

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

February 2006



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Bus Trip to Palm Springs Air Museum –
Sunday March 19

EAA B-17 Tour – Gillespie Field, March
31, April 1-2, Volunteers needed

Ocotillo Fly-out/Camp-out April 7-8-9

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

Cover: The Chapter 14 ramp was filled with EZs for Dan Patch's memorial service.

President's Message

By Larry Rothrock

2006 is off to a good start. At the January Board meeting three events were scheduled:

1. We will host EAA's B17 Flying Fortress, Aluminum Overcast, during its visit to San Diego. It will begin its 2006 tour here on March 31. The first day is to hop flights for the press and they sell rides on Friday, Saturday and Sunday. They fly in the morning and give ground tours through the plane in the afternoon. We have chosen Gillespie Field again. Brown is too remote and Montgomery is too short – the pilot wants 5000 feet or more. Our Chapter is responsible for all ground operations: selling tickets for the ground tours through the plane; selling B-17 souvenirs, crowd control, safety, conducting ground tours, selling Chapter souvenirs, etc. In return for our efforts the B-17 crew will give free flights to six of us from here to their next stop, Torrance. The lucky six will be drawn from the members who work at the event. Your name will be put in the hat once for each 2-hour shift that you sign up for and actually work. We'll try to make this as fair as possible.

As it happens the B-17 crew are pretty good guys and managed to let some workers fill empty seats when they had them, so it's a good idea to be there working when opportunity knocks. Sign up before all the slots are filled.

2. The Annual Great and Glorious Roger Trickett Ocotillo Fly-out/Camp-out/Cook-out/Kite-fly and Movie-in-the-Tent (AGGRTOFCCKMT – pronounce that) is planned for April 7, 8 and 9; sign up to attend (so the food can be estimated) and to help out. This traditional outing is organized and led by John Alley—and what a production it is. The number of people must be estimated and the menu planned. The food must be bought in two stages, non-perishable and, later, perishable; the cooking stoves and utensils gathered together; the portable hangars, tables, chairs and ice, packed; and the whole mess loaded onto the trailer and then hauled out to Ocotillo. What a job. Make it easier for John. Sign up to attend and sign up to help out. Do it now so plans can be made. Start planning your original kite design. (See Unclassified Ads in this issue) Prizes.

3. 2006's first Bus Trip. Kevin Roche is arranging the first Bus Trip of the year to the Air Museum at Palm Springs. We need to do this one early in the year before it gets too hot. Kevin is also working on a trip to Chino when they have their airshow. Sign up.

Donna Ryan, new Director and Chapter Librarian, and Bob Osborn have set up a new display board with the sign-up sheets for all three events. If you can't get to the hangars to sign up call me, 619-507-4455, and I'll sign you up.

George Conway is working on the plans for the very popular "Birds of a Feather" fly-ins he coordinated last year. Stand by.

The Chapter has received the Draft Lease from the City for our long term lease and for an option on more land. It will require a lot of negotiation still, but it is pretty clear that we're going to get a long term lease after eight or nine years of trying. We'll see.

It's close enough that Ryan is starting a list of those who want to be considered for a hangar or tie-down space. The rates have not yet been set, but they will be affordable. Contact Ryan and get your name on the list. It hasn't been decided how to allocate space, but you certainly must be a Chapter member in good standing. Make sure you renew your membership. Gene Hubbard says that about half of our members have renewed so far in 2006.

There is a great deal of activity in the San Diego Airports management. If you haven't been watching the newspapers, catch up. We can expect a strong effort to develop Brown Field for various aviation uses – probably mostly jetport stuff. There is an unsolicited proposal in to the City to build a jetport from the ramp down to the EAA boundary, for example. The Airport Advisory Committee meets at MYF administration building on the second Tuesday at 3:00. Try to show up at some of the meetings and see what's happening to our airfields. Speak up, too. They're your airfields, after all.

