

Spirit of Flight

**Experimental Aircraft Association
Chapter 14, San Diego CA**

September 2011

The Oshkosh Issue



EAA Chapter 14 Members left to right at Oshkosh: Scott Cadwell, Mark Albert, Kevin Roche, Richard Kalling, Alan Sparkes, Craig Telleson (EAA Chapter 114), Larry Rothrock, Sam McCutcheon, Bruce Boland, Jimmy Kennedy, Jerry Boughner – Photo provided by Richard Kalling

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This special longer newsletter focuses on Oshkosh; regular newsletter features will return next month.

Speaker for **Saturday, September 17, 2011**

Rock Swanson

Topic: Backcountry Flying

Upcoming Event:

**Joe Russo Fly-in/Aviation Swap Meet
October 15-16**

Pancake Breakfast, Guest Speaker,
Lunch, Dinner, After Dinner Musical
Entertainment and a Film
Don't Miss It!

The Flying Report

By Bob Osborn

Aug 6: Wind machines, Buckers (open cockpit), Bonanzas, Lynx, Sky Raider, windmills, all stirred the breeze for EAA Chapter 14's Saturday fly in-luncheon. Ryan can not stay on the ground if there are Young Eagle eligible children about. Since last Saturday's nine flights he has made another half dozen with YEs and perhaps a couple of adults, eager to test their skills in the air.

The Sky Raider II came in its trailer and is available for purchase. It was built a few years ago by former Chapter member John Ciskowski and assembled at the hangers but never licensed or flown. John passed away and his heirs, Sheri and Connie have offered it for sale, including the trailer for \$25,000 or offer (619 253 0524). The workmanship appears to be first class. It is complete, has a 4 cylinder Jabiru engine and modern radio and instruments.

Gary List filled us all with ¼ pounder cheese burgers, macaroni salad, lettuce, tomato, and onion garnishment, and ice cream. Some 40-50 lunches were served.

Paul Hanson missed it all having stayed home to complete the first flight in his new wind machine, an 1890's antique windmill from a Nebraska farm which he has refurbished and placed in operation. It flew briskly in the wind behind his home, high on a ridge. It ran smoothly, pumping water into a bath tub filled with rubber ducks, with Paul clinging on the ladder to the tower. Better wear a 'chute next time you fly that machine Paul...

Aug 13: A "Young Eagle" Saturday event brings out the best efforts of Chapter 14 members, best pilots, best airplanes, best cooks (hamburgers and hot dogs taste better when kids are scoffing them down), and all is well organized by Jesse Clark, Young Eagle Director. Dennis Cullum helps with the paper work and prints certificates. Sixteen Young Eagles flew with 5 pilots, Frank Himmerich, Pete Grootendorst, Ryan, Jerry Boughner, and Doug Cook. Doug



Cook flew his new RV7, N177EZ, a beauty of an airplane, powered with a Lycoming IO360.

Ed and Aimee Hendle, parents of Roman Hendle, one of our most enthusiastic Young Eagles, volunteered to cook and served some 60 lunches of hamburgers and hot dogs to the Young Eagles, Chapter members and guests. Gary List fired up the simulator for those awaiting flights and Richard West provided chess sets and instruction for anyone interested.



Ed and Aimee Hendle Cook for a Crowd

Congratulations to Dennis Cullum who surprised us all when he vaulted into the air in his RV3, after patiently waiting months for the FAA to come through with his Medical. We threatened to cut off his shirt tail. Ernie Mervelu arrived in his Cessna 140 for a visit with us. Chet Gallant, owner of a Jabiru Light Sport based at Nichol came by for a BFR. Bring the Jabiru next time Chet.

Aug 20: Breakfast at EAA Chapter 14, Brown Field is a reliable fixture for the third Saturday each month. Kevin Roche and his faithful crew, Scott Cadwell, Gary List, Jesse Clark, and Paul Christansen pump out the hot coffee, pancakes, sausage and eggs to those early morning fly-in or drive-in members and guests. This wake up event sets the stage for President Larry Rothrock's monthly general membership meeting which follows at 1000 hours.

Hanger 3 was set up for the current meeting as an overflow crowd was expected for Dave Simpson's seminar on instrument flying which also counted toward the BFR (Biannual Flight Review) status. We weren't disappointed as the ramp filled with 25 aircraft and our parking lot filled with autos. Larry led us in the Pledge of Allegiance to the Flag and conducted a short meeting. Joe Russo commented on the upcoming fly in/camp out weekend in October and promised 3 meals and movies at night. Wendy Harrison of the Midway Navy Sea Cadets presented Jesse Clark and the Chapter with framed photos of the last group and thanked the Chapter for its assistance, Young Eagle flights, and lunch, for the Cadets.



