

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

February 2004



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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: *Chris Puntis shows off his new Sonex in Hangar 3.*

President's Message

Things really seem to be happening around the chapter. Most are good and a few are sad. We will start with the good. The Nieuport Group is really going to town. The tail surfaces are ready to be riveted and the fuselage sides have been started. All of the group is pitching in and things are moving along swiftly. Chris Puntis brought his Sonex in and it is a real work of art. Take a look at the panel and under the cowl if you get a chance. Very nice.

Up coming events include the annual Ocotillo Wells camp out, March 26-27-28.

John Alley is hard at work getting things in motion for another great time. We hope to have the Redlands chapter join us again. I plan to bring the projection system out again so that we can have another night at the movies. The movie title has not been selected yet but you know it will be about aviation. We are also **planning a trip to Chino Planes of Fame**. The plan is to provide a bus as we did to March AFB last year. This time though you can fly in if you so choose. The time frame is for early May so don't forget to mark your calendar for these events.

For those of you who have "antique aircraft" and get the tax deduction, this year you must get the signature of the event coordinator. Chapter 14 is listed as a place to show your plane on the second and third Saturdays. Get one of the Chapter officers or directors to sign your papers for you. Signing in on our guest register would probably also be a good idea. Now to the not so great news. Rik Keller fell from a ladder and hit on his face. He went into the hospital and was released. The next day, I believe he had to go back in due to an infection. At this time he is in intensive care in a coma. We all are praying for you Rik. Lastly it is with great sadness that I must report the passing of a friend and fellow chapter

member Briggs Gillespie. Briggs passed away Monday January 26, 2004.

Keep them flying

Richard Kalling, President

The Flying Report

By Bob Osborn

January 3 - The 1928 Heath Parasol flies again! At our Saturday fly-in/luncheon at Brown Field before the assembled EAA Chapter 14 grizzly-lizards, N140BH under the pilot of "Sparkey" Sparks arose from the runway for the second time to make a circuit of the field then proceeded to buzz the control tower in a fly-by where Bink Brown videoed the flight from the outer walkway of the tower. The 1922 Henderson motorcycle engine was running flat out the whole flight in order to stay airborne. Top speed was 70 mph on downwind. Sparkey taxied up to receive the collective plaudits for his feat. However he does not seem eager to temp fait a third time so it may at last be time to retire N140BH to a museum. "Bens Baby" flies at age 69. A late starter, but a flier.....

Looking back at the start of the New Year this event of December 27, 1997 reminds us that time also is flying by. Many project completions and first flights have occurred in the past 6 years and the year 2004 holds promise of more exciting events. Yesterday a



John Wood with John and Mike's new RV6A

cold wind blew and only aircraft with cabin heaters flew in. Open cockpits and experimentals were left snug in their hangers. Ryan warmed us up with Ball Park hotdogs, chili (with or without beans), cheese, onions, chips and tropical fruit salad. No ice-cream but plenty of hot coffee. The soaring white clouds overhead tempted two old glider pilots to fly out over Morena Lake where a certain Cherokee soared up to 6500 feet and near cloud base while running at barely sustaining power. Lift was great wasn't it Bill?

January 10 - The first Young Eagles day of the New Year turned out "as good as it gets" for EAA Chapter 14 at Brown Field Saturday. John Watts and Lista Duren lined up the Young Eagles and assigned pilots. Dennis Cullum, Richard March, King Schultz, Stan Bell, and Bob Osborn were standing by, ready to fly. The air was warm, sunny, smooth as silk. Visibility was over 50 miles. The "kids" were all smiles, a fun day for all.

Dennis planned and served the lunch of beef stew, noodles, bread, butter, and peaches, with a little help from Paul Hanson and Bill Moore. There were many fly in airplanes. Two new arrivals on the scene were Ken Briggs with his Ercoupe, a new Chapter member, and John Woods and Mike Wills with their "new" RV6A N123FP, a real beauty. Our RV "Squadron" is around 9 aircraft in the Chapter now, perhaps more. That is as many as Piper owned aircraft and more than the tally of 6 Cessna's. RV is king!

"Sparky" and Marilyn Sparks threw a 95th birthday party for Steve Kecskes at Sparky's hanger at Montgomery Field in the afternoon. The fly in/drive in crowd included Steve's son Andy Kecskes, Bob Fronius, Lloyd Buckner, Bob Johnson, Bob Osborn, Don & Mrs. Purdy, Helen Dick, Ernie Shattuck, Paul Hanson, Gail Hess, and other local pilots. Steve is looking great, would probably still be flying his Luscombe if he could just get insurance. We really enjoyed the cake and drinks. Thanks Sparky.

