view due to the change in acceleration and he has to look at the airspeed to see if it is still flying. Many of the instruments have been marked in English units and the decals and stencils in Russian are backed up with English translations. It is one awesome machine.

Chapter elections were held following the MIG presentation with President Kalling handily winning a second term. I believe all the incumbents were re-elected. Isn't that the norm for politicks? There was no cook until Joe Russo stepped forward to raid the larder and feed the attendees with hot dogs, mixed

veggies, and pears for dessert. Not bad! Thanks Joe. Jack Thompson's RV-6A took to the air on Friday for a wring out by Pete Grootendorst who pronounced it sound. Jack has displayed a profound persistence in chasing down electrical problems in the ignition and instruments of his ship.

November 22 - HEADLINE - RV's take over Brown Field! Saturday's EAA fly in luncheon found a sample of each type present. First to fly in was Bill Blayloch from Gillespie in his deep blue (black) RV8, powered with an Lycoming O-360 and constant speed prop, his high speed pass to alert us looked like an attack by a navy fighter. Perhaps that was the desired effect as he explained the paint job was the same color as early navy aircraft were painted at the beginning of WW II. Second to arrive was Dan Masys in his RV-7A N747DL, who parked beside the RV8 thus giving us dreamers and tire kickers an excellent opportunity to compare and decide our choice. His aircraft is powered with an IO-360 developing 200 h.p. and also sports a constant speed prop. Just across the ramp sat Earl Makela's RV4 and in the hanger just beyond is Jack Thomson's RV6-A. Dennis Cullum's RV3 was sitting out in front of his hanger on display also to complete the entire RV series.



John Watts, Joe Russo and Gene Hubbard display a jiggged Nieuport stabilizer.

The Bueckers, the Helio Courier, others, that stayed away last weekend when Reg Finch's MIG 21U dominated the ramp, came also. Perhaps it was for Lista Duren's fine lunch of cornbread, grilled chicken, cous-cous salad, and ice cream. Meanwhile the Chapter flyout, campout, at Agua Caliente was in progress. Dennis flew his RV3 out to check on the encampment. He could raise no one on radio and landed to survey the situation. After a short wait and no sign of survivors, he returned to Brown. Perhaps it was the winds. A landing at Corona for gas was the roughest approach and wind shear ever encountered by Al and Bob Osborn in 19Fox. It took two of us on the controls to hold her. Gas at \$2.19.9/gallon was the incentive. One other Cherokee came in for landing and gas while we were there, though numerous other aircraft took a look and fly by and kept going. They were smart!

November 29 - November's fly in luncheons at EAA Chapter 14, Brown Field ended Saturday with a beautiful day for flying and just a hint of Santa Ana with a coating of dust and ash from the fires that have plagued us all month. Pray for rain in December, but not too much. Earl Hickman's squadron of four Bucker's arrived early on the scene in formation to start the day. Dennis Cullum and Bob Osborn each flew a Young Eagle to contribute to the one million to be flown before December 17th, a goal which was recently surpassed. Dennis flew the grandson of Maurice Brockington, and Bob flew the grandson of Bob Osborn, James Osborn of Chandler, AZ. The Nieuport Group worked furiously on their Nieuport 11's until dark.

Roger Sokoloff put together a fine lunch of cheeseburgers with all the fixins, chips, beans, and fig newtons. Pete Grootendorst helped. So ends November. Remember to attend the Holiday Awards Banquet/Party on Saturday the 13th of December. See you there.

President's Message

By Richard Kalling

The holiday season is upon us and another year is coming to a close. I believe it has been a



good year. I am again honored to be your president and looking forward to the new year. I covered many of the things that we accomplished during this year in last months newsletter but a few things have happened since then that are worth mentioning. The camp out at Agua Caliente November 21st was both a success and not. The weather was great the spa was nice and warm and we had a good time. Unfortunately Not many made it out. That is too bad. Those of who made it had a great time. Perhaps if we had offered food as we do at Ocotillo Wells more people would have shown up. Perhaps if it was not so close to Thanksgiving. We will work on it. It is too nice a spot to give up on. Another thing I would like to Mention is the Nieuport Groups progress. I can not believe how fast things are going. We have rudders, we have elevators, we have ribs and we have a crew that works well together. Making six at a time is helping us a great deal. By the time we get to the sixth part we are really quick at it. We are all working but a special thanks go to Gene Hubbard, he keeps us organized, Joe Russo, he keeps track of all the finances and Steve Opgenorth, he tracks down all the supplies at the best price. I will not be suprised to se something that looks like an airplane in a very short time frame. We are fortunate to have a large number of people like that in this chapter, people who give of their time to make this a better place. They are too many to mention here but you know who they are. When you see one of them tell them thanks.

Happy Holidays to all

NOTAMS - Ramona Tower

The Ramona FAA Control Tower will be opened on November 24, 2003. It will only provide Unicom-type suggestions for the first 30 days. Class "D" airspace will be effective December 25, 2003.