Joe Russo is a member of the Airport Land Use Committee which deals with zoning around the airfields. Talk to him, support him and let him know your opinions.



Palm Springs Air Museum – aerial view

--"All that is necessary for Evil to triumph is for good men to do nothing" (Bishop Al)—

The Flying Report

By Bob Osborn

January 7 & 8 - Goodbye Dan Patch. Dan's family, wife Jill, daughter Susan, son Steve, and some 150 Chapter members and friends of Dan met at the EAA Chapter 14 hangers for a memorial service and celebration of Dan's life, concluding with a missing man flyover of VariEze's such as N862DP Dan's VariEze which he constructed in the late 70's and which he was flying on August 20, 2005 when he tragically crashed on approach to Brown Field. Reception, video coverage of the highlights of Dan's life, and refreshments were set up in hanger one. The memorial service was conducted by Susan Patch in hanger 3. Over 16 Eze type aircraft were flown in with several friends arriving from Arizona and the Los Angeles area.

Larry Rothrock and Bill Ingram organized Chapter members to support the gathering. John Watts and Paul Hanson met and directed the parking of aircraft. Ryan cleared the hangers and ramp area for arriving aircraft. Donna Ryan cleared hanger one for reception and food service. The last Eze to arrive was one from Chino with retractable landing gear, possibly a Velocity or Cozy. After touchdown the nose wheel collapsed when a casting fractured leaving him stranded and closing runway 27 Right. Paul's crash/rescue Chrysler PT Cruiser led the rescue effort with firemen Ryan, Joe Russo, and Maurice Orange doing the heavy lifting.

And on Saturday some 40 fly in/drive in members came to sample the sloppy Joe's and stayed to eat them all. Gedre Sharman flew in a beautifully restored, red, radial engine 1938 Culver Dart N20993 which he was flying off 40 hours for the owner J. D. Weller. Ahhh to be so lucky.

January 14 - Second Saturday in January, Young Eagles Day, historical and classic aircraft display day, and fly in luncheon for EAA Chapter 14, Brown Field. The Young Eagles did not show up, a Boy Scout Troop of some 23 participants had to reschedule but the historical and classic aircraft all came. Buckers, O-1D's (L-19), V tail Bonanza's, Aeronca's, Pipers, an Aircoupe (Alon model) was the last to arrive and the pilot almost missed lunch. Donna Ryan and Ryan fed some 46 diners on grilled dogs 'n beans, chili, nachos, potato salad, and ice cream with a little help by Pete Grootendorst and Galen Shirley.

On Tuesday of last week Lynn Erickson collected his Ezy (E-Racer) which had sheltered since Sunday in hanger 3 after the nose wheel collapsed on landing. A repaired nose strut and wheel were installed and tested

and he departed for Chino his home base. The "club" Cessna 140 is back and flying after an annual inspection conducted by Tom of First Flight and lots of TLC by Jim MacKinnon.

January 21 - A kaleidoscopic day of constantly changing events marked Saturdays fly in luncheon with EAA Chapter 14, Brown Field. Starting with the well attended pancake breakfast provided by Rodger Magee, Ty Tyvoll, and Bill Clark and continuing with the monthly Chapter meeting conducted by Pres Larry Rothrock, the preparation for shipping several aircraft, and the arrival and departure of many visiting aircraft.

Ryan organized a crew early to remove the RV-6 kit from the mezzanine in hanger 3 and lay it out for pick up by a buyer from Sacramento. Paul Hanson, Kim Dodds, Pete Grootendorst, Galen Shirley, and Kevin Roche helped with the heavy lifting. Steve Opgenorth's Grumman American was loaded aboard the Chapter trailer in preparation for it's move to Steve's garage in Arizona with help from Pete, Dennis and others. Steve has manufactured some amazing fittings to reduce the width of the landing gear and fit the aircraft on the trailer. Galen has the Hipp Motorglider sold and the wings removed and ready for transport to the new owner in Canada. And Bob Miller of EAA Chapter 32 in St. Louis, MO taxied his recent purchase, Jay Rathbun's Cozy, to hanger 3 where Ryan set up scales and a weight and balance conducted.

