

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

April 2006



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April 15 – Short-wing Piper Fly-in,
Chris Cruz will speak on ATC
experiences in Kabul, Afghanistan

TBA – Rick Beach to speak on the
Cirrus Parachute system

Yes, it's membership renewal time,
renewal form in this issue

Cover: The EAA B-17, Aluminum Overcast, rolling at Gillespie Field. Read about the B-17 tour elsewhere in this newsletter. Photo by Mark Albert.

President's Message

By Larry Rothrock

Chapter 14 has lost good friends and pillars of the Chapter. Ben Hunsaker, Ed Fitzgibbons and Art Wolgast have left us. They will no longer need planes to soar; they will soar in our memory and in the basic fabric of the Chapter. We will have more to say about these fine aviators in the next newsletter. For now, just remember them and honor them.

The visit by EAA's, B-17, Aluminum Overcast was a great success and we'll be getting the final numbers soon. They would like to come back next year, too. What do you think?

Seeing the B-17 crew wearing the old EAA wings (before the logo was changed to something that looks like a jet airline logo) made me wish we had some Chapter 14 wings. Anybody want to submit suggestions for a design? We'll think of some appropriate prize, if your design is used. Send, or give, your sketches to Gene Hubbard, Lista Duran or me and we'll start the competition. You may steal ideas from anywhere.

Chapter 14 is no longer an isolated group on an ignored airfield. Things are changing and the city is moving to develop the field. We must try to understand and influence the directions of development. Let's talk about it. We need more visibility of what's going on in field operations, too. I have asked Phil Miller, Brown Field Manager to write a column for our newsletter. He will tell us about the projects and plans as he is aware of them. Welcome, Phil, thanks for the extra effort.

Upcoming Programs

Chris Cruz will speak on April 15. Chris is one of our SDM Air Traffic Controllers – you've probably talked to him from your plane. He will talk about his experiences setting up the ATC system for Kabul, Afghanistan. They have everything there: mountains, pilots who won't follow instructions but consider that a bottle of vodka will solve everything, people taking pot shots at the traffic. If you thought Montgomery field was exciting, come and hear what it could be like!

Coming attractions include Rick Beach speaking on the Cirrus parachute system. He will discuss safety aspects, deployment effects, and pilot decision making. So far the system has had seven successful deployments, saving 15 lives. Rick Beach is a founding member and president of Community Airfields Association of San Diego, as well as a member of Chapter 14. Watch this spot for the date of his talk.

The Flying Report

By Bob Osborn

March 4 - March has arrived on a surge of quality at EAA Chapter 14, Brown Field. The hangers, grounds, and library have been spruced up to new levels by the Ryan's. The aircraft that flew in Saturday, a pristine Lancair, a spectacular RV7A, Wheeler North's RV6 and King Schultz's Cessna Centurion, all quality aircraft. The gourmet lunch prepared by Joe Russo of chilimac, salad, bread, and ice cream of such quality many returned for seconds. Watching Joe chop onions, smash garlic, dash olive oil on salad, stir the steamy pots of chili was poetry in motion, a chefs chef. Italian that is.

Roy Bredfield arrived first in his Lancair N35BZ from SEE (Gillespie). It is a work of art which Roy built, understated quality throughout. The show stopper was the arrival of Reuven & LeAnn Silberman in their brilliantly decorated RV7A. As the sunlight caught it at different angles it reflected in changing colors. Like a rainbow only much brighter, one comment from the sidelines was it reminded one of a bright fishing lure.



Roy Bredfield and his Lancair

Several Chapter members and fly-in regulars were missing as Chapter 214 at Nichols were holding their monthly meeting and the Cactus Fly-In at Casa Grande was in progress. Paul Hanson and son Craig flew over in "Offshoot". He reports the Gillespie crowd (Buckers, Cubs, etc.) all there. It was 2 1/2 hour flight there, into the sun (he left early Saturday morning), and a 3 hour flight home (into the sun) Saturday evening. Paul made three attempts to land in the crowded traffic pattern before he got down, being cut out at first and then having a twin take the runway as he approached on final. That Offshoot is hard to see Paul, borrow some of Reuven's vinyl decorations and stand out!

