

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

May 2006



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May 20 - Rick Beach- "Don't' Die when Something Bad Happens in the Air"

June 17 - Chris Cruz, ATC system in Afghanistan

June 25 - Midsummer Potluck

July 15 - Jeff Acord, TRACON controller

Cover: Gene Hubbard and his newly completed Pietenpol; ready for first flight?

President's Message

By Larry Rothrock

John Alley has pulled it off again! The Roger Trickett Ocotillo Fly-in / Camp-out was a terrific success. The weather was perfect and there was great food, prepared by John and Loraine Alley, Ernie Block, Barbara Puntis and others. Aviator-Chef Joe Russo roasted a fine hunk of beef slowly on a spit preceding the Saturday night movie, *Island in the Sky*. Larry's Amazing Koffee Kup Kite flew again and was almost shot down by Mitch Mitchum with a slingshot. John Alley's grandson, Cameron got his Koffee Kup to fly for awhile. Chris Puntis and Gene Hubbard got their kites up and Lista Duren flew her handmade mini-kite. Kai Schulman hauled the stuff out and back...again. This time he got to actually stay and enjoy the week-end.

Lots of good looking airplanes flew in; specially noted was the beautiful Tiger Moth which was shown on the cover of *Pacific Flyer*.

John is going to spend more time in Oregon and Jimmy Kennedy will take over the Ocotillo doin's next year. Volunteer to help him!

Aluminum Overcast, the EAA Flying Fortress, visited and was a real success. The crew flew three missions every day and five on Sunday. Eighty-three paying seats. That should help with the upkeep of the old bird! Three of our workers at the event had their names chosen for seats on the flight up to Long Beach and their grins are still evident.

Programs for the May, June and July meetings are in place: EAA-14 member Rick Beach will speak about the Cirrus ballistic parachute system on May 20. June 17th will feature Chris Cruz who will tell us about making an ATC system work in Afghanistan. And, the popular Jeff Acord, who is a controller with TRACON will explain how to stay out of trouble with the authorities—the

inside story.

Don't forget the Midsummer Ice Cream Social Potluck (and aero-junk sale) on Sunday afternoon June 25. Kevin Roche has a trip to the Aerospace Museum planned, too.

Don't forget to send Gene Hubbard your design suggestion for wings for our chapter. We can have metal wings made and dies for printing on leather name patches, decals and the usual Chapter junk. The wings will supplement our Chapter logo. Get your suggestions in.

We have begun a discussion in the Chapter about how we might honor Col. Ben Hunsaker who recently passed away. Ben was absolutely key in the establishment and growth of Chapter 14. A number of good suggestions have been made: name the Chapter after Ben; build and dedicate a flagpole to him; plant a nice shade tree in his honor; plant a garden for him; name one of the new hangars after him; set up a scholarship in his name—lots of ideas. The most popular one, so far, seems to be naming the Chapter after him. There's no need to rush this decision; we'd rather do it right than fast. Let's widen the discussion, so talk it over with your fellow members, think about it. Make suggestions.

Also, I'd like to ask all of the members who knew Ben to send in a paragraph or more about what Ben meant to the Chapter and any remembrances or tales about Ben. We'll



Base camp at Ocotillo

collect them and publish them in The Spirit and on our website.

Upcoming Programs

We have some good stuff lined up for our Third Saturday programs

May 20: Rick Beach who is a Cirrus pilot, Chapter 14 member, member of the Airport Advisory Committee and CAASD president will give us a presentation about the Cirrus airframe parachute system. The title is *Don't Die when Something Bad Happens in the Air*.

Cirrus Design builds the first certified production airplane with a parachute for the whole plane and its occupants. More than 2,000 of these ballistic parachute systems are flying and seven parachute deployments have saved 15 people from bad, likely fatal, accidents. The experiences of Cirrus pilots highlight the new and different realities of using this "last resort" safety option when something bad happens in the air.

