

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

December 2005



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December 10 - Awards
Banquet/Holiday Party

December 17 - Ultralight Fly-in

January 21 - Jeff Acord, TRACON
controller

Yes, it's membership renewal
time, renewal form in this issue

Cover: The 'Desert Fox Squadron' flew all the way from Phoenix to attend our Kitfox fly-in!

President's Message

By Larry Rothrock

December already!! Wow the year has passed quickly, hasn't it? And we've had some fun, haven't we?

John Alley managed to pull off the Great Roger Tricket Ocotillo Fly-in /Camp Out --- again. And, again, Kai Schumann volunteered to tow our camping junk to the desert and back – even though he had to work and couldn't attend himself-- again. He also arranged for a wonderful gumbo prepared by his friend, Littlejohn. Chefs Ernie Block and Joe Russo cooked for us, too. Kevin Roche arranged fun bus trips to airplane museums—with lunches set up by Chris Puntis, who managed to finish his beautiful Sonex, too. George Conway coordinated Birds-of-a-Feather Fly-ins: Canards; RV's; Kitfoxes; Ultralights. Larry's Amazing Koffee Kup Kite actually flew! We had a great pot-luck Mid-summer Hangar Party and have re-instituted the 5th Saturday Aero-Junk Sales. Ryan, Gene Hubbard and Pete Grootendorst added the first new hangar to EAA-14 in years and years – despite a low bridge. Donna Ryan painted the hangar AND the Chapter logo. EAA folks turned out to attend the City Council meeting to help save Buzz Gibbs' operation at MYF. Everybody pitched in to have a giant clean-up and we hosted the San Diego City Airport Advisory Committee. Lista Duren's idea to host both the San Diego Mayoral Candidates was absolutely inspired! The Community Airfield Association of San Diego (CAASD) helped us pull off the two events and even donated banners to us. Both Mayor Jerry Sanders and Councilwoman Donna Frye now know who EAA-14 is and how we fit into the aviation community. Ryan convinced the airfield contractors to spread ground-up concrete on our access road. After years of dedicated effort Dayton Smith has earned his retirement from Young Eagles Coordinator and has now

passed the reins to Chris Alan. Dennis Cullum, Joe Andrade, Pete Grootendorst, Frank Himmerich, Bill Russell and others of the Faithful flew some 300 Young Eagles this year including the Reach for Tomorrow kids from the Inuit Villages. John Watts not only helps with Young Eagles, but this year also won an award from EAA for his work at Oshkosh. Ed Fitzgibbons was awarded Life Member status for his years (and years) of contributions to the Chapter. After exciting discussions to get the proper permits, we had a very successful and fun B-17 Flying Fortress visit from EAA and a whole bunch of our members had a never-to-be-forgotten flight in Fuddy Duddy. The Siesta Patrol moved forward on the eight Nieuport 11's they are building. Galen Shirley and Ryan got some more planes in the air: Starling, KR-2 and some other stuff. Bob Osborn's "Flying Report" has kept us all in touch with EAA-14's pulse. Despite the procrastination of his contributors, Kerry Powell managed to put out a first rate newsletter, The Spirit of Flight, with the help of his publishing and delivery crews. Pete Grootendorst re-stripped our ramp; he has also re-invigorated our safety program and coordinated a new era with the SDM tower. Thanks to Joe Russo and Kerry Powell we've acquired a state-of-the-art projector system for our speakers and we've had some great speakers and presentations at our monthly Chapter Meetings. Jan Moore set up a great Awards Banquet last December and Lista Duren is doing the same this December – with a terrific speaker. Jimmy Kennedy has contributed some dollars to the Chapter by selling raffle tickets on the EAA Leather Flight Jacket. Because heart attacks are more likely than propeller strikes, Pete Grootendorst and Kim Dodds recommended (and the Board approved) buying an Automatic Defibrillator for the Chapter. Bob Osborn, Ryan and Dennis Cullum ensured we all had lunch even when the rest of us didn't do our part. The Sunshine Boys, Rodger Magee, Bill Clark and Ty Tyvoll faithfully made us breakfast every single month!!

