

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

November 2003



INSIDE THIS ISSUE

- 2 The Flying Report
- 3 From Russia with Love
- 5 Nieuport Report
- 5 Young Eagles Report
- 6 President's Message
- 9 Election Ballot



Cover: *On November 15th, Reg Finch, of the San Diego Flight Museum, will talk about the Museum's MiG 21 aircraft, and maybe tell us some stories about its past. It seems that the aircraft was part of an Air Force program called "Have Doughnut" before the Museum acquired it. Reg gave us an article from his own newsletter to whet your appetite. So come out on the 15th, have a doughnut (50¢ each) and find out what the Air Force was doing with Reg's airplane. (No, the Mig on the cover isn't Reg's -Editor)*

The Flying Report

By Bob Osborn

October 4 - "Some of them, do sparkle." Not the fall colors in San Diego in October but some of the Young Eagles who have flown with us in the past. With the addition of a half dozen years to their calendar they are attaining the age and growth to reach the rudder pedals and go solo. One Nat Osborn who first flew as a Young Eagle about 1994, flew and passed his FAA check ride Friday for Private Pilot. The difficult part was flying out of an airport in northern Virginia which lies in the Washington, DC Class B veil and has been shut down much of the time since 9/11. A flight plan and direct flight out of the area and clearance to return is now required. His instructors flight check and the FAA check flight in a Cessna 172 which sits out in constant rainstorms, had to contend with water in the gas. Although he caught this on preflight and drained out an inch or so of water some of it must have hung up and caused a couple of near engine stoppages which filled the check requirement involving emergencies very well. The return flight with the FAA check pilot after a partial power loss involved a climb to 5000 feet, clearance into the Dulles class B control area and uneventful landing at the home field. Way to go Nat.

The first October Saturday with EAA Chapter 14, Brown Field was quiet. Few pilots and aircraft braved the low ceilings of 1500 to 1800 at Brown Field and surrounding airfields to partake of the hamburger, macaroni salad, nachos, garden salad, fruit, and ice cream served by Dennis and Bob to over 30 members who made the luncheon. Hopefully the weather and aircraft arrivals will improve for the Young Eagle flights scheduled for the second Saturday. Thomas Stahl bought Mitch Mitchem's Aeronca Chief and we should

see it flying again soon. A beautiful Cessna 310 Twin flown by one of the STI blimp crew is visiting with us and tied down front and center while the STI blimp is on the field. Won't the County Tax Assessor be pleased to see that if they stay past the first of the year.

October 11 - Second Saturday EAA fly in luncheon at Brown Field and yet another milestone event in our Chapter history although the weather was "stinko". Ceiling of 900' and visibility of about 3 miles, not good enough for VFR or flying the Young Eagles who found their way through the early morning drizzle. Still the day held promise and by 1030 hours a Special ATIS from the tower called it 4 miles and 1200' overcast. Dennis Cullum fired up the Tomahawk and launched with the 4000th Young Eagle flown by Chapter 14. Frank Himmerich arrived IFR in his Cherokee 235 from Borrego Air Ranch and made two flights with Young Eagles. Other Young Eagle pilots were Rik Keller, Cessna 140, Stan Bell, Stinson 190, Bob Osborn, Piper Cherokee, and King Schultz, Cessna 210. As there were only 5 Young Eagles and a few adults flown, there were aircraft in excess. The flights were on the verge of "scud running" some 500' above the terrain until east of Otay Lakes where the clouds dissipated and the sun came through.

Joe Russo hosted the lunch with grilled ham & cheese, baked beans, and mixed green salad with balsamic vinaigrette dressing, brightening our day in spite of the low clouds and overcast. The STI blimp is back and operating again. Apparently the dust sucked up by the



Nieuport construction in progress.

rotatable engines when taking off and landing had plugged the strainers and tanks and caused the weeks convalescence at North Island. Take off and landings were made on Old Charlie yesterday to avoid it. Galen Shirley has his Teeny Two (Genie ? It is single place), assembled and ready to fly. He has converted it back to conventional landing gear after testing it with tricycle gear. Don Thornton loaded the fuselage of his Fisher Classic Biplane and hauled it home to complete its construction and assembly. Another good day at Brown.....