January 17 - Just when you thought it

couldn't get any better at the EAA Chapter 14 Saturday fly in luncheon, it did! The third Saturday and Ty Tyvoll and Rodger Magee started the day off right for the early fly in crowd with their great pancake breakfast. As the morning progressed some really impressive aircraft arrived of the RV line. Paul and Victoria Rosales flew in from Lancaster in their RV-6A with the finest paint job yet. Gary Sobek arrived from Cable airport in his RV-6, also a beauty. John Wood and Mike Wills brought their bright yellow RV-6A down for the show. One enthusiast noted there was every type of RV on the field except the RV-10 which is still in development.

They came for the monthly Chapter meeting featuring Dan Masys RV-7A which appeared on the cover of the January newsletter and with Dan and Mrs. Masys and the RV-7A present also. Dan who has been aviation orientated all of his life, has owned and flown several manufactured aircraft over the past 30 years, shared many of the lessons he learned along the way. Such as, "If you want to fly, buy an airplane". "If you want to build, buy a kit". And "Behind every successful man there is a woman". He credited Mrs. Masys, a former TWA flight attendant with helping pound the rivets (Rosie the riveter) in the RV-7A and being a fine copilot. It was an outstanding program, illustrated with slides and computer generated photos of the building procedure. Thanks Dan.



Paul and Victoria Rosales visit Brown Field in their RV6. They were written up in the April 2003 Sport Aviation.

Pres. Richard Kalling also presented Fred Nauer, Special Projects Coordinator and Amelia Chapman, Director of Education of the San Diego Aerospace Museum who are opening a program called "Explore - Wild Blue Wonders" for middle school children covering science, math, technology, and ground school at the museum. Jack Brower was presented with an award plaque for his service to the Chapter as Library/Video Chairman.

Announcement was made of the County Tax Assessors new requirement for historic and classical aircraft display requirements. EAA Chapter 14 display dates are the 2nd and 3rd Saturdays at Brown Field and a form is to be filled out and signed by one of the Chapter Officers. The aircraft must be displayed 12 times to receive a full tax exemption.

Ryan organized the excellent lunch of scalloped potatoes with ham, green beans, applesauce, and cookies as well as flying his daughter and son-in-law in the Traveler. Grapefruit rancher, Jim Chapman flew in a cargo of Borrego grapefruit in his Kitfox for distribution to Chapter members. And last, but certainly of prime interest, the first Sonex was brought on board by Chris Puntis and assembled in Hanger 3. Watch for it's first flight soon.

January 24 – Ryan set the pace last year with homebuilt aircraft completions about weekly. Other Chapter members are picking up the pace these first weeks in January of 2004 with completions (or acquisitions) averaging about one each week. John Wood and Mike Wills started off the season with their bright yellow RV-6A. Ken Briggs arrived with his shiny "new" Ercoupe classic and tied down on the east line. Chris Puntis brought his newly built Sonex on board a week ago. And this week, Jay Rathbun rolled out his newly completed Rotorway helicopter and cranked it up. What a pace! Can we keep this up?

Jay, with a little assistance from Gregory Garrett has been building his Rotorway in a hanger down near First Flight (Flying J) for

the past couple of years. Upon completion it refused to start. After much checking and probing (and head scratching) a call to the factory finally revealed a couple of plugs in the wiring harness provided, had been hooked up wrong. By switching the plugs around and hitting the starter, it fired right up. Flight test will have to await painting and securing insurance. Way to go Jay, we have a Builders Patch for you.

The Buckers and Helio Courier flew in for a rainy Saturday luncheon. Well there was almost a minute of shower during the lunch provided by Al Allan with help from Ryan and Pete Grootendorst. We ate chicken burgers, salad and tomatoes, and fruit cocktail. The Nieuport 11 (Siesta Patrol) building party was in full swing all day, rain or shine, with Gene Hubbard heading up the effort and Joe Russo, John Watts, and others helping by rolling fuselage stringer tubing over an automobile tire to get the proper curve in it. John Thompson was missing and in the hospital. Galen Shirley went to investigate and returned to report Jack would be home today (Sunday) and didn't appear much worse for wear. Al Allan reported Briggs Gillespie is sadly failing, his condition very weak.

