

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

March 2006



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March 18 chapter meeting "Roxanne"

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: Chapter member Lon Rosado's *Glstar*, seen at the January membership meeting.

President's Message

By Larry Rothrock

We had a great program in February. Our own Chapter member Russell Hashman was the FBI investigator on the first US airplane bombing. He told us about the case and how it was solved. A movie was made about the case and Jimmy Stewart played Russell's part. Hope you didn't miss it.

We've got a busy time coming up. Our B-17, Aluminum Overcast, will be at Gillespie during the March 31 weekend. Then comes the Ocotillo Fly-in/Camp-out—April 8th week-end—and then, the Great (non-singing) Bus Trip to the Palm Springs air museum.

Sign up for all three events and have fun. Sign-up sheets are in the Hangar or, if you can't get down to SDM, give me a call at 619-507-4455 or email rothrock@znet.com and I'll sign you up.

Details are in the last issue of *The Spirit*. Check it online (www.eaa14.org), if you've lost your copy.

Jerry Blank is a member of EAA Chapter 14 and an officer of the Community Airfield Association of San Diego (CAASD). He is spearheading a project to establish an Aircraft Observation Area (AOA) for the public at SDM and at MYF. Jerry believes, as I do, that the best way to keep airfields is to share their benefits and fun with the surrounding community. Jerry, Paul Hanson and I scouted out an area right next to the restaurant on SDM and we have had subsequent meetings with City officials on site. Jerry has found donors to build shelters and paving and he and I met with Councilman Madaffer last week. EAA and CAASD are pushing this project and it seems that it will work out.

The AOA will be modeled after the one at VNY. There will be speakers tuned to the ATC for SDM and for the Tijuana Airport. Maybe EAA would like to donate a plane to be put up on a pedestal? (What do you think?) We hope to paint the runway layout on the pavement, so kids can run up and down the 'runways' and observers can orient themselves with the aircraft activity. Jerry and I will be meeting with the new councilman for the SDM district, Councilman Hueso this week to get his support. It is projects like this that will win support from the local community when we need it. When you see Jerry, give him a pat on the back. Without him this project would have died long ago.

We need volunteers to take responsibility for keeping our computer and printer up-to-date. The computer is

located in the office trailer behind Hangar 1 and is available to all members. We have an internet connection for members' use, too.

Sometimes we run out of ink just when its time to print Young Eagles certificates or something. Can you step up and be responsible for keeping the ink up and the system operating? Let me know.

As often happens these days we don't have enough volunteers to prepare lunch. Please sign up to do a lunch; I can help you get started.

March Meeting Program

Saturday March 18

Next month club member Josh Pine will be presenting a unique push/pull concept aircraft design he has been playing with he calls "Roxanne". He will talk about the reasons that lead him to this design and will present a computer simulation of the design using an aerodynamic simulation computer program called X-Plane by Austin Meyers. Some of the topics that he will present will be: aircraft figures of merit, historical examples of the push/pull configuration, aggregate reliability, 2 versus 4 stroke engines, and computer modeling strengths and limitations.



"Roxanne", Josh Pine's concept airplane

Bus Trip: Palm Springs Air Museum

By Kevin Roche



Date: Sunday, March 19

Time: 7:00AM board the bus

Depart: Montgomery Field admin bldg (Casa Machada restaurant)

Destination: PSAM (Palm Springs Air Museum)

FMI (For More Info): <http://www.air-museum.org/>

or the February newsletter.

Return: Montgomery Field

Admission, box lunch & beverages:

\$25 for one

\$40 one adult & one Young Eagle

\$50 one adult & two family members

Seats are limited; don't miss out.

Call Kevin Roche at 619-443-9319 or email

tkevin@rocketmail.com

Premier EAA14 showing of the DVD "One Six Right" about Van Nuys airport on the bus.

FMI: <http://www.onesixright.com/>

Items of Interest: The bus trips are sponsored by EAA14. If every seat is filled @ \$25 the trip still does not break even.

Membership in EAA is not required.