Hangar 3 set up for Dave Simpson's Talk

Kerry Powell introduced Dave Simpson, pilot, CFI and FAA safety representative whose topic was "Shaking the Dust off Your IFR Procedures." GPS and WAAS approaches were featured with computerized video, and question and answer comments throughout the presentation. Following the meeting, lunch was served by the Ryans in hangar 1 for some 50 diners. Build your own sandwich from assorted meats, cheese, tomatoes, lettuce, condiments, also macaroni or potato salad, and ice cream. Yet another fine, mid-August 74F. day at beautiful Brown Field, SDigo....

Aug 27: Goodbye August, you were a strange month, cool most of the time, hot at the end, earthquakes and hurricanes back East, floods in the Midwest, rainy days during Oshkosh, still EAA Chapter 14 jolted along, a gain here, a slip there, life..... Thirty seven diners came Saturday for Gary List's lunch of cold cuts, nachos, salad, and ice cream - more than expected with the temperature ranging from the mid to upper 80s. A dozen fly-in aircraft scattered along the ramp. Ryan and Joe flew demo hops for visiting adults in the Lynx and Traveler. Jim MacKinnon and Gene Hubbard worked in hangar 2 with Gene's Tripacer and Jim keeping the Nieuport project alive. Arasm Aryana flew his beautiful Cessna 170 in from Montgomery and parked front and center for display. It has a neat new GPS installed which shows complete sectionals and local charts, with you at the center of a large screen.



Through the week several local flights were conducted. Ryan in the Lynx, Pete in the Traveler, Dennis in the RV3, Richard in the Cherokee, and Mark flew the 170 to Jacumba where he noted signs of renewed activity on the airfield with three AGCSC gliders tied down and new construction in

progress. Richard Kalling installed a new 3 blade prop on his RV6 but hasn't yet flown the test flight. Jimmy Kennedy hopes to update Dean Beddow's old hangar housing the Flybaby. Progress....

GIVING A RIDE TO A FRIEND

By: Joe Russo

Call it Kismet, serendipity, or just a random chance happening, but on the very first Saturday after joining the ranks of licensed private pilots, an old friend showed up at EAA. Bill Moore, who has not been down to Brown Field in a long time, came to visit.

Bill was the first chapter member I met who, without my solicitation, offered me a ride in his Cessna 150, "Juliet." I have never forgotten his offer or the landing (coming straight in over Otay Mountain, landing short on 27L and taxiing to the chapter on old Charlie). Bill had not flown in a private plane for some time so I was happy to be able to take him up in the Traveler. He can still fly an airplane, still looks for "lift" (he was a glider pilot) and still has a unique sense of humor.



Bill Moore and Joe Russo

Although he thanked me for the ride, I was the one who was thankful for being able to return the favor to a long time friend.

The AirVenture Experience

By: Larry Rothrock

Well, I broke down and went to Oshkosh for the first time. About 18 of our Chapter 14 members showed up and that is a large percentage for a Chapter which is probably the furthest away in the lower 48. Other Chapter members had planned to go, but personal events intervened. I went with a bunch of miscreants who regularly volunteer to work in the Warbirds area - security, transportation, food services, etc. Jimmy Kennedy received an award for having done this for ten years. Other Chapter 14 members volunteer in other areas. John Watts didn't make it this year, but he has worked in the Vintage Airplanes area for over twenty years—and was missed by the group. And, one-time

Chapter 14 president and RV driver, Wheeler North, was seen dozing in the Vintage Aircraft area where he allegedly works.

Because I went with the volunteers, we arrived three days early to set up. Some of us flew commercial airlines to Milwaukee and rented a car to drive to Oshkosh. Kevin Roche and Alan Sparkes were co-pilot and navigator for Bonanza driver Gerry Boughner. Many of us stayed in the U of W dormitory and we had NO air conditioning. Temperatures in the high 90s and humidity to match made sleep impossible. Some of us bought electric fans, knowing we'd abandon them when we left. It was worth it. Lots of people who drove to Oshkosh brought air conditioners and installed them with duct tape. We had storms, drenching rain, steamy sunshine with a generous serving of mud. We had a GREAT time. What an operation! Remember that there are about 12, 000 airplanes that are flown in and, oh...800,000 to maybe a million people to accommodate, feed and water and herd around. John Deere tractors pulling trams were everywhere and they sure were needed – that place is BIG.

This thing was like a conservative, mid-western-values Woodstock. People cheerfully walking through ankle-deep mud, sweating through shirts and applying sunscreen and loving it all. There was no trash on the ground. There was no army of people rushing around picking it up like Disneyland; people just put their own trash right in trash bins—even though you had to find one, open the lid, put in your trash and close the lid. And people DID it.

