

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

March 2005



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Membership renewals & dues are due for 2005 - Membership form is in this newsletter, or download from our web site.

**March 19th program, Carl Trautvetter ,
Fused wing/fuselage**

**April 19th program, Robert Summers,
Norden Bombsight**

Volunteers needed for B-17 event Apr 8-10

Ocotillo outing scheduled April 1-2-3

Cover: EAA's B-17 tour comes to Gillespie Field April 8-9-10.

Presidents message

By Larry Rothrock

Busy times at ole Chapter 14.

B-17 Flying Fortress, Fuddy Duddy, Allied Victory Tour

In celebration of the 60th anniversary of VE and VJ days EAA will bring a genuine, honest-to-goodness flying B-17 to San Diego. Chapter 14 will host the event which will be at Gillespie Field in El Cajon. *Fuddy Duddy* will arrive on April 7 (Thursday afternoon) and will spend the rest of the day doing promotional flights for the press and other local news and entertainment media. The general schedule is that the plane will spend the mornings of Friday, Saturday and Sunday (**April 8, 9 and 10**) giving rides around San Diego and the afternoons giving ground tours through the plane.

Rides will be sold at \$355 for EAA members; \$395 for non-members (including \$40 for a membership) or \$395 for non-member who don't want to join. We, Chapter 14, will not sell the rides—national EAA will handle that. Reservations can be made at 800-359-6217 or on-line at www.b17.org. The flights will be about 30 minutes and will be around the city area at 1000 – 2000 feet. There are eight seats to choose from: 4 in the waist gunners area, 3 in the radio area and one in the cockpit. The nose is the best seat, but can't be used during take-off and landing. Passengers will take turns in the nose.

We will, however, sell and conduct the ground tours. Ground tours are free to WWII vets (any branch) and cost \$6 for adults; \$10 for families and \$5 for students.

Now pay attention: Chapter 14 members will have a chance to work on the tour and win free flights in the B-17. When the -17 leaves to move on to its next stop in Torrence, it will take 6 Chapter 14 members along.

(You have to find your own way back.) The passengers will be chosen by lot from among the members who worked at the tour. We will schedule work slots of two hours each and workers will receive a lottery ticket for each scheduled 2 hour slot worked. Starting Saturday morning March 5, there will be a new sign-up sheet in Hangar One for workers. You may sign up to work one slot only; give everyone a chance. If all slots are not filled by March 26, you may sign up for additional slots and you will get an additional lottery ticket for each 2-hour slot you work. If your name is drawn more than once, the second will be voided—you can only win one seat.

We'll have two 2-hour shifts each morning (Friday, Saturday and Sunday) of 5 members each; total of 10 members each morning during flight operations. We'll have two 2-hour shifts of 10 members each afternoon for ground tours and selling EAA and B-17 merchandise. There are a total of up to 90 slots. If we

fill all of them (unlikely) and have a different person for each slot (unlikely), you'd have a 1 in 15 chance of winning a flight. Not bad for 2 hours fun hanging around a B-17, huh? After the slots are filled we'll appoint crew chiefs to organize each shift.

Call me, if you have any questions. 619-507-4455

More fun!!! Tricket / Ocotillo Wells Fly-in/Camp/out April 1, 2 and 3.

Our annual camp out at Ocotillo Wells (Ocotillo Field, L90) is coming up. Fly in or drive in on Friday afternoon and help set up camp. General John Alley is in charge of the whole deal, as usual (bless him). We'll take some of our portable hangars out for dining and kitchen use and all the food will be provided—cooked, even-- by renowned aviator-chef Ernie Block and renowned chef-aviator Joe Russo. The usual "Make It and (try to) Fly It" kite contest will be held. I claim that I actually got my coffee cup design to fly last year, but nobody else agrees. We'll probably have prizes for the biggest; the smallest; the ugliest, etc. —kites, not people. And there will be campfires and evening entertainment, too. No singing. If you haven't done this before, you really ought to try it. Just bring your personal gear: sleeping bag and mattress. Tent, too, if you want one. I like to sleep under the stars; they're brilliant in the desert air. If you consider 'roughing it' to be a hotel without room service, you don't actually have to camp. Just fly in or drive in and spend the day or you can stay at a motel not far away. Just be sure to come and have a good time.