The Flying Report

By Bob Osborn

February 4- February is off to a disconcerting flurry of EAA Chapter 14 members and airplanes on the move. Ryan and Galen started it all Thursday with an early morning departure for Florida towing, the small white trailer to retrieve Jack Thomson's KR2S and bring it to San Diego. The same day Bob Miller, purchaser of Jay Rathbun's Cozy, arrived at the hangers for some tweeking and test flying before flying it off to it's new home in St. Louis. Bill Oertel and Gai Cadwell arrived shortly thereafter from Chino in Bill's Cozy to assist Bob and complete an annual inspection on the Cozy. Adjustments to the canard trim, a nose wheel tire change and condition inspection continued through Saturday before Bob flew a satisfactory test flight and made plans for today's departure. The sale of Jay's Rotorway 162F to a buyer in Palm Springs, the recent exodus of the Hipp Motor Glider, Jack's RV6A, and Bob's Cherokee all contribute to the unsettling changes occurring. On the bright side, Chris Puntis has returned from abroad and is ready to continue flying the

time off his Sonex.

Meanwhile EAA Chapter 114's monthly pancake breakfast at Nichols Field came off on schedule with several Chapter 14 members finding their way there to participate. Finally it all came together again at Chapter 14 hangers Brown Field for a delicious lunch prepared by Brett and Diane Butler. Diane cooked three large pots of homemade beef stew with sourdough rolls and cookies and Brett served nearly 40 hungry Chapter members, with seconds for many. It was announced at lunch that Art Wolgast, former long time member of Chapter 14, and WWII Hump pilot had died at home on Thursday. Ron Schular has been helping Art manage his aircraft and hanger facilities, and is a possible source for information.

February 11 - Impressive, but no cigar. Kind of sums up the weeks events at EAA Chapter 14 Brown Field. The good news. Ryan and Galen completed the trip to Florida and back to collect Jack Thomson's KR2S and bring it to San Diego. The project shows beautiful workmanship and it is a handsome aircraft in the tricycle gear configuration. It is far from finished however, kind of 85% done with just 65% yet to complete. Bob Miller's ferry flight of the Jay Rathbun Cozy to St. Louis started off fine. His words are best..."started off very well seeing the field at El Centro brought back some memories....and a beautiful trip through AZ and NM. Turbulence rough around ABQ, I even got a little airsick!! (I'm always hungry but could not eat). I set down in Amarillo for the night. Next day, a very challenging flight. Lost most of the electrical system right after T/O, I got the radios back (Alternator was OK at 14.8V but the nose gear had to be cranked up). The electronic ignition failed too...wow that makes a difference. I could easily lean to 6 gph but w/o the IE could only lean to about 9 gph. It was windier too and with the rudders not up to snuff I was a little concerned.



This nice Lancair belongs to chapter member Maurice Orange.

Finally, I lost the left mag near Joplin and decided my luck was about to run out, so I landed and visited some customers. Turned out I had a pretty good oil leak going, so that was a good idea. Drove home last night." Meanwhile back at the hanger, Dennis Cullum pulled a couple weak cylinders on the RV-3 on annual inspection for rebuilding by One Stop Aviation in Carlsbad, has them back on, making progress.....

Young Eagles were flown Saturday. The Boy Scout Troup again cancelled and the half dozen candidates who appeared were flown by Dick Marsh in the Stinson, Armond Brattland in the Maule, and Dennis Cullum in the Tomahawk. The Polish sausage, macaroni salad, Cole slaw, beans, nachos, and ice-cream was served up by Bob Osborn and Dennis Cullum to some 45-50 cool customers, Young Eagles eating free. Our warm sunny weather continues and that is free also. We miss our old friend and benefactor Ben Hunsacker who is reportedly in the Navy Hospital with his wife Gerry who was admitted also when she checked him in.

February 18 - Larry Rothrock opened the third Saturday Chapter meeting at EAA Chapter 14 with the Pledge of Allegiance to the flag, followed by announcements and a detailed presentation of our lease proposal to the City. Using the overhead projector the expanded leasehold was depicted, the stages of implementation laid out and the presentation presented to the Airport Advisory Board covered. The scope of Chapters involvement in the community and the contributions to aviation at Brown Field and the San Diego Area was much wider than many of us realized from our individual prospective. Larry received a big hand of applause for the effort and planning he has put forth. Larry invited members to attend the Chapter Board meeting this coming Thursday (4th Thursday of the month) at Montgomery Field Administration Building at 7 PM.

