

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

December 2002

December Chapter Meeting

Saturday Dec 21, 10Am

Mark Davis, chapter member, will talk about his Lancair project, and building molded composite kit aircraft.

Future programs:

January – Bob Hitchcock

February – Ken Saumure (www.kitcopter.com)

Annual Banquet

**Friday January 10, 2003 6:00PM
Coronado Golf Club, call Sam McCutcheon
or check our web site for details.**

I really appreciate the member contributed articles. Another fine one this month from Larry Rothrock. Also kudos to Bob Osborn for writing and sending the weekly *Flying Report* series. If you know of something interesting going on, please drop me a line. Send news and articles to Kerry Powell, newsletter editor at kgpowell@aol.com (760) 602-0662



The Leader In Recreational Aviation

The Flying Report

By Bob Osborn

November 2 - The first Saturday in November dawned with sunshine. A change from the gloom and doom of low cloud we have been having. Our fly in traffic improved notably with three Bueckers leading the show of homebuilt, warbird, and conventional airplanes. Dan Patch flew in in his Varieze to do honors as head cook assisted by Larry Rothrock. The menu read: "Dead Chicken, Tuber Salad, Rolls, Crystallized Milk and Flavoring". It was great! Forty five diners can't all be wrong. King Schultz fed the engine noise of heavy iron doing fly bys at Duxford, England, into our sound system. It had people flowing outside and scanning the sky, looking for the Spitfires, P-51's, Wellingtons, Lancaster's, etc. they heard flying over. Never a dull moment.

Jack Thomson rolled his RV-6a out for the first run up, tied the tail to Paul's Peg so it wouldn't run away and hit the starter with some two dozen chapter members on hand for advice. Alas they were of no help for it was discovered the fuel pump was connected wrongly and all he could get were a few shots on starting fluid. Back to the shop.

Richard Davies made a first flight in his Mini-Max last week and reports it flies perfectly. He is working to

INSIDE THIS ISSUE

- 4 My First Race – article by Larry Rothrock
- 6 Board Meeting Minutes
- 7 Election Report
- 8 Unclassified Ads
- 8 Calendar of Events



Jack Thomsen, ready to commit, well, runup if not aviation. Bob said it was an RV-6A, but it looks like the new RV-6-OC (open cockpit) ;-)

improve the radio. New member, Steve Maher, has bought John Dano's Kitfox which is powered with a Geo engine, and flew in Saturday. He is tweaking it for better performance and has promised an article on its operation. Wish Ed Bird were there to lend his experience with the Geo engine in his Jenny. Ed, come back and see us.....

November 9 - Second Saturday, Young Eagles, they came. The Boy Scouts, the school kids, the rain. Ceiling was about 100 feet, visibility 1/2 mile. We didn't fly. In fact there was no IFR traffic using the field. The Young Eagles departed for the Aero Space Museum in Balboa Park passing up our offer of a free lunch to all those in uniform. Thereby missing a tasty dinner of turkey Italian, green beans, and grapes. Some 30 members enjoyed the meal prepared by Chris Puntis and assisted by Dennis Cullum. Chris is challenging Mike and Margaret Fisher for the Chapter Cook Supreme position and his own private parking spot, in the absence of Mike and Margaret while Mike is recuperating from overwork and commuting to Texas. We all enjoy the competition.

Stanley Bell taxied his 1947 Stinson Voyager down from Flying J to help fly Young Eagles. He said something about calling the tower on the phone for clearance (IFR ?) and was directed down "Old Charley". It was bad. We were supposed to fly out Friday to Borrego and help Frank Himmerich fly some 50 Young Eagles from the Borrego School District. Perhaps Frank flew them all for I know of no one even the IFR pilots that pushed across the mountains in the storm. We gave rain checks at Brown, come back

next month, 2nd Saturday.