October 18 - Third Saturday and a beautiful day for a monthly meeting at Brown Field. Only one problem—no speaker. Prez Kalling made a few announcements, then, much like other Saturdays, the members dispersed to various activities while waiting for 11:30 and Bill Moore's beef stew and salad. The week's fiasco with newsletter production was analyzed and a replacement diskette was filled with October newsletter files on the Chapter's computer. Yes, there's a reason why you don't have the October newsletter yet. At least, not the paper one. The good news is that it's on the web site for download.

Gale Hess flew in in his Volmer amphibian, while the Nieuport crowd made noticeable progress on their squadron, applying a three-step process (Alumi-Prep, Alodyne and Zinc Chromate) to rudder and elevator horns for their birds. Bob Osborn is taking a much deserved vacation, visiting relatives on the East coast, leaving the chronicle of this weeks events to your newsletter editor.

As Bob would say, "Keep 'em flyin'!"

October 25 - If you drove down Interstate 5 to Brown Field Saturday morning, you were murking along in pea soup fog until you cleared the coast lowlands and emerged at Brown into almost beautiful daylight. Well the field had 3 miles visibility and was rapidly clearing. Taking advantage of this great weather was a nice assortment of fly in aircraft. The Buckers, the Helio Courier, the Super Cruiser, the Cessna 195, etc., they all came. And many of the local based aircraft found the day inviting. Dennis flew the Fisher, Ryan made several flights in the VW powered Tri-Quickie, Pete flew the Grumman Traveler, Bob flew the Cherokee, and Richard made a test flight in the Colt. Jack rolled

out the RV-6 and ran it a bit. Paul is installing new cowling and is grounded. It was a fine and relaxing day.

Lista and Gene fed us well on chicken, green beans, corn bread, and ice cream. Then took off their aprons and joined Joe, Richard, Steve, Larry and others building Nieuport 11 replicas. The Chapter received donations last week of some excellent builder supplies. Frank Mooney donated foam and fiberglass purchased for his E-Racer (a side by side Longeze). Frank, a long time Chapter member, drives the monster V-8 powered motorcycle. Gene Morris donated foam and tools. Also there were 15 gallons of epoxy and hardener donated. Ryan hooked up the trailer and collected the donations. Thanks to all from all the homebuilders who benefit. Our Cabo member e-mailed the following this week:

Robert, was wondering if I would ever be able to say this, but here it goes...SHE FLIES!!!! Boy does she fly. First flight since my accident was last Sat. late afternoon at my new home airport of Cabo San Lucas, Mexico!! (tip of Baja) Looks like sometime this week all my permits will be complete for my banner towing business. There are so many possibilities for aviation here that I have decided to become actively involved in providing necessary information to the aeronautica administration in Mexico City the importance and opportunities that derive from building your own aircraft. My fiancée is an accomplished attorney with very deep political ties. This has proven to be an asset that has already opened many doors for myself and other foreign pilots living in the area. Please pass along my email caboflyguy@yahoo.com for anyone considering flying into Baja Mexico that isn't already familiar with the procedures and requirements. Well, got to run because this kid just felt that sudden urge to get out and do what he likes doing best!! Regards, MIKE

From Russia, With Love

By Reg Finch

(Originally published in the January 10, 2002 SDFM Newsletter)

"Mig Five Romeo Foxtrot, Brown Tower, you are cleared for take off, right turn after take-off approved."

"Five Romeo Foxtrot".

Advance power to 75%, roll forward, left rudder and apply brakes with bicycle grip on stick. -- Line up with 26 right. -- Nosewheel brake on, transponder on, compass aligned. -- Power at 100%, EGT, pressures OK. -- Release brakes and the aircraft shoots forward.

Into burner, EGT drop, nozzle light on, RPM, pressures OK. -- The acceleration is incredible.

Rotate at 120 knots and airborne at 170. We're off the ground in about 2500 feet. -- Gear up, flaps up. Sucking G's in a right turn we're looking for traffic. -- Out of burner at 500 feet and 250 knots.

The acceleration, which has kept a firm grip on us until now, is suddenly gone. The aircraft has stopped! Or at least it feels like it has. A quick glance at the airspeed confirms we're still flying. As the variable exhaust nozzle closes from the afterburner to the max power position, the performance is restored somewhat. We head for Otay mountain and the three mile wide corridor between the Mexican border and class B airspace, to the open spaces of the desert beyond. In the rear seat is Chris Link, one of our volunteers at the San Diego Flight Museum.

"OK Chris, it is all yours."

"I have control" he says.

