

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

January 2006



INSIDE THIS ISSUE

- 2 President's Message
- 2 Flying Report
- 4 Library News
- 5 Nieuport Report
- 7 **Joe & Jenny Pribilo's Adventure**
- 10 Membership Form
- 11 Calendar of Events - Unclassified Ads

January 8 (Sunday) Memorial Service for Dan Patch, 1:30PM at Chapter 14 hangars, Brown Field, hangar open at 10AM

January 21 - Jeff Acord, TRACON controller

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

Cover: SDUA ultralights line up at Chapter 14 at Brown Field for our Ultralight fly-in! Photo by Manny Ramirez.

President's Message

By Larry Rothrock

December The Annual Awards Banquet was a big success! Those of you who missed it are really sorry. Lista Duren arranged a great speaker, there were lots of awards and door prizes. John Alley won the leather flying jacket!! There's no justice in the universe.

Coming events:

A memorial service will be held at the EAA hangars on Sunday, January 8th for Dan Patch, Varieze pilot. Dan was an active member of the Chapter for over twenty years and a major voice in the EZ Squadron. Come see him off. You can arrive as early as 10:00am for socializing and stay for the more formal memorial at 1:30, if you like.

Jeff Acord will speak to us on January 21. Jeff is a TRACON guy and will give us the inside scoop. Want to stay out of trouble? Maybe you've slightly bent Class Bravo. Jeff will tell us how to avoid making a big deal out of it. Those who have heard Jeff speak know what an entertaining event it will be. Come.

EAA National will bring our B-17, Aluminum Overcast to San Diego March 30 – April 4. Remember what fun it was when they brought Fuddy Duddy last year? I think almost every Chapter member who put in a couple of hours work at the event got a free flight. Maybe we can do as well this year. The flights will be at Gilespe Field – just like last year. We'll soon have a sign-up sheet for workers: selling souvenirs, leading ground tours, keeping stray folks out of the way of propellers, giving out information. It was fun and maybe you'll get a free ride in the B-17.

We have a new Board of Directors, some old members and some new members for 2006 and a new VP, Joe Russo. It will be a memorable year: Jimmy Kenedy and Kevin Roche will be on the Board and will bring us new enthusiasm and life.

George Conway's 'Birds of a Feather' fly-ins have become even more successful and fun and he'll continue the series in 2006. Kevin Roche will find us a good bus trip and General John Alley will get us all to Ocotillo Wells and back!! Chris Alan will get us

organized for the Young Eagles program.

Got any good ideas for this year? Let us know – we can make it happen.

The Flying Report

By Bob Osborn

December 4 - December has arrived with the Sanyo blimp on duty. Every week a new blimp has arrived to fly patrol over Brown with the departure of the previous weeks model. A sunny though cool day greeted the EAA fly in luncheon at Brown Field and persuaded several Chapter members to fly locally though no open cockpit types were observed. King Schultz flew in from Palomar in the Cessna 210 (IFR ?) sporting a new nose tire and tube after encountering a flat on landing at Brown a week ago. A North Island Flying Club Cherokee is tied out on the line with an engine problem and not making it home. And finally it looks like Cherokee OneNinerFox is headed for a home in Kerrville, TX after selling on ebay Friday. It still holds the record for Young Eagles flown locally, some 565 over the years.

Bob Johnson sent word Thursday that his wife Jackie passed away after losing her battle with cancer. Jackie was one brave, perky, gal. Her dream was to "move to Iowa" her home state, or perhaps she used the idea to keep Bob in line. We all shall miss her dearly.

Dennis Cullum and Bob Osborn grilled hamburgers and fed some 30 + diners on "burgers & beans", Cole slaw, potato salad, fruit and ice-cream. Lista Duren reminded everyone to get their dinner tickets for the Awards banquet/party next Saturday. Hope to see you there.