Larry presented award plaques to Dayton Smith for his years of service and work with Young Eagles, to Kevin Roche for arranging our bus trips, to LaVerne Edwards for serving as Tech Counselor, and recognized Kerry Powell for his work as newsletter editor and secretary to the Chapter. The new board of directors was recognized and Donna Ryan commended for the work on the library. Joe Russo, new vice president was also mentioned as the Chapter representative on the Executive Development Board for City Airports. John Alley announced that the Ocotillo Wells fly out/camp



Culver Dart N20993 Photographed at Torrance California 1960

out would be held the 7-8-9th of April this year. Larry noted the B-17 barnstorming rides would be conducted on March 31 through April 3rd as organized last year and called for volunteers to assist and perhaps cop a ride.... He noted the first draft of our expanded lease with the city consisted of 40 pages was out.

Mike Sneen president of Chapter 114 of Nichol Field arrived with a flight of 4 "ultralights", one registered as a light sport aircraft, one as experimental and two as legal ultralights for the pancake breakfast and again invited all Chapter 14 members to Nichol Field for a pancake breakfast the 1st Saturday of February. Fly in traffic to Nichol is not permitted unless prior arrangement is made. Pete Grootendorst, Chapter Safety Director outlined procedure for landing at Brown with radio failure as "squawk 7600, fly over Poggi VOR, proceed direct to tower at 2000', cross field and circle to the south, land on the left. Watch for a light as you do so.

We were happy to welcome former president Sam McCutcheon visiting from his home in Arkansas and also Bill Moore freshly recovered from heart bypass surgery. Don Hamm and Rodger Magee rounded out the day with a delicious dinner of baked lasagne, French bread, salad, and fresh fruit.

January 28 - You know it is a nice day when the Buckers arrive from Gillespie. The pilots might shiver a bit and head straight for a hot cup of coffee but flying open cockpit in January without freezing says "suns out and lifts up". This is the time of year the "snow birds" visit also. Nils Eyton came from Sweden. Nils is a former military pilot and aeronautical engineer who built and flies his own Lancair. Arthur Muka of Ithaca, NY is building a Jodel, is treasurer of that local EAA chapter and also a member of Chapter 811 of Fulton, NY which sponsors a RV forum annually with fly in's from surrounding states, and Canada, stopped by. Also flying in Saturday, Chapter member, Mike Valenzuela, former F16 pilot, (or was that F18 pilot), brought his all red Mini-Mustang N927 from Gillespie Field for us to admire. The pass around the field kind of says "once a fighter pilot, always a fighter pilot". The ultimate fighter pilot, Reg Finch, beat up the field last Sunday in his MIG21 with a rocket to 10,000' in afterburner followed by low passes. You should have been there....

Gene Hubbard had a busy day signing up new Chapter members, building his Pietenpol, working on the Neuports, baking lasagna and feeding the hungry crew. He had a method to his madness for as lunch ended he invited all to form a work party and assist in moving the brake in hanger two. As it weighs a ton, it took lots of muscle and the dining room emptied as everyone turned to. Volunteerism at work, just takes the right incentive. Donna Ryan spent the day whipping the library into shape and her efforts really show. Jay

Rathburn donated several books on flying during the week See you next month.....

EAA14 Bus Trip to Palm Springs Air Museum

By Kevin Roche

Save Sunday, March 19, for the EAA14 bus trip to Palm Springs Air Museum. Plan to board the bus 7:00a at Montgomery Field administration building parking lot. Admission, a box lunch and non-alcoholic beverages are included for only \$25. After a day at PSAM, we will return to MYF. A sign-up sheet is available in hangar-1. With only 47 seats available, don't wait too long to sign-up.

