

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

November 2002

November Chapter Meeting
Saturday 11/16, 10:00AM At EAA
hangar 1, Brown Field - Chapter
member Dan Patch will talk about
building and flying moldless
composite canard aircraft

Chapter Elections this month
**Your ballot is in this newsletter. Tear out
the ballot page, mark your choices and
mail to chapter 14—or better yet, drop it in
the mailbox in hangar 1.**

**I'm an editor—not a reporter! This
newsletter will be a LOT more interesting
with YOUR article in it. Thanks to Mike
Wills for this month's member contributed
article (Good job, Mike!) 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

October 26 - The last fly in luncheon of October for EAA Chapter 14 at Brown Field came with rain. Not a lot but welcome and apparently a deterrent to our usual flock of fly in customers. Earl Hickman was our hero, flying in through the mists in his Bucker Jungmann. Everyone else drove in to kick tires, hanger fly and enjoy the Dennis Burgers with all the trimmings, potato salad, and ice-cream served up by Dennis Cullum and Dean Beddow. Ben Hunsaker was back with us on the job after installation of a new pacemaker.

Hopefully someone will write up the achievements of the previous 3 weeks of October. John Watts reported the Young Eagle event of the second Saturday went well. Hope the monthly meeting and visits of noteworthy aircraft were recorded by someone. I was on a 3 week, 5600 mile odyssey with my grandson Matt to visit Yellowstone National Park, Mt. Rushmore, the great grandson in Rockton, IL, my old home in Illinois, attend the wedding of a niece, the farm in Missouri, and finally home. Home to EAA Chapter 14 Brown Field.

Keep 'em flyin' BobO

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Dick Davies' MiniMax has taken up temporary residence at Chapter 14 for fly-off of test time.

Copperstate Fly-in 2002

By Mike Wills

I have been working on my Van's RV-4 for about 6 years now. The airframe went together fairly rapidly but as is common with many homebuilts I got hung up at the 90% complete - 90% to go stage. My progress has been slowed mostly by my desire to deviate significantly from the plans and install a Mazda 13B rotary engine for power. Fitting the engine and all required accessories (radiator, oil cooler, etc...) in a skinny plane like the RV-4 is a daunting task. I had gotten to the point where I was working on it very infrequently. What I needed was something to motivate me. What better motivation than attending a fly-in and totally immersing myself in aviation for four days?

I've attended the Copperstate fly-in every year it's been held since I started construction of the RV. Last year's fly-in was cancelled due to the events of 9-11, so I wasn't going to miss this year. I've never made it to Oshkosh or Sun-n-fun so have no basis for comparison, but I've always enjoyed Copperstate immensely. It is a good sized show with plenty to see and usually has a good turn out of alternative powered aircraft.

So I started making plans to attend back in June. I'm one of the partners on the Cessna 140, N2806N, hangared at Chapter 14 so I scheduled it for the full weekend. Now, who to recruit to fill the right seat? George Conway, one of the other partners who had gone with me two years ago was interested. We had a lot of fun on that trip so I felt really bad that I couldn't

ask George along this time. But I had already mentioned the trip to another friend, fellow chapter member and RV builder Rob Shipley, and had offered him the right seat. My good friend John Wood was going to fly his Kolb Firestar over to Copperstate as well so the three of us agreed to share a hotel room and split the cost for the weekend.

Weather the week preceding the trip got progressively worse with a deepening marine layer. All three of us are relatively low time private pilots with little cross country experience. So we had no desire to deal with any iffy weather. We knew if we could get out of the airport past the marine layer the rest of the trip would be easy. John in particular needed to get out as soon as possible. His cruise speed plus a need to make a fuel stop in Yuma added up to a very long day of flying and he wanted to get to Copperstate as early as possible to avoid mid afternoon thermal activity and its associated turbulence.

Thursday morning, 10 Oct., dawned with the usual overcast. As expected, flight service forecast the entire route to be clear as soon as the local marine layer broke up. That was supposed to happen between 1100 and noon. So much for John's early start. Rob and I made our way to Brown field and got there at about 0830. John was already there impatiently waiting to go. I did a leisurely preflight of the airplane and did a little cleanup. The clouds started to break up at about 0915 and as soon as John saw a gap he was comfortable with he was underway. He departed at about 0930.

Rob and I departed Brown at 1000. The C140 cruises lots faster than the Kolb but with two guys, a little gear, and full tanks we were at gross and the climb rate was "anemic" to put it kindly. During the long climb we probably weren't going much faster than John. We caught John at Imperial, pulled up along beside him and throttled waaaaay back to snap a couple of pictures. We then proceeded on.

