

# *Spirit of Flight*

Experimental Aircraft Association  
Chapter 14, San Diego CA

October 2004



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### **Chapter meeting dates & speakers:**

**October 16 - Jeff Acord, TRACON controller**

**November 20 - FAA FSDO, Sport Pilot Holiday Party/Awards Banquet scheduled for Friday, December 3**

**Monday Night Football (in the hangar) call Joe Russo**

***Mark your calendars now!***

Cover: Loren Schreiber with Paul Hanson's Offshoot on the way to Oshkosh. Bob Osborn summarizes Loren's talk about the trip to Oshkosh in the September 18 Flying Report.

## Presidents message

By Richard Kalling

Things just seem to keep rolling along. Our annual awards banquet will be Friday, December third at the Courtyard by Marriott, just as it was last year, and should be a great time. The short list of possible speakers includes Lane Wallace, columnist for Flying magazine and author of *Wild Blue Wonders*. We should know more by the time you read this.

Last month I mentioned that we are staying put for now. We are looking into the possibility of getting more space from the City since we do seem to have people asking if we have any hanger or tie down space. With the elections coming up in San Diego, who knows how the new City Council will react to issues at Brown Field. We did receive a letter written by the FAA that seemed very promising. The City should be giving leases for aviation related activities a better deal than they have in the past.

For the October general meeting, our speaker will be a FAA TRACON controller, and for the November general meeting we will again have the FAA speak. Topic will be the new sport pilot regulation that should be of interest to many of our members.

Monday night football in the hangers is a possibility if we get enough interest. We did this a few years ago and it was a lot of fun. We all brought something to eat and just relaxed. It does get kind of cold late in the season though.

The Miramar Air show is coming up and there has been a suggestion of getting a group together to attend the night show this year. Larry Rothrock is looking into this so ask him about it.

The Nieuport group just keeps chugging along. Considering we only work on it once a week I think we have made remarkable progress. The building of planes on site has brought new interest in building a workshop dedicated to the purpose of building planes without having to double as a hangar. Current thought is to build a 20X40 foot extension to the back of Hangar two.

## Election Candidates

Due to a misunderstanding at the last Board meeting, some thought that the ballot for chapter elections which will be held in November would be included in this newsletter. A list of candidates follows; ballot will be published in the November issue. The election will be held at the November general meeting on Saturday, November 20.

President: Gale Hess, Larry Rothrock

Vice President: Lista Duren, Dayton Smith

Secretary: Kerry Powell

Treasurer: Dennis Cullum

Director: John Alley, Dennis Cullum, Lista Duren, Mike Fisher, Pete Grootendorst, Gale Hess, Eugene Hubbard, Richard Kalling, Bill Moore, Kerry Powell, Chris Puntis, Larry Rothrock, Joe Russo, R.S. Ryan, Loren Schreiber, Dayton Smith, Roger Sokoloff, Jack Thomson

## Program.....

By Larry Rothrock

### **October 16 (Saturday)**

OK, aviators, truthfully now—how many of us have accidentally busted a little airspace; or, maybe forgot to make a required radio contact. Maybe we got a bit confused about our position, or couldn't find the airfield in the setting sun???

Did you wonder why you didn't get the dreaded "phone the tower when you're on the ground" request?

Prepare to learn the behind-the-scenes

secrets of air traffic control.

Jeff Acord is a long-time TRACON controller as well as a pilot. Jeff is a multi-engine rated ATP with some 2400 hours who flies Lear 35's and 55's when he's not controlling. He holds the Bonanza speed record between San Diego and Tucson. One of Jeff's goals is to fly 100 different kinds of aircraft...he's already at 92. (And, yes, I asked: he already has some Great Lakes time.) Anyway, get the idea? He's one of us.

Jeff will speak to us at our Monthly Chapter meeting on October 16 at 11:00a. Jeff's engaging, stories about SOCAL airspace will entertain and enlighten (did I actually write that?).

Jeff will tell us what goes on at TRACON and why the airspace is laid out this way. He'll explain why some infractions are very serious and others are not quite such a big deal. (Think safety.)

You'll learn the code words to get a little help without triggering a Congressional investigation. You'll also learn what not to say on the air. You'll learn what controllers hate to hear and also what to say that makes everybody's life easier.