What an organization. This thing is operated by 4800 completely dedicated volunteers. It is amazing that it operates at all. It is absolutely astounding that it really works very well.



Scott Cadwell – Oshkosh Volunteer – photo provided by Jerry Boughner

Tribute to Rutan

The timing was bad for me—business called – but, the guys had already done all the work in making arrangements (I am basically lazy) and this year was a tribute to Burt Rutan who is retiring, so off I went. Burt is truly remarkable and

stunningly inventive. I attended all the Rutan stuff I could. I haven't seen him since his birthday party about three years ago when he looked very ill. His health has improved a lot and he was nearly the old Burt, cracking jokes (Burt can be REALLY funny) and pacing the stage while explaining his secret "last project at Scaled Composites". He and a small volunteer team started last November to design, build and fly a roadable airplane (flying car) before his retirement on April 1. They did it. Burt says a real flying car has not been done before. If it can't take off from Mojave and fly to Oshkosh, it "ain't an airplane." Also, it should drive and handle well at 80 mph on the highway. His design is a twin fuselage composite with a tail like a P-38 and two wheels on each fuselage. The car is driven from the left cockpit and the plane is flown from the right cockpit. There are two motorcycle engines, one in each fuselage, that drive generators and charge batteries. Propulsion is by – get this—two electric motors swinging 32" props that are mounted on the horizontal stabilizer –it's a HYBRID. Each motor provides about 20 HP, I think, but I'm sure that later in the talk he said 40 HP each, so I'm confused. Rutan said that when he saw the great little electric motors he nearly had to change pants. Burt says that they got a month behind schedule because he switched from pencil and drawing board to a CAD system, so the flight was done the day before he retired and it was done by just driving the plane on the ground until it took off. There was no propulsion by propellers. He says it flies well, though. Scaled Composites has not said what it will do with the design.

On Wednesday night the Rutan Faithful all showed up in the Theater in the Woods after a driving rain to hear Burt, Dick and Mike Melville in a panel discussion. Many of the Faithful (some 200 canard planes had flown into Whitman Field) had grown mutton chop sideburns emulating the anachronism that Burt has affected since the 70s. Some of the women wore false mutton chops, too. (At least I HOPE they were false.) The history of the Rutan designs was very inspiring and interesting. Burt confirmed one of the old stories that the FAA had done calculations on the Voyager before it had ever flown and they rushed to Mojave to show their calculations and tell them that it wouldn't fly. They sat in a conference room and the FAA explained their work. Burt was silent for a few moments after their presentation. Then he said, "You're wrong. Go fly it, Dick."

It was also the 25th anniversary of the Voyager's non-stop flight around the world and a celebration of that and a new museum exhibit was held on Friday night. While very outspoken, Burt is a real genius and is a gentleman. According to Burt, Jeanna Yeager had contributed to the building and success of the Voyager in major ways. Burt, Dick and Jeanna received many major awards: a medal from President Reagan, medals from French aviation groups and from the United Kingdom.

There was a very good aircraft display--VariEze, Klaus Sevier's Long-EZ, Solitare, Starship, Boomerang and others--in the Conoco Square. Burt gave a talk in the hot mid-day sun surrounded by these planes. Asked about the US space program, he said that NASA (always pronounced Nay Say by Burt) has squandered the last few decades. He expects nothing further from leadership that "does not want the U.S. to be exceptional."

Burt considers the asymmetrical Boomerang as his best airplane and he quickly adopted it for his personal use. After he lost his medical he had to have someone with him to fly it. He says he has discovered a basic aerodynamic fact: If you taxi an airplane well above stall speed and pull back on the stick, most any good design will fly without a medical. Burt has sought to design very safe airplanes. The canard airplanes were designed to prevent accidents caused by stalls. He seeks designs that require no input by the pilot to get out of trouble. The Boomerang is a design to avoid single engine accidents because it's a twin and to avoid one-engine-out accidents because of the engine arrangement. If you lose an engine, you pretty much just keep your feet on the floor and apply more throttle – maybe add slight aileron. He's done lots of important and clever small things. Angle of attack: the pitot tube is about a quarter inch long and is on the top surface of the wing root. It doesn't need pitot heat because "the ice goes under the wing" and, when the angle of attack is too high, the indicated airspeed drops to zero. His reasoning is that, if you're in stall conditions, you don't care what the airspeed is and you don't have to watch an angle-of-attack instrument and an ASI. It is really fun to hear him explain his designs.