March 11 - We were promised rain. All winter we have waited for rain. So Saturday at EAA Chapter 14, second Saturday of the month and Young Eagles day, we opened as usual, lay out the spread of hot dogs, nacho's, fruit, ice-cream, and all the stuff Young Eagles go for and waited. Wind, low clouds, rain, the night before spooked all the Young Eagles except one. The lone Eagle was given a tour of the Chapter by Gene Hubbard, I believe visited the very quiet control tower, and departed. The only airplane to get off the ground was Ryan in his Quickie and it only carries one (pilot). He flew a pattern hop and quickly returned. Everyone else left their airplanes in the hanger or tied down. Still no rain so we sat down to polish off the lunch early, about 1100. By 1200 we could see the dark ominous clouds approaching. Ray Cote gave us warning, "It is going to rain like hell in just a moment!" We stacked the tables, rolled the Taylorcraft into the hanger, closed the door and the deluge hit. Boy did it hit. Sounded like a cow on a tin roof.

Actually it was a pretty good day and we enjoyed ourselves. The rain held off all morning and gave us time to organize, hanger fly, and get caught up. Gene and Lista had a large order of T shirts and sellable items to unpack, fold, and stash away. The display cabinet was cleaned up and restocked. Gene opened hanger 2 for manufacturing Newport's but his assembly crew appeared a bit thin. Still we weren't disappointed. It rained!

March 18 – 19 - Rodger Magee, Ty Tyvoll, Bill Clark, and John Watts were the hero's with hot coffee,

doughnuts, and a pancake breakfast on a chilly morning, setting the stage for our regular monthly Chapter meeting on the third Saturday of March. There were a few fly in aircraft, King Schultz flying in IFR from Palomar as usual and picking up a little ice on his Cessna 210 along the way. No open cockpit aircraft made the scene.

The Chapter meeting was opened by Larry Rothrock with Dean Beddow leading us in the Pledge of Allegiance. Larry announced upcoming events and the state of our lease negotiations. Also the sad news that Dean's wife Muriel had passed away the previous week. Pete Grootendorst, Safety Director, spoke about the mid-air collision over Gillespie a few weeks ago and suggested leaving the landing light on while in the pattern and the vicinity of the airport during arrivals and departures. Gene Hubbard, Membership Chairman announced we have 208 paid up members and also modeled and offered for sale the new Chapter T shirts that recently arrived. Joe Russo announced the Light Sport Aircraft fly-in and display would be at the Chapter hangers on December 9th (second Saturday in December), and there was hope of getting a LSA manufacturer to locate at Brown Field. Volunteers are needed for the B-17 operation at Gillespie Field next weekend, the Ocotillo Wells fly out/camp out in April and last call for the Palm Springs Air Museum was also sounded.

Chapter Member Josh Pine presented the program on his concept aircraft the "Roxanne" . Based on computer simulation the design is a tricycle gear push



Reuven and LeAnn Silberman in their new RV7A

pull aircraft with tandem seating. It uses smaller low cost two stroke engines and depends on the back-up reliability of two engines mounted push pull for safety purposes. Donna Ryan with assistance from husband "Ryan" prepared and served a delicious lunch of Italian casserole, garlic bread, salad and ice cream.

Sunday Tour Organizer Kevin Roche gathered us up at Montgomery Field in a deluxe bus equipped with movies, a gallery, and restroom facilities and smoothly and effortlessly transported us to Palm Springs for a guided tour of the Air Museum. The tour going and coming was outstanding. We toured Rancho Santa Fe through green and curvy roads, Lake Hodges dam, and on to Riverside, Mt. San Jacinto was covered with snow and clouds, beautiful all the way. The Air Museum was outstanding, only to see it is to be able to appreciate it fully. We were stuffed, ala cruise ship food. There was a suggestion regarding open bar but Larry was afraid it would lead to singing on the bus. Perhaps next time. Thankx Kevin.