PSAM has

- One of the world's largest collections of flying World War Two warplanes
- Rare and original combat photography
- Original artworks, including enormous murals
- Artifacts, memorabilia, and uniforms of WW2
- Comprehensive graphics and historical themes
- Continuous video documentaries

In addition to the collections of flying World War II military aircraft, courtesy of Mr. Robert Pond, there are also aircraft on loan from the National Air and Space Museum, US Navy, and private owners.

An antique automobile collection from the 1920's and 30s helps to tell the story and set the scene on the road to World War II.

Aviation art, combat photography and relevant aircraft and ship models are also on display to help set the WW II scene.



Steve Opgenorth packs up the Grumman for the trip to Phoenix.

The Palm Springs Air Museum contains approximately 70,000 sq. ft. of interior display space, environmentally controlled within three large display hangars. There are also some outdoor displays.

For more information,

<http://www.air-museum.org/>

Fly-Ins for 2006

By George Conway

Chapter 14 is again planning on hosting a number of aircraft type fly-ins. Last year we had a great attendance of Vari and Long EZ Canards, RV's, Kitfox and Ultra Lites. We hope there will be as much or greater enthusiasm to fly them again this year.

The tentative dates for these fly-ins are as follows:

April 15 Short wing Pipers

June 17 Canards

July 15 RV's

August 19 Antique/Vintage

September Kitfox

Since this is the start of the year, and we are told by the weather Guru's there is a rainy season coming, we are not going to schedule any fly-ins until April. In addition to the aircraft types listed, we hope to include a number of others such as Cessna 120/140, Luscombe, Taylorcraft, and Aeronca.

Magazine of the Month

By Donna Ryan

As part of our library collection, we're lucky to have several years worth of the International Aviation Mechanics Journal, the official publication of the Aviation Maintenance Foundation. This month we'll take a look at some of the contents of the January 1973 issue. Bede Aircraft, Inc., the designers of the BD-4 homebuilt, have a short lesson on streamlining struts. "To streamline struts or other protrusions on the airplane there is an optimum size of airfoil that may be placed around the strut which will produce the lowest possible drag. . . The proper percent of airfoil thickness to chord length depends upon the Reynolds number of the airfoil." It then provides graphs and formulas to enable the homebuilder to find the best chord length for themselves. The next article discusses a new training program to meet the "mushrooming growth of aviation electronics." The Spartan School of Aeronautics in Tulsa, established in 1928, had just begun offering a 12 month course in Avionics – a cutting edge class at the time. The journal encourages all A&P maintenance technicians to investigate this growing field, "to improve

their position within the industry – not to mention the financial rewards that accompany Avionics training." The pictures accompanying the article show electronic systems in their infancy—we've sure come a long way. After a humorous but pointed article on the need to control parts inventory, there is an excellent Maintenance "Quiz of the Month" called " You Think You Know Weight and Balance." Here's just a few of the questions.

Question: Which of the following items should be included in the airplane when you are weighing it to determine its empty weight?

- A. Full tanks of fuel.
- B. Full tank of engine oil.
- C. Life raft if the airplane is occasionally flown over water for hire.
- D. Full reservoir of hydraulic fluid.

Answer:

- A. No. Only unusable fuel is included in the aircraft empty weight.
- B. No again. Only undrainable oil is included.
- C. Still No. Only required equipment is weighed with the airplane.
- D. Right. A full reservoir of hydraulic-fluid is required to be weighed with the airplane for empty weight.

And here's another one.

Question: What is a sure way to determine the proper leveling means for weighing an airplane?

- A. Look in the airframe log books.
- B. It is written on the inside of the baggage



Two of the four ultralights that visited Chapter 14 at our January meeting.

compartment door.

- C. It is specified in the Type Certificate Data Sheets.
- D. All airplanes are leveled using a level placed on two screws on the side of the fuselage.

The correct answer is C. It adds that some airplanes are leveled as it says in D., but there are other ways used, too.