We picked up quite a few new members and finished the year at about 250. But, we've lost some good folks, too. Bob Grey moved to the other coast. Jack Brower, who had worked so faithfully on our great library, passed away. Long time Chapter member, Gene Whigham, passed away. Al Allen, who was a member from the earliest days folded his wings. So, too, departed my wife, Molly, who contributed so much to our lease campaign. Longtime member, EZ Squadron leader, hangar-mate and friend, Dan Patch, lost his life this year. Board member Jack Thomson finished his RV-6 and then moved to Florida. Ed Bancroft finished his BD5 and Dennis and I did the CG calculations for him. It was right on. Then he moved to Oregon—shows his confidence in us, I'd say. Ashley Palmer and her husband, Clive Shilbach, moved to Kansas for better career opportunities. Skeets Coleman, the only man ever to fly the Pogo – also the fastest prop plane in the world—moved to the Midwest. RV builder and former Board member, Gene Gaidousek's moving to Oregon.

Wow, what a year. What a Chapter. What a bunch of folks. Thanks to you all; I am honored to be associated with people like you!

Don't forget the Aero-Junk sale on December 31!! There will be a special lunch prepared, too. Come help us usher in 2006 at 12:00 noon !!! (That's gotta be midnight for somebody.) Most of us can't make it to local midnight anyway.

The Flying Report

By Bob Osborn

November 5 - Reuven Silberman flew his new all silver RV-7 N7WT (November 7 Wild Thing) in for a visit and photo at Saturdays EAA Chapter 14 fly in luncheon. He is still flying the time off before any long cross country flights. It is powered with an Aerosport IO-360, driving a Hartzell Scimitar constant speed prop made especially for the RV-7 which gives a 180 knot cruise at 75%

power. Fully IFR and GPS equipped it is one beautiful bird. Earl Hickman arrived early with his Bucker Squadron in perfect formation for a break to landing on 26 Left along with a radial engine powered Bucker single which everyone agreed was the "hard" one to fly. Why? Paul, Dennis, Ryan, opened their hangar doors for some fresh air and flying. Several other members flew in for the Shepard's Pie, Cole slaw, bread & butter, and fruit prepared by Raymond West. Some 40 lunches were served, a fine start for the month of November.

During the luncheon word was received from Elvin (Al) Allen's, daughter that her father had passed away Friday evening apparently from heart failure. Al was "Chief" A&P for the Chapter, working on and inspecting many of the members aircraft and signing off the log book. He was also a lock and key maker, keeping our locks and key's throughout the Chapter functioning. We shall miss him. Also word was passed that Skeets Coleman has moved to Oklahoma. Skeets did the flight testing on "Pogo" many years ago and gave a very interesting presentation of that project at a Chapter meeting more recently.

November 12 - Circus? Well sort of. The Ameriquest blimp that was swinging on its mooring mast by the lane to the EAA hangers of Chapter 14 was certainly painted in circus



The Ameriquest blimp

colors. Perhaps it had something to do with Friday nights rock show by the Rolling Stones in Petco Park. It was that wild! Add to that Young Eagle flights. Some 11 "kids" were flown, some from Mexico, some boy scouts, at least two sets of identical twins among them. Joe Andrade, Armand Brattland, Keith Allan, Pete Grootendorst, and Dick March, were their pilots. John Watts and Gene Hubbard sorted them out and got them boarded. We fed them hot dogs and Polish sausages with sauerkraut, beans, fruit, salad, nachos, and ice cream. Some 50 diners finished it all, with the adults seemingly enjoying it as much as the "kids". A nice assortment of fly in aircraft came including a Sky Arrow 600 Sport which is a two place tandem pusher that we hadn't seen for quite a while. Meanwhile.....

Dennis Cullum and Paul Hanson departed in the RV-3 and Offshoot for Flabob where a Veterans Day fly in celebration was in progress. They reported Chapter 14 members participating included Joe Pribilo, Len Buckles, and Don Hamm. Avgas sold at \$3.78 per gallon at Flabob a bit better than the current \$4.15 at Brown Field.

Word was received that Molly Rothrock, wife of Chapter 14's president Larry Rothrock passed away Friday evening due to heart failure. Molly was a doer always ready to lend a hand and help out when there was work to be done. We shall miss her.

November 19 - The show goes on. Elections, Kitfox fly-in, Defibrillator Demo, third Saturdays at EAA Chapter 14 are always full of action. Gene Hubbard collected the ballots and hopefully has the election results. Vice-President Lista Duren opened the monthly meeting, welcomed the fly in Kitfox pilots, and introduced Kim Dodd's, fireman/paramedic who with two assistant firefighters demonstrated the defibrillator equipment and answered questions regarding heart attack victims. George Conway

welcomed the Kitfox fly-in pilots, some who flew in from Arizona and rewarded them with the free pancake breakfast or lunch advertised. Actually "Hero of the Day" Dennis Cullum provided the free breakfast when the regular breakfast crew called in sick and stayed on to prepare a lunch of Polish sausage, mashed potatoes, corn, fruit, and ice-cream.