January 31 - The last cool rainy Saturday fly in at EAA Chapter 14 for the month of January saw very few fly in visitors. As Ben Hunsaker noted, "This is not San Diego weather and I am ready for summer to arrive". Hopefully February will bring a change, depending of course on the results of Ground Hog Day, tomorrow. The big event of the day was the completion of assembly and weighing of Chris Puntis' Sonex which he rolled out of the hanger, the Jabiru engine started right up (eat your heart out Paul), and taxied about on the ramp and Old Charlie. It now awaits the FAA inspection, sign off, and its first flight. Nice going Chris!

The Siesta Patrol members, and other cool homebuilders enjoyed a hot meal of creamed chicken and mushrooms over rice, with accessories. Either the warm food or their

appetites resulted in scraping the pots to the last bit. No leftovers. Steve Opgenorth and Lista Duren were doing some beautiful work alodining the aluminum tubing Gene, John, Joe, and Allan were turning out for the Nieuport !!'s.

Al Allan announced the services scheduled for long time Chapter member, Briggs Gillespie who passed away last Monday. Services will be conducted by a navy Chaplin at Fort Rosecrans National Cemetery on Wednesday, 4 February at 1100 hours, with the ashes to be scattered at sea by the navy. All Chapter members and friends, are invited to join the family for the service. Briggs owned and flew a Mustang II in the '70's and built and flew his Glassair RG until a few years ago when age and health necessitated his selling it. Kim Dodds owns and flies it currently.

Corvair College V in Hanford California

On the weekend of January 17-18, Chapter 14 members Gene Hubbard and John Collins attended the first West Coast hosting of William Wynne's "Corvair College". Corvair College is a weekend long hands-on workshop for people building, or interested in converting a Corvair engine from automobile to aircraft use. Somewhere between 40 and 50 people attended, bring engines ranging from straight out of the junkyard being ready to mount on airplanes. William Wynne made a point of personally inspecting every engine that showed up, and offering advice, direction, techniques, and encouragement to the builders. During the course of the weekend, we tore down several "greasy cores", assembled and closed three short blocks, and had the opportunity to watch three completed engines being tested.

The event was free, sponsored by Pat Panzera of "Contact" magazine. He's talking about making it an annual event. Learn more at <http://www.experimental-aviation.com/Corvair/WCCCEvent.html>

The Siesta Patrol hits the Books

Visible progress on the Nieuport squadron slowed a bit in January as the team learned more than they ever thought they wanted to know about corrosion protection. Faced with a coastal climate, the team decided that an acid etch and alodine treatment would be good for all of the aluminum parts. The military standard specifies a test a week long in salt spray on 6061T6 with no pinholes bigger than 0.030". In addition, Alan Sparkes has been de-burring our hinges in preparation for cad plating. We're looking to start shooting rivets in a couple of weeks.

In the meantime, Joe Russo has been doing the woodwork for rudder pedals, and the team has constructed a fuselage jig table, now resident in Hangar 2, and begun to form the forward fuselage longerons. Graham Lee, the plane's designer, says that the easiest way to form the curved parts of the longerons is to roll the tubing over a car tire. We tried it, have the pictures to prove it, and it's not really clear what the hard way might be. Five down, seven to go, and we can start putting the fuselages together.

Join us again next month for another riveting story about the golden Nieuports!



Prez Richard presents award to Jack Brower, chapter librarian.

February Birthdays

Please help us wish the following Chapter 14 members a very happy February Birthday.

- 2 Robert L. Offord
- 3 Dennis F. Cullum
- 4 Alonzo Rosado
- 5 Joseph Andrade Jr.
- 6 Larry R. Rothrock
- 8 Roy H. Davis
- 8 John T. Wood
- 11 Donald L. Gulihur
- 11 Gale L. Jennings
- 12 Gordon F. Smith
- 13 Gerald Curtis
- 15 Richard D. Carl
- 15 King Schultz
- 18 Hal F. Tyvoll
- 25 Raymond E. West
- 26 William D. Queen
- 27 George A. Conway
- 27 Tom R. West

Chapter 14 Disaster Team

At the January Board meeting, discussion included creation of a Chapter 14 disaster team. While the most recent and vivid memory is of the recent wildfires, the intent is to be able to mobilize Chapter 14 members quickly, no matter what the emergency, whether fire, earthquake or other disaster.

Equipment needed is a home phone, or a cell phone, or a CB radio, a two meter radio, an aircraft two way radio, a general mobile radio service radio. Any of the lists or all will be needed. The needs of one or more of these communication devices are all that is needed to be part of this team.

Details will take time to work out, but, we cannot wait until the next one strikes.