What about this one?

Question: When computing a forward adverse loading condition for weight and balance:

- A. Use full fuel for the computation.
- B. Use full fuel for the computation only if the c.g. of the fuel is ahead of the forward c.g. limit.
- C. Use minimum fuel in the computation.
- D. Use full fuel if the center of gravity of the fuel is within the center of gravity limits.

Not quite sure of the answer? Take a look at page 27.

Hope you'll have time to take a look at our magazine of the month. While specifically directed to aviation mechanics professionals, you might just pick up the information you've been looking for in connection with maintaining your plane too.

New Members

Help us welcome the following new members to Chapter 14 this month.

Joan Finn is a private pilot living in Lakeside and working at Sea World. She and her husband Joe base their Cessna 182 at Gillespie Field. Joan says that they have often visited Chapter 14 in the past and decided it was time to become an official member.

Ron Miller is a business analyst living in San Diego. He is active with computers and amateur radio, and is interested in help in selecting an aircraft project.

Dave Robinson is an antique dealer from San Diego. Dave is private pilot rated, and brings many skills and interests to the Chapter.

Dick Staley is a private pilot based at Lake Elsinore. He joins Chapter 14 while in the middle of a recover job.

Mike Valenzuela is a commercial-rated pilot based in San Diego. He is a homebuilder by trade, and flies a Midget Mustang. Mike lists experience as a ferry pilot, as well as with taildraggers, turboprops, jets, and

warbirds.

Help all of our new members to feel at home at Chapter 14. We all have something to learn, and we all have something to teach.

February Birthdays

Help us wish a very happy birthday to the following Chapter 14 members born in February.

1	Jeff S. Cary
2	Robert L. Offord
2	Loren P. Schreiber
3	Dennis F. Cullum
4	Alonzo Rosado
5	Joseph Andrade
6	Larry R. Rothrock
8	John T. Wood
11	Gil L. Jennings
13	Clarke A. Templeton
15	King Schultz
18	Hal F. Tyvoll
25	Raymond E. West
27	Rodger Magee
27	George A. Conway
27	Tom R. West
28	Richard E. Bunting



The Chapter 14 rescue crew, Larry Rothrock, Joe Russo and Paul Hanson attend to a disabled Cozy that arrived for Dan Patch's memorial service, photo by Maurice Orange.

Nieus from the Front

By Gene Hubbard

The Siesta Patrol completed building the basic fuselage box structure for the three pilot airframes this month. This point represents a milestone in the project since all of the other components and systems are built on or around the fuselage structure. Choices at this point included setting the planes on their landing gear, completing the secondary fuselage structures, such as the belly stringers and turtledeck, installing the cockpit components and controls, mounting the tail surfaces, building up the remaining fuselage structures, and taking a nap. Faced with the plethora of choices, the team chose the landing gear first, since it seemed to be the most fun, and to deliver the most impressive results.

The Nieuport undercarriage has three major components: struts, wheels, and brakes. Each component represents a roughly equal share of the overall task. The team started by building a full-scale mockup of the strut structure in order to figure out the exact sizes and relationships of the various pieces. Using materials from Home Depot, it's OK to make a few mistakes.

We work on the Nieuports every Saturday after lunch. Stop by, check out the project, and maybe lend a hand. As always, the first ten minutes of looking are free, then we put you to work. Ciao.

All You Need to Know About Making Lunch—But Were Afraid to Ask

By Donna Ryan

We all enjoy eating the delicious lunches served on Saturday by our Chapter members—and you may even have thought about fixing lunch yourself to help out the Chapter. But if you haven't put on your Chef's hat for awhile, it may seem to be a little too much of a task to take on. Well—no fear as the saying goes. Making lunch for our hungry bunch can be quick and simple.

Our newsletter has contained suggestions on making lunches before—but for the benefit of our new members, or just a reminder for the rest of us, here are a few hints to get started.