We had nearly 30 planes last year at various times. Hoping for a similar number this year. We hope some other Chapters will join us, too.

We'll be on the Northeast side of the field just outside the berm. Driving? Go out to Ocotillo Wells on SR 78 and turn off the road toward the north at the store. The store is just 100 meters, or so, east of Split Mountain Road. Follow the dirt bikes and the heavily rutted dirt road (trail?) around the berm which encircles the landing strip and you'll come to the camp. The trail is passable for ordinary passenger cars, but drive slowly and judiciously. Just keep the berm on your left. You can actually see the camp from the store. It's about a mile, I suppose. Cell phones don't work very well out there, but if you're a little bewildered, you can try my cell number 619-507-4455.

Now, we need some help for loading up the trailers on March 26 (a week before the camp out) and we **REALLY** need someone with a good truck to tow the trailer out on Friday and back on Sunday.

Sign up on the sheet in Hangar One to help out... it's as much fun as the campout. Contact John Alley (jalleynbart@juno.com) or me for more info.

March Field Air Museum March 24—Bus Trip See elsewhere in this issue of *The Spirit* for details of the Bus Trip that Kevin Roche is organizing. Remember these Bus Trips? Well, they're getting even better. Contact Kevin at tkevin@rocketmail.com or sign up on the sheet in Hangar One.

Other Stuff: Be sure to check the calendar in Hangar One for more great stuff. Drop me an email and tell me what you want to see in the Chapter. Larry@Rothrock.us

Program...

By Lista Duren

On March 19th our own Carl Trautvetter will be presenting rare footage of flight testing for a fused wing / fuselage UAV. This is an old joint project between Hughes and General Electric that promised unusually high lift/hp ratios. At present Mr. Trautvetter is attempting to revive interest in the concept.

On April 16th, Robert Summers will describe his experiences in producing a documentary film on the famous Norden Bombsight of the WWII era. We've all heard of the bombsight, and most of us have seen museum displays of it, but Dr. Summers actually rented a B-25, bought some inert bombs on e-bay, and tested it at China Lake. We have to wait for the Discovery Channel to see the whole show, but Dr. Summers will be showing clips and describing his experiences.

The Holidays are Just Around the Corner!

Save the Date: December 10, 2005, for our annual Holiday Banquet! Most of the format is the same as last year—we're holding it at the Marriot Courtyard in Kearney Mesa, and by special arrangement, Larry Crashe and Joseph Burne (or is it Larry Burne and Joseph Crashe) have agreed to hold another noisy auction for our entertainment. We will also have more Christmas carols.

We will soon be deciding on a speaker and we'd like opinions on who would be appropriate for our mixed audience. Who would your date for the night like to hear? Contact Lista Duren or Gene Hubbard with ideas. You'll find our contact information on the back page of the newsletter.

The Flying Report

By Bob Osborn

February 5 - February, the start of 2nd semester in San Diego schools, and professor and ex-president Richard informs me he has only 87 more work days before retirement and he can get serious with flying and building

airplanes full time. Saturday was a bit misty but still the builders (Nieuport II's) and fliers (Cessna 140 club and a few fly in lunch participants) came for the Dinty Moore's stew, rice, salad, nacho's, peaches and ice-cream served by Larry & Molly Rothrock, Bob Osborn, with lots of help from Margaret Fisher. Mark Swoyer took time out from Nieuport building to sew the new windsock, provided by Ryan, to the frame and mounting it on Hanger 1 where it flies proudly, replacing the old one Ed Fitzgibbons won years ago and donated but was shredded by last months winds. The Ameriquest Mortgage Company blimp, a large, spectacularly painted and modern blimp with swiveling twin engines and 4 landing wheels entertained us with fly by's. Paul Hanson invited the crew to lunch but failed to promote any rides. The Budweiser blimp still holds the edge there.