June 17: Chris Cruz is one of the controllers in the Brown Field tower who talks to us on the radio; now, he'll talk to us in person. Chris was instrumental in setting up and operating the ATC system in Afghanistan and will tell us tales of working in the multi-national, multicultural environment.

July 15: Jeff Acord of TRACON has spoken to us before and his talk was so popular we have asked him to come back. He does a lot of public appearances and we have had a hard time fitting into his schedule.

Other stuff, too...

June 25, Sunday: Chapter 14 Midsummer Ice Cream Social and Potluck. Plan on spending a pleasant Sunday afternoon at EAA-14 3:00 pm. We'll provide a main dish and freshly home-made ice cream. You bring your favorite dishes: deserts, side dishes, casseroles, salads. Oh, yes, we'll have an Aero-junk sale, too. So clean out your hangar and bring stuff to sell, trade and give away. Bring your friends, bring the neighbors, bring the neighbors' friends, rent friends and bring them.

The Flying Report

By Bob Osborn

April 1 - April arrived with both promise and heartache. It was a beautiful day, perfect for flying, clear with bright fluffy clouds overhead and several Chapter members flew in, though the turn out was somewhat light for the EAA B17 was hopping rides at Gillespie and many Chapter members were there assisting, selling rides, T shirts, cups, etc. and occasionally copping a ride also. Others were attending the funeral for Ed Fitzgibbons which was conducted at 10:00 a.m. at Holy Trinity Catholic Church in El Cajon. Ed passed away March 17th at the age of 80. Ed was awarded Lifetime Membership in Chapter 14 only a few months ago for his many contributions through the years as Safety Director, Fire Marshall, and constant assistance with the upkeep and maintenance of the Chapter facilities. He was returning his Mini Max to flight status with repair and an electric starter after some slight damage in an off field landing some time ago but had recently sold out to Bill Moore as his age and health caught up with him. Ed's funeral, Ben Hunsaker's military graveside service at Oceanside Thursday, and Muriel Beddow, wife of Dean Beddow, service scheduled for Tuesday, 4 April at Ft. Rosecrans National Cemetery, has been a somber introduction to Spring this year.

Hopefully there will be a write up of the EAA B17 operation at Gillespie. Meanwhile John Alley is still looking for help with the fly out/camp out to Ocotillo Wells next weekend. Stay tuned. The lunch Saturday



Jerry and Sue Boughner's Tiger Moth at Ocotillo

was interesting. The menu was grilled goat, cracked corn, greens, beans, chopped fruit, and creamed ice. Hay it was delicious! Just ask the cook. (April Fool).

April 8 - John Alley does it again! With a little help from his son and grandson and Chapter members such as Gene Hubbard, Lista Duren, Ernie Block, Dennis Cullum, Paul Hansen, Bob Johnson, Jimmy Kennedy and several others (look for the official report), John loaded, transported, and erected EAA Chapter 14 (East) to the airport on Ocotillo Wells for the weekend. Amazingly the wind did not blow us away as has happened so often in the past. The rains stopped, giving us a window for the weekend though more is forecasted for this coming week. Perhaps John has a special "unrain" dance or sailors whistle "down" the wind, or magic touch but the weather was beautiful.

Fly in aircraft from the hangers included Dennis in the RV-3, Paul in Offshoot, and Galen in his Starling. Several other Chapter members flew in (await the official report) as well as a flyover by three round engine aircraft from Arizona. The dune buggies and dirt bikes were out in force in the surrounding area. Kite flying was a fizzle due to light winds though model airplanes fared more successfully. Margaretnextdoor made the scene via van and scored a satisfying load of bomb shrapnel to add to her collection. She had to see if the conditions were really as bad as two years ago when she flew in and wind and weather overtook her flight resulting in not only a harrowing flight but a harrowing ride home in rented wheels. So until next year....