Starting November 24 the new frequencies can be used. ATIS 132.05; TOWER 119.875; GROUND 121.65.

The ASOS (Automated Surface Observing System) frequency of 121.125 will remain in effect till Spring 2004. (Source: Pacific Flyer)

Elevating The Siesta Patrol

By Gene Hubbard

Two weeks ago, the Siesta Patrol was elevated when the crew, along with Bill Moore and John Watts, formed the tail surface perimeters for all six aircraft out of 1/2 inch diameter 6061T6 tubing. A number of interested EAA-14 members watched and gave advice while the group poured lead shot into the tubing, and coaxed it into the fixtures made a few weeks ago. At present, all of the tail perimeters are complete, along with spars for the stabilizers and rudders, and a few random ribs. Last week Joe Russo turned up with 10,000 Avex rivets. We're still looking for a source of .016" 2024T3 for gussets so we can begin assembly. Watch this space next month for another riveting story about the men and women of The San Diego Siesta Patrol. There's still time to get involved!

Chapter Elections

By Gene Hubbard

Election day came for Chapter 14 on Saturday November 15, and approximately 35 members cast ballots for the Board of Directors and Officers. When the dust had settled, and the supreme court had ruled, our officers for 2004 were announced:

President: Richard Kalling
Treasurer: Jack Thomson
Vice President: Larry Rothrock
Secretary: Lista Duren

The remainder of the Board includes (in alphabetical order):

John Alley
Dennis Cullum
Mike Fisher
Pete Grootendorst
Gale Hess
Gene Hubbard
Roger Magee
Bill Moore
Kerry Powell
Joe Russo
R.S. Ryan
Loren Schreiber
Dayton Smith

The 2004 Board of Directors will be introduced at the Awards Banquet on December 13 and will take office in January. Remember, you don't have to be a board member to come to the meetings and see how the club is run. Fourth Thursday, every month, at 7:00 p.m. at the Terminal Building at Montgomery Field (underneath Casa Machado Resturant).

December Birthdays

Please wish the following Chapter 14 members a very happy December Birthday:

2 Spencer J. Myers
4 Jay H. Rathbun
8 Rob W. M. Shipley
12 Dennis Hogge

- 14 Peter J. Grootendorst
- 14 Paul Choroba
- 15 Samuel B. Walker
- 16 Joseph S. Pribilo
- 17 Dennis R. Scharer
- 17 Dennis P. Walker
- 17 Donna M. Smith
- 20 Charles E. Fisher
- 20 Thomas Roche
- 21 James D. Newman
- 25 Perry Burholm
- 26 James U. Lemke
- 29 Lawrence E. Roberts
- 29 Lynn M. Madden

Issues Before the Board

By Lista Duren

The Chapter 14 Board of Directors met on Nov 25th at Montgomery Field. Issues under consideration include youth programs, repairs to the asphalt ramp, lease renewal, charitable contributions, and outreach to chapter members who are ill or incapacitated. The following is a brief summary of these issues. The next board meeting will be the fourth Thursday evening in January at 7:00 p.m. at Montgomery Field. All are welcome to attend, or to share your thoughts with a board member before the meeting.

Youth Programs: The board is considering proposals for programs that involve young people in aviation. At the October meeting, representatives from the Regional Boy Scout Council presented information about becoming an Explorer Post. At the November meeting, new Chapter 14 member Ron Boshung and his friend Frank Parker presented their ideas about preserving the history of San Diego Harbor by working with kids in shop classes to build mock-ups of several planes originally built in Dutch

Flats. At the January meeting, the board will hear about a youth program sanctioned by National EAA.

If you have opinions about youth programs, or if you personally would like to lead, or be involved in, a specific program, please talk to a board member. At present our only ongoing youth program is a healthy Young Eagles program led by Dayton Smith. This program will continue even though EAA has achieved the goal of flying a million kids by December 17. Our other recent youth program, the monthly model clinic, ran for about 6 months, but did not attract enough participation to continue. Any new program that the chapter decides to undertake must have a committed core of chapter members who are willing to lead. The board is taking the time to hear about several possible programs and give them careful consideration before making a decision.

Repairs to the Ramp: The asphalt surface of the ramp is beginning to break up, so Facilities Chairman Dennis Cullum is looking into the cost of patching and filling cracks. Longer term repairs are on hold until we have a lease.

Lease Renewal: Joe Russo continues our correspondence with Tracy Means and the FAA regarding the renewal of our lease. When the new board is installed in January, the lease committee will gain some new members and will reconsider our approach to this problem.

Charitable Contributions: A suggestion was made that the chapter contribute to the recent fire victims or other charitable organization. There was not an immediately obvious rationale for selecting a charity, and this discussion was tabled, to be reconsidered in the future.

Outreach to Chapter Members: Angels among the board members mentioned that chapter members Skeets Coleman, Ralph Wilcox and Briggs Gillespie have been ill and/or hospitalized recently.

