

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

July 2003



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On July 19th, Chapter 14 will host Michael Aten, Scot Hazel and Ben Barackman, who will describe the process of building an authentic replica of the Wright 1902 Glider.

Cover: *George Conway gives "thumbs up" as he prepares to commit aviation in the club Cessna.*

The Flying Report

By Bob Osborn

June 7 - A gray day at Brown Field. June gloom is locked in tight. The planned fly out to the barbecue at Oceanside airport, grounded. Those who drove through the swirling mists with a gourmet lunch in mind were not disappointed as Ryan opened the larder and fed the multitude. A fine day for airplane builders, a rotten day for pilots.

Such was not the case during the week. Fog and low ceilings at times, but flyable. Gene Whigham continued testing the motor glider. Pete Grootendorst instructed in the Cessna 140. Tony Gittes terrorized the sky in his Long-eze. Ben Hunsaker and daughter-in-law Claudia dropped by with a couple dozen doughnuts and Claudia soared out and about the training area in One Niner Fox. It was a bit choppy and she had to work to keep the dirty side down. Great training, lots of control input. Lets hope it clears a bit for next weekend, 2nd Saturday and Young Eagles flights. We deserve a sunny day.

June 14 - A break! Well a small one in the June gloom that is about. It was second Saturday and Young Eagles day. The Young Eagle pilots arrived with their airplanes. More airplanes than Young Eagles. Perhaps the lingering mists discouraged them. Frank Himmerich arrived from Borrego in his Cherokee 235. Bill Russell flew his Lancair in from Gillespie. Dick March and Stan Bell both arrived with their Stinsons. Dennis Cullum was up and ready with the Tomahawk. One niner Fox was ready on standby. We flew 6 Young Eagles, 2 adults, and 1 child. They had their pick of airplanes and pilots. Dayton Smith, John Watts, and Lista Duren handled the administrative tasks. Feast or famine? A famine of Young Eagle candidates, a feast of airplanes. Among the numerous luncheon fly in were John Lammers in his Glastar from Ramona and Gale Hess in his Volmer amphibian. He departed with his life jacket on perhaps to do some water touch and go's on the way home to Gillespie.

Also a feast of Polish "hamburger" engineered by Steve Opgenorth and including Hawaiian "wood-apples", salad, and ice cream. Young Eagles ate free.

On Mothers Day, mothers also ate free. Did fathers get the same privilege? Naw... they paid for the food.

Other breaking news! Treasurer Jack Thomson received his final FAA inspection of the RV-6A and passed! He should have his sheepskin along with all the other school graduates (Airworthiness Certificate and Statement of Limitations) in hand. The wide, wide, world awaits!

And on the homefront: A week ago Glo's computer convulsed when I tried to send some scanned photos to Kerry for inclusion with this report. It hasn't worked since. I am sleeping in the garage of course. Meanwhile Steve Opgenorth has the beast for retraining.

June 21 - Drizzle! June Gloom! So how did everyone find their way to Saturdays EAA Chapter 14 pancake breakfast, monthly meeting, and fly in luncheon? Nothing stops a true flying fanatic. Or is it the food they come for? John Watts and Rodger Magee supplied the pancake breakfast followed by Pres Richard Kalling gathering the troops for the monthly meeting. There were numerous fly ins including Joe Pribilo in his Bonanza, the Helio Courier, a couple of Pipers, Earl Hickman in his Bucker, and finally and fortunately Ken Saumure in his R22 Beta II Robinson Helicopter N39BP. Ken was the featured program speaker and he presented us with a high tech look at building and flying a kit helicopter, illustrated with a computer generated video backup. Ken built and flew a Rotorway 162F Exec. He has many adventure pictures of landing the helicopter in the back country on roads, farms, mountain trails, etc. For info



Gale Hess' Volmer Amphibian.

on the rotary scene try www.kitcopter.com. Ken stated there are no weather or altitude restrictions on flying helicopters by the FAA. Just fly without endangering persons or property generally. Lista Duren was taking notes and will hopefully write a summary of Ken's presentation for those who were unable to attend. Ken is a commercial rated helo pilot and prospective CFI, the right person to contact when your Rotorway 162 kit built is ready for flight test.