April 15 - Easter "Saturday" started with rain and ended with sunshine a suitable outcome for the previous two weekends of B-17 support and Ocotillo Wells campout. We needed a rest. Ty Tyvoll, Rodger Magee and John Watts prepared the "drive in" breakfast (there were no fly in customers with the field IFR) fortifying the energies of those hearty soles who unloaded the Ocotillo Wells trailer, stowed the portable hangers back in the overhead of hanger 2 and readied hanger 1 for the monthly Chapter meeting.

President Larry Rothrock opened the monthly meeting with the Pledge of Allegiance to the Flag and announcements. Chris Cruz one of our SDM Air Traffic Controllers was today's featured program speaker but was on duty in the tower and so will be scheduled at a future date. Safety Director Pete Grootendorst reported his own featured safety example when the engine failed in his Grumman Traveler last Sunday at 2500' over Imperial Beach while giving an check out to a student. He tried restarting, fuel, tanks, mixture, etc without success. With the engine windmilling he headed for Ream Field, NAF meanwhile declaring an emergency with Brown Field Tower. The emergency began with the roll out at Ream when two fire trucks, ambulance, police, and finally the navy arrived to accost him. He called First Flight at Brown and Tom came from home to inspect the engine. A gob of woolen material was found in the warm air intake of the carburetor which choked off intake air. Pete had found a bird nest in the cowl on preflight inspection and removed it but had missed the hidden stuff. The engine started o.k. and was flown back to Brown after Pete made a trip to North Island, lots of questions, a signed release, etc. etc..... Pete recommends checking carefully for bird nests as they are very active this time of year and will find the smallest opening to enter.

Membership Director Gene Hubbard reported over 220 members and more coming. Joe Russo has been defending us as a member of the ALUC (Airport Land



Galen Shirley and his Starling at Ocotillo

Utility Committee) which exists to fend off the real estate developers who continually assault our field. Dennis Cullum reported a drain on finances for the Chapter from the recent bus trip and Ocotillo Wells operation but a nice infusion from the B-17 operation of \$2963.70. Some 83 revenue seats were sold and Gene, Kevin, Chris, and Bob Johnson won free rides to Long Beach on the B-17.

Larry announced the appreciation of the Chapter to John Alley for Wagonmastering the Ocotillo Wells operation. John is moving out of state and Jimmy Kennedy has stepped forward to volunteer to take command. Chapter Member Kai Schumann has very generously towed the trailer to and from Ocotillo Wells the last two years. Thanks Kai.

Larry covered the lease agreement progress, hopefully will be signed in June and under "new business" Ray West recommend we establish a category of honoring "Gray Eagles" that is the oldest Chapter member. Larry asked members to attend the Board Meeting on 27 April to discuss this and also a suitable memorial for Ben Hunsaker. Pete announced that the price for fuel was \$4.47 off the truck at Lancair but the serve yourself pump price had dropped to \$3.69 recently. Also that First Flight was installing gas tanks to introduce a little competition. Joe Russo reported that Tom Hamm's Light House banquet room had been booked for this years Awards Banquet for a Sunday, December 3rd promising a beautiful view of the harbor and downtown, tickets same price as last year so plan on it...

Flying???? Almost forgot. With the day turning sunny a batch of planes flew in. Guy Buchanan of Ramona and his father Edward tailored their beautifully detailed Kit Fox in for weight and balance and inspection and comments by chapter members. Ryan gave a hand with the weight and balance. It looks ready for sign off and first flight. Way to go Guy! So lets.....

April 22 - April. Scattered showers, scattered people, lucky Chapter 14 sums it up. The "Wings Over Gillespie" airshow took place in spite of the low ceilings with many Chapter 14 members attending. Reg Finch

flew his Mig 21 for some awesome low passes at Gillespie and followed up with a low pass at Brown three minutes later. That is 15 miles in three minutes, try that in your Aeronca Airknocker. And lucky Saturday diners had John Alley on board with a huge pot of Louisiana gumbo kept frozen from the Ocotillo Wells fly in. Four kinds of fish, chicken, sausage, okra, "fillet seasoning" it was awesome over rice. And Chapter 14 hit it lucky weatherwise for this weekend of low clouds and showers would have put a damper on the Ocotillo Wells escapade.