Probably most important, you'll be able to ask "off the record" questions and get correct answers from a fellow pilot who has to follow the same rules that the rest of us do. Jeff understands that it can get pretty busy in a cockpit when you've got to refold your chart, pick up your pencil from the floor, switch tanks and respond to a controller's insane demand to "squawk 4156, ident, turn 20 degrees left and descend to 4000 feet for traffic; contact Approach on 124.35".

Bring your Sectional and ask him some tough questions.

### **November 20 (Saturday)**

Well, the long-awaited Sport Pilot/Light Sport Aircraft rule is finally here! What does this mean to you? Or what MIGHT it mean to you when your medical gets a little iffy?

What does it mean to current ultralight pilots? What airplanes qualify for the Light Sport Aircraft designation?

Just what the heck is the Sport Pilot rule, anyway.

There's a lot of confusion and misinformation out there.

On November 20 our local FSDO will speak to the Chapter to explain the rules, prerogatives and responsibilities of the Sport Pilot and how to obtain the Sport Pilot License. Stay tuned for more info.

## The Flying Report

By Bob Osborn

**September 4** - September. As fall approaches most of the country, summer comes to San Diego. Sunny early in the morning and 80 to 90 degrees mid-day, it is as warm up flying at moderate altitude as on the ground. This was reflected in the fly in aircraft at Saturdays EAA luncheon, Brown Field. A sparse but varied assortment of aircraft including a Mooney Mite, GlasStar, Piper, Cessna, and others. Ryan's early morning flight in the Quickie provided the most interesting episode of the day. He has mounted a video camera in the cockpit and "filmed" yesterday's flights from beginning to end. Now we know a bit more what it is like flying a Quickie. Viewing the tape of the



Ryan's VW-powered Quickie



Gene Hubbard and Richard Kalling fit tubes to the Nieuport fuselage jig.

flights later in the hangar was as close as most members wanted to get to flying the little beast. Enough of the panel is shown to reveal airspeed and altitude and also a clear picture out the front, through the propeller to note terrain, hills, beach, runways, clouds and all. Just like being aboard.

A lunch of barbecued beef, salad, tropical fruit, rolls, and jalapenos was served some 45 diners by Dennis, Pete, Galen, and Bob. Must have been o.k. as several came back for seconds. The Nieuport 11 builders were hard at work in spite of the heat, constructing fuselage frames and anodizing parts, spurred on by Gene and Lista. Sale of the RV-6A kit reported last week has been cancelled as Clark ran into problems restricting his long-term application to building it. He gave us a generous donation and we have the project back for sale.

**September 11** - Airplanes, Young Eagles, Boy Scouts, hot dogs, hot weather, it all came together the second Saturday of September at EAA Chapter 14, Brown Field. An Oshkosh award winning Q-200 was flown in by Phil Lankford and displayed. Built by Bob Malecheck and winning its "Best in Class" (?) award in 1990 it still looks perfect. John Lammers arrived in his Warner Aircraft Sportster, an open cockpit low wing speedster

he recently bought in Massachusetts after selling his Glastar. On the flight to San Diego he had two engine failures. The first when the intake valve #1 cylinder broke and a chunk was inhaled into the intake manifold. He struggled along with low power to a runway and the cylinder was removed and a new intake valve installed. The next when that chunk of broken exhaust valve was inhaled into the #4 cylinder and beat it to death, requiring in a new cylinder. John we need your write up of this trip for the Newsletter. The Sportster is one beautiful aircraft, just right for the hot day we were having.

Young Eagles, 47 were flown, about half in Boy Scout uniforms, the rest "civilian"/coed types. Dennis Cullum, Pete Grootendorst, Dick March, Tim Briggs, Armond Bratland, and Stan Bell did the flying with Dayton Smith, John Watts, and Ivan Espejo doing briefings, certificates, and dispatching. The Young Eagles were an active, "ruly" lot (but not unruly as someone pointed out). Really brought the Chapter alive on a hot day. Gary List served the lunch of giant hot dogs, nachos, potato salad, and cookies. Seventy hot dogs were purchased and seventy were eaten. Young Eagles ate free and one little girl of about 8 years old was so persuasive we finally gave her a second hot dog. She should make a good pilot some day when her legs grow long enough to reach the rudder pedals.