I can now relax to a point. Flying doesn't get much better than this, but it's been a 4 1/2 year odyssey to get to this point. Some of you may remember my previous article when I went to Burlington Vermont to disassemble and load up the aircraft on a truck. The Museum crew at Brown Field spent the next 3 years re-assembling, checking, inspecting, labeling, upgrading, and learning a bit of Russian in the process, Tovarich, Amerikanski! All the labels in the cockpits were in Russian. With the help of a couple of translators, a thick technical Russian dictionary and a labeling machine we re-labeled everything in English. We still need to up-grade our labels to be more permanent and visually pleasing.

Then came certification time, even though the aircraft was certified as "Research and Development" when we sort of "accidentally" bought it at an auction (another story—see Reg Finch for the rest of the story) in Vermont. It had been flying at Pax River for test pilot evals since about 1990. It had to be re-certified as "Exhibition" before we could fly it. In all fairness, the

FAA was very helpful in the process and they spent the better part of a day going over the aircraft with a fine-tooth comb and those sharp little eyes they are either born with or develop from looking into small spaces. Then they wanted to start the engine.

We were having some difficulty starting the engine in those days due to some faulty wiring, but luckily the engine started with only minimal fuss from the balking relays. The FAA either did not notice, or chose to ignore the chattering start sequencing relays, the black smoke, and the pool of jet fuel they were standing in (just kidding). The FAA insisted that I get some remedial flight-training with someone meeting their concept of qualification in the Mig 21 before issuing me a LOA (Letter of Authorization). After some research it turned out that there was no one who met the qualification requirements of the FARs or good judgment (not always synonymous). However, if I could get Charlie Precourt or "Hoot" Gibson—on-water walking Astronauts no less, to fly with me and sign me off, they would also. Fortunately, I knew "Hoot" enough to have his phone number in my dialer but he said he had not flown the Mig in over a year. He used to fly the EAA Mig at Oshkosh once in a while, but he did know Charlie Precourt, the current head of the Astronaut Corps at Houston, who had been near a Mig recently. After you catch your breath after that last long sentence we'll continue with . . . the rest of the story.

The financial crises in Russia helped us enormously then, you see, "Svezda", an upgraded "Mir", would be the heart and power supply module of the International Space Station. Due in part to lack of funds, the Russians were nine months behind in launching. We were then forced to twiddle our collective thumbs because without "Svezda" the assembly in space could not continue. Charlie, a brilliant "rocket scientist," who speaks fluent, accent-free Russian and French and who happens to be of French Canadian descent, is "Mr. Space Station" and anything to do with the manning of it, was twiddling his high-speed thumbs when I called him. Sure he'd come to Brown Field to fly a Mig. He had to give a check ride to a fellow astronaut in the T-38 anyway.

We picked him up at Miramar and drove him out to Brown Field. After extensive mutual briefings we launched, he in the front and I in the rear. The take-off was as described earlier except the fire warning light lit

right after we came out of afterburner. The procedure is simple: Throttle back, if there is no other sign of fire and the light goes out, return to land. If the light does not go out, shoot the fire bottle. If it still does not go out, step outside. We were given the first option, so we made an overweight Space Shuttle type landing. The extensive debrief included much 39 degree "Mig Pilot" vodka and many toasts, some in fluent Russian, at our hangar. How the times have changed! As a young Canadian fighter pilot I was part of the horrendous Cold War conflict. Now we are drinking Vodka (only latent commie bastards used to drink Vodka!) and making toasts in Russian. Next time we'll have to have some caviar and blinis!

We fixed the fire warning problem after much head scratching, thumb sucking, knuckle busting and ear pulling. The problem turned out to be mainly a hyper-sensitive fire warning system. We are blessed with some good technicians, such as John Vallelunga, who upgraded and corrected the system. The Russians used this cue to launch "Svezda" and now Charlie goes into his normal hyperdrive mode and is no longer available for such frivolities as flying a Mig.

Mother Providence smiled on us once again however. Hoot had been near an F-86 in the meanwhile and the FAA considers that a similar aircraft (who are we to argue) and that would bring his currency. . . en ik versta dat ook net (Dutch for double Dutch—that is also another story). Anyway Hoot came out, we briefed, launched, landed, swapped seats and launched again. Hey! Now that's more like it. I've always enjoyed the front seat better. The Brown Field tower people were great. They kept traffic away from us and vice versa. It was a hazy day and the sun was already low on the horizon. The main challenge was keeping track of the airport. Thank heaven for the prison -- It was our main orientation aid. Fortunately, the aircraft is relatively easy to fly. You must fly the numbers and maintain good energy management as with all high performance aircraft.