Chapter member Russ Hashman presented the monthly program. Russ a retired FBI agent/administrator was involved in the solving of the first commercial airliner sabotage in the United States, the crash of a DC6B out of Denver on November 1, 1955. The wreckage spared over 2 1/2 miles was collected and reconstructed and a timer part located that set off the 25 sticks of explosive. Eventually it was traced to a man who blew up the aircraft on which his mother was embarked in order to collect her insurance. He was convicted and executed for the act. Russ had a superb film of the investigation and many news articles and artifacts from the event.

It was in addition a beautiful flying day with many fly in aircraft for the pancake breakfast provided by Ty Tyvoll and Rodger Magee and the lunch of beef stew,

noodles, French bread, peaches, and ice cream prepared by Dennis Cullum. Long time Chapter member and benefactor of many of our tools and shop equipment, the owner of the Taylorcraft "permanently" displayed in hanger one, Charles Heberle formerly of Carolina, PR made a rare appearance with his wife and daughter, Ivy and Carla. Chuck has signed on as a Continental pilot and is moving to Guam. His correct email address is chuckheb@yahoo.com.

February 25 - Would you believe The Flying Report dates back to 1986? That's 20 years! And out of that past there appeared Saturday at the EAA Chapter 14 fly-in luncheon, one John Fischbeck, who some nearly 20 years ago came to the Lutheran Church on Clairemont Mesa Boulevard where we held our Chapter meetings, and he and his wife Vicki presented the program for the evening. They were both young navy pilots. Vicki must have been one of only a score of female naval aviators at that time for it was in the early stages of the program. Vicki told of her progress through naval flight training and the high point of the evening was her description of her first landing aboard an aircraft carrier. It was a slant deck carrier and called for full throttle upon touch down in case a wire was not hooked thus allowing the aircraft to fly off for another pass. Vicki was a little tense and gripped the throttle triggering the mike button so her comments were broadcast to all on frequency in the landing pattern and carrier flight control. The hook caught and as she approached the end of the flight deck with her engine wound up it appeared she would topple over the edge she exclaimed "AAAWWW SH****TTTTT"!... There was a moment of silence on the frequency then a comment from the Air Boss, "Let's watch our language there little lady".

John and Vicki now live in Coronado. They have a girl 17 and a boy 14. Vickie retired from the navy as a Commander and now flies B-757/767's for UPS. John



Looked like a blimp race at Brown Field.

flies 727's for DHL. Their email is fischbeck8@aol.com. Send them a hello if you remember that long ago meeting. Kimball Dodds, Glasair guider and Chapter Member prepared the lunch for us Saturday. His "Hoagies" stuffed with cold cuts, lettuce, tomato, and onions on the side were great. The warm tomato soup really hit the spot along with the homemade potato salad. Thanks Kim. Kim built the little red peddle biplane the kids "fly" in front of hanger 1 on Saturdays. Long ago also, perhaps 15 years. It has stood up well, still in commission and gets a work out every time small children are present.

There were several outstanding homebuilts flown in Saturday. One was Mike Freshley's Lancair 747RH from SEE (Gillespie). Powered with a Lycoming 0360 (180 h.p.) behind a three bladed constant speed prop, it cruises 240 knots at altitude. Chapter member Dennis Hogge, builder of the neon green Lancair of 15 years ago (here we go again) may have been the builder of this one also.

Field Trips

By Gene Hubbard

Last month, I decided that I was spending too much time in the hangar and not enough time flying. So I started checking out local events, and made a couple of field trips.