December 10 - December just couldn't get any better! Warm, sunny, weather, lots of airplanes, kids (Young Eagles), a fine cook, and it all came together at EAA Chapter 14, Brown Field, Saturday followed with the annual (Christmas) Awards Banquet in the evening. Pete Grootendorst, Dick March, and Chris Alan flew seven Young Eagles. Dennis Cullum flew Ivan Espejo who also assisted John Watts and Chris Alan with the processing of Young Eagles. Ivan is attending UCSC at Santa Cruz and is home on Christmas break. The Bucker squadron (3 each) was parked on the ramp and an Eze squadron (3 each) roosted on "Old

Charlie". Gene served a delicious lasagna, "veggie" or beef, fruit and Cole slaw to some 50 Chapter members, guests, and the Young Eagles.

We were surprised during the week when a Tiger Moth was observed flying in. It turned out to be Jerry Boughner from Ramona flying his Tiger Moth R-80 N615SX, a beautiful 75% replica powered with a Jabiru 6. Jerry also flies a Beechcraft Bonanza. Following Saturdays luncheon, Bill Truak a retired airline pilot from near Denver, collected Jack Thomson's RV-6A N77JT which Bill had purchased, and departed for Colorado. Hope the good weather held out for the flight to the cold country. And speaking of cold country flying, former Young Eagle Nat Osborn who recently found a job instructing at MCAS Quantico, VA as a member of the Civil Air Patrol, soloed his first student at an outlying field outside the ADIZ only to be caught out in a snow storm and made the flight home on instruments.

The Awards Banquet was a huge success with some 50 or so in attendance. The comedy team of Larry Rothrock and Joe Russo cheered us all with their repertoire, awards, and door prizes. Lista Duran organized the affair, procured the speaker of the evening Author Giacinta Bradley Koontz who dressed in period custom presented a slide show on Harriet Quimby, the first woman aviator. We had fun, you should have been there.....

December 17 - Santa Claus came to EAA Chapter 14, Brown Field Saturday morning, filling the ramp with airplanes and the hanger with many pilots and crews who arrived for Ty Tyvoll and Rodger Magee's pancake breakfast. EAA Chapter 114, the San Diego Ultralight Association Chapter at Nichol's Field arrived with at least 8 aircraft and another dozen aircraft including Steve Byers PA-18 amphibious Super Cub (floats and wheels) N7590K "straight from the North Pole", hunkered down to warm up on a chilly morning. We went through 3 large pots of coffee and a small one before the day was done.

Joe Russo, president of vice (elect) opened the monthly meeting with the Pledge of Allegiance to the flag followed by announcements and a welcome to members of Chapter 114. Mike Sneen (president elect of Chapter 114) was introduced and invited all Chapter 14 members to a pancake breakfast at John Nichol's Field on the 1st Saturday in February. Joe introduced

our newest member, Tracy Sypher an aeronautical engineering student at SDSU. Gene Hubbard announced it was time to renew membership in Chapter 14 as our Membership Roster was being updated and would be published next month.

Jerry Boughner spoke on building and flying his 75% replica Tiger Moth which he flew in from Ramona and was parked front and center for display. It is an experimental light sport aircraft category built from a kit from Fisher featuring a Jabiru 6 cylinder engine with an empty weight of 614#, a red line speed of 105 knots, and he has some 93 hours and 250 landings to date. It was one beautiful bird also which he didn't mention. As the Ultra Light members had a schedule with flying Young Eagles and doing some photography work alongside the Sanyo Airship, they departed enmasse before lunch. Lunch was chicken and rice, beans, salad, fruit, and ice cream which warmed some 40-50 diners.

Happenings during the past week: Rich Adams soloed in his beautiful two tone red RV-4 which was built by Hank Henderson and donated to the Aero Space Museum. Rich purchased it and has it flying again. Ryan is busy modifying his KR1, possibly going to a tricycle gear which he prefers. The very low clearance of the KR1 with conventional gear may have influenced him as he lost an aileron with an encounter with a runway light at Gillespie. KR wings do not clear runway lights as several other KR owners have found in the past....