The trip over was uneventful until we neared Phoenix Regional Airport, the new home of the Copperstate fly-in. Phoenix Regional is uncontrolled most of the year, but for the fly-in they had a temporary tower and approach controllers. I'd been monitoring the approach control frequency from about 30 miles out so I knew what runway was being used and that the traffic was light. I made my first attempt to call approach at 10

miles out and tried repeatedly as I continued in with no luck. The published approach procedure has us going past the airport to the east and then entering the traffic pattern so I decided to do this and wait for a green light to land. This wasn't my first experience with a glitchy radio in 06N. As I was flying past the airport we suddenly heard the approach controller calling us, asking for our position and what we wanted to do. We asked for a left base to 03 and were cleared to land. We arrived at 1300, exactly three hours after departing Brown field thanks to a light but steady tailwind.

John made his arrival in the Kolb about two hours later after a slightly more eventful flight. He had modified his fuel system in the weeks prior to the fly-in. He added an extra 5 gallon tank for a total of 15 gallons so that he could make the trip with just one fuel stop. He also added a 3-way fuel selector valve. In his previous 2-tank system he had both tanks Teed together and had noticed that his fuel burn was not equal from both tanks with this arrangement. So he added the selector to better manage the fuel burn. At one point during his flight to Copperstate the engine misfired and he rapidly switched tanks which cured the problem. This was a mystery since there was still useable fuel in the tank, but the rest of the flight was uneventful for him.

This is the first year for Copperstate at their new permanent home at Phoenix Regional. In years past it's been held at the former Williams Air Force base. What a fantastic change for the better! The airport is being developed as a fly-in community. It has a paved 4000 foot runway and paved taxiway, and also has a large grassy area for parking. I was told by a local that two months ago the pavement and grass didn't exist, it was just a dirt strip in the middle of the desert. Fantastic effort by the developer and EAA volunteers to get this airport together so rapidly. We noticed that many of the arrivals already had tents pitched under their airplanes and were camping for the weekend. This is the one thing I plan to do differently in the future; camp rather than stay in a hotel.

Over the course of the next 3 days we made friends with our neighbors including Ron Attig whose restored L-19 Bird Dog is based at Gillespie field. Ron would go on to win best warbird in the show judging. If you see this Ron, congratulations! We bumped into a number of folks from the San Diego area including a number of

Chapter members. Rob and I were able to look over many nice RVs for ideas and he was able to get his first ride in the factory RV-9A demo plane (he's been building his RV-9A for well over a year and had never flown one). I was also able to meet with a few people who have flying Mazda rotary installations, including Perry Mick who flew his ducted fan Mazda powered Long Eze from Oregon. Needless to say, Rob and I got the motivation we were looking for to get home and resume building. John scored also, meeting a few Kolb owners and seeing a couple of other Kolbs at the fly-in. He had a lot of fun talking and exchanging ideas with his fellow Kolb flyers. In all the years John and I have been going to fly-ins, this was the first time we ever saw more than one Kolb in attendance. These airplanes are real popular back east and are just starting to appear out west. I might point out that John's was the nicest of the bunch too!

This was the best attended Copperstate fly-in I've been to. There were even a decent number of showplanes there on Thursday and Friday, typically very poor days in the past. The weather was great too; not as hot as in past years. And the grass helps keep the temps down as well.

All good things must end, and we were planning to depart Sunday. John had an early departure planned again, and slipped out of the hotel room at 0615. I later discovered he didn't get airborne until well after 0800 due to a snafu with the shuttle from the hotel. Rob and I took our time getting to the airport, which was shut down from 0900 - 1100 for the day's airshow. We packed up the plane, did a careful preflight, and watched the show. As soon as the show was over somebody turned on the wind switch. What had been dead calm during the show was 15kts crossing from the east at 45 degrees a half hour later after we got gas and lined up for departure. There was also a lot of blowing sand in the air reducing visibility to about 3 miles. But the takeoff went smoothly and after another anemic climb we were homeward bound with 105kts showing on the GPS due to the tailwind. Doesn't get any better than a cross country with a tailwind in both directions, does it?

About 20 miles east of Yuma we were able to reach John on the radio. He had made his fuel stop and passed Imperial headed for the mountains. He was hard to read so I told him I'd try him again in another 20

or 30 miles. But we were never able to contact him again, I assumed due to his crossing the mountains.