First off—you won't be doing this all on your own. Other Chapter members will always be there to help you serve, clean up and even handle the cooking duties—so don't worry about being the Lone Ranger.

Number: While we serve anywhere between 25 to 45 lunches each Saturday, we always plan on serving at least 40 eager eaters. With just a little planning, you can easily meet this goal. The Chapter pantry is usually well stocked with items like catsup and mustard (and of course, jalapeños), so you really will just be shopping for the basic meal. If you have questions, feel free to ask any one of the folks who have made lunches before – they'll be glad to give you information and steer you in the right direction.

Sample Menus and Prices: If you want to, feel free to whip up a batch of your own specialty. But if you don't feel like cooking, just try Costco or Smart and Final. They have great deals on already prepared food—just get the amount needed and pop it into the oven at the Chapter. Add some prepackaged salad, open a can of beans or fruit, add some chips—and you've got a meal. Here's just a sample of some of the food you can pick up that would make a great lunch.



The memorial service for Dan Patch filled Hangar 3, photo by Maurice Orange.

- You can get a container of 66 rolled tacos for just \$9.67. Or get a container of 18 chimichangas for \$10. In both cases, just buy 3 or 4 boxes, add a large can of refried beans and a salad, and you've got a tasty south of the border meal.

- If you feel like Italian food, you can get a meat or vegetable lasagna that serves 12 for just \$9.99. Or, try a sack of meatballs for \$10.99. It says you can get 28 servings out of one sack, but for our hungry bunch, plan on maybe 14 servings—you still would need only 3 sacks. Add a couple of large cans of marinara sauce. Then all you have to do is boil up some pasta and warm up the meatballs and sauce.

- Or for some down-home cooking, you can get 20 really good chicken patties for \$11.99. Just whip up some packaged mashed potatoes, warm up a big bottle of gravy, add a can of green beans—and you have a meal that Colonel Sanders would be proud of.

Preliminaries: The week before you serve lunch, take a look to see what the Chapter has in the way of food already. Examples: if you plan on serving hotdogs and sauerkraut, see if we have a good supply of mustard and relish. Or if ice cream is on the menu, see if you need to pick up some more cones. If you can't make it down to the Chapter that week, call on Tuesday or Thursday and talk to one of the members—they'll be glad to let you know the state of the pantry.

Lunch Day: Park in the designated Cook's spot right outside of Hangar 1 and ask for help unloading. There are always volunteers ready to set out the tables and the salt and pepper and make sure the silver ware container is full. Ask someone to get the lunch plates ready too—we usually count out 50 and arrange them in stacks of 10 so we can easily see how many lunches we sold. What's left? Put the day's menu on the chalk board and make sure the food is ready by 11:30. Then ask someone to do the honors of announcing the lunch over the loud speaker. Once that is done, you'll have hungry diners lining up right away. We advertise lunch as being from 11:30 to 12:30, so be available to serve

last minute stragglers. However, usually the big rush is right at 11:30 and by 12:00, people are ready for ice cream (if you are serving that).

Once lunch is over, put any perishables back into the refrigerator (the weekday bunch will polish off any leftovers). Wash up whatever pots and utensils were needed to make the meal. Chapter members will put back the tables. All that is left is to get paid for the supplies you bought. Usually Dennis Cullum, the Chapter Treasurer, will pay you back on the spot from the proceeds of the lunch—just give him your receipts.

And that's all there is to it! So please take the opportunity to volunteer and make lunch—maybe get a friend to help you out initially – but remember—your fellow Chapter members will help too – no one expects you to do this all on your own.

Our Saturday lunch is one of the hallmarks of our Chapter and is a great way to get to know fellow members and interested guests. So do your part—volunteer to make lunch. As you can see, it is pretty simple to pull off a great lunch – and your fellow Chapter members will really appreciate your efforts.



Four EZs fly over head for the "missing man" formation for Dan Patch.