November 16 - It was the third Saturday of the month and at EAA Chapter 14 weekly fly in luncheon and aircraft display at Brown Field, it finally all came together for a practically perfect day. Practically perfect for we had warm Santa Ana conditions, wind out of the east, and that can be spooky. Ask Mitch Mitchem who after finally taming his Aeronca Chief last week, scuffed both wing tips before wrestling it to a stop in Saturday's wind. Airplane fly in's, a great assortment of homebuilts such as Perry Burholm's Falco F8L, an eye-catching beauty. Dan Patch's vari-eze which he displayed front and center as part of the monthly meeting program. An RV-4, but I missed catching its owner. Warbirds such as Dick Bunting's fully armed Birddog L-19 in olive drab U. S. Army colors and rocket pods on the wings. Also the Buckers, probably qualify also as WW II German trainers. And more.

The day started with a pancake breakfast prepared by John Watts and Rodger Magee. Followed by our monthly meeting led by President Sam McCutcheon at which next years slate of officers and directors were introduced and voted upon. Followed by a program with demo's and the finished product on building a vari-eze by Dan Patch. Dan really covered the subject going into the history of the Vari-eze and of the San Diego Eze Squadron and bringing us up to date with the various derivatives such as the Quickies, Cozy, Defiance, and Velocities, that came out of it. Don't start an Ezy project without talking to Dan. He is a walking encyclopedia on the subject. It could save your life!



Dan Patch with his Vari-EZ and a fiberglass wheel pant.



Don Bloom's North Star.

And for the grand finale the "A" team served lunch! Sam and Lee McCutcheon and Mike and Margaret Fisher served lasagna, tossed green salad, bread stick, carrot cake and a snicker to top it off. The word must have gotten out for at least 60 diners came, the tables were full.

Jim Chapman reported flying Young Eagles at Borrego with Frank Himmerich and others, on Wednesday of last week. Over 40 were flown, students from the Borrego Junior and Senior High School. The rain and winds of the previous Friday caused cancellation on that date.

November 23 – After a week of warm, windy Santa Ana weather, Saturday dawned foggy, cool, overcast. Perhaps that discouraged our usual fly in crowd for only a half dozen aircraft were flown in. Pete Cavitt and Dennis Hogg arrived in Dennis's "new" Lancair. Dennis sold the neon green Lancair he built several years ago but must have regretted it for he bought another. Don Bloom had flown in Thursday in his recently completed North Star. He has about 30 hours on it after a 6 year building period. It is powered with an Lycoming O-320 and is a beauty. Heading east into the Santa Ana wind Thursday for take off the aircraft just levitated once he applied power. It has very large flaps and long ailerons, practically an STOL airplane.

The lunch of chicken 'n rice, coleslaw, tropical fruit, rolls, nachos and chips was served by Dennis Cullum, Galen Shirley, and Bob Osborn. We missed Paul Hanson who was home recuperating from a back injury, the result of a fall. The main "air show" was provided by the many touch and goes flown in the club Cessna 140. Obviously the pilot was determined to "get it right". A resident Yak also added to the nice sounds and sights with its round engine, flying in the pattern.

On several occasions through the week when the wind does not blow, a group working in a hanger up near Flying J roll out their hot air blimp on "Old Charley" near the EAA hanger. We expected to see it fly a Thursday or so ago when it was inflated, two pilots climbed into the gondola, fired up the burner and it lifted about 15 feet off the ground. It was held down by a half dozen line handlers. It has a movable rudder, horizontal stabilizer but no elevators (apparently height is controlled with the hot air supplied), and is powered with a Rotax 912 driving a three blade variable propeller. It is as big as a small lightship (airship) though does not appear quite as taunt (so far) or symmetrical. It seemed to lose pressure in its nose



Takeoff, cruise and landing in the hot-air blimp.

which flattened on the ground with the tail standing straight up. An apparent spectacular crash but actually just a quiet sagging into the ground to terminate the "flight". Pictures were taken. Hopefully they may make this edition.

My First Race

By Larry Rothrock

Ok, the race is over!! I did NOT come in last!! So, there!