The remainder of our flight was a repeat of our outward trip - uneventful except for minor comm problems with Brown tower as we were arriving. Visibility was 4 miles in haze but the landing was no problem. Flight time was 2:45 due to the tailwind.

But the story isn't over. We taxied up to hangar 3 to put 06N away, and found John's truck still parked in the hangar. He hadn't arrived yet. We assumed that maybe Brown was reporting less than 3 miles visibility when he entered the area so he had diverted to Gillespie. While we messed around trying to figure out how to get John's truck out of the hangar to park the plane, Rob decided to check his cell phone for messages. And there was a message from John. Shortly after we had spoken to him on the radio he'd had a repeat of the engine glitch which occurred on the outbound trip. But no amount of tank switching would recover it and the engine had quit. He got out a call on 121.5 and then glided to a safe landing in the desert right beside Interstate 8 near Plaster City. During the rollout he had to dodge rocks and scrub brush, and eventually one of those bushes snagged and bent a landing gear. Another bush reached out and punched a pretty large hole in the bottom of one wing. The bushes were none the worse for wear, but John was grounded, though totally unharmed. Also the antenna for the radio was ripped off the bottom of the fuselage explaining why we couldn't contact him.

His call was heard on 121.5 and so Border Patrol and the sheriff's department responded. When they found him unhurt they took their reports and then left him with some water. Well wishers got off the freeway from time to time to offer assistance. Fortunately John's cell phone worked and he was able to contact his wife at home. She arrived at Brown field with a key to John's truck 10 minutes after Rob and I taxied up. We put the airplane away and hooked up the Kolb trailer to John's truck. I then drove back out to Plaster City where we loaded the Kolb in the trailer and then went home. Two hours and forty five minutes from Phoenix Regional to Brown and then an additional six hours from Brown to my home in Spring Valley (via Plaster City). Of course I can't complain because I had slept in that morning. John had a much longer day than I did.

As I write this one week later, the Kolb has new landing gear, a new wheel (it was bent by the impact with the

bush), and the fabric on the wing has been repaired. John is going to make some mods that he has been considering for some time while the plane is down. He is also going to open up the Rotax and see if he can determine the cause of the engine failure. I'm sure he'll be back to flying within a month or so.

We all agree that it was a great trip (even considering John's misfortune) and we all are eager to go back next year. I hope to make the trip in my RV next year. And I plan to camp with my plane. I cant say enough good about the EAA volunteers that put this thing together. And special thanks to Bob Hasson, the head honcho of the show, who gave us a ride back to our hotel when the courtesy van failed to appear late one evening. That's service above and beyond the call of duty. If you've never gone to Copperstate I'd highly recommend it. And if you've been in years past and didn't enjoy it because of the venue or the heat, I'd recommend you give it another try - it's a great time!

CALENDAR OF EVENTS

November 2 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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

November 16 – Pancake breakfast 7:30, Chapter meeting – CHAPTER ELECTIONS – 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

November 23 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

(No board meeting in November—Thanksgiving)

November 30 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

Unclassified Ads

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

EAA Chapter 14

Election Ballot – Offices for 2003

Please mark your choices and deposit in chapter mailbox at Brown Field hangar 1, or mail to:

**EXPERIMENTAL AIRCRAFT ASSOCIATION
SAN DIEGO CHAPTER 14
1409 CONTINENTAL AVENUE
SAN DIEGO, CA 92154-5707**

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There are blanks for write-in votes. Write-in candidates must have agreed to serve if elected.

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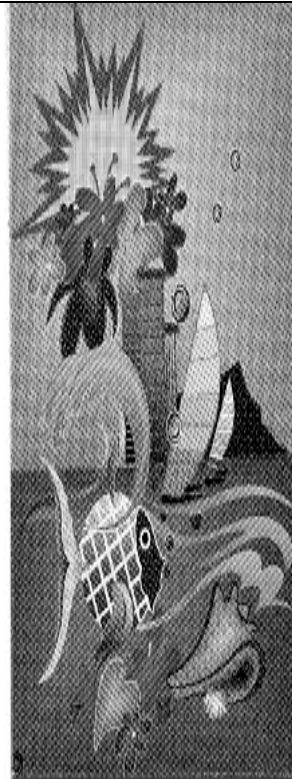


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Pancake Breakfast

3rd Saturday each month, 7:30 – 9:30 AM

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November 2002

CHAPTER WEBSITE

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E-mail

Kgpowell@aol.com

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
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Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
Hangar Manager	Paul Hanson	(619) 276-5228	
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.