**September 18** - Anxiety. Webster - an eager and often slightly worried desire. The word Loren Schreiber used to sum up the flight of himself and Paul Hanson to Oshkosh and back to Brown Field in Paul's "Offshoot" last month. His excellent program covering the flight and the Oshkosh experience, transported all of those attending the monthly program Saturday by chart, video, and narrative every minute of the trip. And our own anxiety mounted as they proceeded to combat weather, mountains, heat, altitude, mechanical problems, and fatigue. Would they do it again? Maybe, for there were beautiful scenic sights along the way, the

photos at Oshkosh were great as well as an inspiring visit to the memorial park at Oshkosh. Agony and ecstasy.

A few comments and observations. It was 124 degrees in the cockpit at the first stop at Cedar City, UT. The airport elevation at Laramie, WY is 7284'. The cabin is so small there is no place to put your feet, except on the rudder pedals and there were times of uncertainty as to who was flying the aircraft. They were two hours "on top" before coming in to Scottsbluff, NE. On arriving at Oshkosh they fell in behind a Kitfox and landed uneventfully in a line of aircraft 10 miles long. They were parked front and center at the Steve Wittman memorial area with other Tailwinds where "King Paul" held court as the crowd inspected his unusual "Offshoot" and its celebrated builder.

Weather forced them to take the southern route home and by Truth or Consequences, NM, Loren was ready to catch the Greyhound home. At Lordsburg, NM the tail wheel tire stripped off the wheel but was reattached for take off. At Casa Grande, AZ the tail wheel disintegrated and they parked by a hanger from which a gentleman observed they could use a tail wheel and in fact he had one. After an hour and a half search in his well stocked hanger, he found it. Paul installed it and they, facing a head wind, departed for San Diego, arriving weary, in fact very weary. Through it all Paul reported the GPS navigation was fantastic.

Some 40 breakfasters enjoyed Ty Tyvall and John Watts' pancake breakfast and brunch. Richard the Pres. opened the monthly meeting with the Pledge of Allegiance to the flag led by Kerry Powell. He announced the Christmas party would be held same location as last years on December 3rd. Larry the VP announced next months program would be by the FAA on SoCal traffic management in the Brown Field area and on the 3rd Saturday in November an FAA spokesman would cover the Sport Pilots License which would be pertinent for ultra light pilots also.

**September 25** - Peanut and jelly sandwiches, fruit cup, carrot sticks, Joe Russo fooled us soundly with his luncheon planning the 4th Saturday of September, fly in at EAA Chapter 14, Brown Field. The Waldorf salad and French bread which he served, was a delicious, healthful alternative for those who disregarded the menu and stayed on for lunch. The day started with "pea soup" ground fog. This burned off by 0900 and Dennis Cullum in the Tomahawk and Pete Grootendorst in the Grumman Traveler departed for Gillespie Field to fly Young Eagles at the Aero Space Museum there. Stan Bell in the Stinson and Joe Andrade in the Cessna 172 also joined them there in what was described as a three ring circus of frustrating proportions. Gillespie Field was in the midst of celebrating "Fleet Week" with aircraft on display, an air show, SNJ's beating up the field with smoke demo's, and crowds. Both in the air and on the ground, a very busy tower. Pete managed to fly three sallies into the melee with others one or more, before giving up as the field was again about to close, and heading back to Brown.

## Young Eagle Report

Dayton Smith reports that Chapter 14 pilots flew 78 kids and 16 adults in September. This was all done on three Saturdays the 11th, 18th, and the 25th.



Paul Hanson showing off the Offshoot at Oshkosh.

## Burt Rutan - 'One down, one to go' for the Ansari-X Prize

By Al Hodges

Tuesday, September 28, 2004 - 4:30 PM PDT

"Mojave Tower, Long-EZ 10 miles south of Mojave, PPR#6, landing." The ground control directed me to transient parking and I cut power, parked next to a Lancair with the name "New Spirit of St. Louis" on the sides. Eric Lindberg is one of the officers of the Ansari-X Prize group.

