

# Spirit of Flight

Experimental Aircraft Association  
Chapter 14, San Diego CA

August 2003



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**August program will feature our own Pete Grootendorst, who will talk about flying as an Agent for the Department Of Justice, The Treasury Department and State Department and some of his most interesting cases.**

**Cover:** *Richard Kalling just returned from Arlington, where he took this picture of a Nieuport 11 replica. This is the 7/8 scale aircraft of "Dawn Patrol" and "Noon Patrol" fame which our own "Siesta Patrol" proposes to build.*

## The Flying Report

By Bob Osborn

**July 5** - Maurice Orange gave us our 4th of July wakeup call with a 200 mile per hour low pass in his Lancair to open the EAA Chapter 14 fly in luncheon Saturday. A beautifully restored Piper L-3 (?) warbird in WW II paint from Gillispie arrived early. His arrival was soon followed by Curtis Hopkins in his faithful Helio Courier with a friend and two prospective Young Eagles, their names to be added to the Worlds Largest Logbook in Oshkosh. The Young Eagles were completing requirements for the Boy Scout Merit badge for aviation also, a double credit flight. It was business as usual for the locally based Chapter members, Dennis selected the RV-3 for exercise, John prepped his RV-6 for first flight, Ryan converting the Quickie to tricycle gear, Gene Whigham and Ernie Shattack earlier in the week, tweaked the motorglider by clipping two inches off the propeller and report it now runs and flies to perfection. Pres Richard Kalling has received two overhauled cylinders from the shop and bolted them to the Colt in preparation for a flight to Arlington. That is if all checks out. Otherwise he and Dennis will make the trip in their RV's (Richards Dodge – Dennis's RV-3).

Mike Black e-mailed us from San Felipe where he landed the Avid for gas and to straighten out an insurance problem on his way to Cabo San Lucas. And Lista and Gene fed some 40 hungry diners on BBQ chicken, cous-cous salad, water melon and ice cream. A happy 4th of July to all (on the 5th).

**July 12** - Second Saturday in July and all the Young Eagle pilots assembled with their airplanes at EAA Chapter 14, Brown Field. Dayton, John, Gene, Lista, the staff, assembled. Where were the Young Eagles? At the beach? Soaking in a pool? It was warm and the crowd was sparse. Maurice Orange was approached for a ride in his Lancair and started the operation with a blistering flight of 200 miles an hour across the field. That started the day as two by two the youngsters

appeared and signed up for flights. Eventually 18 Young Eagles were flown as well as several adults by Maurice, Joe Andrade, Stan Bell, Dick March, Armond Brattland, and Bob Osborn. John Alley with some "observation" by Larry Rothrock, served free lunches of baked chicken pot pie, rolls, and salad to the Young Eagles with the rest of us paying our usual \$2.50, a bargain for all.

Pete Cavitt with his sister as copilot arrived in Pete's Lancair in another blistering 200 mph pass across the field. Those Lancair's are hard to see on a misty day like Saturday, 3 to 4 miles visibility, painted mostly white, but the tower did a fine job of keeping everyone separated and moving. Curtis Hopkins arrived in the Helio Courier and turned in flight reports for 8 Young Eagles he had flown out of Gillispie. In addition there was a nice assortment of Piper's, Cessna's, a Bucker, Laverne's Starduster, Joe flew the Club 140, another great day to fly at Brown.

Dennis Cullum arrived home Friday evening after attending the fly in at Arlington, Washington in his RV-3. He reported the usual great sights and sounds of Arlington and only one comment on the 104 degree heat at Visalia (?) where he stopped for gas. His RV-3 engine oil temperature was running right at max and causing some concern. We want a detailed write up Dennis.