As a side note, Charlie Precourt owns a Vari-eze and wrote an article about Klaus Savier's race-winning Vari-eze for Sport Aviation a couple of years ago.

For the rest of the story visit us at <http://groups.sandiegoinsider.com/flightmuseum> or at our hangars at Brown Field: 619-435-1075. Nastrovya!

The Siesta Patrol is Wide Awake

By Richard Kalling

The group is now six since Lista has officially joined the team. In the past month we have made jigs and cut out a bunch of control fittings. Steve Opgenorth led a team to acid etch, alodine and prime these pieces. The noon patrol of chapter 292 sent us a tracing of their over-sized rudder, and we modified our rudder jig to match their design. Alan Sparkes identified pieces for VW-based engines for the team, including forged VW crankshafts.

Steve specified and ordered the aluminum tubing for all six airplanes. Believe it or not, it all fit in the back of Gene's pickup along with 30 pages of test reports. The next day the team cut and bent 60 wing ribs, then discovered some layout problems in the published plan set. Nothing major, but we'll have to figure out what airfoil Graham Lee really intended us to use. Bystanders have also been pitching in. Bill Moore helped with logistics and bent some of the ribs for us.

We found a hinge design, from the Escadrille Lafayette of Wrens, that's cheaper and better than the eyebolt hinge in the plans. Now we're caught up in other major decisions like what kind of rivets to use. Gene and Steve learned more than they really wanted to know about Avex part numbers this month. Next we'll start making gussets and riveting tail surfaces together.

Young Eagles Report

By Dayton Smith

Saturday started out with an overcast holding up the operation to fly the kids until about 10:30. We did not know that this was going to be a VERY SPECIAL DAY!

On this day we flew our 4000th Young Eagle.

Dennis Cullum was the lucky Pilot to give that special ride to that special Young Eagle. With the help of all the 84 pilots of Chapter 14, this was a memorable day for all of us.

The lucky Young Eagle was a young man named Khyle Kroger, all of 8 years old. A side story about Khyle: before this day, Khyle was asked what would he like to do for his 8th birthday. He said he wanted to go to San Diego to fly with the Young Eagles of Chapter 14.

Living in Duluth, Minnesota, his mother could not believe what he said, and asked "why all the way out to San Diego?" Well, it seems that 2 years earlier they were out here (he was only 6), to let his sister go for a ride. He was just too young. But, for the past 2 years he had been dreaming about his own flight. So, his mother packed up the kids and they all flew out here for his Young Eagles ride. What a MOM!

When they arrived, the first thing mom did was call my number. She asked if we were still flying the Young Eagles on the 2nd Saturday of the month. Assured that we were, the mother told the story about her son wanting to fly with us. When asked why they not go over to Oshkosh, Wisconsin she said that her son wanted to fly with us.

(We can understand that)!

Khyle turned out to be our 4000th Young Eagle!

For all of us and Khyle it was the best ride.

President's Message



By Richard Kalling

I would like to take a little trip down memory lane and then try to look a little into the future. This year started about the same as most for the chapter. We had our annual awards banquet in January. The board of directors was introduced with a few changes. Three Directors and the Vice Presidents positions opened up. The Directors positions were filled by Dennis Cullum, Lista Duren and Pete Grootendorst. I was given the honor of becoming the new Vice President.

In late march we had our annual camp out at Ocotillo Wells. This year we had the Redlands chapter join with us and that made it all the better. Joe Russo and I decided that a little late night entertainment would be a

good thing so I brought a projection TV and Joe picked up "Dawn Patrol". It went so well that the plan is to do the same for this coming year. At about this same time Sam McCutcheon announced that he was moving to Arkansas and oh by the way you are President. As per our chapter bylaws the Board of Directors made it official and accepted Sam's resignation and elected me president. Wow, what an honor to represent all of you.

As you probably know we have been trying to get a new lease for the last eight years with out much luck. This summer Lista Duren was asked to compose a letter to the City Council and that was sent off. Joe Russo is the Chairman of the lease committee and I can tell you he is working hard to secure us a good long term lease. This would take a tremendous load off the minds of all.

Our next major event of the year was the trip to March AFB Museum. Joe Russo had been championing this for a number of years. I thought it was a great idea. I am not sure who had the idea of taking a bus trip, I think it was Larry, but Larry investigated the cost to the chapter and it was decided that the trip would be made. The cost was to be \$15, which covered the bus, the entry fee and a box lunch. What a great deal. Chris Puntis is to be thanked for getting the lunches and Larry for getting the bus arranged. Thanks Joe, Larry and Chris for the idea and helping us making it a success. If you didn't go you missed a great trip.

