

# *Spirit of Flight*

Experimental Aircraft Association  
Chapter 14, San Diego CA

June 2004



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Reach For Tomorrow – Young Eagle event Saturday, July 10<sup>th</sup>  
Extra Young Eagle pilots and volunteers needed!

Cover: Express Aircraft's factory demonstrator visits Chapter 14.

## The Flying Report

By Bob Osborn

**May 8** - Second Saturday and a lovely day in May for flying Young Eagles, for flying in to the EAA Chapter 14 luncheon at Brown Field, for being alive! Bob Offord's geraniums are blooming, the field is green, the grass is cut, the sun was out, life is good. Dayton Smith briefed and organized 32 Young Eagles. John Watts produced certificates for each. Lista Duren assigned pilots and Young Eagles. Joe Andrade (Cessna 172), Armond Brattland (Maule), Dennis Cullum (Piper Tomahawk), Pete Grootendorst (Grumman Traveler), and Dick March (Stinson), provided the flights. The smiles on faces and comments in the guest log record the feelings of the Young Eagles. "Great plane ride." "I (heart drawn)'d it." "Thank you, my son loved it." "Shays first time up." "I loved seeing everything around me." Fly in aircraft, 3 Buckers, a Comanche, Starduster, Aeronca L3B, Beech Musketeer, PA-12, and local pilots, Paul's Offshoot and Ryans Quickie kept the action going.

Kerry Powell produced the perfect lunch for Young Eagles, hotdogs. Also baked beans, chips, nachos, and ice-cream. With help from Eric Watkins and Ashley, over 50 were served. Jim Chapman came through with a plane load of delicious pink grapefruit from his Borrego ranch which were distributed with lunch. Thanks again Jim. During the past week it was reported Roger Sokoloff received a tail wheel checkout in the Club Cessna 140 and Talky Muraoka continued building up solo time in the practice area in the Grumman Lynx, both under the watchful eye of instructor Pete Grootendorst. I'm still milking my recent hospitalization for preferential treatment but it is getting harder so I must be getting better.

**May 15** - It was like old times when the Chapter had over 500 members and at every

monthly meeting the hall crowded. Saturday hanger #1 was full to the brim, the ramp was filled with an assortment of fly in airplanes ranging from an autogiro to two beautiful new Express Series 2000FT (originally Wheeler Express) aircraft, Paul and Ryan were providing fly by demonstrations in their exotic homebuilts, and (shades of the past) Ed Bancroft came taxiing in in his BD-5.

The day started with Rodger Magee, Ty Tyvoll, and John Watts' standard superb pancake breakfast of eggs, pancakes, and sausage. Pres. Richard called the meeting at 1100, Kerry Powell led the Pledge of Allegiance, and Larry Rothrock announced the bus trip to Chino for today (Sunday) and introduced our speaker Roy Davis and Nancy Moon, co-owners of Express Aircraft. Roy and Nancy formerly of Del Mar, Chapter members, who flew a Maule before building their Express Series 2000FT flew in from Tumwater, WA where the Express factory is located. In addition to their factory prototype, a second Express was flown in by Harvey King.

The Express Series 2000FT is an aircraft every homebuilder would love to have. It is a sleek composite, big and roomy (holds 4 200# passengers) plus 135# of luggage and 140 gallons of fuel. Powered with a



Roy Davis and Nancy Moon, owners of Express Aircraft

Continental engine IOF-550, it cruises at 190 knots and is capable of 200 knots. The kit is priced at \$48,900 and add on's (engine, glass cockpit, builder assistance sessions) add to that considerably. The builder assistance at the factory is extensive and can greatly cut down the building time and assure a quality job. As if viewing Roy's builder video and talk and question session weren't enough, everyone was invited to a free lunch of hot dogs, chips, and soft drinks. It was a party!