March 25 - Colonel Ben Hunsaker, USAF, EAA Chapter 14 founder, Director Emeritus, benefactor, writer, organizer, and a constant contributor throughout Chapter 14's history, died Thursday about 1330 at his home on Chicago Street, San Diego, under hospice care. An old soldier who just faded away that we shall miss as long as this Chapter exists. A proper obituary will hopefully be prepared for the April Newsletter and Paul Hanson has asked that members who knew Ben, write down their thoughts and let us collect them for publication for Ben helped a lot of us along the way and we all remember him a bit differently. We remember his flying tales of WWII, he made many missions over Germany as a lead pilot in B-24's, his duty in Panama, Korea, his work in the Chapter after retirement from the USAF, he was a builder, the Heath Parasol (Ben's Baby displayed in hanger 3), Ben lived every minute of his life and shared it with all of us. His military funeral service is scheduled at Eternal Hills Cemetery, Oceanside, Thursday March 30th at 2:30 PM. The cemetery is located off Route 78 at 1999 El Camino Real, Oceanside.

Saturday's fly in was a bit subdued with the announcement of Ben's death hanging over us and the flag at half mast, although it was a beautiful day and the Bucker's, Helio Courier, Stearman, RV's, Tom

West's Glasair, Joe's Bonanza, all arrived. Chapter work went on, John Alley and Gene Hubbard opened up hanger 2 and loaded the trailer for next weekend's B-17 operation and the following weekends outing to Ocotillo Wells. Tom pulled an annual inspection on the Glasair, Bill worked on the MiniMax, Dennis overhauled the mags on the Tomahawk, Dean rolled out the Turner T40, Ryan has his Quickie almost done after the 40th modification. Galen has the Starling tuned to perfection and is working on his navigation skills. Gene even has the Pietenpol far enough along to taxi test it. How many years Gene? We want a history write up on that when that first flight occurs. Bob Johnson fed us all well on Bratwurst, kraut, apple sauce, potato salad, and ice cream. Jim Chapman supplied a bushel basket of delicious Borrego grapefruit from his trees. Thanks Jim.

During the week Steven Bolan rolled in with a 1936 Continental A-40 Cub engine of 40 HP mounted on a towable test stand and presented it to the Chapter. Steve flew in a Cub with this engine from New Garden, PA to Newton, NJ in 1989-91 and from NJ to Oshkosh and thence to Arizona in 1992. He describes the engine as very unreliable, he had 2 in flight engine failures with it. It is all set for demonstration with gas in the tank. Just remember to oil the exposed valve train before each run up.



B-17 setup crew at Gillespie: Gene Hubbard, Jimmy Kennedy, Pete Grootendorst, Dennis Cullum, Kevin Roche, John Alley.

EAA B-17 Tour in San Diego

By Bob Osborn

The EAA B17 operation at Gillespie Field Sunday, concluded successfully under blue skies and fair winds with 5 passenger carrying flights, making a total of 11 counting 3 Friday and 3 Saturday. Lista Duren, Tracy Sypher, Jimmy Kennedy, Kevin Roche, Bob Osborn and others wrapped up the day under the direction of Gene Hubbard, disassembling the hanger and loading the trailer. The B17 Aluminum Overcast N47JJ will now be down for 2 days of maintenance and then depart Wednesday for Long Beach with the lucky winners of the draw for free rides.

Following the days flights when the ship was opened for walk through visitors, there appeared one John K. Rose a former WWII AAF pilot with 30 missions over the continent in B17's. He flew from Kim Bolton Airfield, England with the 379th Bomb Group, 524th Bomber Squadron and was credited with 35 missions, received the Distinguished Flying Cross and other medals in the process. He also received special treatment from the Crew Chief of N47JJ and was given a personal tour in the cockpit. Watching John handle the controls, throttles, feel his way around the cockpit after 60 years absence, brought this comment from the Crew Chief, "I can see you are a B17 pilot". John said "I believe I could still fly the airplane". John is 83 now, walks with a cane, but still a pilot.