Gullwing Mama

By Toni Buttacavoli

[Editor's note: Another story from the Fearless Aeronca Aviators. Tony Buttacavoli is a commercial pilot whose passion is round engines, taildraggers, and writing about them.]

OK, this has nothing to do with one of our Aeronca angels, neither Champ, nor Chief, nor seldom seen Sedan. But its the first single engine flying I have done in months, and while far from Nordo ,there was a round engine, and a tailwheel involved. This Gullwing, this Stinson Reliant, this V77, or whatever you want to call her, is just 4000 lbs of smooth flowing lines, gorgeously sculpted, a little bit of 1930's art deco styling wonderfully decanted, and expressed in wood, fabric, and aluminum. That 300hp Lycoming, up front started easily after about 8 shots of prime, and idled sewing machine smooth at about 700rpm.

Taxiing her was a cautious affair, you are quite blind to the direct front, and the narrow taxiway by our little part of KYIP din't allow for much S turning, so we crept along. It was the proverbial windy day, so I kept the ailerons cocked into the breeze, by rotating the circular yoke in front of me to its limit, and stabbing just tiny little jabs at the opposing brake to keep her straight. A quick run-up at runways end, exercising prop (constant speed), checking mags and power, then we were off and trundling down RWY23L , a nice bit of right pedal to keep her straight, and forward on the wheel when she was ready so I could finally see, at about 70mph she felt ready to fly, a gentle tug on the yoke, and the surly bonds were severed, it was a 90 degree day, we had full tanks, and the front seats occupied, up, up, up, and up, to the tune of about 1,000 fpm was displayed on the VSI, we left the pattern to go play. A little airwork to get comfortable, some words of comfort from friend and guide Gunnar in the right seat "She is just another airplane, just fly her and figure her out". The Stinson had a wonderfully solid feel to her, not heavy just solid, she responded well to the overhead trim crank, and after a few minutes of yanking and banking it was time to return to terra firma, and land this ship , several times, to learn her ways. 105 mph, on base, 100mph down finals, easing that vernier throttle in and out when necessary to keep that sight picture, we touched down power on, tail low in a wheel landing just like the DC-3. Two stop and goes followed by a

final full stop, where she got a little skittish with me near the end of the roll out just to let me know attention must always be paid. Tailwheel current again, and a Gullwing fan to boot, this big Mama Stinson has much to teach me. I am ready to learn.

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CALENDAR OF EVENTS

February 4 – Open house, coffee, lunch at
Chapter 14 hangars, Brown Field.

February 11 – Young Eagles, 9AM, Open
house, coffee, lunch at Chapter 14
hangars, Brown Field.

February 18 – Pancake breakfast 7:30, Chapter
membership meeting—10AM, Open
house, coffee at Chapter 14 hangars,
Brown Field. Lunch – 11:30

February 23 (Thursday) – Board of Directors
Meeting, Montgomery Field
Administration bldg conference room,
7-9PM

February 25 – 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

Plans for Larry's Amazing Koffee Kup Kite. Ocotillo Fly-Camp special price to members who sign up. \$350. Also, 2% of each sale will be donated to the Chapter. Contact Larry Rothrock

Amphibian-Volmer Sportsman - \$12,500 400 hours. 0200-B, 409 hrs since new. engine/ airframe logs, wiring diagrams, set of builders plans. Gale Hess 619-390-7510 ghess4@cox.net

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
<http://www.eaa14.org>
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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	Larry Rothrock	(858) 748-1626	rothrock@znet.com
Vice-President	Joseph Russo	(619) 295-1718	jrossosd@aol.com
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	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	Jimmy Kennedy	(619) 688-9052	
Director	Bill Moore	(619) 222-8835	
Director	Chris Puntis	(760) 943-6997	skitchmo@netzero.net
Director	Kevin Roche	619-443-9319	tkevinr@rocketmail.com
Director	Donna Ryan	(858) 273-4051	rryan@san.rr.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 - 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.