Shortwing Piper Club, Southern California Chapter

The Shortwing Piper Club (SWPC) is a national organization dedicated to maintaining and flying the five "Shortwing" Piper aircraft built between 1948 and 1963. These include the Vagabond, Clipper, Pacer, Tri-Pacer, and Colt. As you might guess, all of these planes have a family resemblance, and they share quite a few parts too. As type clubs go, the SWPC is extremely active, with over 3000 members and 43 regional chapters. The club "newsletter" is a 156 page paperback book, published every two months. Whatever situation arises with one of these planes, someone in the SWPC has seen it before and has some advice on the subject. Check out www.shortwing.org to get an idea of how much this group has to offer.

I've been a member of the Shortwing club ever since I bought my Tri-Pacer about six years ago, but had never quite made it to one of the meetings. The

Southern California chapter has fairly regular gatherings at nearby airports, but something always came up. Then last month, I got my SoCal chapter newsletter saying there was a gathering at Gillespie Field on the 25th, and a handwritten note from the editor saying that he expected me to be there. That offer was hard to refuse. Since my Tri-Pacer doesn't fly right now, I made plans to meet up with Richard Kalling at SDM and we'd make the short flight over to Gillespie Field in his Colt. Turns out Richard had a family member show up and the seat I was expecting to fill was taken. But the club Cessna 140 was sitting in the hangar not spoken for. It's always nice to have a spare airplane around, and I reserved it for the afternoon.

The meeting itself was in the area known as SPEER Field. This is the residential part of the airport located west of the tower and just south of 27L. I had worried about how to find the meeting place, but the tower knew about the gathering and was giving good directions. In any case, all I had to do was follow the line of shortwing Pipers. When I arrived at our host's hanger/residence they took a look at the Cessna and had me park in a neighbor's driveway! Actually, they had quite a few planes parking in neighbors' driveways. There were half a dozen or so Shortwings, mostly Tri-Pacers, and about 20 members that showed up for the meeting. Richard and his brother-in-law wound up driving up from SDM and learning how to navigate the roads surrounding SEE. The meeting format was pretty informal—socializing for a while, then lunch with our hosts Roni and Stu, then the sit-down part of the meeting where we discussed tech issues, and where to meet next. I got some ideas on how to proceed with my Tri-Pacer rebuild, and Chapter 14 was selected as the host for the April gathering. Come to SDM on tax day to see some of the best planes that Piper ever made!

After the formal part of the meeting, we got to chance to tour Bill Allen's hangar/museum, which was almost next door to the meeting. This is an amazing collection—we've seen his Stearman at Chapter 14, and I'll stick my neck out and say I'm pretty sure I've seen his Fairey Firefly on display at the Reno Air Races. And I haven't seen the likes of his pedal-car SPAD anywhere. I understand that the Smithsonian is doing an article on his collection—if you get a chance to see it, do so.

To find out more about the Southern California Shortwing Chapter, check out the website at www.socalswpc.org

EAA Chapter 1279

This really started out as an excuse to fly somewhere without having to eat a greasy hamburger when I got there. When I checked out the website at www.eaa1279.org, I found that the group met on the last Sunday of each month in the terminal building at French Valley airport (F70). They are also building a Pietenpol Air Camper as a club project. That got my attention too. Then when I was helping George Conway re-tape the parking spot for the club Cessna 140 I asked if he wanted to fly up with me and he said "sure". After checking with his wife.

We met at noon for the 2:00 pm meeting and preflighted the plane. With weather expected in the next day or so, I got a briefing and filed a fairly nominal flight plan—the FSS likes Victor airways and "I Follow Roads". Then we had the longest wait for take-off I've ever had at Brown Field. Two jets and a bunch of other traffic. Fifteen minutes after we first moved under our own power, we were cleared for takeoff on 26R at Charlie.

This was my first flight in over a year where I had a passenger in the right seat helping me navigate and solve problems, and it turned the various airspace annoyances into interesting exercises. Climb out to the north, over the right half of Sweetwater. Make sure we're over 2400 feet when we pass Mt Helix; 2700 will keep us out of trouble both over Gillespie and the San Vicente island. Turn left, go south of Iron Mountain to stay out of Ramona's airspace, and pick up I-15. By that time, 2700 was looking a bit low, and I added a few hundred more. Then pick up F70 visually, get down to pattern altitude, announce, look for traffic, and enter the pattern. I had never landed the C-140 at French Valley before, and their famous crosswinds don't have the same effect on tricycle gear planes. If I impressed George with my landing, it wasn't in the way I would have liked to.