Burt's advice to new engineers is to always have fun because you work harder and better and to not work in the Mojave for more than 44 years. He has moved to Idaho – says 44 years in the "ugly high desert" is enough. He will not comment on any future work. He points out that all his projects have been secret until they flew; why would we expect him to change now? I bet he'll come up with an electric LSA with lots of hands-off safety features. It would solve his medical problem and he sure does love that little electric motor. But, what I really hope he does is to design a scaled down Boomerang with electric engines that can be built by and afforded by the average homebuilder.

Flying

There were many, many great fly-bys. FiFi, the B-29 Superfortress, arrived and really stole the show. What an airplane. The Boeing 787 was impressive, but basically just a big airplane – until you see it flying. Those big carbon-composite wings really flex during a bank. The warbirds really put on a show: P-38, Wildcat, Grumman Duck, Corsair, AT-6, B-25, B-17, Bamboo Bomber, TBM, more P-51s than I have ever seen in one place, and so on, and so

on!! Glacier Girl was there, albeit with some engine problems.

The airshows were great, too. Some famous performers put their airplanes through tortuous routines. You can hardly break some of the new carbon composite and titanium aerobatic designs and incredible things can be done with them. But there is a human inside and bodies can only take so much; I sure admire the punishment those pilots can take. But my favorites are the formation aerobatics. The AT-6 group and the YAK team did beautifully choreographed routines that took amazing skill. Trading potential energy for kinetic energy and very careful planning and stationkeeping is jaw-dropping. There was a team of five L29s that did the same kind of precision stuff—but at high speed!



Sky Show – Photo by Jerry Boughner

Seminars

Many of the seminars were concurrent, so one couldn't do them all. The ones I attended were very good. I particularly enjoyed the Aerodynamics Seminars that John Roncz put on. Roncz is a well-known, self-taught aerodynamicist from Indiana (yea!). He is famous for designing airfoils and is now designing very large wind generator blades that we see in the desert. Original canard designs in VariEze, LongEZ and Voyager tended to lose lift in rain and Roncz fixed that with his new designs. I have the original canard design on my VariEze and I can feel the canard begin to lose lift well before I can see any droplets on the canopy. It's not so bad that I can't trim it out in full rain, but I think the effect in the LongEZ and Voyager must have been much more pronounced—hence, the need for a new canard design. His work probably saved the Voyager project. John, himself, paid for the wind tunnel tests on his Voyager canard design and he and Dick went to The Ohio State University facility to run the tests themselves. I think Roncz, like Burt Rutan, is truly remarkable and I admire his work a lot. You get the feeling that these two together could do anything.

I cannot weld. People have tried to show me how, but I don't have the knack. So, I wanted to attend the gas welding seminar, but here was so much other interesting stuff that I

only attended the first half – the safety part. Scott Cadwell went to the TIG seminar and learned to weld a perfectly acceptable aluminum joint, but then, he has some talent. The seminar on replacing brakes taught me a few tricks and the seminar on electrical wiring was somewhat useful. The composite construction seminar was very good, but I had already learned most of that stuff from Bill Ingram and should have used the time to attend other seminars. I couldn't find a seminar on my major need – carburetors.

Oshkosh (finally)

By: Tom Kelly

For one reason or another, I'd been putting off going to Oshkosh (now AirVenture) for several decades, so this year my wife Cindy and I decided to commit. We made airline, accommodation and rental car reservations – we were committed and were going come hell or high water.

We flew out late afternoon on Saturday the 24th (commercial), arriving at O'Hare International about 2130, picked up our rental car and headed north. Our accommodations were in a Bed and Breakfast (Jordan House) in Hartford, WI. – about 50 miles south of Oshkosh. Our B&B check-in time was on Sunday, so we stayed in the Racine area Saturday night.

On Sunday the 24th, we meandered up the Lake Michigan shoreline through Milwaukee before heading west to Hartford, and checked in to Jordan House. We then decided to drive up to AirVenture to see what was going on before opening day. We traded our online tickets for wrist bands and started wondering through the grounds. A lot of vendors were still setting up displays, tents and booths, so there wasn't much to see or do in that area. We wondered down to the flight line and WOW! The first area we wondered through was the Van's parking area. I'm going to go out on a limb and say that no matter how much you read about the popularity of Van's designs, you can't fully comprehend it until you go to AirVenture. When it comes to homebuilts it appears that Van's designs dominate.

As we walked through the homebuilt area, I would point out different designs to Cindy and attempt to explain the pros and cons of each design. She would nod and appear to be taking it all in, but at the same time I know she was thinking “Uhhmm, I think there's going to be another airplane in our future.” She's really not too interested in the technicalities of it all, but just wants to know “what's it going to cost” and “how are we going to pay for it.” Being the family CFO, that's her job and she does it very well. At about 1800 or so, we decided to call it a day and head back to Hartford.