*The following e-mail was sent by Mike Black reporting his saga to Cabo in the Avid:*

Robert, well I made it to Cabo, but with a small glitch. I ran out of gas going from San Felipe to Mulage. I hit some very strong wind about 30 miles out and my



The new RV10, snapped at Arlington.

ground speed was reduced to about 40 knots. By the time I realized I would not make it I had already traveled to far to return to the last airport. The beach in this area was unlandable. My prop went silent at 3:47p.m. at 6,500 feet. Below me was some very inhospitable terrain with a very narrow winedy unlandable road, but my only choice. I found the straightest part that was less than 75 feet long and set up my approach. Unfortunately on both sides of the road were cactus and shrub trees. When I came to, the dust had already settled and the strange reality of being a million miles from nowhere hauntingly set in. Aside from an obvious concussion and a small scratch on my arm I was alive. I can't remember ever screaming and crying so loud out of frustration to no avail. Now the full scope of my situation had suddenly sunk in, I had to get out of here. Another quick check of my extremities and I swiftly gathered valuables into my backpack. I left an arrow in the road made out of rocks to indicate my direction of departure. 6 hours and 15 miles later after walking in 105+ degrees with only a half gallon of water I made it to the main road thanks to my map. When the police found me wandering around the road with a flashlight at 10:30 at night they assumed that I was in a auto accident. By now the full effect of my concussion and dehydration had made its presence known. I need to run now, but I will write you back in a day or so and tell you about the recovery of my plane.

**July 19** - Summertime and VFR flying is still marginal early in the morning at Brown Field. Still that didn't stop Joe Pribilo in his Beech Bonanza from flying in from Gillispie along with several other assorted Gillispie pilots for Ty Tyvoll and Bill Clarks pancake, sausage, and eggs breakfast. As soon as the tables were cleared, Pres of Vice, Larry Rothrock took the helm for our monthly Chapter meeting in the absence of Pres Richard who is still enjoying the meet at Arlington, Washington. Dennis Cullum reviewed his RV-3 flight to Arlington and return. He was keenly interested in the RV-10 and Sonex which were to appear, but did not while he was there. The flight up made in the company of several other aircraft, involved one night layover at Cottage Grove, OR airport where a Motel 6 is conveniently located at the end of the runway. The flight back, flying alone was made in one day, starting at 0730 and ending 1600 at Brown Field. Those RV-3's move.

Bob Gray reported on the 65th birthday bash at Mojave

for Bert and Dick Rutan. Some 100 Varieze's flew in for the occasion. A viewing of their latest rocket launching airplane was had and he reports Dick and Bert are serious about winning the \$10 million prize for launching the first private pilot and passenger into space. A showing of hands was counted for Chapter members who would like to take a chartered bus trip to the March AFB Museum with encouraging results. Lista Duren commented on a visit by Jeanne Cavitt of Channel 10 news who is planning a report on Chapter 14's Young Eagle program. Joe Russo gave an update on our lease with the City and Gene Hubbard called for a meeting after lunch for those interested in the Newport II project. He has a book of plans.

Gene also introduced Ben Barackman and Scot Hazel who with partner Michael Aten are building an exact replica of the 1902 Wright Glider in a hanger 214 at Ramona. Along with model of the glider and a great video presentation we were enthralled with the history and building methods of the Wright Brothers. They really took us back to 1902 and the daunting prospect of building with the materials then available and learning to fly the craft they created. Their 1902 glider is complete and ready for cover. It will reside in the AeroSpace Museum in Balboa Park after completion and showing in connection with the anniversary of 100 years of powered flight.

Bob Gray and Dennis Cullum then treated some 60 or so attendees with a fine dinner of 3 cheese lasagna, garlic bread, and ice cream. And the day just gets better and better for after dinner, Mobley Milam treated



Jack Thomson's RV6, which has logged it's first flight!



Geni Cavitt interviews Gene Hubbard for Channel 10 News.

us to a demonstration flight of his Cassutt. Those of us who gathered on "vulture's row" were not disappointed in the take off which exhibited numerous swoops and climbs as the craft left runway 26 right. We did not know until later the canopy had sprung open and Mobley was flying with the stick between his knees and both hands holding the canopy closed. Speed and size of the little fighter soon transported it beyond our view on downwind. We waited apprehensively for the landing for some 20 or 30 minutes while the plane was out of sight and beyond radio contact. Finally the little speedster appeared overhead wagging its wings on a high pass across the field after the radio had quit. Following a plane in downwind it came in for a perfect landing saving the lives of numerous onlookers who were holding their breath. The exhilaration of the flight was tempered somewhat by a call from the tower to have the "pilot call the tower" when he lands. Alls well that ends well.