**May 22** - The merry month of May just keeps rolling along with Chapter 14 EAA Members enjoying each day. Larry Rothrock reported last Sundays bus ride to Chino a success and furnished photo's to back it up. Saturday many of the regular fly in aircraft were on hand, weather was perfect, local hanger based aircraft up and flying. Jack is building up time in the RV-6. Paul and Loren are preparing Offshoot for a shot at Oshkosh. Ryan keeps flying and dreaming of more speed out of the Quickie. Pete and Alan keep flying and working on the Traveler. Earl and Laverne brought their RV-4 and Starduster in for show and tell. Jim Kennedy has purchased a Fly Baby in Oregon and gone to pick it up. Plans to U-Haul it back rather than fly it, no doubt a wise choice.

Pres. Richard stepped up to the plate for cook duties Saturday with his famous baked potato extravaganza, filled the oven with 50 large potatoes, baked them well, and with the help of Joe Russo served some 45 diners with a potato, chili, cheese, onions, etc. etc. Delicious! Ercoupe driver, Tim Briggs arrived just in time to score the last potato served and display his beautiful Ercoupe. He announced that another Ercoupe pilot, Allen Rothenberg was flying his Ercoupe to all 4 corners of the United States, as well as visiting the geographical center of the country in Kansas. His route, Gaithersburg, MD to Key West, FL to Ream Field (Imperial Beach), CA to Washington State, to Kansas, to Maine and home to Gaithersburg. His adventure is being carried on the internet on web site [WWW.jimsladesairlines.com](http://WWW.jimsladesairlines.com). Check it out...

I'm still enjoying the attention of several delightful nurses at the cardiac rehab unit at the Naval Medical Center three times a week. They have affixed me with an RPM (pulse) readout on my right arm, which is alarming in that it is so obvious when a cute young thing passes by. Must remember to wear long sleeves when walking with Glo. ;-)

**May 29** - Memorial Day and the last fly in for May. Although air traffic was light, possibly due to the holiday, a very normal crowd of 40 diners appeared for Kerry Powell's lunch of lasagna, garlic bread, and Caesar salad. Dennis in his RV-3, Paul and Loren in Offshoot, Ryan in the Quickie, Bob and Dennis in 19er Fox, all contributed to the local flying in nearly perfect weather. Pete and Janeth Grootendorst are weekendending in Fresno in the Traveler and Tom's Grumman American Lynx was observed flying again after a bit of prop trimming that occurred last week. Jim Kennedy and son flew in and reported the Fly Baby purchase in Oregon didn't "pan out" as it didn't pass their inspection. After flying there, renting a U-haul truck to bring it back and partially disassembling it, they decided they didn't want to fly in it. There is a report that Garrett Gregory has purchased a motor glider and will be bringing it to Brown soon. Now that ups the variety of Chapter 14 aircraft.

Gene Hubbard, John Watts, and Richard



Paul Hanson and Loren Schreiber prep the Offshoot for flight.



There were lots of sights to see at the Chino Air Show!

Kalling are putting in long hours on the Siesta Patrol Newport 11 project and producing lots and lots of gleaming anodized parts. The jig process is producing some nice woodwork that is too nice to discard after hammering out the metal fittings. Perhaps the jigs can be sold or passed along to another chapter after the Siesta Patrol's ships are flying.

### Good Works Dept.

The following Chapter 14 members have recently contributed to improving the appearance of our facilities at Brown Field, and deserved to be recognised:

**Paul Hanson** for undertaking the removal of ten or more years of accumulated gunk on Jim Caldwell's KR-2 which hangs inverted in Hangar #1.

**Bob Offord** for planting and tending the display of geraniums which grace our ramp area, and which provide a welcome contrast with the brown weeds which otherwise surround us.

**Pete Grootendorst** for spending some hours with his weed-whacker, cutting down the excess vegetation in the tie-down area.

Good job by all three and many thanks for your efforts!