We did more of the same Monday, Tuesday and Wednesday – a lot of walking. I had a list of some things that I wanted to do or see while we were there, but mostly I wanted to DO and SEE IT ALL – at least that's what I thought on Monday. By Wednesday I realized it wasn't going to happen – there's

just too much to see and do. I did manage to attend a few workshops and forums and also scoped out a couple aircraft designs that I was interested in. I'd seen specs and pictures but wanted an up-close touchy-feelie look at each. Late afternoon on Wednesday, we decided to head back to Hartford, but stopped at the EAA seaplane base on Lake Winnebago – what a cool place – very lagoon like and probably one of the nicest camping venues for AirVenture. If we ever go back and decide to camp, this is the area I'd try to get into.

We decided to take Thursday off and do one of our other favorite things – Road Trip. We'd heard how beautiful Door County, WI was so headed to the Lake Michigan shore line once again then turned north. We passed through Sheboygan, Manitowoc and several small lakeside communities before heading over to Sturgeon Bay where we stopped and wandered around the down town area. We also spent a little time in Manitowoc at the ferry landing watching the 'Badger' unload and load passengers and vehicles in preparation for its return trip to Ludington, MI. In 2006, while on our Lake Michigan sailing adventure, we watched the same operations in Ludington on the Michigan side of the lake.

After some ice cream, we left Sturgeon Bay, headed south through Green Bay and then down along the east side of Lake Winnebago, then on to Hartford – all-in-all a very relaxing day.

Friday and Saturday – as would be expected – AirVenture became a Zoo. They do an amazing job of orchestrating vehicular traffic flow, but on Friday the ingress traffic was backed up to the freeway off ramp and it took us some time to get onto the grounds. Most of Friday was like *'well what do you wanna to do now?' – 'uhh .. I don't know, watta you wanna to do?'*, so we headed back to Hartford a lot earlier than usual, stopping for a nice steak dinner on the way.

We actually set a goal for Saturday – I would take the \$45.00 helicopter ride just to get some aerial shots of the grounds and we'd then attend the night time airshow. With these two things in mind, we decided not to head for AirVenture grounds until late Saturday afternoon.

Saturday morning it was already hot and muggy, so we decided to drive around the Hartford area, enjoying the car A/C. We came across the Hartford Municipal Airport. It was a great little airport with one hard surface runway and a grass runway, so we found a spot next to one of the hangers and parked – with the car and A/C running – and just soaked in small airport ops.

After a while we noticed many homebuilts landing, fueling and taking off again. We assumed these were from AirVenture. We later found out that Hartford had the cheapest Avgas in the area and that probably had something to do with the high level of homebuilt traffic. We watched

some glider pilots getting their birds ready for flight and later getting tows from a Piper Pawnee.

From there we went back into town for a burger and then headed north for AirVenture one last time. As we drove north things didn't look so good weather wise. The sky was darkening and the wind was coming up. I got a text alert that a line of thunder storms were expected to hit Oshkosh within the next half hour, so that explained what we were seeing. As we made our way onto the frontage road headed toward the entrance to the grounds we noticed a large volume of traffic leaving and by the time we turned into the AirVenture grounds, the traffic had turned into grid lock. We spent an hour trying to get into the parking area. Not sure how long the helicopter ride folks were going to shut down, we rushed over to the Pioneer Airport only to find out that we were too late to get in the queue – bummer! We thought about waiting around for another three or four hours for the night time air show, but decided to pack it in. We headed back to Hartford, culminating our AirVenture adventure with no regrets. I could cross at least one thing off my bucket list (or not).

Sunday morning we enjoyed a nice breakfast, said our goodbyes to our hosts and headed for O'Hare and our 1630 flight back to San Diego. Instead of taking the freeway south, we took our time driving the back roads of Wisconsin and Illinois, which is always a more interesting way to go if you're not in a hurry. We boarded our flight and were back in San Diego early Sunday evening, still reeling from the week's activities and not too anxious to get back into "the routine."

All-in-all it was every bit of what I expected and more – actually a bit overwhelming, but I'd recommend it to anyone who hasn't been.

Some post AirVenture thoughts for future visits:

- ▲ 4 days is probably enough
- ▲ Stay closer to Oshkosh (maybe even camp)
- ▲ Target 'Things to do' (workshops, forums, etc.)
- ▲ Experience flying in to Oshkosh for the event