December 24 - 'Twas the day before Christmas when all through the hanger at EAA Chapter 14, Brown Field the creatures were stirring, flying their airplanes,



Three SDUA ultralights escort the Sanyo blimp

building airplanes, grilling Polish sausages, warming up around a huge pot of coffee, the usual Saturday fly in. Dennis, Paul, and Pete were airborne early to test the morning air which was severe clear, sunny, perfect, while dense fog along the coast kept Lindbergh Field closed periodically and fouled up holiday traffic. Lista came dressed as Santa Claus but soon changed to help work on the Pietenpol which Gene rolled out, newly painted, and installed the wings. Ryan blazed away on the KR-1. Galen reassembled the Starling. After each flight Galen takes it apart to look for something to fix. His flights are getting longer and longer and he will be installing drop tanks next.

There was NO cook. We opened the left overs locker and found Polish sausage, Cole slaw, fruit cocktail, rolls, and nachos. T was enough. Some 16 diners avoided starvation and should hold up well for Christmas dinner. Merry Christmas and please sign up to cook next year.....

December 31 - EAA Chapter 14 bid goodbye to the year 2005 with a fly in champagne brunch hosted by Chapter President Larry Rothrock. Larry's pineapple surprise, hot chili and the red checkered table covers made for a gala affair. The Bucker's, Helio Courier, RV-6's, Bonanza's, and our local Offshoot, Tomahawk, and the Met blimp kept the air stirring on a sunny, warm, December day that gradually fizzled into low cloud and drizzle as the day and year ended. Two Master Pilots recently designated and honored by the FAA of 4 so appointed in the San Diego area, were both present, Joe Pribilo and Bob Johnson. Both have over 50 years as pilots and have been flying over half the time period since Orville and Wilber Wright first committed powered heavier than air flight.

We missed a couple of our stalwart members, Ben Hunsaker and Bill Moore both who are recuperating from medical problems. Bill is home from the hospital after a 4 way bypass for a heart condition and Ben is at Pleasant Care Rehab center after a trip to the Navy hospital. It is located at 2828 Meadow Lark Drive near Sharp Hospital (phone 858 277 6460).

Special Notice: A memorial service is planned at the hangar for Dan Patch a week from today (Sunday). The hangars will be open at 10 O'clock for coffee and there will be food service. The memorial service is scheduled for 1:30 pm. Wear casual (warm) clothing, flight gear o.k.

Library News

By Donna Ryan - Librarian

Thanks to the suggestion from Pat Newman, one of our Chapter members, we have found a source for new magazine containers. We can purchase some sturdy cardboard holders with a spray-on vinyl coating for just \$1.60 a piece—a good bargain—especially considering we can keep them clean by just wiping them off with a wet cloth periodically. Thanks Pat for your timely and price saving suggestion.

With your help we continue to make progress combining the magazines from the various locations in Hangar 1 and the office trailer. I'm glad to see you've been taking the duplicate copies we have put out – they'll still be some more coming. At Larry's suggestion, we also have saved a supply of duplicate magazines to pass out to schools as part of our community outreach program.

Check out our Magazine of the Month article. Thanks again for your ideas and support.

Magazine of the Month – January 2006

By Donna Ryan

In the office trailer, you'll find 5 magazine containers containing the magazine "Flying Aces." When I first saw the title of the magazine, I thought it referred to the flying heroes of World War I, as our first copy dates to October 1936. But instead, it is an interesting mix of



Master Pilots Bob Johnson, Joe Pribilo, Al Davis, Charlie Ryan

aviation adventure stories and model plane building instructions – all interspersed with pictures, jokes and a fascinating look at this period of our aviation history.

The inside cover page is devoted to a cartoon advertisement on how “a pimply skin can spoil any boy’s chances for a job.” After “washing out” on yet another job interview, a sympathetic (and pimple free girl) advises him to eat tree cakes of Fleischmann’s Yeast a day—and when he does, he gets the job and the girl. Next up is a sensational adventure tale, “Code in the Cockpit.” In the emotion laden prose of the time, the story begins “Out of the shadows of the mystic East a devilish terror had swept – a grim elusive scourge men called the Phantom Fleet. Horror, fear – wholesale death-it wreaked upon all who stood in its path.” Buzz Benson, the hero, along with his sidekick Lonny, face diabolic threats with daring deeds: “Abruptly, a Nakajima 91 hurtled across the sky, dead upon the tail of the faltering XFD-2. But Lonny was ready! As Buzz whipped the Lockheed over, the youth’s Browning spat a withering hail of lead which shattered the strutwork of the raider, crumpled the overstrained wing in a grinding crash.”