The saga of Mike Black's flight to Cabo in the Avid continues:

Bob, sorry it took a week to get back to you, but I need some obvious time to regroup. I did recover my airplane and I'm in process of fixing it. Well after the police figured out that I was traveling in a plane and not in a car wreck as they originally assumed, I was taken to a store where I quickly downed a gallon of water. The police were very insistent of me going to the hospital, but I was very firm in my decision to return to Cabo San Lucas as quickly as possible to pick up my

truck and trailer and begin planning my recovery process. Thanks to the very helpful boys in blue, I was dropped at the bus station at 11:15 p.m. to my now changing luck, 45 mins. before the last bus to Cabo was to leave. It was a scheduled 8 hr. bus ride and I found it very hard to sleep knowing how dangerous the road is and the speed in which we driving. Tijauna taxi's have nothing on this guy I kept thinking. I finally arrived in Cabo at about 10:30 a.m. or so the next day.

All I could think about is how I was going to drive that far without sleeping. Well the decision was made. I needed rest and there was no way around it! After reassuring everyone that I was going to be alright I finally made it to sleep around 4:00 in the afternoon and slept well indeed. By noon the next day I was on my way with my girlfriend and her daughter for the campground an hour or so south of the area where the police found me. We arrived there shortly before 8 p.m. and I quickly scouted around for someone who needed some work. I met a Mexican guy named Joel (ho-el) who seemed up to the task and we agreed on a dollar amount and off we went. The dessert road that I walked out on was very tough on the truck and trailer. At times we were traveling slower than a slow walk. About a half mile from the "Bad Landing Area", we were greeted by the military and several police. They were real adamant about us turning around and trying again in the morning. One of the guys kept saying that there was nothing left. He said a lot of things had been stolen. I could tell be his nervous actions something was up! After more pleading thy let us pass, but offered no help. At about midnight we were looking at the mess. Someone had moved it causing more damage and all of my personal items were gone except for the ones I squeezed into my backpack. My time has run out again on this computer, but I will keep you updated on the repair process. MIKE

*Wowie Mike!! You are really educating us on flying in Mexico. Another Chapter member, Karl Hering is on his way to Alaska in his Grumman AA1B NN9605L. Hopefully we will be hearing from him on flying in the far north.*

**July 26** - Geni Cavitt, Channel 10 newscaster, and a cameraman were the main event at Chapter 14's Saturday fly in luncheon at Brown Field. A nice variety of homebuilt aircraft were flown in or otherwise on hand and open for display. Lloyd Buckner made an

impressive flyby and departure in his KR-2S, Tom West also a flyby in the Glasair, a covey of Longeze and Varieze arrived. Lista Duran has promised to write a summery of the visit and hopefully we will get notice of when it will be "aired", I didn't see it on Channel 10 news last night.

Last week's main event was JACK'S RV-6A MADE IT'S FIRST FLIGHT! Jack Thomson did a low flight on 26 Right and was happy with the handling and tracking on roll out. He was not happy with his left magneto and is replacing it with an electronic ignition system. So, back to the barn....

Everyone was happy with the sirloin tips over noodles, peas, rolls, and ice cream served by Chris Puntis and Dennis Cullum. Pres Richard Kalling and Bill Moore arrived home from the Arlington flyin in their RV. Al Osborn visiting from Springfield, VA corralled the Cherokee and soared to 10,700 feet under the billowing cumulus clouds over Cuyamaca. Another fine day at Brown Field.

## March Field

### Air Museum Trip

Chapter 14 is sponsoring a bus trip to March Field Air Museum in Riverside County on Sunday, Sept 27, 2003. Start planning now.