The Flyboys Go to Oshkosh

By Alan Sparkes

Jerry Boughner (Pilot), Alan Sparkes (Co-pilot) and Kevin Roche (Engineer and Co-pilot) went to Oshkosh in Jerry's 1956 Bonanza G35. We left Ramona Airport at approximately 7:00am on the 20th of July to fly our first leg of the flight to St Johns, Arizona. We were blessed with a very smooth flight crossing the Cuyamacas just north of the Julian VOR, on over Borrego Springs and over the north portion of the Salton Sea and on to St Johns. A refuel and then on to Dalhart, Texas - again very smooth air and rather bleak desert scenery. Dalhart greeted us with a banquet of food and free hats. Dalhart has several crop duster aircraft,

a couple radial powered, but most of what we saw were turbine powered. Since it was about the crack of noon most were parked as they fly early in the morning avoiding winds and turbulence. Leaving Dalhart with both full bellies and full gas tanks we were off again to Hays, Kansas where a friend of Jerry's, Bill Davis and family were kind enough to put us up for the night and even took us out to dinner at one of their favorite eating places. Hays had been getting record heat for quite some time, and when we landed it was 105 degrees. On the return trip, where Bill and family were again so kind as to take pity on us and accommodate our needs, Hays had been tortured with 32 days of consecutive over 100 degree weather. Following our first stop over in Hays, it was an early morning start doing our best to avoid that early morning heat. We were well loaded and had about a 6000 ft density altitude but we rose to the occasion and started on the final legs to Oshkosh. Boone, Kansas was our next airport to make for another refueling stop. The air between Hays and Boone was a little on the rough side, throwing us about like marbles in a bottle except we had seat belts to keep us in place. We followed Boone with a stop at Beatrice, Kansas where there was not a runway to save from a heavy crosswind landing. But as we had experienced before, Jerry was well up to the task and made a good safe landing. Beatrice was supposed to have Mo Gas which we could use and save at least a \$1.00 or more on fueling but we were not that lucky because it contained alcohol and Jerry decided to put enough 100LL fuel to get us to another stop at Portage which is about 60 miles from Oshkosh. It indeed did have Mo Gas for \$4.24/gal instead of the almost \$6.00 we had been paying for the 100LL. Then it was off to Oshkosh and the EAA spectacular convention. In the hope that we would be early enough to be able to park the plane near to where we would be volunteering, we pulled up close to the Warbirds area, only to be informed that it would cost us \$22.00 a day to park there, as it was intended for people who wanted to camp under their planes. We promptly said no and parked on the other side of the north 4 area, FREE Parking.



Jerry Boughner, Alan Sparkes and Kevin Roche volunteer in the Warbird area

On to our return trip, August the 1st, I drove our rental car to Green Bay, where we had rented the car, and Jerry flew up with Kevin to pick me up. We took off at about 9:00 am headed back to Portage, Wisconsin again for the same reason as before - lower cost gasoline. We headed to Boone, Kansas, crossing the devastation caused by the Wisconsin, Missouri and Mississippi rivers which were flooding farms, homes and fields for as far as the eye could see on both sides of the plane. Such devastation - we should feel very lucky that we do not have to live with it, and perhaps, say a quiet prayer for those who have to deal with it in their daily lives. We were told that this flooding will probably not go away until some time in September. With that early start on Monday we had mostly calm air, very little head wind. We made pretty good time but eventually we had lot of choppy turbulence which again threw us about from time to time, pretty well the rest of the way back to Ramona. We made our other scheduled stops both over night at Hays and after again getting a good night's rest with Bill Davis and family, we were on to Dalhart. No food this time. St Johns had absolutely gorgeous weather where we took some time to talk to our line man host about some planes that had landed earlier with some significant damage due to flying too close to thunderhead clouds throwing off hail rocks. As Kevin and I agree, since we were both novices at long distance cross country flight, it was one hell of a time had by one and all.

Oshkosh Impressions

By: Alan Sparkes

Thoughts of Oshkosh. . . For the airplane enthusiast we had some very special visitors to the Oshkosh spectacular. #1 was the Boeing B29 "FIFI." She came in on Wednesday and I was in a good position to see that the pilot made a greaser of a landing. When "FIFI" was on display in what is now called The Philips/Conoco display area, we could see what a magnificent plane this really is - and for its day an impressive performer. On Friday we were able to see the Boeing 787 Dreamliner arrive; it also found its way to the Phillips/Conoco area. This aircraft is one hell of an impressive sight also, with its very, very large Rolls Royce engines and Rohr Nacelles, designed and possibly built right here in San Diego with the help of Chapter 14s two members Scott Cadwell and Kevin Roche. This aircraft will be the largest plane manufactured using carbon fiber as structure material, which seems to allow the designers to make some very pretty compound curves, especially in the wing design. Regardless, it certainly drew a few oohs and aahs from the crowd that was around it. Of course we had a few nice surprises down in the Warbird area too. Besides the usual gaggle of Mustangs T6s, T28s and Corsairs, there were two very nice examples of P40 Tomahawks, one in the typical Flying Tigers regalia. Glacier Girl, the famous P38, was also there in her finest attire. To round off with some