Kerry Powell, assisted by Dan Patch rounded out our day with buffalo chicken strips (spicy), potato salad, rolls, and ice cream. A little noted but much appreciated project completion this week by Dennis Cullum is the folding chair rack. Assisted by Ryan with the welding, it holds some 50 chairs, taxis about on casters and sports a fiery red finish. Many of the 50 diners served by Kerry and Dan could hardly wait to finish their lunch in order to fold and return their chair to the rack and experience the convenience and utility of Dennis's dandy device. It is projects like this that encourage membership volunteering and keep this Chapter great.

A week ago I attempted to scan and send pictures to the editor of the Chapter newsletter and in the sending Glo's computer locked up. After turning it off and back on, Microsoft Internet Explorer was unable to find the server though BigZoo, the ISP was up and on line. This knocked Glo off of e-mail and more (she uses my old Windows95 system on this computer reluctantly). I tried everything I know to fix it. E-mailed the server and got pages of directions back, took it to the Chapter computer guru Steve, but we didn't fix it. So it is in the shop and I am still sleeping in the garage. It is cold out there, a cruel lesson.

June 28 – "Now a promise made is a debt unpaid, and the trail has its own stern code." A quote from *The Cremation of Sam McGee* by Robert Service. And so it was for Aurelia and her sons Roger and Paul for her husband and their father, Leon "Bink" Brown's last request was to lie in the Pacific Ocean off the coast of La Jolla when his time came. That time came a few months after our old friend, Chapter 14 Life Member, and benefactor of the video library, passed on to Glory. The delay was due to family schedules, weather, pilot and airplane availability. Saturday following our regular fly in luncheon, Aurelia, Roger Brown of San Pedro, and Paul Brown of Ventura, boarded One Niner Fox for

Bink's final flight in the airplane he, Marsh Randall, and Bob Osborn had made excursions in to FlaBob, Ocotillo Wells, Elsinore, and such nearby locations in years past.

Low cloud cover rested near the peak of Mt. Solodad and obscured the waters off La Jolla seaward. Threading through the Class B air space, a point was eventually reached some fifteen miles west and north of La Jolla, a clear ocean area of deep water. Aurelia was adamant about the location being in open ocean. And so there with the consensus of all present, Aurelia, Roger, and Paul, we left Bink's last remains. On a westerly heading into the bright sun, Bink made his last flight. Farewell old friend.

Earlier in the day an excellent lunch was prepared by Gene and Mrs. Gaidousek of BBQ chicken, green beans, salad, and ice-cream to brighten the day for some 50 diners. Another bright occurrence was the return of Paul Hanson to active duty following his back operation. Offshoot, his flying creation responded quite happily by firing right off and taxiing gaily about under Paul's hand. Mike Black a prospective member and pilot of Canadian registered CFMUU Avid Flyer departed Thursday for Cabo San Lucas. He has promised to e-mail us a report of his adventures.

And on the homefront: ... [Glo's] computer came back from the shop working like new. Probably a good thing as my ancestry was suffering from her description of my computer expertise.

Keep 'em flyin' BobO



Ken Saumure, our meeting speaker, arrived by helicopter, this one a Robinson R22, not the Rotorway he spoke about.



Gene Hubbard 's 3rd Saturday model clinic continues, this time with a balsa P-51.

June meeting program

By Lista Duren

Thanks to Ken Saumure for providing a great program about kit-copters at our monthly meeting on 21 June. Ken first built a Rotorway 162 helicopter for himself and then helped a friend build one. Obviously, he likes them. Ken gave a lot of reasons for choosing Rotorway. The short version is that it's a stable company that puts out a great product. They still have a lot of the founding employees, and you can still get the president on the phone. The kit is complete, and the instructions are good. When the helicopter is done, the company, based in Arizona, provides flight and maintenance training at a good price

Any way you slice it, there are a lot of parts in a helicopter. This didn't particularly bother Ken, as he described himself as one of those kids who took clocks and toasters apart to see how they were made. Now he proved that he could put them back together again.