The next article keeps the adrenalin going. Called “Menace of the Sub Planes,” it begins with an imaginary account of fifty enemy submarines, each equipped with large cylindrical hangars containing two airplanes, moving in to destroy New York.. After getting your attention, the article continues with a factual account of work being done by Britain “on submarine aircraft carriers, in which the whole launching operation can be performed in . . . only four or five minutes, using a two-place biplane submarine fighter called the Parnell Peto, a craft powered with an Armstrong-Siddeley Mongoose engine.” The article also includes a picture of a Martin MS-1, “a deadly sea mosquito with a wing span of only 18 feet to assure easy stowage aboard the submarine.”

In an unfortunately accurate premonition, there is also a short article on “If War Again Strikes Belgium,” outlining the buildup of the German Air Service and the steps Britain and the Allies are taking to prepare for it. Next comes the more upbeat “Story of the Navy Scouts,” detailing the use of scouting planes and what they offer. There are some great shots of vintage aircraft, including the Grumman Navy two-place scout, the Vought SU-1 and the Curtiss SOC-1.

Almost half of the magazine is taken up with model

builder news and instructions, including notes on a two-place Curtiss-Wright coupe, the Crusader AG-4, the R.O.G. Clipper and the F. A. Commercial. The magazine also includes several politically incorrect short stories (“Steve Wells in a Bang-up China Coast Yarn”), an illustrated account of how machine guns work, and a page of jokes such as the following: Bill: Does your Aunt Millie like flying? Bob: No, something seemed to aileron very first trip.”

Hope you’ll have time to take a look at our magazine of the month. I am sure all the issues will contain the same great mix of fiction, fact, instructions and humor. Spend some time with this magazine and the others in the series. I certainly enjoyed it—I hope you will too.

Nieuport Report

By Eugene Hubbard

The Nieuport squadron has had a change of personnel this month with Jim Kennedy buying out Steve Opgenorth’s share in the project. Jim has been working with us on the planes for the past few weeks and makes a good addition to the group. We are past the point that we can start new planes in the project, but every once in a while, a situation will come up where a project member no longer has time to contribute and might be willing to sell out. Remember that the planes are being built as a group. Our participation agreement says that a member can sell his or her share, but can’t pack it up and leave.



Gene Hubbard and his Pietenpol—looking like an airplane!

The group spent December fitting the forward cabane struts to the three airframes currently in Hangar 2. This involves fitting hardwood plugs to the ovaled aluminum tubing, then drilling the assemblies to mount to the fuselage structures. Each ovaled tube is slightly different, so the plugs have to be hand fit. We're also doing some rework on the fuselage structures to ensure quality standards. They say that the goal isn't so much to avoid making mistakes, but to make sure that they get fixed before you fly the airplane. We're proving that one out! Rework is complete on two of the planes, and nearly complete on the third. Once the rework is behind us and the cabanes are mounted, we will add belly stringers and forward bulkheads to the front of the plane, tailposts to the rear, and start to think about getting the planes on their landing gear. At that point, there's lots we can do—finish the cockpits, install the controls, start on the engines, build the wings. . . The list seems endless. That's what building an airplane is like.

Come visit us in Hangar 2 on Saturday afternoons. As always, the first ten minutes is free—then we put you to work.

New Members

Chapter 14 has six new members this month. Help us make them feel at home.

Gerald O. Boughner is a retired general contractor based in Ramona. He flies a G-35 Bonanza, and has just completed an Fisher R-80 Tiger Moth replica. Jerry flew his Tiger Moth to Brown Field for our December meeting and ultralight fly-in. It was quite a hit and there's a picture of it somewhere in this issue.