The race was held in Jackpot, Nevada which is at 5,200 feet in the high desert. Jackpot is in the Nevada-Idaho-Utah border area on US 93 and is a 4 1/2 hr flight from San Diego.

The weather was poor on Friday, July 6 [2001] when we left. Dan Patch, my hangar-mate, and I flew loose formation up there (which is about as far as I want to fly formation -- that's work!!) and we were able to dodge most of the nasty stuff. We climbed over a lot of it, but didn't go above 11,500 feet because it was just too cold. I sure appreciate the new oxygen system; this was my first flight with it and it was great. We flew out as soon as Montgomery (MYF) airport cleared around 10:00 and found holes in the scattered clouds and were soon above them at Julian. From Julian we went past Palm Springs to Twentynine Palms, then to a point on Lake Mead just east of Las Vegas. Then we just found the 114 deg. 30 min. W. longitude and pretty much just flew north up it. There is sure a great deal of Nothing up that way. It's really spectacular country with jagged mountains with western fir forests, river valleys and wide open spaces. Wonderful places to camp, backpack, hunt and fish -- very bad places to be forced down in an airplane. We contacted Nellis Air Force Base Control for clearance through their Military Operations Area (MOA). We flew past Ely and Wells, Nevada and straight to Jackpot. We did do a fair amount of maneuvering around bad stuff and flew through some fairly heavy virga. (Boy, does the nose of my plane -and Dan's- drop in heavy virga.)

We were among the first to arrive for the weekend. Jackpot is a very small place which is made up of two or three casinos and their hotels. There are ranches and houses scattered around the desert and mountains where real people live and many of them work at the casinos, restaurants or hotels. My hotel room was quite nice and large and was (special race pilot rate) \$60 per night. After the week-end, the same room is \$29. The "town" is in a valley with 8,000 foot mountains nearby

and some typical desert mesas right up next to the settlement and off both ends and one side of the runway.. The single runway is well maintained and is nice and long (6,200 x 60 ft.), running northwest-southeast. There is no airport radio control, but the guy at the RV park next to the runway will come over and sell aviation fuel. The fuel is subsidized by the casinos and is \$2 a gallon. The casinos are on the highway and the airfield is right behind Cactus Pete's Casino. Dan and I arrived about 2:30 pm and, after calling on 122.8 with no response, overflew the runway at low altitude in formation with Dan leading to check the windsock. The wind was from the north, so we pulled up and did a formation-break turn back for entry into the downwind leg of a left pattern for landing to the northwest. The formation-break turn is designed to put the number two airplane safely behind number one so there is spacing to land in sequence. As I cranked N82RG around into a tight turn behind Dan, a lightening bolt struck the ground a mile to my right front and just outside Dan's field of view. I keyed the mike button on the stick with my thumb and said, "EZ One, let's get these things on the ground...now!!" There was no time wasted in that landing.

This race started out several years ago as a proving ground for modifications made to the VariEze, Long-EZ, Cozy and other composite-structure, experimental, canard-type aircraft. It has now been opened to other experimental airplane types including Glasair, Lancair, and RV (no, not Recreational Vehicles, RV is for Richard VanGrusen who designs metal (ugh), conventional propeller-in-front (sigh), but really good airplanes).

The weather wasn't too bad when Dan and I arrived on Friday afternoon, but on Saturday, it had become overcast with a little heavy drizzle here and there, now and then. Not unpleasant, though; the temperature was in the seventies (F) and, as my son, George, would say, "But, it's a dry rain". (The last time he said that I nearly drowned.) One VariEze pilot who came in from Phoenix had to go to 17,500 feet to get above the overcast. More planes began arriving and we soon had the tiny parking ramp packed with airplanes. Because VariEze and Long-EZ pilots retract the nose landing gear and set the airplane nose down on the ground when parked, the area looked as though it were filled with science fantasy creatures who were grazing on the ground. There were about 10-12 factory-built "spam