Robert Harris trailered his recently completed Kitfox down from Fallbrook for the fly-in, assembled it for weighing, and talked a bit about building it, and his upgrading from Ultra Light pilot to Sport Pilot in preparation to start flying the restrictions off. He also joined Chapter 14 as our newest member. Welcome Robert! Other interesting flying events of the week are the "Geraldo At Large" blimp (airship) has replaced the Amerquest blimp just outside our drive in area and seems to spend time doing touch and go's, perhaps checking out new pilots. Ryan has the KR-1 flying to his satisfaction now and was noted doing touch and go's in the pattern with the blimp, a National Guard C130 doing parachute drops over the field, two business jets, and a helicopter. Busy, busy! Also Galen Shirley was up there somewhere in the "Starling" a plane the tower finds really hard to spot. Lets all keep our eyes open.



Kim Dodds and assistants explain and demonstrate the new defibrillator.

November 26 - Competition with all that Thanksgiving turkey was pretty keen at EAA Chapter 14's Saturday fly in luncheon. Throw in inclement weather, a rainy morning, lack of a scheduled special event and you have the makings of a short chow line when the dinner bell rings. Still Dennis Cullum and Larry Rothrock were ready to greet one and all with a welcome change in menu. No turkey! Chili dogs, nachos, fruit, and ice-cream filled the bill and gave the stomachs of some 14 diners some relief from the holiday stuffing.

Being at the EAA hangers was a huge relief from the shopping malls also. Chapter members were busy tweaking up their projects. Gene Hubbard was smoothly spreading green paint on the fuselage of his Pietenpol which is almost a shame, though it looks great, it hides the beautiful woodwork we have all admired underneath. Ryan was shuffling his various aircraft around, presenting some of them for sale, hoping someone will find just the right stocking stuffer for Christmas. Dennis rolled out the Fisher and ran it a bit, waiting for the right conditions for more air time. Pete Grootendorst called in from somewhere upstate and inquired about the weather at Brown. He was having some spark plug problems. Hope he gets home o.k. So ends November. See you next month at the Awards Banquet on the 10th. Be there.....

Donations Needed

By R.R. Ryan

It's almost the end of the year—time to clean out your garage or hangar and donate unused aviation or aviation related items to the Chapter. This includes projects or kits in different stages of completion, as well as equipment. If you can't get the project down here, give me a call and I will make arrangements to pick it up.

Even though the tax write-off isn't as good as

it once was, it still might help you out taxwise—and you can be sure it will help us out. So it is a win-win situation both ways.

We really appreciate your donations—and remember our motto:

Large or small
We take it all
(well-almost).

Ryan—Hangar Manager
858-273-4051

Magazine of the Month

By Donna Ryan

In the process of sorting through the magazines, we've found some really interesting ones that I am sure you would like to check out and read through. I'll try and feature one of these magazines periodically in hopes of whetting your appetite to spend more time looking at the many books and magazines we have in the Chapter 14 library.

I really liked one of the early issues of Popular Aviation. We have copies of this magazine from 1932 to 1940. In 1940 the magazine became Flying and Popular Aviation and



Robert Harris' Kitfox

carried that name until 1942. Then in 1942, the magazine just sported a title of Flying – and we are still getting that magazine today.

Here are some highlights from our magazine of the month: Popular Aviation, January 1932.

- The New Falcon, a 2 place cabin coupe is offered for a price of \$995 (fly away factory).
- You can get real world war propellers (they hadn't had the second world war yet) for just \$1.98 and up.
- The miscellaneous news section carries a short item about two men who rented a speedy little monoplane and flew it over Long Beach. According to witnesses, they were hedge-hopping and roof-skipping, but after about 10 minutes, something happened and they landed unceremoniously on a chicken coop roof. The roof absorbed the shock, the plane and the pilot and passenger (they don't make chicken coops like that anymore!). The two were charged with operating an airplane without a license.
- One of the lead articles is titled "The Wingless Airplane is Coming—Of What Type Will It Be?" The article states that "it is almost certain that the present rigid airplane wing has reached the top points in its development so far as all-around performance is concerned." There is a long section on lift and then one of the conclusions: "One very important improvement on wing construction, and one that has proved very practicable in service, is the 'slotted wing' . . . this device very materially increases the speed range of a ship by varying the lift and by allowing higher angles of attack than possible with a plain wing."
- There is a retelling of the early adventures of Count Zeppelin, along with photographs of famous planes of the world war.
- A section is devoted to "What our readers are building" with one interesting item

detailing the success of a four cylinder Chevy engine powering a light plane. The builder claims it will do 75 m.p.h., take-off in 250 feet and climb at the rate of 400 feet per minute.