Brett W. Butler is a retired Avionics Tech Chief who worked on S3 A/Bs. Since he retired from the Navy in 2000, Brett has worked as a Marine Electronics Tech/Mech. He has his Private Pilot rating and is about a third of the way to getting his A&P. Brett is someone to talk to about wire repair and avionics installation.

Daniel J. Clark comes to us from the EAA Ultralight Chapter based at Nichols Field. He visited us during the Ultralight Fly-in on December 17th, and decided to join our group too. Dan is about 5% away from finishing a Sky Pup ultralight project. Like lots of experienced Ultralighters, Dan lists himself as an FAA student pilot. Dan lives in Spring Valley, and operates

a Dive Boat for a living. He is skilled at both wood and metal work, and is looking for ways to both learn and help out.

Stephen P. Prentice lives in San Diego and flies a Cessna 140. He is retired, and is rated as CFI, ATP, and A&P.

Tracy Sypher is an aeronautical engineering student at UCSD. Tracy visited our chapter on the first weekend of December looking for inspiration for a class project, and got interested in what we are doing and building. You may have met her at the Awards Banquet last month. Tracy brings an important asset to Chapter 14: while most of us have a pretty good intuitive feeling for aeronautics, Tracy is up-to-date on the theory. When theory and intuition agree, it's usually a winning combination.

Stephen T. Tillinghast is a teacher from Vista with Private and Instrument ratings. He is about 5% away from completing a Glastar project. Steve is a skilled woodworker and has access to a full shop. He would be a good person to know!

Chapter 14 is special. We have a lot of things going on: a lot of activities, and a lot of projects. We have a lot of diversity, both in interests and in capabilities. Our new members know this and want to be a part of it. Get to know them, show them around, and make a new friend. These people have a lot to contribute, and it is up to all of us to help them do so.



New member Gerald Boughner and his Tiger Moth replica

Joe & Jenny Pribilo's Aerial Adventure

By Joe Pribilo

Joe and Jenny Pribilo have always had an "air adventure" goal of flying to the most southern and most northern points in the United States. This year, thanks to their reliable 1951 Beech Bonanza, they were able to realize that goal.

Their air adventure began in April with a flight to Lakeland Florida to attend the annual "Sun 'a Fun" EAA Fly-in. They continued south to Key West, Florida thus visiting the southern most point in the U. S. They then flew north visiting Miami and Palm Beach, before returning to San Diego. Their April trip took 13 days and involved 27 hours of flight time.

Twenty years ago, the Pribilo's attempted a flight to Pt. Barrow, Alaska in their Cessna 182, but were weathered in at Fairbanks, Alaska and had to give up the quest for Pt. Barrow. However, in June of this year, they decided to again "have a go" at the northern most point in the U.S., Pt. Barrow. Joe spent considerable time gathering information on weather and terrain, charts, and associated flight data. June was selected since that time of year was expected to be less prone to "Bering Sea Low Pressure" effects. Joe feels that the two most important features for flight to northern Alaska is first a highly dependable GPS, and second, an airplane with considerable fuel endurance. Having satisfied those conditions, Joe and Jenny launched for Pt. Barrow on June 19, 2005.

Their first stop was Arlington, WA, where they fueled and gathered forces for their flight north. Joe planned to fly the "Trench" through British Columbia to the Yukon. The Trench is a valley, some 300 miles long, that allows northward flight at altitudes of 4,000 to 6,000 feet. The mountains either side of the Trench are high and usually capped in clouds. The Trench is prone to sudden rain showers, and the astute pilot is always prepared to beat a hasty retreat with the 180 maneuver. There are no air strips with fuel in the Trench.

They landed at Prince George, British Columbia, to be processed through customs. The next stop was Watson Lake, in the Yukon Territory, where they fueled and picked-up the Alaskan Highway to

Whitehorse also in the Yukon Territory after around eight hours of flying.