others not always in attendance, there was a Duck, the single center float seaplane with the two outer balance floats and a Tiger Cat (Navy attire). I was informed that the Tiger Cat was given to the Navy because none of the other services knew what to do with it; seems like they put it to good use. There was also a Curtis Helldiver, which, if you were so inclined, you could have a flight in for around \$1000.00. One airplane that I knew the history of, but had not seen before, was a Fairy Swordfish, a rather large slow-flying biplane used during the beginning of WW II as a torpedo bomber. And if my memory serves me correctly, this large cumbersome biplane was a significant player in the eventual sinking of the German battleship Bismarck in the North Sea. They attacked with torpedos and one struck the Bismarck in the area of the battleship's rudder so the Bismarck could only steer in circles, making it somewhat of an easy target for the British Navy's cruisers and destroyers to come on the scene and finish the job of sending the Third Reich's battleship to the bottom of the North Sea. As I understand it, there are two Swordfish in Canada but this one is the only flying example and still due for some TLC and restoration. I was also impressed by a light sport plane distributed by the Hansen air group called a FK12 Comet, a pretty sleek looking biplane with tandem seating, 100HP Rotax, and fully aerobatic, fully open cockpit or full canopy. It is also available with a Lycoming. As you can tell, I like biplanes. To me one of the things that also makes Oshkosh EAA week is the people: people who come to see airplanes in one place not really available anywhere else in the world, people who volunteer all over the place doing it because of their dedication to the success of Oshkosh week, people who bring their wares to sell to the enthusiastic airplane buffs, pilots who bring their planes for us to see, some, at great expense to themselves. While on duty as security for the Warbirds residence area, I was able to see a lot of the people coming in to the show, and was trying to think what they might be saying to themselves as they enter. There was the elderly gentleman slowly making his way down to the display areas of choice and I could imagine him saying to himself "please dear god just one more time" or the mother and her 4 or 5 kids straggling behind her saying "are we there yet?" and her impatient reply would be "just shut up and keep up." Then there would be a young girl hanging onto her boyfriend's arm mumbling "I'm doing it for him and someday he will marry me and then I can bring our children here so they can see what their Daddy wants to see every year of Oshkosh week." Of course we also have the dedicated forums people, or should I say perhaps Larry Rothrock. I think Larry is the proverbial expert on the teachings of the Rutan Boys. To sum up, Oshkosh always seem to come up again and again with things we all want to see, and workshops we want to attend, and vendors to whom

we give our money to in order to have the latest and greatest in aviation need-to-have toys.

More Oshkosh Comments

The following members either shared their thought by email or telephone. The comments are in alphabetical order.

Mark Albert

AirVenture was as big and as great as always. But it is the people that make the show fantastic.

When I met Paul Poberezny and mentioned San Diego, he immediately knew of Chapter 14. He said to say hello.



Paul Poberezny and Mark Albert

Harry didn't stop by to greet me so I could not remind him that we only lived a few doors away in Park Ridge, IL. We invited Bob and Mr. Yeager to dinner at the Hilton but they had other plans. Maybe next year guys!



Bob Hoover and Chuck Yeager

And I saw the Bearhawk that I want to build, an excellent aircraft. All that and only one mosquito bite.

Bruce Boland

This was Bruce's first trip to Oshkosh and he had a great time. He flew commercially in to Chicago and then up to

Green Bay to visit an old friend. His friend served in Bruce's fighter squadron during the Vietnam War as a flight surgeon. After retiring as a private neurosurgeon, his friend bought the jet FBO at Green Bay. Bruce and his friend drove back and forth from Green Bay Tuesday through Saturday and had a front row seat in a fine motor home watching the fly-bys. Since this event highlighted 100 years of Navy aviation, Bruce concentrated on looking at all the Navy airplanes, but also enjoyed looking at all the homebuilts and the exhibits. He also got to tour the new 787, Dreamliner.

Jerry Boughner

In addition to the rundown provided by Alan Sparkes, Jerry shared additional information. It took 11.6 hours actual flying time to get to Oshkosh with a tailwing. It took 12.2 hours flying time to get home. He stayed at the University dorms and volunteered as a tram driver at the Warbirds area. The 787 was really impressive and he really enjoyed seeing the old Navy planes.





Jimmy Kennedy, Richard Kalling, Jerry Boughner and Kevin Roche enjoy lunch at the Warbirds area

Scott Cadwell

Scott flew out on American Airlines to Milwaukee via Dallas Fr. Worth on July 21st and returned on Aug 1st. He stayed at the dorms with some of our other stalwart Chapter members and was a volunteer in the Welcome Warbirds area. He really enjoyed seeing all the spectacular planes, his favorite being FIFI. He managed to slip in a seminar on welding and attended two of the Rutan meetings besides all the volunteering. He said EAA treated the volunteers really well and he enjoyed the luncheon they put on for the volunteers and the chance to meet so many people, including some disabled veterans.