Jack Rose

By Lista Duren

Jack Rose, 83, who piloted 30 WWII missions in the B-17 known as Swamp Fire, put aside his cane and shinned up the ladder into the nose of Aluminum Overcast. EAA's crew removed the rope barrier and Jack climbed into the left seat, instinctively reaching for controls he hadn't touched in over 60 years.

Jack talked about missions over Berlin and Poland, taking on shell fragments as big as baseballs, and bringing the airplane back full of holes. He says he used to sit on his flak jacket instead of wearing it, because the hits came from below. In those days, he says, the crew plugged the small holes with chewing gum since they didn't have duct tape yet. As for the big holes, they just flew for home in the freezing cold. This was also before electric flight suits.

Swamp Fire flew 117 missions in about a year's time. Then it was retired as "war weary." Jack Rose does not look weary at all -- especially sitting up there in the pilot's seat.

Palm Springs Air Museum Trip Report

By Kevin Roche

When we arrived at the Palm Springs Air Museum, right around their opening time of 10:00, I thought we were going to see another nice collection of WWII aircraft, and by the look of their brochure and website, expected a very well-endowed facility. Our first hint that this place was different was when the museum staff told us that they had scheduled a two-hour walking tour for us at 10:30—be back in the lobby by then.

The first tour stop was in the auditorium: The museum was founded in 1996, and was debt-free. The aircraft in the collection are from Bob Pond's collection. Pond made his fortune selling floor cleaning machines—the kind that you see being used in supermarkets in the middle of the night. During his life, he collected a really impressive array of warbirds. Now, 89 years old, he wants to make sure that others can benefit from his



B-17 pilot
Jack Rose

"I believe
I could
still
fly the
airplane".

collection for a long time to come.

The museum has over sixty aircraft on display. All but two of them fly—regularly. In addition to the aircraft, the museum displays a rotating selection from Pond's collection of over 130 vintage cars, as well as original art by Stan Stokes that highlights important events in our aviation history.

The museum stores the bulk of the collection in three large, climate controlled hangars. It is as comfortable in mid-summer as in early spring. Our tour group first visited the Navy-Pacific hangar, commemorating Pacific operations during WWII. The next indication that this museum was different was when our guide introduced us to the collection of ship models built by Ed and Donna Wachtendonk of Wisconsin. Think about most of the models you see in museums. Under glass and DON'T TOUCH. These models also have "don't touch" signs, but they're right out in the open, and when the docent talks about them, he touches, points, and handles. The models are welded steel. In this museum, there aren't any ropes separating the visitors from the planes. Pond's philosophy is that the planes are meant to be used: both seen and flown. If something gets broken, it gets fixed. You can get right up to the planes!

The next indication that the museum is different came when the docent started describing the events represented by the planes and models. These people were there, or at least did their homework well. We walked by every plane in the Pacific hangar, then every plane in the European hangar, and got a story about each one. Both planes that don't fly have stories.

The first plane that doesn't fly is a Grumman Goose in the far corner of the Pacific hangar. This plane is open so kids who can fit under the entry bar can climb in, sit in the cockpit, move the controls, and make airplane noises. They don't fly it because of the extensive preflight inspection that would be required after this kind of use. The plan is to replace the Goose with a Nomad for kids, then restore and fly the Goose.

The other plane that doesn't fly has a more interesting history. During WWII, the Navy needed to train carrier pilots quickly, realistically, and cheaply. The solution was to buy a couple of Great Lakes paddle-wheel steamers, and mount flight decks on them. These ships became the USS Sable and the USS Wolverine,

and never left the Great Lakes. Back in 1944, Ensign Roy Sorenson had just made his first-ever carrier landing in a Douglas SBD, flying from NAS Glenview in Chicago. Soon after making his first-ever carrier takeoff in the same plane, he lost power and had to ditch the aircraft. Ensign Sorenson was promptly rescued and went on to fly through the rest of the war, and then in Korea. The SBD spent the next fifty years on the bottom of Lake Michigan. After 20,000 hours of restoration, the SBD looks good. However, it will never fly again. It has one wooden wing, and a bomb load made of a propane tank and salad bowls. You can't tell by looking!