Earl Hickman and his Bucker Squadron flew in and then departed early to get home to Gillespie before the airshow. Jim MacKinnon flew a demo in the Cessna 140 with a possible new membership sale in the 140 Club. Pete also flew a training flight in the Grumman Traveler with a new lady member (didn't get her name



Dennis Cullum lands his RV-3 on the Ocotillo dirt.



Chris and Barbara Puntis enjoy a meal at Ocotillo.

darn it!). Chris Puntis has the Sonex flying again and did a couple of touch and goes. Our regular Saturday dawn patrolers Ryan and Shirley are both traveling. Galen has bought a home in Duncan, OK and is in the process of moving. Plans to come back for his Starling. Jay Rathbun made a generous donation of tools, materials, and aircraft parts to the Chapter during the week. He has sold his Cozy and Rotorway 162 helicopter and was clearing out his hanger which he has sold also. Thanks much Jay. Larry reminded those at the luncheon to plan to attend the "Fly Market" next weekend the 5th Saturday of the month. Bring your aviation related items and checkbook. Take home some new prizes for your project.

April 29 - Two featured aircraft at Saturdays EAA Chapter 14 fly-in luncheon. Tom Geantil's 1978 Great Lakes biplane N3676L in brilliant red and white paint and Gene Hubbards freshly built, assembled, and painted, green Pietenpol. Tom's Great Lakes occupied the "front and center" display spot while the Pietenpol was rolled out of hanger 2 for a weight and balance session in hanger 3, followed by a photo session in the green field east of the ramp. Meanwhile the Ryan's prepared a hamburger/hotdog, potato salad, nacho's, and ice cream lunch with all the trimmings. Bill McKee arrived from Phoenix to have lunch with us and lay the groundwork for display of his Sport Cruiser at the LSA regional fly-in and display scheduled at EAA Chapter 14, Brown Field, December 9th. The Sport Cruiser is a 2 place LSA aircraft, American designed and built by Czeck Aircraft Works. It is all metal, low wing, tricycle gear, powered with a Rotax 912, glass cockpit, and listed at \$65,000.

The misidentified "experimental" aircraft that crashed at Brown last Sunday was unfortunately Tom Survis' Grumman American Lynx, an aircraft flown by several Chapter members. The crash occurred with a stall on take off with the aircraft striking a chain link fence on the north side of runway 26R. Apparently the fence absorbed much of the energy for the aircraft came to rest inverted and thoroughly destroyed except for the cockpit area. The two pilots were said to walk away from it. Chris Puntis' Sonex also received minor damage in a hard landing with the prop tips striking the runway and the titanium gear taking a slight bend.

Chris has a new prop on order and Robbie Groll will straighten the gear legs. Should be ready for flight in a week or so.

Ben Hunsaker Stories

By Gene Hubbard

You can't hang around the hangars at Brown Field very long without noticing that Ben Hunsaker was here. There's the sign "Ben's Corner" hanging over the sink in Hangar #1. There's the Heath Parasol hanging in Hangar #3 entitled "Ben's Baby". There is the Ben Hunsaker Leadership Award displayed on the announcement easel. Look in the newsletter and you'll still see Ben listed as "Director Emeritus".

Then ask around. People will tell you the stories. Some of them, at least. It takes a long time to hear them all. I first met Ben on a Saturday morning in 1999, a third Saturday with a pancake breakfast and a fly-in. Ben was cooking breakfast for people. I found out later that Ben was a retired Air Force colonel; he had flown 30 missions over Germany in WWII, and was XO for the Berlin Airlift. But he was telling stories about travelling through Kansas as a teenager, and working in a diner. Ben was like that—when a job needed to be done, he would do it, and unless somebody else told you, you would never find out what he did in the war.

