

# Spirit of Flight

Experimental Aircraft Association  
Chapter 14, San Diego CA

February 2003

## February Chapter Meeting

**Saturday February 15, 10AM**

**Ken Saumure ([www.kitcopter.com](http://www.kitcopter.com))**

## Membership Renewals

**Membership renewals for 2003 are due. A membership form is printed in this newsletter, or can be downloaded from our web site. You will be dropped from the Chapter 14 membership roll if dues are not received by April 15.**

Technical Counselors Needed  
See article page 6

**Thanks to Steve Maher for this month's article about his Geo-powered Kitfox. If you know of something interesting going on, please drop me a line. Send news and articles to Kerry Powell, newsletter editor at [kgpowell@adelphia.net](mailto:kgpowell@adelphia.net) (760) 602-0662 (Note, I have a new email address; the AOL address isn't dead yet, but may be in the future.)**



*The Leader In Recreational Aviation*

## The Flying Report

By Bob Osborn

**January 4** - They came! They came! To usher in the New Year. The Buckers, the Bird Dogs, the Easy Squadron, the rest. Weather was great, sunny warm. Dennis flew cross country to Nichol Field in the Fisher. Paul flew cross country to Gillispie in the Offshoot. Dean flew with his grandson as copilot in the T-40. The Cessna 140 club was active. Paul and Rudolf wrestled the Jodel into the air. It was that kind of day. There were 6 Easy's lined up on the ramp at one time and still they came. O.K. so it was a perfect day? Not. We planned food for 40 and 60 showed up. Fortunately with Dennis rationing out the green beans and mash and by tossing on extra breakfast sausage, the Polish sausage luncheon was stretched out to stem starvation, but not by much. We were saved by ample quantities of ice cream and it was a great day for that too.

Dennis reports flying to Chiriaco Summit on New Years Day in his RV-3. Winds were a bit strong on the way over and those flying in in Piper Cubs were some 1 1/2 hours en route. Wind on the ground was light. Tickets are still available for the EAA-14 Winter Banquet to be held at the Coronado Golf Club Friday evening, 6PM on 10 January. If you plan to attend but do not have your ticket yet, call me or President Sam McCutcheon by Thursday so food may be ordered. We still have tickets left as Gene Hubbard allotted a few extra Saturday.

**January 11** - The week that was. First the wind, then the awards banquet, and capping it all

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Wreckage of Tom West's hangar. Fortunately, Tom's Glassair was not inside.

Saturdays fly in luncheon. The Santa Ana wind Monday night and all day Tuesday, gusting to 38 miles per hour tried to blow us away. When we arrived Tuesday morning we found the cupola blown from the top of hanger three mixed in with the wreckage of Tom West's Glassair hanger which was on its back upside down. Luckily his Glassair was up at Hemet and the hanger was empty. Its contents, the wind sock from hanger one and various other debris were strewn westward across the airfield. Ed Fitzgibbons' hanger was shifted a foot or so off its base but held. The aircraft tied down outside were straining at their tie downs. We doubled up on tie downs as needed, picked up the pieces and by Saturday generally had things back in shape. A busy week.

The awards banquet, Friday evening, was a sparkling affair with lots of ladies present. One problem is recognizing chapter members who are wearing a tie. Lista Duren solved that for most of us by planting a name tag on each one entering.

Saturday we flew "Young Eagles". We flew 52! There were 46 Young Marines in uniform, 14 Boy Scouts in uniform, and 8 civilians. So that adds up to over 52??? Unfortunately some 16 didn't get rides as the Young Marines all came in a huge chartered bus and had to depart before we could get everyone up. Darn! Joe Andrade, Armond Brattland, Dennis Cullum, Richard Keller, Richard March, Bob Osborn, and Bill Russell made many circuits, 6 for Dennis. Gene Hubbard and Lista Duran did a super job of signing up Young Eagles and getting them aboard waiting planes. Others pitched in to keep things moving. The tower controllers did a great job with a very heavy traffic load. Our ramp was full of airplanes. We could have used a few more volunteers to fly....hint...hint....

The hero's of the day were President Sam and Lee McCutcheon who stepped forward when no one volunteered to be cook for the day, and supplied 92 lunches! They served a beef/cheese/ham sandwich with lettuce, tomato, 3 gallons of baked beans (!), potato chips, carrot cake, and a bowl of candy. When Sam saw how many there were for

lunch he called Lee and said to double the order of food for the day. Sam announced that the lunch was complimentary to those in uniform. Still it seemed a lot of the "kids" were slow to join the lunch line until Lee said "Complementary, what does that mean? The lunch is free, FREE! to all the Young Eagles." That did it, they came. Thanks Lee, nobility shows....