During the week the main event was the transport of the center section of the T-hanger from Montgomery Field to Brown Field by Ryan and crew with Jack Thomson and Galen Shirley assisting. It is about 14 feet wide, required a wide load permit, escort vehicle, radio coordination with the tower, etc. Went without a hitch. Well actually there was a reinforced hitch, provided by Ryan, and involving lots of reinforcing, disassembly, and coordination, also provided by Ryan. Hopefully an account of the move and pictures will be published. Paul Hanson gave us a scare. He had flown to Fresno in Offshoot a week ago and was expected home during the week. We were hunkered down in hanger 1 with the doors all closed and the Santa Ana wind outside gusting to about 40 when the side door opened and in walked Paul. We couldn't believe Offshoot could handle those winds! Well, Paul had caught a bus home when the ground fog up at Fresno grounded him. He returned Friday to retrieve Offshoot and enjoy a pleasant flight home.

February 12 - Only the navy would show up on such a day as we had yesterday for flying



Chapter member Tyson McDowell presented the February program on construction of his Velocity, shown here outside its Gillespie Field hangar.

Young Eagles. The Navy Auxiliary Junior Branch (a guess) must have come by boat for about a dozen Young Eagles, some in navy uniform came for flights and stayed for a tour and free lunch, but no flights. Only William Durr taxied in, in his PA28 to fly them and taxied out again. The rotating beacon ran all day. A few IFR jets arrived but the day was notable for lack of flying airplanes. That didn't deter Gene and Lista and crew working on the Nieuport It's and some 25 diners who came for Ryan and Galen's hot dogs, potato salad, beans, jalapenos, and ice cream.

The hanger phone is once again up and running thanks to Ryan and Bill Moore. Their efforts saved the Chapter \$150 which the telephone company repairman said was the minimum for tracing down the fault in our lines. It appears to have been the line to the trailer which Bill replaced and Ryan then completed the hookup. Ryan and Galen also overhauled the large coffee pot last week, saving the day with ample hot coffee to stave off the rain and cold.

A couple of our members are in the hospital recovering from recent surgery. Gene Whigham of the Whigham sailplane/ motorglider/ airplane factory and Harry Somers of the Travel Air factory located at

Gillespie Field. Al Allan came home after a siege in the hospital, was down to see us a week ago Saturday. Could be age has some bearing on such reports but this Chapter doesn't allow age discrimination and rightly so.....

February 19 - And the Saturday rains continue. Although it severely curtails the fly in aspect of our fly in Saturday luncheons, the drive in traffic, hanger flying, airplane building and luncheons only seem to get better. Rodger Magee, Ty Tyvoll, and John Watts opened the doors with their regular pancake, eggs, and sausage brunch. With this under our belts we settled back for the monthly meeting conducted by Pres Larry Rothrock and VP Lista Duren. Announcements were made concerning the April 1-3 Ocotillo Wells Roger Trickett Memorial campout, the April 7-11 B-17 "Fuddy Duddy" operation at Gillespie Field which the Chapter is hosting, April 21st bus trip to March AFB museum, and the sign up sheets posted on the bulletin board at the front of the hanger. Also a house is available at Oshkosh during the annual meet for Chapter attendees. See Larry for details. An award plaque was presented to John Watts for his years of volunteer service at Oshkosh. A show of hands was taken for moving up the time for the monthly meeting to commence to 10 AM and passed. Lista introduced our program speaker, Tyson McDowell.

Tyson and Anjuli, the L-39 jet jockeys featured on the cover of last months newsletter "Spirit of Flight" are partners with Jeff Schuster in N999JS a 310HP XLRG Velocity they are building in a hanger at Gillespie Field. They are doing not only an outstanding job of building but also of documenting their progress with photo's and comments which are posted on our website at eaa14.org under Member Projects. Utilizing Tyson's computer and Richards power point projector a very interesting presentation was made in spite of the pounding rain on the hanger roof. Tyson discussed the reasons for



Anjuli Nunn, 1/3 of the Velocity construction team, glasses the port side strake.

constructing a Sonex Light Sport Plane at home in his "airplane factory". We shall miss him.