Every month Kerry Powell works up a new newsletter and is to be thanked for his great work. I know how hard this is. I was newsletter editor in the mid nineties and it is a lot of work. I have access to a printer at school and always print myself a copy before you see yours. The pictures always looked better on my printed copy so, I was going to suggest we purchase a good quality printer and print the newsletter ourselves. Steve Opgenorth said he has one of those and starting this month, he will be printing the news letter. In the process the newsletters will be individually addressed saving the time to put labels on them. This will save us some money and produce a better product. Now if we could only afford that color printer. Thanks Steve for your contribution.

One of the best things happening at our chapter at

the moment is, and I might be a little prejudiced is the Nieuport Group. There are six of us working together to build six Nieuport 11's. Gene Hubbard, who is still working on his beautiful Pietenpol is the driving force behind this. The rest of the crew is Lista Duren, Steve Opgenorth, Joe Russo, Alan Sparks and myself. We certainly get a lot of attention from those passing by.

What do we have to look forward to? The first thing that comes to mind is the fly-out camp out to Agua Caliente on the 21st of November. Joe Russo has reserved the group camp site. There is room for 100 people, 20 cars but there are only six tie downs at the field. We will have to bring some tie down equipment just as we do at Ocotillo Wells.

The next event after that is our annual awards banquet. This will take place on Saturday December 13th at the Courtyard by Marriott 8651 Spectrum Circle Blvd. It is located near Montgomery Field and we have planned some interesting events. For more information see the flyer in this issue or call Jan Moore @ 619-222-8835. It should be fun.

Looking further down the road we planning at trip to Chino's Planes of Fame and Kerry Powell has suggested a poker run where a pilot would be able to get one set of cards and if he brought a non flying buddy that person would also be able to pick up another hand. A good way to introduce some one to the joys of flying or an older retired pilot the joy of being in the air again.

Lastly, there has been some discussion among board members about who should be eligible to vote. The board has decided that for this year any current member as of November 1st will be able to vote. Please read the voting instructions Kerry is placing with the ballot carefully. We, the board, do not want any one to be left out. I am looking forward to all of us having a banner year.

Richard Kalling

President EAA Chapter 14

November Birthdays

We wish a very happy November birthday to the following EAA-14 members:

- 1 Reuven M. Silberman
- 1 Earl Hickman
- 1 Karl H. Hering
- 5 David M. Rowbotham
- 8 Frances Novotny-Myers
- 8 Maurice Brockington
- 10 Terrance W. Peterson
- 19 Ernest H. Block
- 19 Michael L. Wills
- 20 Armond D. Brattland
- 23 Philip E. Fulton
- 25 Ives M. Able

EAA CHAPTER 14

Invites you to the
AWARDS BANQUET

AND

HOLIDAY PARTY

And Live Auction

Saturday, December 13, 2003

At

Courtyard by Marriott

8651 Spectrum Circle Boulevard

(A beautiful new facility near Montgomery Field)

No-Host Social Hour: 6:00-7:00 p.m.

Dinner: 7:00 p.m.

Program to follow

Holiday Attire – Military Dress Uniforms optional

\$31.00 per person

Reservations must be received by December 10, 2003

LATE RESERVATIONS CANNOT BE ACCEPTED

DIRECTIONS:

From highway 163 exit CA-274/Balboa

Avenue East. Turn left onto Kearny Villa Road.

Turn right on Spectrum Center Boulevard.

Hotel is on the right.

For information, please call Jan Moore at 619-222-8835

----- tear here -----

Name _____ Phone Number _____

Enclosed is my check for \$_____ to cover _____ reservations at \$31.00 each.

Please make check payable to **EAA Chapter 14**.

Please indicate choice of entrée for each person:

_____ Sirloin Steak with Grilled Mushrooms

_____ Chicken Monterey (Chicken Breast with Mushrooms and Monterey Jack Cheese)

_____ Grilled Salmon with Lemon Butter.

_____ Total

EAA, CHAPTER 14 BALLOT
2004 BOARD of DIRECTORS and OFFICERS

MARK THIS BALLOT and either,

1. BRING IT to the Chapter hangars on the day of the General Meeting on November 15. OR,
2. MAIL IT (to arrive by November 13) to
Experimental Aircraft Association
San Diego Chapter 14
Election Ballot
1409 Continental Avenue
San Diego, CA 92154-5707

Make sure your name is on the envelope in the return address.