Sample Dorm Room

Jeff Cary

Over the years I have attended four Oshkosh AirVenture Shows. My wife allows me to go every other year. I would like to pass on some of the things that work for me: First off, I always fly commercial; usually I fly Friday night after work and arrive Saturday morning. Chicago, Midway Field, flying Southwest Airlines, usually I get a round trip for under \$450. Fly home Sunday evening. I can cover the show in one and a half days.

The drive from Chicago to Oshkosh is really nice, and reminds me that southern California would be a desert if we didn't have irrigation.

Big lifeguard style hats are cheap here, hand carry it to the show to protect your head. Baseball hats are too small. Throw away the hat when you leave. Bring and use sun block.

Don't stress about not having a hotel reservation, last minute cancellations will get you a room. Or drive to Appleton or Green Bay for cheap rooms.

Carry a back pack, and a refillable water bottle. There are plenty of water fountains, and the water tastes pretty good, or add flavor with those small powder supplements.

Don't grab ten pounds of flyers, and then throw them away as soon as you get home. The same flyer can be found on the company's website. I take a digital photo of the company's name to remind me to look them up when I get home.

Travel to and from the airshow with 2-3 other buddies, but go your separate ways as soon as you arrive. Agree to meet at 12:00 and 5:00 to make plans, and share info. I recommend the trolley stop tent behind the control tower. Don't skip the seaplane base (see below). The ride over is free, but it cost \$3 to get back. Don't skip the Brats....

EAA Oshkosh AirVenture 2011

| | | |
|------------------------------|-------------------|--|
| Airfare | \$436 / roundtrip | |
| Hotel | \$79 / night | |
| Rental Car | \$39 / day | |
| Airshow ticket | \$25 / day | |
| Big Floppy Hat | \$17 | |
| Bratwursts (\$4 x 2 per day) | \$16 | |



Richard Kalling

Here's some more of Richard's pictures.



Jimmy Kennedy

Jimmy has been going to Oshkosh since the early 70's, but he said this is one of the best trips he has had because of all of the Chapter members there. Jimmy flew via commercial airline into Milwaukee, along with Richard Kalling. They picked up Scott Cadwell and Larry Rothrock at the airport and drove up to the dorms. The dorms were hot, but they threw open all the doors and windows and had a great time. Jimmy received a plaque at the Volunteer dinner recognizing his 10 years of volunteering in the War Birds area. Besides working with Security, he and Kevin help out feeding all the volunteers – this gives him a chance to see old friends and make new ones.. One of the highlights of this year's trip was the Boeing Dreamliner. Jimmy said it was a beautiful plane; he and his friend Tommy Carroll were able to take a good look at the undercarriage and the brakes. He had to admit that one of his most memorable trips to Oshkosh was back in 1979. He was there with his wife on

their 10th anniversary and they were looking through a fence at a display of P-51s. Jimmy's wife poked her head through the fence and told the owner that it was their 10th anniversary and that her husband had always loved P-51s. The man told Jimmy to come back the next day and he'd give him a ride. Jimmy showed up as instructed, but no one was there. Suddenly he heard the sound of the P-51s flying in and the man taxied up. The man apologized for being late, but they'd all flown down to Iowa for breakfast. Jimmy hopped in and the man asked if he had any military flying experience. When Jimmy said yes, the man proceeded to take him for the ride of his life – he could barely walk when he landed. He's ready to go back again.

Kevin Roche

This was Kevin's 11th trip to Oshkosh, but his first cross-country trip in a small aircraft (he was part of the Jerry Boughner, Alan Sparkes Flyboy team). Kevin stayed in the dorms with 7 of our other Chapter members. This year the dorm rooms ran \$55 a night with two beds; next year the price goes up to \$60. There are some air-conditioned dorms, but these get snapped up right-away. One of the highlights was seeing the FIFI (that's Kevin below. Photo provided by Richard Kalling).



Frank and Deanna Verbeke

We arrived around Friday noon and it was clear but hot and humid. Decided to do the Museum Tour and that was a wise choice. All parking lots were full and much mud in places. Museum was wonderful and continues to expand..not many homebuilt engines. Saturday we were parking at 7 AM and that was a good thing. The move seems to be toward electric. Toured the B29 but 787 had left. Not many new airframes. The exhibitors said not many people are in a buying mood. Saw only 4 Swifts...usually around 20. We left Saturday evening as another rainstorm was to hit Sunday.

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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.

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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 -7:30-9:30 A.M. 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. Return tapes in person, or by mail.