### Programs.....

By Larry Rothrock

#### **Wow, what a program in May!**

We had about 80 members and guests show up for the General Meeting and the Express

Aircraft Program. I guess the airplane was a real draw; or maybe it was the FREE HOT DOGS supplied by Express Aircraft. (Are our members that shallow? You bet.) Hope you got to attend. That Express airplane is a real honey.

The 2nd EAA Chapter 14 Bus Trip to the Chino Airshow wasn't bad either!! We didn't quite fill the bus because we had some dropouts, but we had a great time. There were practically no fist fights and there was no singing! For only a few of us it was the very first airshow ever attended, but almost everybody had some new experience. I had never seen a Spitfire actually fly—never mind seeing them in formation! Wow.

### June...

3rd Saturday..remember? That's the June General Meeting and it will be held on Saturday, June 19 at 11:00. We'll have another great program. Trio Avionics will make a presentation about their neat little autopilot.

"Autopilot!" you scoff. "We don't need no stinking autopilot!"

Oh, yeah. Tell that to SOCAL when they mention that they've just scrambled two F-14's with live ammo to remove you from a collision course with United Flight 781. All because you were a little preoccupied with trying to link up with that tiny relief tube and got just a bit off course.



Lots of warbirds on display at Chino.

Do you fly Young Eagles or the neighborhood kids? Need someone to grab the yoke when you're snatching your brand new cap off your head for the kid to throw up in? Well, Cap'n Smilin' Jack, this program's for you.

Jerry Hansen is one of the Trio Avionics triumvirate and he will give us a talk and demonstrate the autopilot. We expect some users to fly in and show it to us installed and you can talk to the users. (Maybe we can get a hands-off formation flyover!! Who knows.)

Here's what Jerry has to say:

Gillespie Field has a very active group of canard pilots - about 10 or 11 now I'd guess. Some three and a half years ago, we (Sid Tolchin and myself) had heard Chuck Busch mention "I wish my autopilot did \_\_\_\_\_" fill in the blank) so many times that we finally convinced him to do something about it. Chuck is an excellent engineer and he did all of the electrical and mechanical design as well as the extensive assembler programming that was required. The result was a 3 year development program that progressed through 3 design iterations and hundreds of hours of flight tests. Because of Chuck's intense efforts progress was consistent, but the real breakthrough came when Analog Devices introduced their MEMS Gyro. The phenomenal response and stability of this gyro finally gave us an autopilot that would hold a course within 50 feet in smooth air and give excellent performance in turbulence. We were the first to incorporate this gyro in an autopilot. Our main concern throughout the design process was (and is) safety. This is reflected in a number of the safety features incorporated into the design.

A few of them are as follows:

- A remote servo disconnect switch to allow instantaneous control freedom.
- Automatic servo disconnect on takeoff. The EZ Pilot monitors GPS and determines when the aircraft is gaining speed for takeoff. It checks the servo status and, if it is engaged, disconnects it at 40 mph. (We had heard of some "interesting" episodes with other autopilots - thus this feature)
- While doing almost daily flight tests, we often encountered other aircraft tracking to and from our

destination waypoints. Modern GPS receivers allow very accurate positioning on the course centerline so our relative positions were sometimes too close for comfort. One particularly close encounter caused us to incorporate a Track Offset Position (TOP) feature that allows the pilot to select an offset of up to 1 mile either side of the courseline.

This really helps avoid traffic on the airways.

- One feature that has caught the attention of the media is what AeroNews called our "Get me out of here" feature. (We, rather colorlessly, refer to this as the Auto 180 feature). Consider that you might someday find yourself suddenly in marginal weather conditions with limited visibility.

If the GPS is on, you need only push one button for 3 seconds and the EZ Pilot will (1.) take a snapshot of the course you are flying, (2) turn on the servo (if it was disconnected) and (3) make an immediate 180 degree turn to take you back to hopefully better conditions. We know of no other autopilot that offers this feature.