It was Bill Moore who told me that this was Ben's chapter. Sometimes other people were listed as President, or Director, or this or that. But it was Ben who made things happen. When Ben was around, things got accomplished. People liked volunteering to do things for him. One of the stories is about the decision to build Hangar #1. There was a lot of discussion—could the Chapter afford it? Would we continue to afford it? Was this really a good idea? Ben ended the discussion by getting out his checkbook and buying the hangar. I wasn't there, but the people I heard it from were. If I got something wrong, please correct me.

Ben may hold the record for the longest running restoration project ever. Sometime around 1940 he

bought a Heath Parasol and started to restore it. The Heath is the prototype kitplane in the world. For something like \$350 (actually a fair bit back in 1928) you too can be a pilot. A World War, the Berlin Airlift, and a couple of other earth-shattering events went by, and still Ben kept the Heath. Finally, Ben decided that the Chapter needed a club activity, and that the Heath would fit the bill. Lots of members contributed, and in 1992, the Heath flew again after 52 years as a project.

There are other stories—I don't know most of them. We'll try to publish a couple each month for a while. Some will be familiar, some not so familiar. You'll hear some for the first time and think "I should have known . . ." These stories are a part of our Chapter, just as this will always be Ben Hunsaker's chapter.

Errata

The April issue of Spirit of Flight included a report on the bus trip to the Palm Springs Air Museum, incorrectly attributed to Kevin Roche. Gene Hubbard was actually the author of that report, my apologies, Gene.

...Editor

Ocotillo Wells Fly-Out 2006

by Lista Duren

"General" John Alley, as we call him now, led our annual charge to Ocotillo Wells airport, with steadfast assistance from his wife Loretta and grandson Cameron. Kai Schuman graciously towed the big blue trailer behind his truck, as he has for the last few years. Bob Johnson, Ernie Block, Jim Kennedy, Larry Rothrock, Ray and Gladys Cote, and Kevin Roche, were among the first hard-working group to arrive, staking out the campsite and erecting the portable hangars. Gene and I rolled in late in the afternoon to see the flag flying from it's bamboo pole at the corner of the hangar, a few gleaming planes next to the berm, and dinner cooking. We were just in time to help place the portable latrine and attach canvas on the windward wall of the hangar. And so began another successful desert fly-out extravaganza at our favorite spot along the dirt strip.

The wind was a little too gusty for dependable kite-flying, but not too strong to discourage visitors. Larry Rothrock, who claims he traveled to Ocotillo via "dematerialization," found the conditions optimal for his coffee-cup kite (a proprietary design he's perfected and now offers to sell for an ever-increasing sum.) However he tethered the fluttering bit of styrofoam and took to his radio whenever there was air traffic in the area. On Saturday morning, with a weather report and a promise of breakfast and good company, he convinced several folks to visit us instead of the restaurant across the field.

That's how we lured interesting visitors such as Butch Ehlert of St. Joseph, Missouri in his A-1 Husky, by way of Palm Desert; Bryan Neinaus and John E from Banff, Alberta, Canada in a Cherokee; and Jerry and Sue Boughner in the lovely Tiger Moth that was featured in the April Pacific Flyer. Throughout the weekend, several other members and their guests flew in too. According to the roster, Paul Hanson arrived in his Offshoot, Dennis Cullum in his RV-3, John Todhunter in his Cessna 150, Tom West in his Glasair, Ron Schuler and Casey Auiler in a Champ, Armand Brattlund and Steve Buchholtz in Armand's Maule. It was a lively group, many of whom circled the field and buzzed our hangar on takeoff. In addition a formation of three rotary engine warbirds from Arizona treated us to a low pass on Saturday.