Mike Fisher reminded us that we used to have a "Sunshine Corner" to help us stay in touch with members who are ill or incapacitated. Reviving this tradition in some form is on the agenda for the new board in January.

PRESERVING SAN DIEGO'S AVIATION HISTORY

By Ron Bociung and Frank Parker

**DUTCH FLATS - A FIELD OF DREAMS
A NEW LINDBERGH MOVIE
SAVING OUR PAST FOR OUR FUTURE
THE 100-YEAR ANNIVERSARY OF POWERED
FLIGHT
A SIMPLE GIFT
A NOBLE CAUSE**

- And a much needed history lesson for our young

A few days ago the Board of Directors of Chapter 14 mulled over the idea of how to support Steven Spielberg (SKG DreamWorks) with a new movie about the life and times of Charles A. Lindbergh. Such a venture based on a new movie about Lindbergh would require mock-ups of both the sites and aircraft located at San Diego's two historical sites of Dutch Flats (San Diego's first airport) and the Portuguese Cannery on our downtown waterfront (the construction site of Ryan Aviation when the Spirit of St. Louis was built).

The need for the Replicas and mock-ups would require a club effort and cooperation with Spielberg and his company. The benefits of such a venture are many and would result in high club morale, public exposure of the EAA, widespread press, and good publicity for EAA on an international level. Such an effort to construct the mock-ups alone would involve the cooperation both High School and College shop classes and members of our active duty and retired military.

Currently the EAA already have flying replicas of both the Spirit and the Ryan M-1 US Mail plane (from which the Spirit was based upon) that were located at Dutch Flats when Lindbergh first flew the Spirit. For an accurate movie portrayal there were 5 types of aircraft at Dutch Flats in 1927. The other three types of aircraft were several JN-4 Jennys, a Thomas Morris Scout (Tommy), two Lincoln Standard WWI Training aircraft converted to be America's first Scheduled Airline (San Diego to Los Angeles Airline), and the large Douglas-Davis Cloudster (Seven passenger Bi-Plane which was Douglas' first airplane). There are no current examples of these aircraft still in existence.

There is such a great need for this project to preserve the history of San Diego. The sad truth is that the children of San Diego are not allowed to know their history.



Chapter 14 member Briggs Gillespie is at Fredericka Manor, 183 3rd Ave, Chula Vista, CA 91910 (619) 409-1674 Briggs is in room 204

Now we have the ability to save the forgotten history of San Diego and at the same time do a great service to our community by working with Spielberg on this project. Civic pride, increased membership, and high morale for the club are all additional benefits that will be achieved by Chapter 14's involvement in this project. A new movie from Spielberg, a fan of Lindbergh from childhood, promises to be a big and timely gift to San Diego. The members of Chapter 14 have an opportunity to do some good for both the club and the city of San Diego.

This indeed promises to be a noble cause and priceless gift to current and future San Diegans. The 100-year anniversary of powered flight is but a few days away. Much of this great history was pioneered here in San Diego, but sadly ignored and forgotten. How many of you have ever visited, much less know the location of the spot where John J. Montgomery first flew, or the spot where the Spirit was built, or Dutch flats where America's first scheduled airlines first flew in 1925 and Lindbergh first flew the Spirit in 1927.

It is up to us, the members of Chapter 14, to save the monumental piece of that history that took place in our city. If not us, who, if not now, when, do we do our part in preserving the glorious and historical past of our city? We must save our past to preserve our future. Lindbergh's larger than life legacy must not be allowed to fade away. His story must always be on display proudly to inspire future Americans. IT REALLY IS UP TO US NOW, ISN'T IT?

Please contact any of the Board members to indicate your support for this project and any willingness on your part to help in any way.

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760-602-0662 or kgpowell@adelphia.net

We put on the best \$2.50 lunch in
town! Every Saturday, EAA Hangar 1
at Brown Field, 11:30 AM.

Pancake Breakfast
3rd Saturday each month
7:30 – 9:30 AM

CALENDAR OF EVENTS

December 6 – Open house, coffee, lunch at
Chapter 14 hangars, Brown Field.

December 13 – Young Eagles, 9AM, Open
house, coffee, lunch at Chapter 14
hangars, Brown Field.

December 13 – Holiday Party and Awards
Banquet, Courtyard by Marriott

December 20 – Pancake breakfast 7:30,
Chapter meeting – 10 AM, Open
house, coffee, lunch at Chapter 14
hangars, Brown Field.

December 27 – Open house, coffee, lunch at
Chapter 14 hangars, Brown Field.

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

New 4 cylinder ignition harness \$65.

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December 2003

CHAPTER WEBSITE

<http://www.eaa14.org>

E-mail

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	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Vice President	Larry Rothrock	(858) 748-1626	rothrock@sd.znet.com
Secretary	Joseph Russo	(619) 295-1718	jrussosd@aol.com
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) 452-7112	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	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	
Flight Advisor	Reuven Silberman	(619) 749-5561	pilots2@yahoo.com
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.