Several of the planes in the European hangar were already familiar, or at least should have been. The P-40, Spitfire, and B-25 from the museum all starred in the movie "Pearl Harbor". If you look closely, you can see that the guns on the Spitfire are really flashlamps, designed to look realistic. If you look (really) closely in the movie, all of the flying P-40s are the same plane, with digital effects added. And we continued through the European hangar listening to flying stories—did you know that the Spitfires had wooden propellers? That way, they were less likely to damage their engines in the event of a prop strike. Ironically, the propellers used today are made in Germany...

Finally, we got to the B-17 hangar. At this point, our docent turned us over to the B-17 docents. They all flew B-17s during the War. They were there and they remember. Jack Robins explained that the B-17 is a "stick shift" airplane—no hydraulics. He explained that the crew really consisted of two pilots and eight gunners—they have other titles but their real job was gunnery. Except for the lead plane, they navigated by following the leader; the navigator was responsible for the cheek guns. Except for the lead plane, the toggler counted off seconds after the lead plane released its bombs; the bombardier operated the chin turret. Except for the lead plane, everyone maintained radio silence; the radio operator was responsible for the top gun. After listening to this discussion, most of us made the donation to walk and crawl through the B-17. The interior is in pristine condition, and the experience is well worth the extra donation.

The tour ended at the B-17 and we were free to look around for the rest of the day. There's more than enough to fill a day, especially looking at details of the

planes that are completely inaccessible at most museums. Finally, about ten minutes before our bus left, I noticed the sign on the stairway saying: "Library Open". I went upstairs. I should have gone upstairs sooner.

With only a few minutes in the library, three things stood out. First, they had a row of computer flight simulators. I had always thought of library materials as things like books, newspapers, magazines, and maybe audio-visual material. I had never thought of simulations, say how it's different flying a P-40 from a B-17, as library material before. It obviously is, and this museum recognizes it.

The library also has an extensive magazine collection from the forties—out on the shelves like a sixty-year time warp. You want to know what was in Life magazine from February 2nd 1942? Just look, or ask the librarian. It's fun just browsing the collection and seeing how things have changed.

Finally, the library has a collection of oral histories from people who fought in the war. Scrapbooks really. I was fascinated, the bus was leaving. I need to go back and spend more time there. Membership is \$45 a year and includes unlimited admission. The museum website is www.air-museum.org. There is an interesting independent review of the museum and its history at www.airportjournals.com/Display.cfm?varID=0505011

Nieuport Report

By Gene Hubbard

Visible progress on the Nieuports slowed a bit this month as Gene Hubbard is putting the final touches on his Pietenpol, Richard Kalling is rebuilding the rear spar of his KR-2, Jim MacKinnon is supervising the (much needed) new radio on the C-140, and Joe Russo is moving. See, we all have excuses...

Actually, there has been some real progress logged. Jimmy Kennedy has found a source of Workman wheels, the same as the Dawn Patrol used, and he is designing the turtledeck structure for the aircraft. Jim MacKinnon is making progress installing the belly stringers in the airframes, and Alan Sparkes is constructing a jig to start wing construction. Lots of distractions this spring, with the Palm Springs trip, the B-17, and Ocotillo Wells coming up. Look for more

progress this summer as the time change gives us more time to work after our day jobs.

GREEN LIGHT ON BROWN SAFETY

By Phil Miller, Brown Field Airport Manager

It is an honor to have been asked to bestow a few words of wisdom, or a reasonable facsimile, to you fine folks via this top notch newsletter. As seasoned aviators I may be preaching to the choir, but whether you are a novice or a Chuck Yeager type, safety is everyone's business. And business is good at Brown Field. Just by putting out this newsletter EAA Chapter 14 is making the statement that says we promote effective communications and thus safety.