- We have also included a means whereby the pilot may select the bank characteristics he/she prefers. The unit is shipped with a default bank angle limit of 15 degrees so all maneuvers are gradual and smooth. However, the pilot may select a manual turn rate, which will allow up to a 3 degree per second turn. This will give the autopilot more control authority and allow steeper banks and quicker turns.

There are other safety features that Chuck will cover in his presentation...



Chapter members Chris Puntis, Talky Muraoka, Dennis Cullum and Larry Rothrock admire the B-25s.

The accuracy of the EZ Pilot is quite impressive. To get a visual impression of its stability, we did an experiment while en-route to the Copperstate fly-in last year - flying in smooth air. Our 3 Long-EZs were flown into a loose in-trail formation with each separated in altitude by approximately 100 feet. We programmed our GPS receivers (all different models) to the same distant waypoint and engaged the EZ Pilot. The trailing pilot then watched the relative lateral movement of the 3 aircraft. For over 50 miles they seldom moved apart more than a wingspan horizontally, using the lead aircraft as a visual reference. (Note: this was a disciplined, controlled test of GPS and autopilot accuracy by factory personnel, and should not be attempted by others.)

A digital autopilot with microprocessor control brings a lot of capability that is not available in analog systems. For instance, when the aircraft is intercepting and closing on a course line, the processor is constantly computing angle of intercept, cross-track distance, GPS groundspeed, closing velocity and turn rate. This allows a very smooth intercept. A favorite pastime of our customers is to fly directly AWAY from the chosen waypoint and then engage the servo. The EZ Pilot will do a nice 180 degree turn and then complete the course intercept with a pretty parabolic curve. On a GPS that shows your flight path, this results in a textbook "teardrop" pattern and takes you accurately to your waypoint.

The three principals of Trio Avionics are Chuck Busch, Sid Tolchin and Jerry Hansen. Chuck worked for many years with Interstate Electronics as a program manager for Ballistic Missile, GPS Range and Navigation, and Civil Aviation programs. Sid is a retired Neurosurgeon (and he once commanded the South Pole expedition during the International Geophysical Year – also making a parachute jump directly over the South Pole). Jerry Hansen is a retired electronics executive. All fly canard airplanes and have great fun searching for heavy turbulence to test autopilot behavior.

OK, how about that to get your juices flowing! A new gadget that works and that you can afford, even.

Be there on June 19th!

## July...

Deeds of derring do!! (I never knew what that meant, but I've always wanted to use it.) Hot pursuit! Cops and robbers! Help! Murder! Police!

A fiery horse with the speed of light, a cloud of dust and a hearty "Hi Yo Silver, awaaaay". Return with us now to those thrilling days of yesteryear, The LONG RANGER rides again

Yeah, it's LONG Ranger, as in the Jet Ranger 206L4. And who flies this great helicopter? The San Diego Police Department, that's who!!

The Program at the July General Meeting (Saturday, July 17 at 11:00) will be presented by these Helicops to whom we owe so much.

The San Diego Police will tell us all about their role in keeping the city peaceful and the mission of the SDPD...but get ready for the juicy inside story of the pursuits and apprehensions of the perpetrators, too. I know that's what you really want to hear!! We are a shallow group.

So, unless you have outstanding warrants, show up for this great program. Actually, come even if there are outstanding warrants, but wear a false mustache, or drag or something. Bring the neighborhood hoods.

## August...

Dr. Kerber will bring his nifty jet to the field on Saturday, August 21 and will tell us all about the Czech L-39.

## September...

We have no program set up for September. But I haven't heard any good ideas from you either. Surely some of you have some good ideas. Maybe we'll just get together for rockin' and whittlin' and spittin'.

--Larry Rothrock

## International Young Eagles Day - June 12<sup>th</sup>

Dayton Smith – Young Eagles Coordinator

Help the Young Eagles program launch the second century of flight! Mark your calendar for International Young Eagles Day (IYED) 2004 on June 12, 2004. First established in 1994, IYED is a day that focuses our attention on the Young Eagles Program. Last year, more than 10,000 Young Eagles were flown on IYED alone. That's an incredible amount of activity. As always, we need your participation on a year-round basis, but we have set aside one day to focus on the Young Eagles Program.