Ground School class to be held at Chapter 14

Certified Flight Instructor Dayton Smith will conduct a ground school class. Upon completion, students will be prepared to take the FAA Private Pilot written exam. The class will be at Chapter 14's facility at Brown Field, Monday and Wednesday nights from 6 to 9PM, March 1st through 24th. There is no charge for the class. If you want to be a pilot, or have not flown in years and want to get back in the air, *now's your chance!*

To Mexico and Back the EZ Way (conclusion)

By Dan Patch

Guayabitos Fly-In Activities

The next morning they moved the landing "spot" to a more canard-friendly location near the end of the runway, and we had another go at it—as well as trying our luck at balloon burst and ribbon cutting events. Having skipped our fuel stop at Mazatlán the day before, a short side trip was in order over the spectacular foothills of the Sierra Madre Occidental Range to the very modern airport at Tepic. Bill "Duck" Oertel borrowed Bob's LongEZ for the contest, and he took the Tepic airport comandante along on our formation fuel-flight to Tepic. Dave "Beagle" Orr arrived at El Llano at 3:00 PM in his LongEZ with a friend, Mary, having left LA at about 6:20 AM. This was an amazingly fast time, considering the hour lost to the time change, and the need to make two stops (the first in Guaymas for customs and a second stop at Ciudad Obregon because Bob and I evidently got the last gas at Guaymas)!

The third morning of the fly-in we headed out on a ~140 nm rally. This was a new experience and a lot of fun! We were given

the Lat.-Long. coordinates of ten points, a map, and ten photos in random order. Our task was to find and arrive over each point on time, based on our declared cruising speed (no GPS allowed!), and to match up each photo with the correct point. Beginners luck and a good map (J-24A) carried the day for me.

The last day of the Fly-in we flew 75 Young Eagles, with EZ-pilots (Duck, Beagle and me, "DeltaPop") accounting for 30 kids. The 9-place twin was tough competition since we had to fly them one at a time! The local community really turned out for the fly-in, and our Young Eagle flights were a way to pay back the outstanding hospitality that we all experienced in Guayabitos. I know that this experience was a big deal for most of the kids that we flew!

I planned to relax at the beach on my last day, but a 20-minute trip to the airport with Duck turned into a three-hour project while we repaired a Lancair's semi-detached wheel pants (all three!) and inflated the nearly flat front tire. I'm told that Duck can't make a trip to Mexico without ending up fixing someone else's plane. Before we arrived at El Llano, Duck's "Cozy-like" retractable, "Stiletto" had one of the blades broken on its \$8k constant speed prop when somebody attempted to move it in the dark, and ended up dumping the plane over backwards. So, as soon as he can round up a fixed-pitch ferry prop and associated hardware, Duck gets to go back to Guayabitos to work on his own plane too. Major bummer.

Heading Home

The flight back up the mainland coast was close to perfect, with great weather and a flight of three EZs—Beagle, DeltaPop and Bob Fuselier. After we departed El Llano, Beagle asked Bob what he was using for a call sign. Bob admitted to having successfully avoiding getting one so far but 'fessed up to his old ham radio handle "Metal Arc". Perfect thought I—I can just picture Bob buried in a wild stack of radios with the sparks flying

everywhere! It was a big disappointment when I realized that it was actually "Meadow Lark"! For future use, I vote we use Metal Arc!

We left El Llano about 6:40 AM and stopped for fuel and a bite of breakfast an hour north in Mazatlán. From there it was on to our second fuel stop at Hermosillo. Guaymas was still out of gas, and Las Mochas never did get fuel, so checking ahead saved us a wasted landing (or two) and lot of time. Before leaving Hermosillo, I used my handy roll of duct tape to replace the missing pieces of my N-numbers. Next time, I'm not going to wax the plane, and I'll wait until the last stop in Mexico before putting on N-numbers.

We arrived in Calexico at 3:40 PM, where we cleared customs without any problems. We finished the flight just after a beautiful sunset. It was a great trip and I'm ready to go again. Next time, however, I am going to stay longer to increase the relaxation to flying time ratio!

Of course there was much, much more to the trip than just flying activities. We had a great time, our hosts were truly wonderful, and the resort was great—but that's another long story. So how about going on next year's trip to Mexico? Don't wait as long as I did or you'll be sorry that you didn't go sooner. Just be sure your plane and pilot skills are up to the trip, link up with some compatible flight mates—then go for it!