cans" (Cessnas and Pipers) tied down there when we arrived and by Saturday evening we had added another 30, or so, canard airplanes, a couple of Glasairs and a Lancair or two. There were four or five RVs that had come in, too. Another flight of RVs arrived from the north on Saturday midday and turned southeast on the west side of the field to make a left downwind pattern for landing to the northwest. A wingman in the flight appeared to begin a steep 360 degree turn to the left to make space between himself and the leader for landing and to follow in at a safe distance. They were about 600 - 800 feet above the ground. The turn was steep and may have induced an accelerated stall. Anyhow, it seemed the plane rolled level, the wings shuddered and it nosed over into a vertical dive right into the ground. Two pilots were aboard the RV-6A, a very good design, two-place, side-by-side, metal airplane. There were no survivors.

The weather was only partly cloudy for the Pilots' Briefing on Sunday morning which was held at 7:30 and the rules and course were explained. Shirl Dickey, who organizes these things, had put a lot of thought and effort into selecting the race location and the race course. Safety was the most important thing, he explained. He had laid out the course so that there was always a landing spot in gliding range. There would be two races. The first would have the really fast planes with big engines: Superstock VariEzes, Superstock Long-EZs, Glasairs and Lancairs. These are serious folks. The second would have the slower planes: Stock LongEZs, RVs and Stock VariEzes. Although stock VariEzes, the category Dan and I are in, are fast airplanes they are the slowest in the second group. We selected our own race numerals. I liked No. 46, my old football jersey, but when I discovered that I had to make my own numbers on the side of the plane with black electrical tape, I chose # 11. Number 1, the easiest, was already taken.

There were ten planes in my race. We all set altimeters to 5,000 feet on the ground and started the race at 7,000 feet indicated. We lined up on the apron behind a pace plane who taxied out and took off to the southeast. We followed, taking off at five second intervals. We formed a single line behind the pace plane who led us about 10 or 15 miles north and then turned south. We all followed and each airplane, in turn, caught up with the pace plane and moved off to one side or the other to form a line abreast of the pace aircraft. This is white knuckle time! There are eleven fast airplanes with different

performance characteristics and unknown pilots all maneuvering and trying to match speed in a very small bit of sky with no white lines to follow. There are no reference points except one another and when one pilot has to climb or s-turn or dive to match altitude and speed everyone else is affected. When the pace airplane was satisfied everyone was set (or as close as we were going to get), he led us across the starting line which was at the Jackpot airfield. He shouted "Start, Start, Start" on the radio and pulled up the heck out of the way. I gave #11 full throttle and tried to look all directions at once as everybody implemented various race strategies, most of which seemed to be to get right above, below, beside or in front of me.

The course was straight magnetic south to the VOR radio navigation beacon at Wells, Nevada, make a left turn around the VOR and fly southeast only three miles to the Wells airfield where a left turn is made around the airport's rotating white-green light tower. Then the course is directly back to the Jackpot airfield for a total of 125 miles. The only altitude restrictions were that the race must be started at 7,000 feet (by our reset altimeters), turns must be at 7,000 or above and no one could cross the finish line less than 100 feet above the ground. Rules? There ain't any other stinking rules!

My start wasn't too good, but ok. I set her up for maximum effort: full throttle and engine mixture leaned out for maximum rpm. My propeller is not a very good design for racing (it got some giggles on the flight line and a few un-compliments), but I managed to coax 2850 to 2900 rpm at 7,000 feet. I was ahead of Dan and gaining, but soon lost sight of everybody. Dan says he got off to a really bad start, but that his engine



Larry Rothrock and Bill Ingram fly formation in their VariEzs.

got better and better. Even though there is a 7,500 foot peak almost right on course I decided to fly at 7,000 feet because this prop climbs slowly. I'd swing wide and go a little to the west of the peak. I flew the whole course a little wide which didn't help me any. I had no trouble at all with the navigation and found the turn points easily. The return part of the course goes right dead over an 8,360 foot peak just 20 miles south of the finish line. I went around that too. Everybody was a little uptight during the start and before the turns, so the only radio traffic had to do with avoiding one another. Pilots were a little looser on the return leg and there was a little radio chatter and I discovered that Dan was now about three miles ahead of me! Nuts! After I got around the last peak I put her nose down and traded my meager altitude for airspeed and crossed the finish line somewhere around 200 feet above the ground and somewhere around 200 mph. Oops, there are hills just north of the finishline. Plenty of airspeed and space for a g pull-up turn toward the east and around to a downwind setup for a right pattern approach for landing to the northwest.