The March Field Air Museum has about 60 planes, mostly World War II vintage. Among them are some rare and unusual aircraft, including a Bell P-59 fighter, the first operational jet adopted by the U.S. Air Force over 50 years ago. You will also see artifacts dating from 1918 to the present.

The museum complex, adjacent to the March Air Reserve Base, also includes the P-38 Museum, the Heritage Courtyard, and the 475th Fighter Group Museum. Check out the website at [www.pe.net/~marfldmu](http://www.pe.net/~marfldmu)

The chapter will charter a bus for this trip – a large, comfortable, air-conditioned coach with bathroom and video movies! We will meet at Montgomery Field Terminal (Casa Machado) parking lot for an 8:00 a.m. departure. We plan to arrive at March Field about 10:00, when the museum opens. The bus will wait for us at March Field, so you can leave your day pack on board while you wander around. We will leave for home

at 2:00, and arrive back at Montgomery Field at about 4:00.

The trip is \$15 per person, including transportation, box lunch, and admission to the museum. All Chapter members and their guests are invited. This is a fun activity for your kids, grandkids and Young Eagles, too. Invite the neighbors. It's a good deal.

We need at least 30 people for the trip to run, so advance registration is required. Sign up at a Saturday meeting, or contact Larry Rothrock at [Larry@Rothrock.us](mailto:Larry@Rothrock.us) or 619-507-4455.

Larry says there will be no singing on the bus. We'll see.

## Siesta Patrol is Waking Up

The Nieuport Group met on July 19th after lunch (Siesta Time) to look at plans and discuss logistics for the project. In attendance were Al Sparks, Steve Opgenorth, Joe Russo, Ty Tyvoll, Clive Shilbach, Ashley Palmer, Lista Duren, and Gene Hubbard. Chris Puntas looked in briefly. Richard Kalling was there in spirit, as his body was at the Arlington fly-in.

The group is still in the formative stages. We discussed engines, construction methods, availability of plans, and project structure. From this meeting, it appears that we have five firm participants, which is enough to take the project forward. There is still room for others to join. We have made contact with the current plans supplier, who will give us a discount on plans and any materials ordered through him. The more people, the more discount.

In case you didn't see last month's newsletter, we plan to build a squadron of 7/8 scale Nieuport 11's from Graham Lee's plans, following the Chapter 292 model featured in the July issue of Sport Aviation. We'll do all the building together, and at the end of the project, each of us will have an airplane. Cost estimates are \$5,000 to \$6,000 including a VW engine. The plane can be built as an ultralight using a Rotax engine, but easily qualifies under the proposed Light Sport rules with a VW engine.

The group will meet again August 16 after the monthly program. In the meantime, see Gene Hubbard for information. He has plans you can look at, and he's at the hangar most Saturdays. Also talk to Richard Kalling, who inspected and photographed one of the

Chapter 292 Nieuports at Arlington.

## New Member

Please help us welcome Jerry Stafford to Chapter 14. You may have seen Jerry shooting video at the chapter a few weeks ago for a school project. He says he got an "A" in the class, and decided to join up with us. Jerry wants to begin flight training as soon as possible, and is a prospective member of the Siesta Patrol.

## August Birthdays

We wish a very happy August birthday to the following EAA-14 members:

- 1 Kai Schumann
- 2 Ben W. Hunsaker
- 3 Herbert L. Young
- 4 Carl J. Benson
- 5 John L. McWhinney
- 6 Eugene S. Kaiser
- 10 Robert D. Osborn
- 11 Stanley G. Bell
- 11 Mobley M. Milam
- 11 Richard E. Vogelsang
- 12 Joseph T. Jackson
- 13 Milford Wayne Donaldson
- 14 William A. Monroe
- 16 Don Thornton
- 18 Earl E. Bush
- 20 Roger L. Sokoloff
- 22 Charles M Gunderson
- 25 Edward L. Fitzgibbons
- 27 Avonell D. Aspengren
- 29 Stewart B. Cochran
- 29 Richard D. Davies
- 29 Wheeler North

## Channel 10 Films at Chapter 14

Television newscaster Geni Cavitt and cameraman Tim Gaughen visited us on Saturday, July 26 to film a short segment about experimental aircraft. Someday soon, if you stay tuned to Channel 10, you may see Laverne

Edwards with his Starduster II, Dan Patch with his Varieze, and Gene Hubbard with his Pietenpol project.