February 26 – The rains are over and great things are happening at EAA Chapter 14, Brown Field as February and winter draw to a close. Chris Puntis soloed in his new Sonex. "Piece of cake" were his comments, "it lands easily". It joins the new sport class of aircraft, falling within that category. The Whigham, HIPP motorglider and Dennis's, Fisher qualify as well as earlier aircraft such as Ben's Heath Parasol, John Kerr and Sparky's Pietenpol's, Ed Fitzgibbons Minimax, and even Chuck Heberle's Taylorcraft. Ryan's Quickie, and Galen and Ryan's Teene Two are in an unidentifiable class by themselves.... Dennis lowered and rolled out the Fisher Thursday also, washed the dust off and claimed up over Otay Mountain where it proceeded to swoon when reducing from full power. A bit of judicious use of the throttle coaxed it back to life and once on the ground it returned to full power. Mystery?

Dennis fed us Dinty Moore Stew for lunch Saturday with a little help from Larry Rothrock. Barry Osborn visiting from Peoria, IL declared it as good as the pot roast dinner he had at Marie Callenders the day before. Barry was celebrating the arrival of his son Kris, staff sergeant with the National Guard, at Ft. Sill, OK from a years tour in Iraq where he

the choice of the Velocity, the Continental IO550 engine, 1300# useful load, 100 gallon fuel load, 9 G strength factor, 65 knot canard stall speed, and answered many questions concerning the project and also flying his L-39 and its characteristics. Lista and Gene Hubbard followed up the program with a delicious lunch of chili Blanco with turkey, Cole slaw, corn bread, and apples. We had a great rainy day!

A memorial service for Chapter member Gene Whigham who passed away Monday night from complications of surgery, was held Thursday at the 1st Presbyterian Church in San Diego. The Chapter was well represented in the Chapel service packed with Gene's flying partners, old gliding buddies and church friends. Gene served in WWII in the Army Air Force. After flight training, he became an instructor. An aeronautical engineer by profession he designed and built aircraft the rest of his life. He had a series of gliders/sailplanes which he designed and test flew then sold to progress to the next one. One of his gliders broke up on test flight and he joined the caterpillar club by bailing out. He recovered the crashed glider, fixed it and flew it. He was currently flying the HIPP Reliant Motor Glider which he built now hangered in hanger 3, and was



New T-hangar in transit down I-805. Yes, it fit under the Orange Ave overpass!

patrolled the road between the airport and Baghdad. He reported his weapon got so hot in some of the firefights he couldn't touch it. Ryan and crew finished up the stew, arriving late with a 7' brake donated to the Chapter by Jack Green. Jack Green, Ernie Shattuck, George Tweed, all glider guiders from the past, obtained the brake from Cubic years ago and built a very large glider known as the "Iron Fugal". It met its demise on an off field landing near Elsinore in a cut off orchard where the stumps were hidden by tall grass. Ryan, Galen, Chris, perhaps others loaded the very large and heavy brake on Big Blue and brought it to the hanger. They earned their stew....

T-Hangar Move

By R.S. Ryan

Our last newsletter contained information on the initial process of getting our new T-hangar moved—including the great help by the Saturday volunteers who came up to Montgomery Field and helped dismantle the two wing boxes. Their teamwork was a great example of what this Chapter is about.

Once we had the wing boxes moved, we had to decide how to move the center section. We had an initial bid for \$3,500 to move it, but we hoped to get the price down and save some money. So we applied for a transportation permit from the State (a surprisingly easy process), made some red flags, and found some flashing yellow lights for both the moving truck and the pilot car. Bob Osborne made some very official looking wide load signs. All we needed was a truck. But because of the extra wide width requirements, we needed a one ton, dual wheel truck with a substantial hitch. We couldn't find one that would fit the bill, so after calling about every towing service in town, we finally found a towing service willing to take on the job for substantially less than our initial bid.