**January 18 - A four event Saturday!** Pancake breakfast, monthly chapter meeting, gourmet (really!) luncheon, and Gene and Lista's model airplane clinic. There was a very nice turnout for John Watts, Rodger Magee, and Ty Tyvoll's pancake breakfast. With that under belts and the tables cleared, President Sam McCutcheon opened the monthly meeting with Pete Grootendorst leading us in a pledge of allegiance to the flag. Don Bloom received his builders patch for his North Star which he and Libby flew in and opened up for inspection. The program was a Bob Hitchcock presentation on naval flight training, flying boats, helicopters, transports, and carrier aviation across the Pacific to Viet Nam. You name it, Bob flew it and to some of the most interesting, beautiful, and scary parts of the world. He some how managed to take some neat pictures along the way to share with us in a narrated slide show.

Kim and Pat Cavallin spent all week preparing, marinating, planning, the dinner of adobe chicken, Hawaiian fried rice, fresh tropical fruit and Hawaiian sweet bread to complement Bob's "Tales of the South Pacific". Casey Auiler and Ron Schuller assisted in serving some 60 diners who would have signed on instantly had a navy recruiter been on board. The vision of beautiful Pacific Islands, native girls, Hawaiian food, and of course, airplanes.....

Gene Hubbard, Lista Duran's model clinic was well attended. Hopefully Gene will write a few lines. I believe Dan Palen and sons built models as well as Ralph Pierson of the San Diego Jet Engine



Dennis Cullum repairs the cupola that was blown off the hangar 3 roof.



Gene Hubbard and Dan Palen assist Erik and Patrick Palen as they build their model airplanes. Four models were built and flown in an hour's time at the first of Gene's model workshop sessions.

Museum fame, all of which seemed to fly quite well on rubber band motors. Perhaps that would have saved the cupola on hanger three which took off o.k. but then crashed on landing last week. With enough rubber bands or one of Ralph's turbines it could have fared (or flared) better. Dennis disassembled and straightened, Ryan welded up the structure, and Paul and Gaylen boosted it back into launch position where Tom West and Dennis strapped it down ready for the next blow.

**January 25 - Super Bowl Sunday!** The fall out are the flight restrictions engineered by the NFL to prevent the rag draggers and blimp operators from sharing their advertising billboard. Big money and how! Lindbergh Field is parked full of corporate jets as are the surrounding airfields, wherever there is space. The FBO ramp at Brown Field is filled up and one really, really, nice homebuilt (?) was parked on "Old Charley" next to the EAA ramp. A Bombardier Canadiair twin jet, and perhaps more have been added today, game day. With the tower refusing any practice touch and go's and warning that inbound traffic might find delays on departing due to numerous IFR inbounds, many members shook off the warning and came as usual. Four blimps were operating and one touched down, than prepared to ascend again only to be instructed by the tower to push back and call for take off, no touch and goes, not even blimps!

We were saved from starvation by Rob North and his helpers Mits Hosaka and Mark Loveland. Their carne-Asada, tortillas, and "I scream" were eagerly consumed by some 45 happy diners. Rob toasted the tortillas and Mits and Mark added the condiments, a work of art, colorful, delicious, and no two alike. A new "cook list" has been posted in the hanger. Stop by and sign up as cook or cooks helper. You will be glad you did and so will we. Show your stuff!!!

Other interesting aircraft flying in included Kim Dodds in his completely refurbished Glasair. It is N216BG built and flown for many years by Briggs Gillispie. It is one swift bird, cruise 180+. Near the end of the day the hot air blimp builders towed their gondola, less the hot air bag down for show and tell and a spot of welding by Ryan. There

were no flights last week with the gas blimps on board and superbowl restrictions in place but hopefully this coming week will see a new "experimental" doing its first flights.

## Geo-powered Kitfox

By Steve Maher

I bought John Dano's Kitfox several months ago. The original owner had bought the kits from Denney Aircraft in 1991 and built about half of it, then John bought it and finished the rest. He and Ron Schuler did several test flights, ironing out the inevitable bugs, and then Sept. 11 happened, which shut down all flying for quite a while. Eventually John and Liz decided to go motorhome touring for a few years, and sold the plane to me.