Not good enough. Dan had beaten me in by over 90 seconds! His time showed his average speed for the race was nearly 6 mph faster than mine. There were only three Stock VariEzes in the race and so we were scored against one another, not against the planes in other categories in the race. Dan was second. I was third. Brought home some prize money!! I wasn't last. I actually beat a Stock Long-EZ whose average was about 13 mph lower than mine. So, there!

I had planned to fly through Wyoming and down to Montrose, Colorado after the race to visit a friend, Daryl Quandt, in Ridgway, but thunderstorms were active and building in the mountains to the east and the weather service was advising against flight there. High mountains are bad enough; add thunderstorms and it's really scary. I decided to fly back to San Diego with Dan (even though his formation standards are a lot higher than mine and, consequently more tiring) and we needed to scoot before the weather got worse to the south as well. We refueled in a hurry and took off.

The trip back wasn't as difficult as the trip up. We followed much the same path with deviations to go around weather, but managed to avoid most of the virga this time. Our trip up had been 4:20 flying time averaging about 160 mph; it took 4:41 coming back

averaging about 150 mph. My fuel burn on the northbound section was 4.9 gallons per hour; I haven't worked it out for the southbound trip yet.

At 4:20 pm (local) we set up three miles east of Mt. Helix to come in to Montgomery about 20 miles to the west and were given a straight-in approach to runway 28R. We lowered our landing gear and tightened up the formation (28R is 150 feet wide) with me as wingman at Dan's 4 o'clock and 20 feet away. Dan brought us in to a perfect formation landing right on the numbers. As we rolled off the runway onto the taxiway the tower said, "Boy, you guys looked good."

MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS OF Experimental Aircraft Association, Chapter 14 - 10/24/02

The board meeting was called to order at 7:08 p.m. by chapter secretary Joseph Russo. Present at the meeting were: Joseph Russo, Jack Thomson, Ray Knize, Ryan Ryan, Dennis Cullum, Larry Rothrock, Dan Patch, Richard Kalling, Rik Keller, Dayton Smith and Lista Duran.

The minutes of the previous meeting were reviewed by those present. The presiding officer asked if there were any corrections. There being none the presiding officer called for a motion to accept the minutes. There was a motion made to accept the minutes as submitted. This motion was seconded. The a vote was called for, the vote was taken and the motion passed.

The treasurer's report was given by Jack P. Thomson. There was a motion made to approve the treasurer's report. This motion was seconded. After discussion, a vote was called for, the vote was taken and the motion passed.

The Speaker's Committee report was given by Ray Knize. He reported that the chapter has purchased two new video cassette machines to be used at a minimum for speaker presentations. He also reported that he is working on several speakers for future meetings; and, that at the next general meeting Chapter member Dan Patch would give a presentation on moldless, composite aircraft.

The Membership Committee report was given by Eugene Hubbard. He reported that the chapter now has over 200 members and that he is putting together a

membership information packet.

The Election Committee report was given by Rik Keller. He reported that the ballots have been sent out to members in the most recent newsletter and that additional ballots would be available in Hanger 1 for the election occurring on November 16, 2002.

Under New Business Eugene Hubbard suggested that the chapter give model building classes to keep youngsters interested in aviation. He volunteered to put the program together and to teach some of the classes.

The meeting was adjourned at 8:10 p.m.