On the third day, June 21st, it rained continuously with low ceilings so they spent their time touring Whitehorse, which is the capital of the Yukon with a population of 16,000. On the fourth day, they departed Whitehorse for Northway, Alaska, where they processed through customs. After fueling, they continued to Fairbanks, Alaska and then flew on north to Bettles, Alaska. Bettles is located at the south end of the Brooks Mountain Range, and is the last air strip with fuel and lodging before entering the mountains and heading for Pt. Barrow, Alaska. There are no roads into Bettles — all fuel, food, etc., must be flown in, hence, aviation fuel was \$5.25 per gallon. The population of Bettles is 60 people during the warm months and around 30 people during winter.

On the 4th day, they made the 3-hour flight from Bettles to Pt. Barrow, Alaska, the northern most point in the United States. Their flight path took them through the valleys and passes of the Brooks Range and across the empty tundra to Pt. Barrow, where the population is about 3000 people, mostly Eskimos. It is really just a shanty town. Fuel here was only \$4.00 per gallon, however the fuel truck charged \$25.00 for their service! Joe and Jenny's aircraft was the only one in and out of Pt Barrow that day. The travelers walked around the town for about two hours, had lunch, and visited the Will Rogers and Wiley Post memorial located there.

This area experiences very abrupt weather changes. In about 30 minutes, while waiting for the fuel truck, the weather went from CAVU to 300' ft overcast They



Joe and Jenny Pribilo and their 1951 Beech Bonanza at Watkins Lake

departed Pt. Barrow with a SVFR clearance in IMC conditions and climbed to “on top” the cloud deck. They decided to fly direct to Fairbanks, the second largest city in Alaska. It was largely a matter of “wriggling through the passes”, as described by Joe.

They spent the next three days in Fairbanks visiting the museums and driving to Chena Hot Springs, where one must be cautious since the water comes out of the springs at about 145° F! They also took a bus tour in Denali National Park, to the base of Mt McKinley, the highest point in the U. S. at somewhat over 20,000 feet. Their next stop was Anchorage, Alaska, a 1.5 hour flight from Fairbanks, where they spent three days touring the local sites and museums. Anchorage is the largest city in Alaska with nearly 300,000 people.

On June 30th, it was time to leave Anchorage and head for home. The coastal route was weathered in so they backtracked their previous route to Whitehorse, B. C., to process through Canadian customs and spend the night. The FBO there had 4 very nice rooms above his facility for \$50.00 a night. This was the least expensive room on their entire trip. The next day, they got as far as Watson Lake after again wriggling through the passes for 1.4 hours, and had to spend the night there due to bad weather. The mosquitoes were found to be really fierce at this location!

On day 13, Joe and Jenny left Watson Lake and again flew the Trench to Prince George for fuel and then proceeded on to Bellingham, Washington. There they fueled and were processed through U. S. Customs. Their next stop was Medford, Oregon which turned out to be the best flying weather of their entire trip. They spent over 8 hours of flying on this day! On July 3rd, the next day, they launched for San Diego, and after an eight hours of flying, arrived home safely.

Total flight time for the Alaskan trip was 44.6 hours with a total cost of \$5,000.

The shortest leg was 1.4 hours and the longest, 3.8 hours. Joe considered their treatment while in Canada to be excellent, with the only charge made being for weather briefings. On the other hand, treatment by U. S. customs was time consuming and laborious. Joe commented that the highest altitude flown on the trip was 8,500 ft MSL, with the primary objective to stay clearly under the cloud decks. The lowest altitude flown was about 300 ft. AGL.

Visibility problems were experienced south of Fairbanks, north of Nettles, and east of Anchorage,

mainly due to smoke in the passes due to forest fires, but also caused by low clouds and rain showers. Fires created a continuous smudge which added to the difficulty of “flying the passes.” During periods of low visibility, Jenny was able to help with navigation by “tracking the charts” and searching for and reporting terrain check points while Joe concentrated on staying clear of the sides of the passes. In all, only two days were lost due to rain delays, which was indeed fortunate and unusual.

Joe summed up the piloting chore in Alaska as being very demanding with constant vigilance and concentration required. He stressed that pilots need to be continually aware of turning distance available when flying the passes and not to get in a situation where there is not sufficient room to pull a “quick 180°”.