I had arrived in Mojave, pronounced M-E-C-C-A, as a volunteer to work during the September 29 first attempt by Burt Rutan-Paul Allen-Mike Melvill flight for the Ansari-X prize. After check in and wearing my bright yellow T-Shirt, I joined many other volunteers taking part in this flashback to the first decades of flight.

In the early years, awards were given to the first pilot to fly across the English Channel, the Atlantic, the Pacific, and etc. The eight year old mission of the Ansari-X Prize is to promote private space flight and generate more interest in new concepts. After the Bransen contract and Burt Rutan's "one down, one to go" success so far, they have accomplished their mission.

Now for a nice night's sleep on a hard floor. Well, that is over. Breakfast at 3:30 AM, a long walk to the Media and Preferred Parking areas, and I start my day in the pitch black, cold California desert.

Within minutes, a cute blonde and her companions enter on foot. "I am Burt Rutan's daughter." An opportunity at last! I told her, "I have been telling a story about your father for years. I do not know if it is true, but it makes a great story. Would you please verify or deny the story? I think it may be about your mother." "Go ahead," she unenthusiastically said.

So I told her the story about Burt building the Vari-Viggen, deciding it was too difficult for the home-builder, and stating that he was

going to come up with a new design very easy to build. His first wife said, "Either that plane goes, or I go!"

Burt's comment: "I did not know it was going to be such a varieze decision to make."

Daughter's comment: "I was only four years old, so do not personally remember the event. But I have read it in journals and books. It is probably true."

This made my whole trip worth while, and the sun is not up, yet. I checked with her about the other story of a professor at Cal-Poly saying, "Mr. Rutan, you will never amount to anything as an aircraft designer."

She had not heard this one. Fifty percent is pretty good when verifying history.

Prior to the flight, many announcements and expressions of gratitude were made to the 1,000 VIPs in their special segregated section with a huge TV screen. The VIPs received a gift package containing souvenirs, including a package of M&Ms. Instead of M&M printed on each piece of candy, one side read "GO" and the other a had a semblance of SS1!

Shades of ET. Those who have seen the movie may remember that Reeces Pieces were used to mark the trail. In the book, M&Ms were used. When the movie producers offered M&M an opportunity to pay for the promotional value of being in the movie



Utah terrain on the way to Oshkosh.

version, they refused. Reeces Pieces paid, and their sales were reported to increase by 15%. When Mike floated the M&Ms in zero gravity on June 21st, M&M became one of the financial sponsors of the SS1 project. One mistake was enough.

A passenger on the StarShip chase plane was Mr. Ansari. Watching the four aircraft fly over Mojave was a great sight. But, when the SS1 landed, I felt chills up my spine. I was part of history!

During the news conference that I was obligated to attend (well, I was not supposed to attend, but I walked in with my bright yellow T-Shirt and no one threw me out), many points of interest were covered. Mike explained how he trained for the flight. He used the X-300 to practice violent maneuvers and recovery, such as rolls, making the SS1 responses easy to control. His Long-EZ was fitted with a black cardboard mask with holes cut exactly as in the SS1 to practice rapid descent and flaring for the landing.

Mike joked about the roll, Burt joked about the roll, and Paul Allen was amazed at the handling of the roll. By Thursday PM, Burt promised the facts about the cause of the roll and details of the test flight will be made public. Check Flight Tests on [www.scaled.com](http://www.scaled.com)

Mike said it was no problem, and possibly, he kicked a rudder or something. He added, "The last flight (June 21) was his fault, though he did not know it until the data was analyzed." Mike had time to take some still pictures while at the apogee.

Burt commented, "Bransen gave me a book on acrobatics Monday, which I read on the flight back yesterday. I did not know that Mike had read it by flight time."

Mike jokingly said, "I made a two victory rolls, one at the top of the flight, which seemed natural for the sir show, and another at 23,000 feet." Personally, I did not see how well he did the rolls.

(Burt: about 140 degrees per second in the unexpected rolls while under power going straight up, less than in the X-300 does when doing rolls).

Another comment at the news conference discussed the roll problems, but controllable problems, these flights have had. Burt feels the problem results from too much dihedral, a difficult structural component to correct in a finished aircraft. He stated, "The next space ship will not have this problem!"