DIRECTORS (vote for up to 17)

OFFICERS (vote for one for each office)

- | | | |
|--------------------------|-----------------------|---|
| <input type="checkbox"/> | Jim Aldrich | |
| <input type="checkbox"/> | John Alley | |
| <input type="checkbox"/> | Dennis Cullum | |
| <input type="checkbox"/> | Lista Duren | <input type="checkbox"/> for Secretary |
| <input type="checkbox"/> | Mike Fisher | |
| <input type="checkbox"/> | Peter Grootendorst | |
| <input type="checkbox"/> | Gale Hess | <input type="checkbox"/> for President |
| <input type="checkbox"/> | Gene Hubbard | |
| <input type="checkbox"/> | Richard Kalling | <input type="checkbox"/> for President |
| <input type="checkbox"/> | Rodger Magee | |
| <input type="checkbox"/> | Bill Moore | |
| <input type="checkbox"/> | Kerry Powell | |
| <input type="checkbox"/> | Larry Rothrock | <input type="checkbox"/> for Vice President |
| <input type="checkbox"/> | Joe Russo | |
| <input type="checkbox"/> | Ryan Ryan | |
| <input type="checkbox"/> | Loren Schreiber | |
| <input type="checkbox"/> | Dayton Smith | |
| <input type="checkbox"/> | Roger Sokoloff | |
| <input type="checkbox"/> | Jack Thomson | <input type="checkbox"/> for Treasurer |
| <input type="checkbox"/> | _____ | |
| <input type="checkbox"/> | _____ | |
| <input type="checkbox"/> | _____ | |

Use blank spaces for write-in candidates. Write legibly and mark your ballot clearly. Blank ballots will be available in Hangar 1 on the day of the election. Vote only once!!

EAA Chapter 14 Election Rules

Eligibility:

Chapter members of record in good standing (i.e. dues paid through 2003) as of November 1, 2003.

The membership chairman will compile a roster of eligible members prior to the election.

Voting Procedure:

Ballots cast in person at the meeting and those received by mail up until the meeting will be accepted. Ballots cast by mail must identify the voting member in the return address and must be addressed to:

Experimental Aircraft Association

San Diego Chapter 14

Election Ballot

1409 Continental Ave.

San Diego, CA 92154-5707

Before the meeting, the secretary will validate mail-in ballots against the voter roster by matching the return address of unopened ballots, checking them off on the roster.

Members may vote in person by bringing their completed ballot to the election table (blank ballots will be available) and being validated by name against the roster before placing their ballot in the ballot box.

Once all votes have been cast, the secretary will open the mail-in envelopes and place the ballots in the ballot box prior to counting of votes.

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at Brown Field, 11:30 AM.

Pancake Breakfast
3rd Saturday each month
7:30 - 9:30 AM

CALENDAR OF EVENTS

November 1 – Open house, coffee, lunch at
Chapter 14 hangars, Brown Field.

November 8 – Young Eagles, 9AM, Open
house, coffee, lunch at Chapter 14
hangars, Brown Field.

November 15 – Pancake breakfast 7:30,
Chapter meeting – 10 AM, Open
house, coffee, lunch at Chapter 14
hangars, Brown Field.

November 22 – Open house, coffee, lunch at
Chapter 14 hangars, Brown Field.

November 27 – Board of Directors meeting (4th
Thursday) 7PM at Montgomery Field
administration building

November 29 – 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@aol.com, or by phone at 760-602-0662

New 4 cylinder ignition harness \$65.

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

New Avcom 400S head sets – 2 pr \$200

Like new Narco 120 720 channel com \$395

Alternator, rebuilt, 60 amp \$395

Cessna 150 seats \$195

Call Joe Pribilo – 619-449-1855

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November 2003

CHAPTER WEBSITE

<http://www.eaa14.org>

E-mail

kgpowell@adelphia.net

EAA Chapter 14 Memberships

Membership cost is \$25.00 per year plus an initial \$5.00 induction fee for new members. Applications are available at our Brown Field hangars and on our website.

Chapter Officers and Directors

Title	Name	Phone	E-mail
President	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Vice President	Larry Rothrock	(858) 748-1626	rothrock@sd.znet.com
Secretary	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
Director	Bill Moore	(619) 222-8835	
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.