Happily, Joe and Jenny were able to realize their dream of 20 years to fly to Alaska, but even more satisfying, to visit the southern-most and northern-most points in the United States, and in the same six-month period! Congratulations! That’s quite an accomplishment!



Joe and Jenny at Bettles Lodge



Turning final at Point Barrow

January Birthdays

Help us wish a very happy birthday to the following Chapter 14 members born in the month of January.

1	George W. Ferenz
1	Margaret A. Fisher
1	James C. Moore
2	Ronald L. Shipley
2	Emmett E. Skirvin
10	King A. Goulet
12	Franklin D. Ramirez
14	Lista A. Duren
21	Kerry G. Powell
22	Eugene J. Gaidousek
23	Paul C. Hanson
23	Hampton R. Mitchem

WRIGHT BROTHERS MASTER PILOT AWARD

On the morning of December 21st, four pilots were called to the San Diego FSDO, not for violations, but for presentation of the "Wright Brothers Master Pilot Award". Two of those awardees were from EAA Chapter 14 – **Joe Pribilo** and **Bob Johnson**. No doubt there are other chapter members who are eligible for this award, spelled out by FAA circular FAA/FS-1-8700-2.

a. "To be eligible, candidates must:

- (1) Have completed either a flight review or equivalent within the 24 months before qualifying for the award, to verify currency as a pilot, in accordance with Title 14 of the Code of Federal Regulations, part 61, section 61.56. This may include completion of a phase of the FAA Pilot Proficiency Award (WINGS) Program.
- (2) Have held a CAA/FAA pilot certificate with:
 - 50 consecutive years or more civil experience, or
 - Up to 20 years of which may be military experience in combination with civil experience, to

total 50 consecutive years

(3) Have three letters of recommendation from holders of FAA pilot certificates.

(4) Have been a U.S. citizen for the 50 consecutive years.

b. Revocation of any airman certificate will disqualify a nominee for this award.

c. Prior accident history will be considered and may be disqualifying.

d. Civil penalty or suspension will automatically disqualify a nominee for this award.

A completed Wright Brothers Master Pilot Award application form must be submitted as well as a resume or brief summary of aviation activities past and present to help document 50 years or more of pilot qualification."

It was interesting to note that one of the four awardees was a retired airline pilot with over 20,000 hours, one was a private pilot with 985 hours, and Joe Pribilo had vast experience in civilian flying schools and training activities, while Bob Johnson had civilian and military experience of over 7,000 hours.

If you meet the qualifications, get your application in soon!

Jackie Johnson – In Memoriam

Our thanks to the chapter members who made Jackie's Saturday mornings more enjoyable. She especially enjoyed Mike and Frenchie's fried chicken, followed by super hugs from Earl Makela and John Alley. She also enjoyed talking with other members and their ladies. Her last flight was with Armand Brattland when he took our grandson, Dylan, on his Young Eagles flight. One of her favorite flights, although short, was in the Budweiser Blimp when it took some of our members on a short ride. She lost her courageous 4 1/2 year fight with ovarian cancer on December 1st. Our thanks for your remembrances. Bob Johnson and family.

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CALENDAR OF EVENTS

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

January 8 (Sunday) Memorial Service for Dan
Patch, 1:30PM at Chapter 14 hangars,
Brown Field, hangar open at 10AM

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

January 21 – Pancake breakfast 7:30, Chapter
membership meeting—10AM, Open
house, coffee at Chapter 14 hangars,
Brown Field. Lunch – 11:30

January 26 (Thursday) – Board of Directors
Meeting, Montgomery Field
Administration bldg conference room,
7-9PM

January 28 – 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@adelphia.net or by phone at 760-602-0662

Full time builder NEEDED. Part time if you know Lancairs. I have 3 being built now. Will train the right person. Hogge Aircraft 1-619-549-9606

Apollo GPS Moving map Dash mount For Sale \$500.00. Call Mike Freshley 619-624-5378

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January 2006

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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	
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 - 11:00 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.