Then, a bit over the heads of the media representatives, Burt claimed, "The next space ships (Bransen's) will be on the order of 1,000 times safer than the first airliners!" Wow!

Mike commented, "The idea developed by Burt for re-entry is absolutely fabulous. After changing the configuration while in weightlessness, the plane plummets down, hands off. It is marvelous."

A reporter asked about the useful life for SS1.

Burt commented, "Every flight has a new rocket engine. The only moving parts on SS1 are the tires and wheel bearings, so there is nothing to wear out."

We volunteers were told to expect the media in force, as over 500 media representatives had confirmed their intent to cover the event. Dan Rather did not show, but CBS, NBC, ABC, CNN and numerous local and foreign media representatives did arrive. At one point, a tiny Japanese lady, speaking excellent English, asked me to translate Mike's comments and flying terms into plain English. She was very grateful. This was my first enjoyable contact with the media.

The unofficial altitude reached was 334,000 feet, about 3% over the requirement. Mike added, "If he had used all the fuel, the SS1 would have reached 360,000 feet. By stopping the rocket engine eleven seconds early, the SS1 did not exceed the altitude record of the X-15, one objective of today's flight.

Preliminary Post-Flight examination of the aircraft revealed "No Squawks, absolutely none" commented Burt. "Change the rocket engine, and it is ready to go!"

Burt had mentioned at the landing ceremony on the airport that ballast had been replaced with personal items from each employee of Scaled and the two companies manufacturing the parts (Ex. rocket engine) to have as a keepsake. At the Press Conference, he added that his mother's ashes were on the flight. Mike cut in with, "I was very happy and proud to have her accompany me."

A representative of New Mexico spoke a few moments about establishing the annual X-Prizes to be awarded for aviation. He even mentioned that a part-time fellow New Mexico resident was present, Paul Allen.

The usual details published about the flight are available on the Web sites, along with pictures. The above are some impression from being part of history. The second launch will be Sunday or Monday, according to Burt. The exact date will be announced after the workday Thursday, after intensive study of the details of the flight. Also, Edwards Air Force Base will send the official radar altitude measurements, tomorrow. I can hardly wait to call, "Mojave Tower, this is...."

Thousands of people were delighted today at Mecca, including Burt Rutan. And so was I!

## MINUTES - Experimental Aircraft Association, Chapter 14 Board of Directors Meeting, 26 August 2004

**Present:** Lista Duren, Pete Grootendorst, Gene Hubbard, Richard Kalling, Bill Moore, Kerry Powell, Larry Rothrock, R. S. Ryan, Joe Russo, Dayton Smith, Jack Thomson,

**Absent:** Dennis Cullum, Mike Fisher, Gale Hess, Roger Magee, Loren Schreiber

**Late:** John Alley

Call to Order—President Richard Kalling called the meeting to order at 7:03. Minutes for the July meeting were read and corrected.

### Reports—

**Financial:** Jack Thomson for Dennis Cullum. The financial report for July was presented and approved.

**Facilities,** R.S. Ryan:

- We expect to take in \$1824 per month in hangar rentals.
- Payments are due on the first of the month, in advance. Three members with past due accounts have been contacted, and one has made substantial past payments.
- Ryan proposed adding to the lease agreement a statement that the space is to be used for building maintaining and flying planes, not for dead storage. The board approved this with the addition of a statement that decisions regarding leases are at the facility manager's discretion.
- Ryan accepted a \$5,000 working simulator donation from Jim Chapman.

**Safety,** Jack Thomson:

- When the fire marshal came by, several fire extinguishers were not accessible. This has been corrected.
- Bill Moore suggested displaying a placard between hangar 1&2 stating that there is propane storage.

**Lease and Planning,** Jack Thomson:

- Jack received a bid showing that it will cost too much to grade and pave the area identified as a new site. Instead he proposed getting more property at our current location, and adding onto hangar 2. Jack will investigate the possibility of using the nearest portion of Old Charlie for T-hangars and tie-downs.

- A planning committee consisting of Paul Hansen, Lista Duren and Gene Hubbard will meet to consider what to do with what's

there. Paul will also make recommendations on how to extend Hangar 2.