The location and operational utility of Brown Field make this airport a natural to local pilots and a wide range of aviation interests that often times could not or would not be given the operational freedom at other area airports. But with freedom comes responsibility. It is the duty of not only air traffic control and airport operations, but all tenants and users of the airport to operate courteously, efficiently, and most of all safely. Situated between Mexico, Class Bravo airspace, Ream Field, and Otay Mountain the effective operating airspace is somewhat limited. The limited airspace combined with a diverse mix of traffic ranging from experimental-homebuilts, blimps and the Navy Leap Frogs to large corporate and transport category aircraft operating internationally, makes effective communications, positional awareness, and see and avoid essential.

Not only is it legally required, but it just makes good sense to both know your aircraft and its capabilities, and to have all pertinent information necessary to conduct a safe flight. Before blasting off into the pattern, the practice area, or on a cross-country know the layout of the airport and any special procedures or NOTAMs at your departure, destination, and alternate airports. This information is readily available from a number of sources including AOPA and the AirNav website. Or feel free to stop by airport operations office located in the terminal building. My staff and I would be happy to assist you in obtaining this information.

For those of you like me who usually wait until you get

to the airport before planning to fly, please feel free to utilize our flight planning room that features area NOTAMs, flight planning guides, a direct line to FSS, and a pretty user friendly aviation weather computer. And if you finding yourself needing to depart IFR from Brown Field when the tower is not in-service contact SoCal TRACON by phone at (800) 448-3724 (Option #5) for release.

When operating in or adjacent to the Class Delta please be observant for the next guy who may be faster, slower, heading up, down or just standing still. And communicate with tower. Make sure you understand and read back all instructions. And don't be embarrassed to ask for clarification. Controllers make mistakes too! I encourage all pilots who operate from Brown Field to contact the tower chief Tom Cody for a tour. You may reach Tom at (619) 661-6333.

With parachute drop zones located about 3 miles east, and 6 miles north east of the field it is additionally critical to know when these areas are active, and to utilize utmost care when operating within and adjacent to these areas. Whether or not you are technically within either Class B or D airspace it would behoove you to be in contact with Brown Tower or SoCal, and monitor 121.95 (parachute advisories) when these operations are in progress. The bottom line is keep communicating and keep your eyes out of the cockpit.

My staff and I are always at your service. Should you have any questions, concerns, or just want to hangar fly, just drop by my office or call me at (619) 424-0456.

April Birthdays

Please help us wish a very Happy Birthday to the following Chapter 14 members born in April.

2	William Durr
2	Warren Eding
14	Bill Chana
14	Joan Finn
14	GaleHess
14	Alan Sparkes
15	Robert Lowell
18	Gayl Boddy
20	Samuel Krasner
20	Ralph Pierson
21	Gene Hubbard
24	Jack Thomson
26	Robert Mawhinney
26	William James
27	Bill Clark

27	Mike Madden
28	Ben Balanag
28	Kimball Dodds
30	Paul Stadler

New Members

Four new members joined Chapter 14 in the past month:

Adin Herzog is a fifth grader from San Diego who is interested in making flying his career. Adin came to Chapter 14 a couple of weeks ago with his mom for our Young Eagles event. The weather was bad so he didn't get to fly, but he and his mom toured the tower and the facility. We'll get him in the air soon.

Michael C. Keehn is a private pilot from San Diego just starting out on an RV-8 project. During the day, he works as a Control Systems Engineer, and can offer help in a whole lot of areas related to aircraft design and construction, including programming, heat transfer, fluid flow, chemistry, corrosion, materials, fuels, thermodynamics, gas turbine control systems, and general physics. Michael is looking to meet up with other RV builders to share construction experiences.

Jeffery B. Keesaman is a Technical Services Manager living in San Diego. He is private rated and flies a 1966 Alon A2 (Ercoupe).