There were about 25 people at the meeting, with George and I being the only non-members. Jim Pyle, president of Chapter 1, was in attendance as a member and announced the reformation of a sub-group of Chapter 1 called the "Design Group." This group meets irregularly to discuss interesting aspects of aircraft design. Jim said that their recent meeting, hosting (I think) Barnaby Wainfan, the Facetmobile designer, drew more attendance than the regular Chapter 1 meetings. Recent Facetmobile information, by the way, is at <http://members.aol.com/slicklynne/facet.htm>. I have asked Jim to put me on his mailing list for Design Group meeting notification, and I'll pass information on

as I receive it.

After the meeting, president Steve Williamson asked if we would like to see the club Pietenpol project. Of course, he didn't have to ask twice. It's always interesting to see a different take on a familiar set of plans. The workmanship is excellent, and they've managed to avoid some of the problems that I had when I was at the same stage of construction. We swapped some ideas and contacts, and decided to stay in touch. Check out the chapter website at www.eaa1279.org for photos and progress.

Finally, it was getting on, and time to leave. Wind 230 at 9, but it felt straight across the runway. This time I was expecting it though, and aside from winding up somewhat displaced from the centerline, we got into the air fairly efficiently. We retraced our path on the way home, never getting above 3100 feet altitude, and enjoying the panorama below. By the time we got back to SDM, the wind had died, and I may have convinced George that I really did know how to land the C140. All in all, a good trip, and good company, both in the cockpit and at French Valley.

Library Update

By Donna Ryan

Thanks to your help, we finally have all the magazines out of the storeroom and out from under the desks. They are on display in either Hangar 1 or the trailer and available for your use. While they are not in their final position yet, it's getting closer.

Currently, the containers just have temporary labels on them. I'm trying to find a cheap source for label pockets—vinyl holders that protect the labels and also let us replace them easily if we change the contents of a container. If anyone knows someplace that might have these, please give me a call or drop me a note.

You'll find magazine and library book check-out folders on the table in front of the magazines – please use these when you check out a book or magazine. When you return them, just put them in the box right by the door that says Library Check-in: Books, Magazines. We'll take care of filing them in the proper place.

If you are making brand new donations, please put them in the box marked Donations. Chapter members always appreciate new reading material – so keep these magazines and books coming.

Thanks again for your ideas and support.

Donna Ryan - Librarian

858-273-4051 - Home

rryan@san.rr.com

Magazine of the Month – March 2006

By Donna Ryan

One of the early official publications of the EAA was called the *Experimenter*. Our library is lucky to have copies dating back to the 1950s up through 2004. I took a look at the contents of one of them dating November 1957. It cost only 50 cents and sports a picture of a very young Paul Poberezny wearing a suit in his editor's picture – how styles change. In his Editor's article, he talks about visiting with Ray Stits and flying the new Skycoupe, as well as the 90 hp, two-place Flut-R-Bug. On his way home, he runs into EAAer Larry Heuberger, builder of the well known Doodlebug, who had made a forced landing in his Sizzler, because the 125 hp Lycoming had pumped oil, fouling the spark plugs. He has nothing but praise for the looks of the new plane which represented the “new look in light planes with the swept wing, fine and rudder, streamlined airfoil-type fuselage and a tricycle gear.”

He has a full article, including pictures, on the Pober Sport that he was in the midst of building. In a feeling known to many of our own members, he “got the itch to get out in the garage with the welding torch, hack saw and tubing” and started making an airplane of his own design. Based on the basic fuselage design of the Baby Ace, he changed it to a low-wing, strut-braced airplane, using a Piper J-3 gear and the fabric Luscombe wing.