- Dayton noted that 151 planes are being forced off Palomar during the next two years for airport construction.

- Ray Knize will take care of getting a license for his trailer.

Newsletter, Kerry Powell: We sold a business card ad.

Young Eagles, Dayton Smith. We have been flying Aerospace Museum Young Eagle groups on short notice on weekdays. Dayton expressed appreciation for YE pilots.

Program, Larry Rothrock. The programs for the next few months are:

- September – Loren Schreiber and Paul Hansen will talk about their Oshkosh trip.

- October – Weyman Dunlop, Pacific Flyer editor, will NOT be speaking. Richard will contact Chuck Kerber, and Joe will contact Dick Murphy as possible speakers.

Membership, Gene Hubbard: We have a few new members.

Bylaw Committee, Lista Duren: No action this month.

Nominating Committee: No report. No committee members were present.

Awards Banquet. Jan Moore is planning the banquet for 3 Dec 04.

Chapter Goals Ad Hoc Committee, Lista Duren: Jack Thomson, Dennis Cullum, Gene Hubbard and Lista Duren developed a preliminary statement of chapter goals. The board adopted this preliminary statement and made suggestions for additions.

Old Business—

Store inventory, Joe Russo: Joe noted the lack of designer and promotional items in our sales inventory. He suggested that The Incentive Group nearby could produce promotional items at a reasonable cost. Joe will organize a visit to them.

Poker Run, Kerry Powell: Kerry is corresponding with an East Coast organizer and has gotten forms. The next step is to map out sponsors and airport businesses. Pete saw a flyer at French Valley for a poker run this weekend (which doesn't include Brown Field).

Ocotillo Wells, John Alley: John submitted a financial report for the Ocotillo Wells weekend (March 26-28, 2004). The chapter owes him \$323.

New Business—

Monday Night Football, Joe Russo: Joe will organize Monday night football at the hangar (which hasn't happened for a couple of years). He will put an article in the newsletter.

The meeting was adjourned at 8:56 p.m.

## Hangar Manager's Report - September

### Kit for Sale

Interested in a project? The Chapter has RV-6 wings, empennage and original plans with serial number available for purchase, as previously listed in the newsletter. We consider this to have good quality workmanship. Asking price \$3,000 or best offer.

We had a buyer lined up, but due to family concerns, he couldn't follow through. However, he made a donation of \$200 to the Chapter in appreciation of our efforts. Please see me if you are interested in purchasing this kit.

### Donations

Gene Gaidousek donated a basket-type man lift this month. It will help us work in high places around the Chapter and will aid us in transferring large objects from the mezzanine to the floor in Hangar #3. This lift had a value of \$5,000 when new. We appreciate Gene's generosity. Thanks, Gene. The Chapter will really benefit from this equipment.

We appreciate and can use any aviation-related donations. This includes projects or kits in different stages of completion, as well as equipment. We have several new members interested in home-built projects.

### Security Codes

I am in the process of updating our security code listing. Remember: If you no longer need a security code because you have sold your interest in an aircraft or in a group project that is hangared here at the Chapter, don't just pass on your security code to the new owner. I will be glad to cancel your code and give the new owner his or her own code. Thanks for your cooperation.

Ryan—Hangar Manager

858-273-4051

### Please help us wish a very happy October birthday to the following Chapter 14 members:

- 2 Lin Henry
- 3 Charles Harmon
- 7 Donald Bloom
- 7 Joseph Palmore
- 8 Thomas Stahl
- 9 James Chapman
- 13 Peter Hobart
- 16 Frank Himmerich
- 21 Kenneth Bemis
- 22 Edwin Danly
- 24 John Watts
- 27 Patrick Falley
- 29 Mark Davis

### CALENDAR OF EVENTS

- October 2 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- October 9 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- October 16 – Pancake breakfast 8:30, Chapter meeting – 11 AM, Open house, coffee at Chapter 14 hangars, Brown Field.
- October 23 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- October 28 – Board Meeting – Montgomery Field administration building 7PM
- October 30 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

### Unclassified Ads

Unclassified ads are free to Chapter 14 members - \$5 to non-members for 2 months. To submit an ad (or other newsletter input) send to Kerry Powell, Newsletter editor, either by email (preferred) at kgpowell@adelphia.net or by phone at 760-602-0662