- An account of the "Kohl flying Wing" provides a list of the advantages of tailless ships. It does away with the "weight and head resistance of the tail group, reducing the power required for the propulsion. . . it is shorter and more compact, so that less space is required for its storage . . . this solves one of the greatest problems facing the private owner of today who is paying exorbitant rental charges for hangar space . . ." (a comment that definitely comes under the heading of the more things change, the more they stay the same.)
- Women pilots are much in evidence, with Lady Mary Heath of England, an ardent pilot herself, covering the news. She reports that in the United States there are 480 women pilots of which 38 are transport pilots. Women are actively involved in aviation businesses as well. An article reports that Great Britain's first woman "businessman" of the year have finished their first year's operation of an aerial taxi company with "considerable profit and great enthusiasm."
- A Question and Answer section includes such questions as "What sort of lubricating oil is best for aviation engines? Will automobile oil serve the purpose?"



Kim Dodds' Glasair

Answer: After explaining the difference in cylinder temperatures, the editor writes that for "high powered air cooled aviation engines, you need a viscous or thicker oil than that used for automobiles. . . However, for water cooled aviation engines it is safe to use a lighter oil."

- The Landing and Take-Off Problems article stresses that many landing and take-off crack-ups can be avoided by a more careful study of the terrain and wind.
- The Dallas Aviation School advertised that you could complete a commercial pilot's course with 50 hours for \$795 (and they even paid for your railroad fare to get there).
- The Aviation Institute of U.S.A. tells how you can earn \$50 to \$100 a week in aviation.
- And my favorite tale of the hazards of aviation: Baron Paul C. Von Gontard of Germany set out to see Africa by airplane. "The flying trip was going splendidly, the baron reported, when one day the motor began to sputter while the baron was over a jungle. But he limped on until he cleared the heavy growth and came to a landing on the veldt near what he thought was a large ant hill. The plane coasted up to this ant hill and one wing gently nosed it as the plane came to a stop. Imagine the baron's embarrassment when that ant hill heaved up on four legs, roared,-or whatever rhinos do when rudely interrupted in the midst of a sun bath – and came for that plane, horn lowered!"

Please feel free to contact me with your comments or ideas. Thanks for your help and support.

Donna Ryan - Librarian
858-273-4051 - Home
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December Birthdays

Please help us wish a very happy birthday to the following Chapter 14 members born in the month of December

- 4 Jay H. Rathbun
- 8 Rob W. M. Shipley
- 10 Leon Klovsy
- 12 Dennis Hogge
- 14 Paul Choroba
- 14 Peter J. Grootendorst
- 15 Doug Cook
- 15 Robert C. Harris
- 15 Samuel B. Walker
- 16 Joseph S. Pribilo
- 17 Dennis R. Scharer
- 17 Donna M. Smith
- 17 Dennis P. Walker
- 21 Ronald J. Cozad
- 21 James D. Newman
- 20 Charles E. Fisher
- 20 Thomas Roche
- 25 Perry Burholm
- 26 James U. Lemke
- 27 Dejan Vucinic
- 29 Lynn M. Madden
- 29 Lawrence E. Roberts
- 31 Raymond P. Knize



Ryan and Roger Sokoloff help Robert Harris weigh his Kitfox.

New Members

Help us welcome two new members to Chapter 14 this month:

Tim Walsh is a Commercial and Instrument rated pilot based in San Diego. During the week Tim works as a VP of Business Development, and has an interest in learning more about Light Aircraft.

Robert Harris is a Student Pilot based in Fallbrook. Robert joined us at the "Birds of a Feather" fly-in last month. He trailered in his completed Kitfox and spoke briefly at our membership meeting. After lunch, he and Ryan worked together to obtain weight and balance data.

You'll be seeing more of these members in the coming months. Say hi to them and get to know them. We all have something to offer one another.

SKEETS COLEMAN

by G.Hess

Skeets called the other day and said that he would be moving to Oklahoma and that he would like to give several boxes of books and literature to the chapter. There is a wealth of information in some very fine aviation books in those boxes and I'm sure that they will be greatly appreciated by chapter members.

I found Skeets, at eighty-seven years of age, sitting in the sun at his daughter Jackie's beautiful home. If you will look at the accompanying photo you will see the same Skeets that I saw a few days ago.....a man, a pilot, who's expression represents the calm confidence that set forth one of the aviation world's great achievements.