Respectfully submitted,

JOSEPH RUSSO, Secretary

Election Report

A total of sixty-one ballots were cast for the officer and director positions of Experimental Aircraft Association, Chapter 14. The ballots were counted by Rik Keller, election committee chairperson, and Joseph Russo, Chapter Secretary on November 16, 2002. The following were elected:

Sam McCutcheon – president

Richard Kalling – vice-president

Joseph Russo – secretary

Jack Thomson – treasurer

Dennis Cullum – director

Lista Duran – director

Pete Grootendorst – director

Eugene Hubbard – director

Ray Knize – director

Kerry Powell – director

Larry Rothrock – director

R. S. Ryan – director

Dayton Smith – director

Charles "Mike" Fisher – director

William Moore – director

There were no write-in candidates

Respectfully submitted.

Joseph Russo, Chapter Secretary



L to R, Joe Russo – Secretary, Sam McCutcheon – President, Jack Thomson – Treasurer, Richard Kalling – Vice President



Directors, L to R, Dennis Cullum, Mike Fisher, Bill Moore, Kerry Powell, R.S. Ryan. Not pictured, Lista Duren, Pete Grootendorst, Eugene Hubbard, Ray Knize, Larry Rothrock, Dayton Smith.

Current Again

By Tony Buttacavoli

It was 19 degrees F, and the sun was just barely peeping over the horizon this thursday last as I pulled onto the aerodrome and drove over to my sleeping Champ. N1044E was sheathed in frost tail to spinner, but it was such a beautiful day, severe clear, with cobalt blue skies, and nary a breeze that heroic measures would be taken to get her into a thawed and airworthy state. The hero was Angus, a local CFI, and fellow pilot of this Aeronca. He rustled up a pre-heater for the engine, while I pried her loose from the earth, untieing those cold stiffened ropes that bound her. A lovely thing about the A-65 is that tiny little oil sump warms up quick. In less than 10 minutes her oil was

piping hot, and after scraping enough frost off the windscreen to see, we had her running in less than ten flips of the prop. I then taxied her to the shop hanger which Angus graciously opened. In ten minutes the frost was all gone. Five minutes after that I was bounding joyfully aloft into that wonderfully, cold, dense air. Taking her all the way up to the unusually high altitude (for me) of 2000' msl, for some steep turns and air work to get back in tune. It was sheer joy to lay her gently over on her side, cowl edge cutting neatly through the horizon watching the sun bright world whirl by. I did 360s and 720s. Everything from 30 degrees to 60 degrees of bank. Gentle rudder pressures were all that was required to keep that little black ball in its traces, that and a tiny bit of aft stick to hold the horizon. Next it was back to the pitch for some circuits, heeling her hard over, and dive/slipping her down to pattern altitude. The first 2 landings were on grass frozen hard as concrete. I flew the usual tight, close pattern schussing cross controlled down finals, engine ticking over at idle, holding her off 3 point till she eases down with a soft clatter onto the ruts and rumples of the icy turf. It was an exaltation to pour the coals to her on take-off, stoking the fires of those 65 horses, and feel her leap forward unbound into that 25 degree, lift friendly sky. The next 3 passes were on the concrete, just enjoying myself amid the rhythms of rotate, climb, level-off, descent, slip, and flare. There was just the usual good behaviour of the Aeronca on roll out, the standard dance on the rudders keeping her straight and true. One final take off, one final curving ascent into the blue, over grey, naked trees and a glittering brook, pulling the power all the way off on downwind while the sun flooded the cockpit, a bath of orange and gold, and we slipped together one more time down finals, touched down, rolled out, turned off and shutdown. We switched pilots, and 5 minutes later I watched Angus and N1044E bound back into that clean, blue sky, the blat, blat, blat of the A-65 echoing off the hills. I was tailwheel and Aeronca current again! After family and friends, this profession, this vocation, this art is what I am most thankful for. Grazie Dio. talk to you all later.