After all of the problems trying to find someone to move it, the actual move ended up going pretty smoothly. Mike Tussey and Airport Operations Assistant Ernest Gesell made things easy for us and were really helpful and friendly in getting things set up. To make sure the center section was safe, we braced the opening, replaced the lug nuts on the tires and strengthened the trailer tongue so the center section could be moved like a trailer. Finally the actual move day arrived. Galen Shirley was there early helping with the last-minute preparations. Then the winds came up. We didn't know if we could make the move. But after awhile, the tow service agreed to give it a try. They put their flags and lights on the vehicles and we were ready to go. Because of the size of the hangar, we had to take it out through the large gate facing Kearny Villa Rd. Bill Dalby, Senior Airport Operations Assistant, drove the airport pilot vehicle and led the way on an active taxiway to the large gate, ensuring our move would not interfere with the safe operation of any aircraft. Once we got to the gate, there was a car parked right at the exit, but we tracked down the owner and got it moved just in time. After that, the tow truck moved onto the freeway and we were on our way. The trailer took up one and a half lanes, and sometimes went onto the shoulder; it looked like it hit every pothole on the freeway. But it made the trip with no problem—even breezed under the infamous Orange St. bridge with no incident.



Our new T-hangar, safely parked beside the chapter office trailer.

After all the time and effort to get ready for the move, it only took the moving company 30 minutes of actual freeway time to get it to Brown Field.

We entered Brown Field via Heritage Rd and made our way slowly down the taxiways. Jack Thomson was waiting at Chapter 14 and guided the tow truck into position. In no time at all, they had the center section safely parked behind Hangar 2. And as soon as they did, the winds stopped.

Everyone involved with the T-hangar move did a great job. Congratulations and well done!

March Field Air Museum Bus Trip – Sunday April 24

Chapter 14 is sponsoring a bus trip to March Field Air Museum in Riverside County on Sunday, April 24, 2005. Start planning now.

Sunday, April 24 is an Open Aircraft Day. The museum holds these events about two or three times during the year. This event is the opportunity for EAA14 visitors to see the insides of many aircraft that are normally only seen from the outside. Extra food vendors, merchandise booths and activities are scheduled. Our admission covers all exhibits (except the SR-71, which is extra).

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 (full scale replica P-38 is currently under construction), the Heritage Courtyard, and the 475th Fighter Group Museum. Check out the website at www.marchfield.org

The chapter will charter a bus for this trip – a large, comfortable, air-conditioned coach with

a bathroom. We will meet at Montgomery Field Terminal (Casa Machado) parking lot for a 7:00 a.m. departure. We plan to arrive at March Field about 9:00, 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 arrive back at Montgomery Field sometime between 4:00 and 6:00.

The trip is \$20 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. It's a great deal!

Advance registration is required; seats will go fast. Sign up and pay any Director at a Saturday meeting.

Singing on the bus? We'll see.

Contact Kevin Roche for information at tkevinr@rocketmail.com

KitFox Sweepstakes

EAA Chapter 517, Inc., in Missoula, Montana is finishing up their fund raising sweepstake on April 2, 2005, the Grand Prize being a beautiful 1997 KitFox Model V. The airplane has only 110 hours on the airframe and Continental IO-240 engine. Pictures and further details are available on their web site at www.eaa517.org. The Chapter is trying to sell between 1,800 and a maximum of 4,000 tickets. Tickets are still available. The odds of winning are quite good.

If they sell only the minimum of 1,800 tickets and you buy one ticket, your odds of winning the Grand Prize (airplane) are 1 in 1,800. Your chances of winning a prize are 1 in 600. If you buy 10 tickets, your odds of winning the airplane are 1 in 180. Your chances of winning a prize are 1 in 60. If you buy 20 tickets, your odds of winning the airplane are 1 in 90. Your chances of winning a prize are 1 in 30. If you buy 100 tickets, your odds of winning the airplane are 1 in 18. Your chances of winning a prize are 1 in 6.

If they sell all 4,000 tickets and you buy one ticket, your odds of winning the airplane are 1 in 4,000. Your chances of winning a prize are about 1 in 1,333. If you buy 10 tickets, your odds of winning the airplane are 1 in 400. Your chances of winning a prize are about 1 in 133. If you buy 20 tickets, your odds of winning the airplane are 1 in 200. Your chances of winning a prize are about 1 in 66. If you buy 100 tickets, your odds of winning the airplane are 1 in 40. Your chances of winning a prize are about 1 in 13.