(pictures on next page)

Oceanside Airport Association needs your help

By Kerry Powell, Newsletter Editor

As most of you know, a small but vocal group of Oceanside residents have been trying to get that airport closed for some time. The Oceanside Airport Association is dedicated to the preservation of Oceanside Airport; see

their web site at www.oceansideairport.org.

Saturday, my wife and I attended a pancake breakfast at Oceanside Airport. They served a good breakfast, there were lots of interesting airplanes, and music was provided by the Oceanside High School jazz band! These folks are dedicated to keeping Oceanside Airport open, and deserve our support. As one of the signers of the Declaration of Independence is reputed to have said, "We must hang together, or surely we will hang separately." In case you haven't noticed, General Aviation is under attack, and we must all be alert to threats to our right to fly. OAA president, Alan Cruise said they plan to have additional events through the year. Watch for them and keep them in mind for a fly out destination.



Gene and Joe bend a longeron tube per Nieuport plans



This classic Waco seen at the Oceanside Airport pancake breakfast.



Dave "Beagle" Orr and Mary just in from LA



one of my Young Eagles with her Dad at the Guayabitos '03 Fly-In



Bill "Duck" Oertel (sitting) doing his usual thing—fixing somebody else's airplane



Beagle in formation heading up the coast of Mexico



**FOURTH ANNUAL
EAA CHAPTER 14
ROGER TRICKETT MEMORIAL OUTING
AT OCOTILLO AIRPORT**

FRIDAY March 26, THROUGH SUNDAY March 28, 2004

Rain date – April 2-3-4

2004

**OPEN CAMP: BRING YOUR FAMILY, FRIENDS, AND TOYS
Airplanes, Ultralights, Bikes, Windsurfers, Kites, Games, Etc.,
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**Food (prepared by skilled chapter chefs), Coffee, Soft drinks,
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**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.

**Desert Ironwood Motel is about 3 miles west of the airport on the south
side at 4875 Hwy. 78. Phone: 760-767-5670.**

Before leaving, call the Chapter phone recorder or web site

(www.eaa14.org) for possible schedule changes. Area code (619) 661-6520.

EAA CHAPTER 14 MEMBERSHIP FORM

NEW MEMBER
\$30.00

INFO CORRECTION (*name & chances only*)
Please Print

RENEWAL
\$25.00

YOUTH
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DATE ____/____/____

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Date

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7) FAA RATINGS: [] Student [] Private [] COM [] CFI [] A&P [] ATP [] Glider [] IFR
[] ME [] IA [] Radio Repair [] Flt Eng [] Roto Other _____

8) A/C PROJECT UNDERWAY _____ % COMPLETE _____

9) A/C NOW OWNED _____

10) SPECIAL SKILLS THAT MIGHT BE HELPFUL TO OTHER MEMBERS _____

11) I NEED HELP IN SELECTION; DESIGN; CONSTRUCTION
OTHER _____

12) INTEREST IN CHAPTER 14 MANAGEMENT OR ACTIVITIES [] President [] Vice President
[] Secretary [] Treasurer [] Board of Directors [] Newsletter Editor
[] Tech Counselor [] Video/Library [] Membership Chair; Other _____

13) PAYMENT ENCLOSED \$ _____

Please mail this form with payment to:
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Contact Kerry Powell, Newsletter Editor at
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

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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.

New Narco MK12D Nav/Com complete in original box \$2250

New Avcom 400S head sets – 2 pr \$200

Like new Narco 120 720 channel com \$395

Alternator, rebuilt, 60 amp \$395

Cessna 150 seats \$195

Call Joe Pribilo – 619-449-1855

New Bendix S200 magneto \$500. This model has no impulse coupling. Lloyd Gray 760-753-5197

CALENDAR OF EVENTS

February 7 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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

February 21 – Pancake breakfast 7:30, Chapter meeting – 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

February 26 – Board Meeting – Montgomery Field administration building 7PM

February 28 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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February 2004

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	Lista Duren	(858) 452-7112	lduren@pacbell.net
Treasurer	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
Director	John Alley		
Director (Hangar Mgr)	Dennis Cullum	(760) 436-5806	dfcullum@aol.com
Director	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director	Pete Grootendorst	(619) 421-6252	pjgrootend41@cox.net
Director	Gale Hess		
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	ehubbard@titan.com
Director	Roger Magee		
Director	Bill Moore	(619) 222-8835	
Director (Web/Newsletter)	Kerry Powell	(760) 602-0662	kgpowell@adelphia.net
Director	Joseph Russo	(619) 295-1718	jrussosd@aol.com
Director	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Loren Schreiber		
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.