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

Cavalier SA 102.5 Homebuilt. 99 % completed. This is a fast two place side-by-side low wing aircraft with a 125HP Lycoming O-290 D. Cruises at 140 MPH on just 5-6 GPH fuel burn. Asking \$10,000. For details contact Fred Leonhardt (562) 926-9894 or Ray Reynolds (562) 984-8557

Falco F8L project: Tail spars, ribs, tail equipment, fuselage frames and equipment, wing ribs. \$3500 Call Gayl Boddy at 619-596-0030

Pietenpol Aircamper Project – Franklin 90hp, Sensenich prop, flying surfaces covered, some instruments. \$10,000 Bob Buckner, (619) 466-4279, thermalbob@aol.com

Encoding altimeter \$120.00. T.C.I. (Trans Cal Industries) model D120 P2T. Certified from -1,000 feet to 20,000 feet. Call Bob Hitchcock at (619) 426-4056 (nights). [01/02]

GPS - Northstar M-2 GPS/Loran (Panel Mount) combination with antenna and operating manual \$900.00. Call Vern Vawter at (619) 479-7687. [01/02]

Hangars for sale or rent at Brown Field, call Art Wollgast, (619) 593-9812.

Hand-held Garmin GPS 89 – Like new, \$150

Maule pneumatic 8" tail wheel – Like new, \$125
Call Joe Pribilo at 619-449-1855

Cessna 140 1/10th Share For Sale - Group membership is a great way to fly on a low budget. Own a 1/10th share of N2806N which is parked in the hanger at Chapter 14. Share insurance, maintenance, and hangar expenses/time with 9 other great members. Pay only \$45/mo and \$10/tach hr. dry to fly around in a vintage taildragger. All owners respect and care for the plane while the schedule is usually wide open. Easy online or toll free telephone scheduling makes reserving a slot a snap. Requires EAA, Chapter 14 membership, and \$2,200 equity buy in. Call 619-795-0106 or e-mail DaveLeonard@cox.net.

CALENDAR OF EVENTS

December 7 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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

December 21 – Pancake breakfast 7:30, Chapter meeting – 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

December 28 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

(No board meeting in December)

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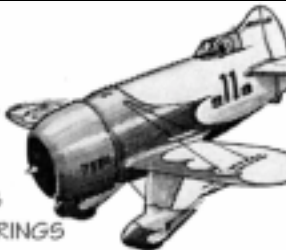
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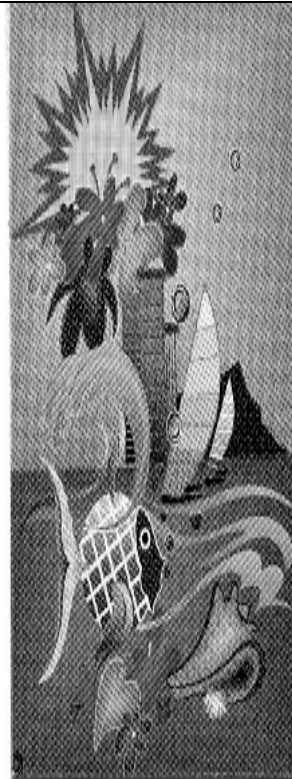


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December 2002

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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.

Chapter Officers and Directors

Title	Name	Phone	E-mail
President	Sam McCutcheon	(619) 435-0668	leelane@flash.net
Vice President	Ed Bancroft	(619) 628-8446	libicruz@sdcoe.k12ca.us
Secretary	Joseph Russo	(619) 295-1718	jrossosd@aol.com
Treasurer	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
Director	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	ehubbard@titan.com
Director	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Director	Richard "Rik" Keller	(619) 466-4762	rik2@home.com
Director (Programs)	Raymond P. Knize	(858) 229-9772	rayknz@hotmail.com
Director	Dan F. Patch	(858) 488-6427	dpatch1@san.rr.com
Director (Newsletter)	Kerry Powell	(760) 602-0662	kgpowell@aol.com
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	
Hangar Manager	Bill Moore	(619) 222-8835	
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.