Alex Martinez is a manager and private pilot living in San Diego who is part way through construction of a Zodiac XL. He has completed the tail kit and is waiting for delivery of the wings. Alex is looking for other members with experience in construction.

Help us make our new members feel at home at with us. When you see someone you don't know, introduce yourself and get to know them. Our members, new and old, have a lot to offer!

Young Eagles Volunteers Allowed Certain Tax Deductions

Tax time is nearly upon us, and EAA has some valuable information for Young Eagles volunteers on potential tax-deductible expenses incurred while participating in the program. The Experimental Aircraft Association is an educational and philanthropic organization under Section 501(c)(3) of the Internal Revenue Code. Consequently, EAA members and others who incur out-of-pocket expenses in connection with volunteer services performed by them on behalf of EAA, may be entitled to

deduct all or part of those expenses as a charitable contribution on their personal income tax returns.

EAA's tax-exempt status as a 501(c)(3) organization means the IRS will allow volunteers who help the program to deduct out-of-pocket expenses actually incurred that are in direct connection with, and solely attributed to, the EAA Young Eagles program.

If the above conditions are met, volunteers can deduct direct, out-of-pocket expenses such as:

- Fuel and oil directly consumed by the aircraft in the demonstration flight, not to exceed 200 miles
- Fuel and oil to another airport within 50 miles to meet a young person
- Transportation, not to exceed 30 miles one way, to get to and from the airport
- The rental charges for a bus or van to bring a group of young people to the airport
- The rental expense of an airplane used only for the program
- Postage for mailing the registration records to EAA's Oshkosh Young Eagles office
- Extra liability insurance purchased solely for flights for the program
- Landing tie down fees at a non-home based airport
- Aeronautical education materials
- Meals for the young person (but not the volunteer)
- Film and developing charges for pictures of Young Eagles

Cancelled Bus Trip & The Future

By Kevin Roche

Due to the falling participation in the bus trips, the May bus trip to the Planes of Fame Airshow has been cancelled. The trips have been underwritten by EAA14 with the hope that 47 seats could be filled. A review of the trip to Palm Springs Air Museum may be of interest. Simplifying things a little, it was \$795 for a 47 passenger bus, \$207 for 23 museum admissions (the tour organizer was admitted for free), \$156 for 48 box lunches with bananas (lunches must be ordered in advance), \$13 for drinks, \$8 for ice and \$5 for cookies. That is \$1184 total. There was \$675 paid by 27 people (3 no shows). \$1184 minus \$675 is \$509 that your chapter spent on the PSAM trip.

NOTE - If the bus trips are not extinct, they are at least extremely endangered.

The next proposed activity/field trip planned is to the San Diego Air and Space Museum (they want to change from Aerospace to Air and Space). This will be a week day (M, W or F) docent-guided tour of the Balboa Park museum and restoration shop starting at 10:00am. A minimum of 10 people are required. The date and other details will be determined at a board of directors meeting.

Unclassified Ads

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

WANTED: Scales for K&E drafting machine. Larry Rothrock 619-507-4455, rothrock@znet.com

Howe Richardson scales, set of three scales. Fair condition but need calibrating if used on certified aircraft. Still being used on Experimental aircraft. Located at EAA Chapter 14, Brown Field (kSDM) in San Diego, CA. \$100

Amphibian-Volmer Sportsman - \$12,500 400 hours. 0200-B, 409 hrs since new. engine/ airframe logs, wiring diagrams, set of builders plans. Gale Hess 619-390--7510 ghes4@cox.net

Larry's Amazing Koffee Kup Kite plans. Ocotillo special; \$307.93/ set. Materials kit available at additional cost. Guaranteed to amuse onlookers. 619-507-4455, rothrock@znet.com

PERSONAL: Ace-- I'm sorry about the ground loop. I couldn't control you AND the plane. --Bubbles