Reach For Tomorrow – Young Eagle event Saturday, July 10<sup>th</sup>  
Extra Young Eagle pilots and volunteers needed!

Reach For Tomorrow

([www.reachfortomorrow.org](http://www.reachfortomorrow.org)) is a non-profit organization that motivates and helps junior high and high school students to develop their appreciation of the value and benefits of education, and raise their academic, career and life goals. **We expect 90 participants on July 10;** we will need the help of all available Young Eagles Pilots and volunteers.

## Nieuport Nieu

By Lista Duren

The golden Nieuports are finally taking shape. Last week the team finished enough parts to rivet together the right side of one fuselage. Only 11 (maybe 13 more to go! After putting in all the rivets, we took turns sitting behind the structure, making engine noises, and taking pictures. Curse you Red Baron! The final parts count for a fuselage side is 2 longerons (two pieces each), 12 uprights and diagonals, all different, 9 thin gussets, 7 heavy gussets, and a couple of shims, not to mention a hundred rivets or so. The second fuselage side is in the jig now, and should be

assembled by the end of the week.

One of the unusual design features of the Nieuports is the use of oval tubing for cabanes, landing gear, and lower wing spars. You can't find 1 1/4" x 2" oval tubing in the Aircraft Spruce catalog—you have to make it yourself from 1 5/8" round tubing. Each group does it differently. In Kansas City, the Dawn Patrol welded up a long press out of channel iron and crunched down the tubes by hand. In Independence, Oregon, the Noon Patrol found a shop with a long press to do it for them. Last week, Rob North came to our rescue (again) by telling us that his neighbor across the street has a long press, and the he'd be willing to help us out. It didn't take us long to load 16 lengths of round tubing into the back of Rob's truck. Thanks again!

Come visit us at the back of Hangar 2. We're there most Saturdays at Siesta time. You get to look for 10 minutes, then we put you to work. Cookies are welcome!

Ciao.

MINUTES ..Corrected and Approved

Experimental Aircraft Association,  
Chapter 14, Board of Directors  
Meeting, 22 April 2004

Present: Dennis Cullum, Lista Duren, Gale Hess, Gene Hubbard, Richard Kalling, Kerry Powell, Larry Rothrock, Joe Russo, Ryan, Jack Thomson.

The meeting was called to order at 7: 10 p.m. by president Richard Kalling. Minutes were read and approved with corrections.

The financial report was approved.

REPORTS:

Facilities. Dennis Cullum: Earl Makela moved his plane to a hangar. The new floor in the shed doesn't work. We've returned four bags of unused material, and plan to redo it with cement. Pete and Ryan have made additions to Jack's hangar.

SAFETY: Pete was absent. No report.

LEASE. Joe Russo: Joe sent a letter to the city requesting information on the master plan. Based on a lease from Hernando that specified payment of 10% per year of the appraised value of unimproved land, Jack suggested that we hire an appraiser. This should cost \$500 to \$750.

We have no document from the city spelling out requirements for a lease. Prior documents required sewer improvements and so forth. We received two proposed leases that were blank and didn't address expansion.

Eugene McMurdy with the ultralight group was said to have filed a complaint with the FAA. At MYF, the FAA found discrimination when people were allowed to rent out their hangars at inflated prices. Joe says we should wait for one more rejection from city.

Should we continue to maintain status quo and keep sending pot shots to the city, or make an all-out effort to obtain more space?

NEWSLETTER. Kerry Powell: There have been problems with the process for getting the newsletter printed and in the mail. Post Office takes four to ten days. We will e-mail to members with e-mail for this issue and snail mail to rest. Don't have e-mail addresses for about 25% of members.

BUS TRIP TO CHINO, Larry Rothrock: Seven people signed up so far. Board voted to print out a flyer and send first class to members. Gene Hubbard to do action. Will have box lunches for fly-ins.