Many others made their way along twisty highways, arriving in trucks, cars and motor homes. Chris and Barbara Puntis pitched in as cooks. Urho Makela brought his friend Rose who sported a lovely new chapeau. Others pitching in to make the weekend a success were Richard Kalling, Steve and Preston Boian, Dan Davidson, Paul Stadler, Mitch Mitchem, Ives Able, Bob Osborne and Margaret-next-door, Sparky Sparks, Gene Essman, George Sharman, Clark Friedgen, Mark Carroll and Tracy Sypher.

As usual, it was a weekend of good food, good company and fun. Friday evening was low key, with scrumptious gumbo and stargazing through Kai's

telescope. Saturday evening we lit the traditional campfire. Then Joe Russo treated us to a beef dinner - or was it goat as several people said? – and the 1953 movie “Island in the Sky” starring John Wayne, Lloyd Nolan and Andy Devine. This film is based on the book by Ernest K. Gann about a search for a plane lost near the Arctic Circle. If you missed this screening, go out and rent it – it’s great.

Sunday an able crew of 15 people made quick work of breaking camp, loading the trailer, and serving up a farewell lunch. Many thanks to John and Loretta Alley for making this weekend work so well. As you may know, they are moving away. We will miss them, but Jim Kennedy has volunteered to lead the charge to Ocotillo next year, so the tradition will continue!

New Members

Two new members joined Chapter 14 in the past month:

Guy Buchannan is a private pilot based in Ramona. In previous employment, he was a structures and composites designer. Guy is just finishing up a Kitfox IV-1200 project. A couple of weeks ago, he and his father-in-law trailered in the Kitfox to weigh and invite inspection and nitpicking. They also brought in cookies and lemonade. We enjoyed inspecting his airplane and eating his cookies, but didn’t find very many nits.

Karl Komenda is a private pilot living in San Diego. Karl is interested in helping out with the Young Eagles program.

Note from the Membership Coordinator

Have you renewed your The Chapter 14 membership this year? Check your mailing label on this newsletter! If it says “paid thru 2006” or later, you’re OK. If it says “paid thru 2005”, the chapter does not have a record of your renewal for this year and this will be the last newsletter mailed to you. Our membership year runs from January 31st through December 31st. So far, we have 234 renewals for 2006. Make sure you’re one of them!

May Birthdays

Help us wish a very Happy Birthday to the following Chapter 14 members born in the month of May.

5	Daniel W. Giese
9	Clark Friedgen
11	Nick C. Stroumtsos
12	Roderick W. Innes
13	Bruce Hanna
13	Jeffery B. Keesaman
14	Raymond K. Cote
16	Edward T. Watson
19	William S. Jones
19	Arthur Merz
19	William R. Moore
22	Gerald O. Boughner
23	Kenneth L. Mountain
22	Doug A. Coopridner
22	Christopher P. Puntis
29	Roe Y. Kalinsky
30	James B. MacKinnon
30	Manny M. Ramirez
30	Joseph Russo

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

WANTED: Scales for K&E drafting machine. Larry Rothrock 619-507-4455, rothrock@znet.com

Howe Richardson scales, set of three scales. Fair condition but need calibrating if used on certified aircraft. Still being used on Experimental aircraft. Located at EAA Chapter 14, Brown Field (KSDM) in San Diego, CA. \$100

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

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CALENDAR OF EVENTS

- May 6 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- May 13 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- May 20 – Pancake breakfast 7:30, Chapter membership meeting—10AM, Open house, coffee at Chapter 14 hangars, Brown Field. Lunch – 11:30
- May 25 (Thursday) – Board of Directors Meeting, Montgomery Field Administration bldg conference room, 7-9PM
- May 27 – Open house, coffee, lunch, at Chapter 14 hangars, Brown Field.

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May 2006

CHAPTER WEBSITE

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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	jimbojade@yahoo.com
Director	Bill Moore	(619) 222-8835	
Director	Chris Puntis	(760) 943-6997	skitchmo@sbcglobal.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.