**Help Wanted**, composite experience needed, lancair preferred. full or part time. call Dennis at 1-619-549-9606, hogair@ricochet.com

**1953 Tri-Pacer**, IFR certified, restored/rebuilt in 1999, Stits Polyfiber/paint, Lyc-150 HP, Rebuilt all new. "0" time - SMOH. New oil filter, engine accessories all overhauled or new. Heated pto+vac system, 2 egt/cht gauge on rear cylinders, full panel IFR 2-elt's, 2-navcoms, two CDI's, coupled Loran, vert cardcompass, new turn cord, disk brakes, new tires, sound prfd, new carpets, interior, etc., Short Wing library, Next Annual 10/2005, Always sheltered from weather. A CLASS ACT! \$27,000 (Get your instrument ticket in this ship.) Another: 1956 Tri-Pacer, A SURPRISE! Show Class, \$30,000 obo. Call: 909-446-1423 \ Cell: 909-333-3002 (Serious parties only)

Email questions: planeeagle@netzero.net

**Wanted; Space to build a Zenith CH701**, close to Montgomery Field preferred, but any where in San Diego, note I am a A&P Mechanic. Rob Cox 858 569-1714 or e-mail viaair@att.net

**One tenth share in Cessna 140 flying group** \$2500 Must be Chapter member. Call Chris (760) 943-6997

**RV-6A kit.** \$7000, can deliver almost anywhere in S Calif. 858-442-8818 cell, or 858-277-8818 home ewatson1@pacbell.net

**NEEDED; Crankshaft Lycoming O-320 .** Call ASAP, Gerry Curtis, 909-446-1423, Cell: 909-333-3002. Will Also buy a low time engine, if tests out OK & price is right.

**Wanted-** good flight instruments 619-549-9606

**New Bendix S200 magneto** \$500. This model has no impulse coupling. Lloyd Gray 760-753-5197

**Lancair 320** 250 hrs tt, IFR, 210 MPH, 7.5 GPH, \$79,000 . 1-619-549-9606

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## October 2004

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[kgpowell@adelphia.net](mailto: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	<a href="mailto:rkalling@mail.sandi.net">rkalling@mail.sandi.net</a>
Vice President	Larry Rothrock	(858) 748-1626	<a href="mailto:rothrock@sd.znet.com">rothrock@sd.znet.com</a>
Secretary	Lista Duren	(858) 452-7112	<a href="mailto:lduren@pacbell.net">lduren@pacbell.net</a>
Treasurer	Dennis Cullum	(760) 436-5806	<a href="mailto:dfcullum@aol.com">dfcullum@aol.com</a>
Director	John Alley		
Director	Charles E. "Mike" Fisher	(760) 753-1064	<a href="mailto:cmdfisher@aol.com">cmdfisher@aol.com</a>
Director	Pete Grootendorst	(619) 421-6252	<a href="mailto:pjgrootend41@cox.net">pjgrootend41@cox.net</a>
Director	Gale Hess		
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	<a href="mailto:ehubbard@titan.com">ehubbard@titan.com</a>
Director	Roger Magee		
Director	Bill Moore	(619) 222-8835	
Director (Web/Newsletter)	Kerry Powell	(760) 602-0662	<a href="mailto:kgpowell@adelphia.net">kgpowell@adelphia.net</a>
Director	Joseph Russo	(619) 295-1718	<a href="mailto:jrussos@aol.com">jrussos@aol.com</a>
Director (Hangar Mgr)	R.S.Ryan	(858) 273-4051	<a href="mailto:rryan@san.rr.com">rryan@san.rr.com</a>
Director	Loren Schreiber		
Director	Dayton L. Smith	(619) 421-6546	<a href="mailto:daytons@cox.net">daytons@cox.net</a>
Director	John P. "Jack" Thomson	(619) 425-6404	<a href="mailto:jpt@nethere.com">jpt@nethere.com</a>
Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
Flight Advisor	Reuven Silberman	(619) 749-5561	<a href="mailto:pilots2@yahoo.com">pilots2@yahoo.com</a>
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 - 11:00 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.