Ken also set reasonable expectations for a kitbuilt helicopter. They have the same performance as a Cessna 152, cost twice as much, and get about 10 miles to the gallon. The factory says that the kit takes about 400 hours to build. Ken spent that much time sanding the fiberglass body, and totaled about 1200 from unloading the kit in his driveway to making his first flight.

On the other hand, a helicopter will take you places where no Cessna 152 will ever go, cutting the time to

his favorite site near San Vicente reservoir from 2 1/2 hours driving to seven minutes from Ramona airport. But according to Ken, the number one reason to build and fly a helicopter is the smile factor. We saw that during the presentation.

The Siesta Patrol Needs You!

By Gene Hubbard

Pull on your leather helmet and silk scarf. Fire up your Nieuport and head out on patrol, east over the front lines, out from under the protective cover of the San Diego Mode C Veil. Experience aviation—the way it should have been—87 years ago!

Gene Hubbard, Joe Russo, and Richard Kalling are organizing a group to build a squadron of Nieuport 11 replicas. These are the same planes that the Kansas City Dawn Patrol, and the Chapter 292 Noon Patrol in Independence, Oregon built. The Dawn Patrol has been flying to shows for several years. They were featured in the video shown at our May meeting. The Noon Patrol has just recently finished theirs.

Our project has already been nicknamed the Siesta Patrol because we plan to build after lunch on Saturdays – about the time most people leave.

If you've been thinking of building an airplane, this is a good way to start, and not have to do it all alone. We plan to follow the Chapter 292 model: We'll do all the building together and at the end of the project, each of us will have an airplane. We'll do the work at the EAA hangars with access to tools and experienced help as needed.

Cost estimates are \$5,000 to \$6,000 including a VW engine. Plan on spending a couple of years of spare time on this project. We will buy materials as they're needed, so you don't have to put out the entire amount up front. Everything is held in common until the airplanes are done.

Immediately after the July membership meeting, we'll get together for a few minutes to discuss how to get going on this project. In the meantime, Gene Hubbard has plans if you'd like to look over them, and he's at the hangar most Saturdays.

JULY 19 MEMBERSHIP MEETING

On July 19th, Chapter 14 will host Michael Aten, Scot Hazel and Ben Barackman, who will describe the process of building an authentic replica of the Wright 1902 Glider. As you may remember, the 1902 Glider, not the 1903 Flyer, is the plane that the Wrights used to learn to fly in, and was the basis for their patent on wing-warping.

To re-create the glider, the builders had to re-invent building techniques that hadn't been used since the horse-and-buggy days of the early 20th century. The results of their efforts was first displayed at the Wings over Gillespie show at the beginning of May, and when completed, will be displayed at the San Diego Aerospace Museum. For their next project, they are planning a somewhat more modern aircraft--a Wright Model A flyer similar to the one Wilbur took to Europe in 1908.

Please join us for what promises to be a most interesting and informative discussion.

New Members

Please help welcome our new members to Chapter 14:

John F. Collins
Charles M Gunderson
Charles S. Harmon
Raymond E. West

July Birthdays

We wish a very happy birthday to the following Chapter 14 members this July:

4 Charles L. Tonar
5 Emidio J. DelConte
6 Larry C. Lee
8 Harold G. McAvenia
9 Mark R. Loveland
10 Dick A. Doll
12 Robert W. Randall
13 Richard G. Kalling
16 Casey M Auiler

17 Robert T. Gray
18 Robert Hecht-Nielsen
20 Robert C. Hitchcock II
21 Arthur W. Walsh
22 Ralph Duce
22 Eugene H. Kramp
25 Dean L. Beddow
26 Steve D. Buchholz
28 Kevin P Casson
29 Kathryn C. Moss
29 Manuel T. Sparks

Young Eagles Flight Facts

By Dayton Smith

Did you know:

- ❖ The Young Eagles Program was launched in July 1992. Since then more than 926,024 young people have received an airplane ride through the Young Eagles Program. Of this number Chapter 14 has flown 3,462 Young Eagles.
- ❖ 926,024 Young Eagles represents approximately 166 young people flown for each public airport in the country.
- ❖ 926,024 Young Eagles represents 8.3 young people flown for each school in the United States.
- ❖ More than 31,000 EAA members have volunteered their time and aircraft to participate as Young Eagle Flight Leaders (pilots), of which 83 came from chapter 14.
- ❖ The average number of Young Eagles flown per pilot is 25. Individual numbers range from 1 to more than 2,500!
- ❖ On average 330 Young Eagles are added to the World's Largest Logbook each and every day of the year.
- ❖ Flight Leader experience levels range from private pilots to Airline Transport Pilots (ATP).
- ❖ Young Eagle flights have taken place in nearly every type of aircraft including standard factory-builds, antiques, classes, warbirds, aerobatic, jets, helicopters, balloons and

gliders.