These odds are so much better than the lottery, most raffles or drawings, that it is unbelievable. Considering the Grand Prize has been appraised at \$48,500, the risk reward ratio is pretty darn good. Final odds will be determined base on the total number of tickets actually issued.

If you don't want to own a KitFox, it should sell for somewhere between \$30,000-\$40,000 on ebay .

The Official Rules and entry form are available on the Chapter 517 web site at www.eaa517.org.

Please help us wish a very happy birthday to Chapter 14 members born in March:

- 1 Richard S. March
- 1 Kenneth Brown
- 3 Dennis D. Goodwin
- 5 Lee A. Anderson
- 5 Greg J. Boehm
- 5 Bob A. Morse
- 6 Dan R. Masys
- 6 Bernie G. Rand
- 7 Charles D. Pickett
- 11 James H. Aldrich
- 13 Mike R. Freshley
- 13 Tyson S. McDowell
- 14 William M. Russell
- 16 Robert L. Cox

- 17 David A. White
- 17 Mits M. Hosaka
- 18 Anthony F. Gittes
- 23 Neil Harland
- 25 Charles T. Heberle
- 27 John F. Collins
- 29 Eliot G. Miller

New Pilot

Reported by Pete Grootendorst

On February 27 Lynn Madden passed his private Pilot check ride in the Cessna 140. He is the fist Chapter Member to pass his checkride in this aircraft. Congratulations Lynn!!

The FAA Designated Pilot Examiner, was Pete Cavitt. Pete is a EAA Member and pilots a Lancair.

Velocity XL meets L39

By Anjuli Nunn

Above the shattering sound of rain on the tin roof of the EAA Chapter 14 hangar, new member Tyson McDowell highlighted the February monthly meeting with an in-depth presentation of his work on a Velocity XL. As icing on cake, he concluded by serenading the crowd with stories of a recently acquired L-39.

Now just over two years in the making, the Velocity XL is the realization of "a dream come true", according to Jeff Schuster, Tyson's building partner and longtime friend.

With a 1,300 lb. useable load, the Velocity XL has a very lightweight canard construction and is built around simplicity. "Velocity is an excellent factory to support you, better than any I've known so far", said Tyson. He has made several modifications to the Velocity XL Handbook that have since become standard.

In building a kit plane, Tyson relates the negative and the positive aspects. "It hit me that you can really do what ever you want... what is is, something's not right, fix it, which is a lot of the fun part."

Inaugurating the presentation, Tyson amusedly spoke of his initial dismay to find the newly arrived Velocity's nose gear had collapsed and caused some damage.

However, after a month of teaching himself how to fiberglass, the damage took a mere half hour to fix.

Tyson and Jeff decided to purchase the fuselage and

the wing fastbuilds, to which, after about 400 man hours in 2 years, Tyson said, "It looks deceptively complete".

The fastbuild is recommended by Tyson for anyone who wants to complete the aircraft in under five years.

However, said Tyson, "One risk you run with fast builds is that things are kind of finished, and then you discover there are errors," such as some errors he had found in the wing.

The plan is to raise the man hours to 400 in one year in order to get the aircraft in the air, even if flying in wicker chairs and far from complete.

In addition to building the Velocity XL during weeknights and weekends, Tyson has his hands full. He enjoys flying the L-39, such as his memorable first visit to the EAA Chapter 14 in January. According to Tyson, he and his friend, Jeff, decided to acquire the

Czechoslovakian-built L-39 Albatros jet after having seen the Patriots Team fly in the Miramar Airshow in San Diego on October 16, 2004.

Subsequently after the L-39 acquisition, Tyson and Jeff traveled north of San Francisco, where they were trained by members of the Patriots Team, such as right-wing Patriot Team pilot, Vlodymyr, a former member of the Russian demo team, who has instructed over approximately 2,200 students in this type of aircraft.