After a heartfelt poem by an EAA member which started out “Do you suppose that one could say/Enough good things of EAA?”, there are reprints of two excellent articles on stalling characteristics and streamlining your airplane. Next comes a look at an old-timer—the DeHavilland Moth. The writer traces the history of the plane from the time the DeHavilland Aircraft Company developed the little Gipsy Moth biplane in 1925 through 1931 when the Tiger Moth was unveiled. One admirer, with over 1000 hours in a Moth, wrote that “for sheer enjoyment of being aloft, no modern aircraft can touch it. It is very gentle and easy to fly, being, if anything, lighter than modern

sport types, and you had to watch out for a tendency to float on landings.”

Also included in the magazine are the rules for the EAA Design Competition, “intended to foster individual enterprise in developing an economical aircraft for recreational or sport use.” Suggested reading to get started in making up an original design is the booklet by our own longtime chapter member, L. Pazmany, called “The Design of a Light Airplane” (a copy of which is present in our library.

The magazine contains several other interesting articles, including one on Modernizing the Pietenpol Landing Gear. The writer actually saw Mr. Pietenpol fly the Air Camper back in the 1930s; in the interest of keeping wood airplanes flying, he provides a sketch and comments “which may settle the problem of transferring the loads of the wing struts through a wood fuselage and provide means of attaching a J-3 Cub landing gear.”

The issues back in the 50s were only around 22 pages long and have the feel of a club newsletter. The writers are passionate about private flying and the readers aren't shy about expressing their opinion on how EAA can improve. The magazines represent a fascinating look at the early days of EAA and are well worth your time. Enjoy!

Donna Ryan – Chapter 14 Librarian

rryan@san.rr.com

No More Wooden Legs

By Gene Hubbard

Progress continues on the Nieuport squadron with a focus on getting the first fuselage up on its gear and able to roll around. This means that a lot has to come together—we finally had to solve the question of how to bend the tailwheel mount; we had to figure out how to assemble the landing gear Vee's, how to build wheels, and by the way, someday we should add the belly stringers and turtledeck. Quite a list.

Gene has been looking into wheels for a while. Did you know that bicycle wheels are sized according to the outside tire diameter, not the rim size? The scale size for the Nieuport wheels is 23 inches, pretty close to 24 inches. Graham Lee said to use BMX TuffWheels because they're nearly unbreakable. On

the other hand, the built-up wheels used on the "Flitzer" by Lynn Williams have the right appearance for the period, look really strong, and provide a place to mount brakes. Gene is making up a trial set of hubs along those lines see if this is really an option.

Jim MacKinnon has adopted the task of fitting belly stringers to the three fuselages. These are curved formers that mount under the seat to prevent the fabric from sucking up into the space between the landing gear vees. All told, they probably add half a pound to the weight of the plane, but they are critical to giving the right appearance. Construction involves bending the tubing, annealing one end so it can be splayed open into mounting tabs, forming the tabs, and finally riveting into place.

Richard and Gene spent one Saturday afternoon and evening constructing the first set of functional landing gear vees from oval tubing. The Nieuports use a lot of aluminum tubing that has been partly flattened to simulate streamlined wing and landing gear struts, as well as for a lower wing spar. Again thanks to Rob North for helping us press the tubing to an oval cross-section. Before we can construct the vees, we need to press wooden plugs into both ends to keep mounting bolts from completely crushing the tubing. These plugs are individually fit, and represent a real nuisance. Eventually, we got plugs made and assembled the vees for the first airframe. The next job is to fit the vees to the fuselage, and add the rest of the landing gear rigging. Watch this space for progress.

Along with these developments, squadron member Mark Swoyer stopped by the hangars with stacks of beautifully made wing and control components. We haven't seen much of Mark around the hangars, but he has certainly been busy, and has saved the rest of us a lot of work. You can tell that he's a professional.

Finally, bending one-inch aluminum tubing without kinking it is hard to do. We tried sand. We tried conduit benders. We tried a hydraulic pipe bender. We got blood, sweat, tears, and kinks. Finally, we decided to give up and use the right tool. They actually make tools for this, and they actually work! Jim, Gene, and John Watts took all morning figuring out how a "Model 3 Tube Bender" works, then about five minutes bending the first tailpost. No blood, no tears, no kinks: No Sweat!