- ❖ Airports utilized for the Young Eagles Program range from private grass strips to major metropolitan airports.
- ❖ An estimated 360,869 Young Eagle Flights have taken place with an average of 2.3 Young Eagles per flight. 721,738 take offs and landings have occurred.
- ❖ 115,942 flight hours (or 7,217, 380 minutes) have been logged by General Aviation aircraft participating in the young Eagles program (20 minute average flight).
- ❖ More than 1,323,179 gallons of aviation fuel has been donated by EAA member participating FBOs and associated program participants (based on 11 gallons per hour average).

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

Narco MK12D & ID824 - \$2500

AVCOM headsets (new) - \$135

Narco 120 COM radio - \$450

Call 619-449-1855

Hangar space at Montgomery Field - It is an "L" shaped area in a hangar that is 45 ft wide X 40 ft deep. The base of the "L" is 16 ft X 25 ft; it adjoins an additional area that is 10 ft X 29 ft. \$350 per month.

Charles Gunderson

858-643-1700 Ext 102 (work)

858-729-0991 (home)

cgunder20@hotmail.com

CALENDAR OF EVENTS

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

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

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

July 24 – Board of Directors meeting (4th

Thursday) 7PM at Montgomery Field administration building

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

Upcoming California aviation events

Following events from the “Fun Places to Fly” web site <http://www.fun-places-to-fly.com/>

Saturday, Jul 5, 2003 — Hollister, CA. Sounds of Freedom Fly-in - <http://http://.eaa1264.homestead.com>, Hollister (307) EAA 1264 w/shuttle to famous Independence Day Motorcycle Rally. Contact: Ed 831 637 0559, ewens@garlic.com

Friday, Jul 11, 2003 — Lompoc, CA. 19th Annual Piper Cub Fly-In - <http://www.geocities.com/pipercubflyin/>, Lompoc Airport (LPC) Casual fly-in featuring E and J series and other vintage Piper Cub aircraft. Includes games, food and entertainment. Contact: Bruce Fall 805/733-1914, brucefall@msn.com

Saturday, Jul 19, 2003 — Colusa, CA. Old Time Fly-in. Colusa County Airport. , Static Displays, Free Breakfast for Pilots and Passengers, Judging of Aircraft. BBQ Lunch. Over at 1:00 p.m. Contact: Harry Krug 530-458-0580, hak@colusanet.com

Editor's Note

By Kerry Powell, Newsletter Editor

This newsletter would be better with *your* article in it. Are you building or restoring an airplane? Did you attend a fly-in or event recently? How about writing about it for the newsletter—share your experiences.

Send news and articles to Kerry Powell, newsletter editor at kgpowell@adelphia.net (760) 602-0662

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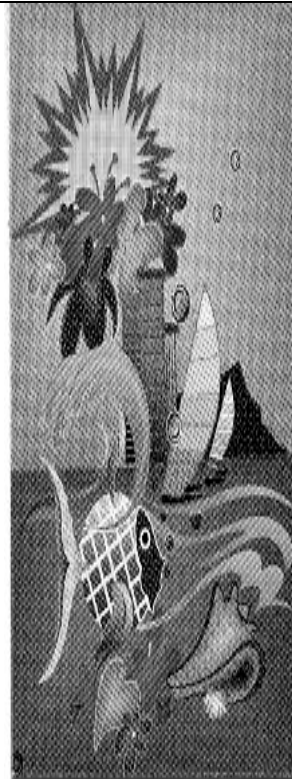
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Pancake Breakfast

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

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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	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
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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.