The L-39 has a gross weight of about 14,000 pounds, and a speed limit of 485 knots at 8 G. According to Tyson, this aircraft has a better G tolerance than an F-18. The ejection seat bottles were removed because of too much liability. "Contrary to popular belief, it is the decision of the owner to remove these," said Tyson.

The L-39 aircraft has a takeoff and landing distance of approximately 3,500 feet. "Interestingly enough," Tyson said, "the Patriots Team L-39 aircraft operate out of a 4,100 foot airstrip."

Tyson has dipped his wings far into the aviation community. From the building a Velocity XL to flying aerobatics in the L-39, one must wonder what this former Young Eagle has in store for his next adventure. For now these two aircraft remain spectacles and good memories of a successful meeting now adjourned.

In a perfect medley of EAA spirit, the presentation of both the Velocity XL and the L-39 proved to dispel a gloomy weather forecasting for the Chapter 14 members.

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

GPS Desktop Docking Station: Lonestar Aviation's 2000 K for KLX-135 and 135A; KLN35; KLN89 and 89B; KLN90, 90A, and 90B; KLN94 Model GPS's. \$80.00. contact Peter Hobart 858-673-5363

Celebrity "Sport" Bi-Plane - 2 place open cockpit fun. Completed airframe ready for engine. Built from quick-build kit and covered with Poly-Fiber. Flight instruments & radio. Over \$20k invested. Asking \$10,950. Hangered at SEE. Doug (619) 464-5484 or dugcook@cox.net.

It looks like I'm losing my medical and can't fly an RV8 under the Sport Pilot rules, so I'm happy to give the crated completed empennage assembly to anyone who can pick it up in Carlsbad. I also have a bunch of tools such as a pneumatic rivet squeezer, air drill, clecos, hand tools, and lots of other hardly used parts available CHEAP. Need a metal-cutting bandsaw? Free to a good home. It's a harbor freight so it's not the best, but it works. Contact Jeff Wolf (760) 431-7667 airwolf2@sbcglobal.net

RV-6A kit. \$5000 OBO, can deliver almost anywhere in S Calif. 858-442-8818 cell, or 858-277-8818 home ewatson1@pacbell.net

1990 Pulsar XE Factory Kit with 912 Rotax engine. Purchased but never assembled. Complete minus wing kit. E-mail me for photos and additional information (rryan@san.rr.com) or call Ryan at 858-273-4051. This kit was donated to the Chapter. We are accepting offers.

EAA DAR web site update

Randy Hansen

Government Relations Director

The EAA Government Relations department is updating the amateur-built DAR (AB DAR) web page and we need your Chapter members assistance with the update.

What I need is for your Chapter members to tell me if they would recommend the AB DAR who inspected and certified their aircraft to other EAA members.

http://members.eaa.org/home/govt/help/ab_dar.asp

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CALENDAR OF EVENTS

- March 5 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- March 12 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- March 19 – Pancake breakfast 7:30, Chapter membership meeting—10AM, Open house, coffee at Chapter 14 hangars, Brown Field. Lunch – 11:30
- March 24 (Thursday) – Board of Directors meeting, 7PM, Montgomery Field administration building.
- March 26 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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

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March 2005

CHAPTER WEBSITE

<http://www.eaa14.org>

E-mail

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	Larry Rothrock	(858) 748-1626	rothrock@znet.com
Vice-President	Lista Duren	(858) 452-7112	lduren@pacbell.net
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	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director	Pete Grootendorst	(619) 421-6252	pjgrootend41@cox.net
Director	Gale Hess	(619) 390-7510	gness4@cox.net
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	enhubbard@sbcglobal.net
Director	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Director	Bill Moore	(619) 222-8835	
Director	Chris Puntis	(760) 943-6997	skitchmo@netzero.net
Director	Joseph Russo	(619) 295-1718	jrussosd@aol.com
Director (Hangar Mgr)	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Loren Schreiber	(619) 441-8248	lschreib@mail.sdsu.edu
Director	Dayton L. Smith	(619) 421-6546	daytons@cox.net
Director	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
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.