PROGRAMS. Larry Rothrock: May--Express Aircraft. Owner Roy Davis will speak and supply free hot dogs. June--Trio Aviation people with autopilot for experimental aircraft. David Poole of Border Patrol is not ready yet. Capt. Lee of CAP will not speak.

MEMBERSHIP, Gene Hubbard: Two new members last week. Renewal slowing down, about 200 renewed members. When should we cut off unrenewed members?

YOUNG EAGLES Dayton Smith: Dayton absent-no report.

SUNSHINE COMMITTEE Mike Fisher. No report. Mike Fisher was absent.

SHOP COMMITTEE, Gene Hubbard: No meeting to date

BYLAWS COMMITTEE, no activity.

OLD BUSINESS

Name badges: Larry has been calling people about name badges.

NEW BUSINESS

Wings over, Gillespie: Gale will check on this for next year. Good idea to pass out brochures and maybe have booth. What other events should we attend?

Lunches: Past month was first "3rd Saturday" without lunch. Some people didn't know, some thought it was too late for breakfast and too early for lunch. New schedule made people leave earlier. On 3rd Saturdays, brunch is now being served from 8:30 to 10:30.

Library: Kerry talked to Jack Brower who has been updating the index to video library by hand. Kerry is setting up a database template. We had a video database on web before and might be able to do it again.

We have the "Countdown to Kitty Hawk" video.

The meeting was adjourned at 8:35 p.m.

San Diego Ultralight Association – EAA UL Chapter 114 "Toy Gun 2004 Fly-In"

Will be held Sunday July 18 at Nichols Field.

Competitions, including spot landing, balloon pop, bean bag drop beginning promptly at 8am. Contact Joyce James for info or to volunteer – 858-483-6328, joyce\_james@merck.com.

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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

**1953 Tri-Pacer**, IFR, restored 1999 \$25,000, **Piaggio Scooter**, \$4,000 Call Dr. Gerry Curtis 909-446-1423  
**One tenth share in Cessna 140 flying group** \$2500 Must be Chapter member. Call Chris (760) 943-6997  
**BD 5 kit** fuselage, wings' and tail done, only \$500.00 or trade. 619-549-9606  
**Wanted-** good flight instruments 619-549-9606  
**New Bendix S200 magneto** \$500. This model has no impulse coupling. Lloyd Gray 760-753-5197  
**Lancair 320** 250 hrs tt, IFR, 210 MPH, 7.5 GPH, \$79,000 . 1-619-549-9606

### CALENDAR OF EVENTS

- June 5 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- June 12 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- June 19 – Pancake breakfast 8:30, Chapter meeting – 11 AM, Open house, coffee at Chapter 14 hangars, Brown Field.
- June 24 – Board Meeting – Montgomery Field administration building 7PM
- June 26 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

**EXPERIMENTAL AIRCRAFT ASSOCIATION  
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## June 2004

**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	Lista Duren	(858) 452-7112	<a href="mailto:lduren@pacbell.net">lduren@pacbell.net</a>
Treasurer	John P. "Jack" Thomson	(619) 425-6404	<a href="mailto:jpt@nethere.com">jpt@nethere.com</a>
Director	John Alley		
Director (Hangar Mgr)	Dennis Cullum	(760) 436-5806	<a href="mailto:dfcullum@aol.com">dfcullum@aol.com</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	Gale Hess		
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	<a href="mailto:ehubbard@titan.com">ehubbard@titan.com</a>
Director	Roger Magee		
Director	Bill Moore	(619) 222-8835	
Director (Web/Newsletter)	Kerry Powell	(760) 602-0662	<a href="mailto:kgpowell@adelphia.net">kgpowell@adelphia.net</a>
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Director	R.S.Ryan	(858) 273-4051	<a href="mailto:rryan@san.rr.com">rryan@san.rr.com</a>
Director	Loren Schreiber		
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 - 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.