New Members

Dan McCutcheon is an instrument-rated pilot living in San Diego. He flies a Navion Rangemaster and Mooney Cadet. If you think you recognize the name and aircraft, you're right—Dan is the son of our longtime member and ex-president Sam McCutcheon. And he has the keys to the plane too...

Bret Strain is also an instrument-rated pilot living in San Diego. During the day, he works as a software engineer. Bret is considering an RV-7 project, and would like to hook up with an EAA Tech Advisor for advice and monitoring.

March Birthdays

Help us wish a very Happy Birthday to all of the Chapter 14 Members born in March:

- 1 Kenneth Brown
- 1 Richard S. March
- 3 Dennis D. Goodwin
- 5 Lee A. Anderson
- 5 Bob A. Morse
- 6 Bernie G. Rand
- 7 Charles D. Pickett
- 11 James H. Aldrich
- 13 Gerald Blank
- 13 Gregory V. Finch
- 13 Mike R. Freshley
- 13 Tyson S. McDowell
- 14 William M. Russell
- 16 Robert L. Cox
- 17 Mits M. Hosaka
- 17 David A. White
- 18 Anthony F. Gittes
- 23 Neil Harland
- 25 Charles T. Heberle
- 27 John F. Collins
- 29 Eliot G. Miller

EAA SportAir Workshops coming up in the Corona / Riverside area

EAA will be holding a Repairman LSA Inspection course for airplanes at EAA Chapter One, Flabob Airport, Riverside, CA on March 24-26, 2006. This course will allow the owner of an Experimental-Light Sport Aircraft to perform their own annual condition inspections.

What:

Repairman LSA Inspection Course for Airplanes

Where:

EAA Chapter One, Flabob Airport - Riverside, CA

When:

March 24-26, 2006

Tuition:

\$299 for EAA members; \$339 for non-members

To Enroll:

Call 800-967-5746 or sign up online at www.sportair.com

There is still space available in our popular RV Aircraft Assembly Course, being held at Aircraft Spruce West, Corona, CA this coming Saturday and Sunday, March 4-5, 2006.

This two day, weekend workshop will mainly consist of "hands-on" practice, giving you experience in the techniques necessary to assemble the airplane. In addition, other topics will be discussed including FAR's pertaining to amateur-built aircraft, tools required, workshop requirements, insurance, engine and propeller selection, flight testing, etc.

The course is offered to EAA members at a special price of \$319. Space is limited to 16 students.

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 gness4@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

Open Hanger Sale

Saturday March 18th –Brown Field. The hanger is on the west side of the old tower, you can see it from the parking lot of the cafe. I will come over to your hanger before we will start the sale. Items we have are / aircraft Mustang II, / projects GY-20 Minicab, Turner Der Jager Scout Model T, and two other unknown planes. There will be misc parts and hardware. A lot of good stuff. We also have a lot of ultralight parts and two ultralight aircraft in the hangers at Gillespie for sale. If anyone wants to see these items, have them call me. Everything must go.

If you have any ?'s please call me.

Thanks

Eric Miller

760-443-1105

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Greg Boehm, Dr. of Carology
Specializing in Transmissionology
Certified Automotive Instructor



CHIROPRACTIC ARTS

Dr. Earl E. Bush
Director of Clinics

7596 Eads Ave # 100 9740-A Mission Gorge Road
La Jolla, 92037 Santee, CA 92071
(858) 456-2663 (619) 258-9732
Email: earlbushpilot@aol.com

CALENDAR OF EVENTS

- March 4 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- March 11 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- March 18 – Pancake breakfast 7:30, Chapter membership meeting—10AM, Open house, coffee at Chapter 14 hangars, Brown Field. Lunch – 11:30
- March 23 (Thursday) – Board of Directors Meeting, Montgomery Field Administration bldg conference room, 7-9PM
- March 25 – Open house, coffee, lunch, at Chapter 14 hangars, Brown Field.

**EXPERIMENTAL AIRCRAFT ASSOCIATION
 SAN DIEGO CHAPTER 14
 1409 CONTINENTAL AVENUE
 SAN DIEGO, CA 92154-5707**

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March 2006

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	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.