Perhaps there is one chapter member among us who doesn't know Skeets so I would like to

add a few observations.

LTCOL James F. "Skeets" Coleman USMCR was the first pilot to ever take off vertically, transition to horizontal flight, and then transition to vertical flight and land in a VTOL aircraft. The aircraft was the XFY-1 "POGO" built by CONVAIR. On November second 1954 Skeets conducted the first transition to horizontal flight at NAAS Brown Field and did it again on November fourth for the first observance by the press and the world. To quote from an article written at that time "Convair personnel and invited guests were ecstatic with both of these initial horizontal flights of the powerful POGO and the flying skill demonstrated by Skeets."

Skeets was awarded the prestigious Harmon Award by the President of the United States for his performance of the XFY-1 flight tests.

You may notice in pictures of the flights that the canopy is always open. I have read that the ejection seat that was used required a minimum altitude of two hundred feet to complete a successful ejection and it is said that Skeets always flew with the ejection seat unarmed and the canopy open!



The POGO was powered by an Allison YT-40 that consisted of two smaller T-38s mounted in tandem delivering their power through a single gearbox. These drove a pair of Curtis-Wright turboelectric co-axial contra-rotating propellers sixteen feet in diameter. This combination was estimated to deliver 5,850 shaft horsepower.

From the literature describing the POGO tests and development it is apparent that hundreds of vertical test flights were made by Skeets prior to the introductory flights that introduced the POGO to the world in November 1954.

It was written that the Pogo would do 300 mph in level flight with engines at idle. In a book published by Steve Ginter, Skeets described his first landing from horizontal flight. "The first time I tried to land I had no idea it would be that fast. I couldn't slow the darn thing down so I just tightened up the turns and came around. When I got it tightened up enough I reduced the power and got close to the ground and popped up into the vertical. It would climb even at idle when I would first transition to the vertical. I tried to back down, but when I got down to between 300 and 500 feet I lost my depth perception and didn't know what to do. On this first horizontal flight there were a few helicopters around chasing me. I called out to have them hover at 100 feet to give me a reference point because I had no idea whether I was going up or down. All I could tell was that I was vertical."

The landing was of course successful but for those of us who are not engineering test pilots it may be difficult to imagine the precision and attention to detail and skill that it must have taken to complete that kind of flying.

Skeets, we want to thank you for it is through your membership and fellowship in

our group that you have allowed us to pause and reflect upon a time when the milestones of aviation did seem to be a bit more easily defined. It is hard to produce the words that can clearly express the pleasure of having spent countless hours at our chapter talking with you about "Things that Fly."



Skeets and Pogo



After a flight

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CALENDAR OF EVENTS

December 3 – Open house, coffee, lunch at
Chapter 14 hangars, Brown Field.

December 10 – Young Eagles, 9AM, Open
house, coffee, lunch at Chapter 14
hangars, Brown Field.

December 10 – Awards Banquet/Holiday Party
Marriott Courtyard, 5:30PM

December 17 – Pancake breakfast 7:30,
Chapter membership meeting—10AM,
Open house, coffee at Chapter 14
hangars, Brown Field. Lunch – 11:30

December 24 – Open house, coffee, lunch, at
Chapter 14 hangars, Brown Field.

December 31 – 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@adelphia.net
or by phone at 760-602-0662

Full time builder NEEDED. Part time if you
know Lancairs. I have 3 being built now. Will
train the right person. Hogge Aircraft 1-619-
549-9606

Apollo GPS Moving map Dash mount For Sale
\$500.00. Call Mike Freshley 619-624-5378

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CHAPTER WEBSITE

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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	Larry Rothrock	(858) 748-1626	rothrock@znet.com
Vice-President	Lista Duren	(858) 452-7112	lduren@pacbell.net
Secretary	Kerry Powell	(760) 602-0662	kgpowell@adelphia.net
Treasurer	Dennis Cullum	(760) 436-5806	dfcullum@aol.com
Director	John Alley	(858) 277-2054	jalleynbart@juno.com
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	enhubbard@sbcglobal.net
Director	Richard G. Kalling	(858) 549-0785	countk@kalling.net
Director	Bill Moore	(619) 222-8835	
Director	Chris Puntis	(760) 943-6997	skitchmo@netzero.net
Director	Joseph Russo	(619) 295-1718	jrussosd@aol.com
Director (Hangar Mgr)	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Dayton L. Smith	(619) 421-6546	daytons@cox.net
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 - 11:00 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.