Honey Bee – Single place, high wing, all metal, 65HP Cont. cruise 106mph, 900 fpm, EW 639, Gross 960. Sport Ready. 100 Oct. valves & carburetor, chrome cyls, entire airframe primed on inside. Shielded ignition. Prototype got type cert 4A11 in 1953. \$17,000, pics on request. 281-342-1801

EAA CHAPTER 14 MEMBERSHIP FORM

NEW MEMBER
\$30.00

INFO CORRECTION (*name & chances only*)
Please Print

RENEWAL
\$25.00

YOUTH
\$10.00

DATE ____/____/____

[] LIFE MEMBER

1) NAME _____
LAST FIRST INITIAL SPOUSE

2) ADDRESS _____
NUMBER STREET CITY STATE ZIP CODE

3) PHONE - - - - -
Home Work

E-MAIL _____

4) DATE OF BIRTH ____/____/____

5) EAA NATIONAL MEMBERSHIP NUMBER _____ / /
Date

6) OCCUPATION _____ [] RETIRED

7) FAA RATINGS: [] Student [] Private [] COM [] CFI [] A&P [] ATP [] Glider [] IFR
[] ME [] IA [] Radio Repair [] Flt Eng [] Roto Other _____

8) A/C PROJECT UNDERWAY _____ % COMPLETE _____

9) A/C NOW OWNED _____

10) SPECIAL SKILLS THAT MIGHT BE HELPFUL TO OTHER MEMBERS _____

11) I NEED HELP IN SELECTION; DESIGN; CONSTRUCTION
OTHER _____

12) INTEREST IN CHAPTER 14 MANAGEMENT OR ACTIVITIES [] President [] Vice President
[] Secretary [] Treasurer [] Board of Directors [] Newsletter Editor
[] Tech Counselor [] Video/Library [] Membership Chair; Other _____

13) Newsletter – I prefer to receive [] via email or [] printed via US Mail

14) PAYMENT ENCLOSED \$ _____

Please mail this form with payment to:
Make checks payable to EAA Chapter 14
San Diego Chapter 14
1409 Continental Avenue
San Diego, CA 92154-5707

New Members info Package,
Membership card & Name badge available
at our BROWN FIELD Site

Form: #2/2004

[Date Re'd : ____/____/____ Chk#[_____]

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CALENDAR OF EVENTS

- April 1 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- April 8 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- April 15 – Pancake breakfast 7:30, Chapter membership meeting—10AM, Open house, coffee at Chapter 14 hangars, Brown Field. Lunch – 11:30
- April 22 – Open house, coffee, lunch, at Chapter 14 hangars, Brown Field.
- April 27 (Thursday) – Board of Directors Meeting, Montgomery Field Administration bldg conference room, 7-9PM
- April 29 – Open house, coffee, lunch, at Chapter 14 hangars, Brown Field.

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April 2006

CHAPTER WEBSITE
<http://www.eaa14.org>
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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	Larry Rothrock	(858) 748-1626	rothrock@znet.com
Vice-President	Joseph Russo	(619) 295-1718	jrossosd@aol.com
Secretary	Kerry Powell	(760) 602-0662	kgpowell@adelphia.net
Treasurer	Dennis Cullum	(760) 436-5806	dfcullum@aol.com
Director	John Alley	(858) 277-2054	jalleynbart@juno.com
Director	Pete Grootendorst	(619) 421-6252	pjgrootend41@cox.net
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	enhubbard@sbcglobal.net
Director	Richard G. Kalling	(858) 549-0785	countk@kalling.net
Director	Jimmy Kennedy	(619) 688-9052	jimbojade@yahoo.com
Director	Bill Moore	(619) 222-8835	
Director	Chris Puntis	(760) 943-6997	skitchmo@netzero.net
Director	Kevin Roche	619-443-9319	tkevinr@rocketmail.com
Director	Donna Ryan	(858) 273-4051	rryan@san.rr.com
Director (Hangar Mgr)	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Dayton L. Smith	(619) 421-6546	daytons@cox.net
Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
Flight Advisor	Reuven Silberman	(619) 749-5561	pilots2@yahoo.com
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.