The Kitfox is a two-seat side-by-side experimental, with steel-tube-and-fabric fuselage, aluminum tube spars, and wood wing ribs with Stits fabric. Originally designed for the Rotax 532, this one has a Geo Metro car engine, a 3-cyl, 4-stroke fuel-injected watercooled aluminum block



Start to first flight—just over an hour!



Steve Maher and his Geo-powered Kitfox.

of 1.0 liter displacement, 55 HP in the car. It turns a 2.26:1 ribbed-belt reduction drive from Raven Redrives, spinning a 68" three-blade IVOpop. The engine is said to put out 55 to 62 HP at 5500 RPM (2430 propeller RPM). Barry Palmetier has one of these in his two-seat trike, and flies it all over the county with great success.

Construction looks first-rate. Ron Schuler, the original test pilot, remarked that this was the first plane he had ever flown that needed no trim whatsoever - it flew straight and level, hands-off, on the very first flight. It has two 12.5 gal wing tanks and burns only around 2.5 gal/hr. After a few more test flights, I re-did several systems, including fuel, radio, flaps, engine cooling, intercom, throttle, and engine intake.

I've now flown the plane several times, mostly staying in the pattern at Brown Field for testing. The engine still doesn't produce as much power as the folks at Raven say it should, and overheats on long full-power climbs. The engine has throttle-body fuel injection, controlled by a computer that also stores diagnostic codes. I'm about to start investigating those codes as part of the bug-ironing-out process.

The Kitfox flies solidly and smoothly, despite the presently-weak engine. It lifts off after maybe a 500-foot run at its gross weight of 950 pounds, and climbs out at around 500 fpm at around 55 mph. I hope to see something closer to 700 fpm once the engine is putting out its rated power.

The handling was interesting. First thing I noticed was that it was a yawing fool compared to my Minimax - I was slipping and skidding all over the sky, in calm air. Denney literature mentions that the Model 2 is neutrally stable in yaw. It's actually not quite as bad as it sounds, and once you get used to it (mostly by keeping your feet off the pedals during turns) it's very controllable and responsive. In fact, some problems were triggered by the fact that I was overcontrolling it, and applying more rudder than needed. Kitfoxes starting with the Model 4, have larger tail surfaces to reduce this tendency.

The full-span flying aileron/flaps (flaperons) are light and powerful, though with noticeable adverse yaw at the low speeds I was flying. This didn't help the yaw characteristics. But I understand that such all-flying ailerons remain effective even during deep stalls, unlike conventional ailerons hinged to the trailing edge. I haven't used flaps yet, other than applying them briefly to see what happens - they produce a strong nose-down moment, and actually cut down the amount of aileron throw.

This plane likes to fly. You barely get the tail up when you can feel the wheels skipping on the pavement. When the engine starts producing full power, this thing is going to be a STOL performer. The exhaust muffler tip from Raven makes the engine remarkably quiet, and weighs only 3 lb. It doesn't seem to reduce power output at all. The plane is still fairly noisy inside, though, due to propeller and wind noise.

Landing is a challenge. This plane just floats and floats forever, hanging above the runway. This is partly because I keep landing too fast, of course - I attribute this to the uncalibrated ASI, instead of blaming the nut behind the stick as I probably should. I owe silent thanks to the Brown Field controllers for not commenting on some of my "multiple" landings as I learn to fly this little beast.

The engine seems to burn about 2-1/2 gallons per hour during a mix of flying - takeoff, climbs, long cruises, turns, glides, landing. Not bad for a plane that carries 26 gallons useable - San Jose and back, or Las Vegas and back twice, almost! It probably can stay airborne longer than the pilot can. Fuel consumption may be somewhat higher once the engine gains better manners.

This Kitfox promises to be a very rewarding plane once the remaining bugs are worked out. I look forward to putting a lot of hours on it!

## Girl Scouts Learn How To Fly

ANA PROVINCE, flanked by two beauty queens and five other women pilots, recently staged her tenth annual Aerospace Merit Badge Seminar for Scouts of San Diego County. Using hangars for classrooms at Gillespie Field, in El Cajon, CA, and working with groups of 100 girls at a time, Ana has introduced aviation to over a thousand girls age 10 to 12. She created the seminars, wrote the lesson plans, and made the teaching aids for the next generation of women pilots. She holds the 99s Presidents Award, the Girl Scout Spirit Award, and the Channel 10 Leadership award. Woman Pilot Magazine named her "Aviation Ambassador U.S.A.", San Diego Co. named a day in her honor, and the California State Legislature issued a resolution honoring her for promoting women in aviation. Ana is the wife of television personality "Capt. Fred". She is the director of their popular show, "Aviation Theater", and has won 3 gold medals for her daring aerial photography. She earned her pilots license in a 1946 Ercoupe.