It takes a lot of work to film a short television segment and we enjoyed watching the professionals do it. Geni's first visit to EAA Chapter 14 was on Saturday, July 12 (Young Eagles Day), when she flew in with her brother, Pete Cavitt, in his Lancair. Intrigued by Pete's interest in home-builts, Geni was doing preliminary research for a piece about them. She talked with several of our members including Jack Thompson, Gene Hubbard, and Dayton Smith.

Ten days later, after getting approval from her editorial director, Geni called Lista Duren with a request to film on Saturday, July 26. A three- to four-minute piece needs a narrow focus, and the focus of this one had become "experimental aircraft – what are they, who builds them, and why." Geni wanted to film Gene's Pietenpol and interview a couple of pilots who fly home-builts. The planes had to look finished, inside and out, so that viewers could not equate "experimental" with "unfinished."

Lista asked board members to nominate some planes. Then she put out the word to several pilots – if they showed up on Saturday morning, there was a chance for a few minutes of fame on Channel 10. Laverne Edwards and Dan Patch were the first ones to park their experimentals in front of the hangar Saturday, and they got the prize interviews. But other pilots helped to make the day interesting for the cameras.

Pete Cavitt made two low passes. Then he landed and taxied over, his canopy open and his grandson, Kyle Dixon, waving to the crowd. Lloyd Buckner made a dramatic low pass and steep pull-out in his KR, then landed to let Geni know how much he enjoyed her show, and to visit with the rest of us. Gene Hubbard was seen vacuuming his Pietenpol in preparation for the interview.

To finish the filming, Geni will do a "stand-up" piece in Pete's Lancair while Tim films from a helicopter flying alongside. We don't know when the piece will air, but we've been promised a copy of the tape. Meanwhile, keep watching Channel 10!

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## 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

**Narco MK12D & ID824** - \$2500

**AVCOM headsets (new)** - \$135

**Narco 120 COM radio** - \$450

Call 619-449-1855

**Hangar space at Montgomery Field** - It is an "L" shaped area in a hangar that is 45 ft wide X 40 ft deep. The base of the "L" is 16 ft X 25 ft; it adjoins an additional area that is 10 ft X 25 ft. \$350 per month.

Charles Gunderson

858-643-1700 Ext 102 (work)

858-729-0991 (home)

[cgunder20@hotmail.com](mailto:cgunder20@hotmail.com)

## Rent This Space

Put your business card here for only \$5 per issue.

Contact Kerry Powell, Newsletter Editor at 760-602-0662 or [kgpowell@aol.com](mailto:kgpowell@aol.com)

We put on the best \$2.50 lunch in town! Every Saturday, EAA Hangar 1 at Brown Field, 11:30 AM.

Pancake Breakfast

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

## CALENDAR OF EVENTS

August 2 - Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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

August 16 - Pancake breakfast 7:30, Chapter meeting - 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

August 23 - Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

August 28 - Board of Directors meeting (4<sup>th</sup> Thursday) 7PM at Montgomery Field administration building

August 30 - Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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## August 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	Richard G. Kalling	(858) 549-0785	<a href="mailto:rkalling@mail.sandi.net">rkalling@mail.sandi.net</a>
Vice President	Larry Rothrock	(858) 748-1626	<a href="mailto:rothrock@sd.znet.com">rothrock@sd.znet.com</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	(858) 452-7112	<a href="mailto:lduren@pacbell.net">lduren@pacbell.net</a>
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@cox.net">pjgrootend41@cox.net</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>
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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	
Flight Advisor	Reuven Silberman	(619) 749-5561	<a href="mailto:pilots2@yahoo.com">pilots2@yahoo.com</a>
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.