## Technical Counselors Needed

**Chapter 14 needs technical counselors to assist members with their building projects. A description of the Technical Counselor role follows. If you meet the qualifications and are interested in helping other EAA members, please consider becoming a Technical Counselor. Contact Sam McCutcheon at (619) 435-0668.**

**EAA Technical Counselors:** An EAA Technical Counselor is an experienced volunteer advisor who shares knowledge and expertise to aircraft builders. These Technical Counselors are part of the "member helping member" tradition of EAA. They advise builders on constructing a safe, airworthy aircraft for final FAA inspection. These volunteers, who offer their services at no charge, are at least one of the following:

- Have built an experimental category aircraft;
- Have restored an antique/classic aircraft;
- Hold an A&P, IA, DAR, DER or Aerospace Engineer rating in the U.S., an equivalent international rating or have the qualifications for those ratings;
- In the case of an ultralight Technical Counselor, have experience and ability to provide technical assistance to ultralight aircraft builders.

These volunteers visit projects and advise builders on how to comply with building instructions and federal regulations. Technical Counselors offer tips based on their experience and help builders avoid costly mistakes. Through Technical Counselors, EAA helps maintain the excellent reputation of the amateur-built program.

## 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](mailto: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.

## CALENDAR OF EVENTS

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

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

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

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

February 27 – Board of Directors meeting (4<sup>th</sup> Thursday) 7PM at Montgomery Field administration building

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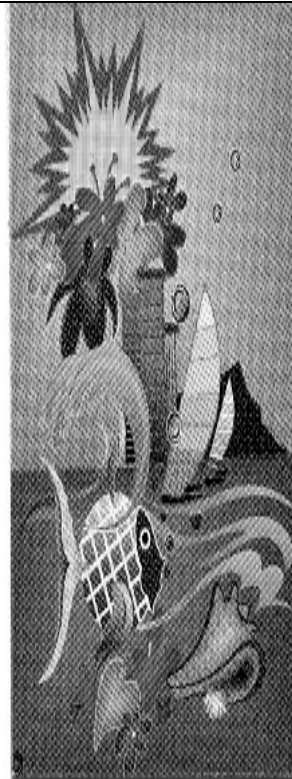
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Field, 11:30 AM.

Pancake Breakfast

3<sup>rd</sup> Saturday each month, 7:30 – 9:30 AM

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## February 2003

### CHAPTER WEBSITE

<http://www.eaa14.org>

### E-mail

[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	Sam McCutcheon	(619) 435-0668	<a href="mailto:leelane@flash.net">leelane@flash.net</a>
Vice President	Richard G. Kalling	(858) 549-0785	<a href="mailto:rkalling@mail.sandi.net">rkalling@mail.sandi.net</a>
Secretary	Joseph Russo	(619) 295-1718	<a href="mailto:jrussosd@aol.com">jrussosd@aol.com</a>
Treasurer	John P. "Jack" Thomson	(619) 425-6404	<a href="mailto:jpt@nethere.com">jpt@nethere.com</a>
Director (Hangar Mgr)	Dennis Cullum	(760) 436-5806	<a href="mailto:dfcullum@aol.com">dfcullum@aol.com</a>
Director	Lista Duren		
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@home.com">pjgrootend41@home.com</a>
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	<a href="mailto:ehubbard@titan.com">ehubbard@titan.com</a>
Director	Bill Moore	(619) 222-8835	
Director (Newsletter)	Kerry Powell	(760) 602-0662	<a href="mailto:kgpowell@adelphia.net">kgpowell@adelphia.net</a>
Director	Larry Rothrock	(858) 748-1626	<a href="mailto:rothrock@sd.znet.com">rothrock@sd.znet.com</a>
Director	R.S.Ryan	(858) 273-4051	<a href="mailto:rryan@san.rr.com">rryan@san.rr.com</a>
Director	Dayton L. Smith	(619) 421-6546	<a href="mailto:daytons@cts.com">daytons@cts.com</a>
Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
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.