

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

September 2003



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Sunday, September 21 is the trip to March Field Museum; chartered bus will leave Montgomery Field at 8AM. For reservations, call or email Larry Rothrock at larry@rothrock.us or 619-507-4455. Hurry, we only have room for 47!

Cover: *The March Field Air Museum, site of the September field trip destination for Chapter 14. More information in this issue, and on the Chapter web site at www.eaa14.org.*

The Flying Report

By Bob Osborn

August 2 - There's something about August. The days are a bit warmer. The flying more relaxed. Saturday started out at a slow pace with Chapter members working on their aircraft. The usual complement of Buckers arrived but individually, not in the formation break overhead. Mike Meloche arrived in a friends "new" Citabria. Well it was manufactured in 1999 but it had that new car smell inside and had less than 50 hours on it. New. Ken Janulewicz arrived in his new RAF 2000 (??? conversion) autogyro, N9KJ powered with a Subaru. He has modified it from the original, lowered the engine for better in-line thrust and installed an impressive q-tip prop. A two place, it looks very chunky and strong compared to autogyro's observed in the past. Paul Hanson and Loren Schreiber lofted in the Offshoot after completing an annual. You probably remember Loren's articles in the Newsletter of their flight to Oshkosh in August of '97, "A Most Excellent Adventure, A Tall Tale of a Tailwind (And the Men Who Flew Her)" Its nice to see those two flying (and writing!) again.

Lista and Gene's jambalaya, corn bread, salad, watermelon, and ice cream were outstanding. They make everything fresh and from scratch. Mixing, slicing, chopping, stirring, baking, such a lot of work for them and so delicious for us. Thanks! Even with members off to Oshkosh we had a very nice turn out.

August 9 - "It takes a village to raise a child." The past week saw the village of EAA Chapter 14 provide a gentle lift to some 53 Young Eagles and 6 Flying Start adults along the way of aviation experience. There were many "hero's" in this effort, too many to include here but those special members such as Peter and Janeth Grootendorst who prepared Saturdays dinner for some 60 hungry diners including 35 Boy Scouts and Scout leaders rank near the top. The Scouts also set a fine example of following their creed of orderliness, cheerfulness, and participation in the days activities. Pete and Janeth's dinner, free to Young Eagles and Scouts in uniform, was a hit with spaghetti and meat

balls, salad, garlic bread, watermelon, and ice-cream.

Dayton Smith organized the paper work and check in and Lista Duren and Gene Hubbard acted as loadmasters. All went smoothly. Pilots were Joseph Andrade, Stan Bell, Armond Brattland, Dennis Cullum, Frank Himmerich, Richard March, and Bob Osborn. On Friday a group of 21 Young Eagles organized by Bill Russell with the Aero Space Museum, were flown by Frank Himmerich, Richard March, Armond Brattland, and Bob Osborn. On Saturday, Reg Finch brought his MIG 17 down for show and tell. Parked front and center it really was an attention getter. Ryan broke out his "new" VW powered, tri-quickie and after flying it early in the morning, parked it front and center, an example of home building and experimental aircraft to the extreme.

Those members who place their aircraft on display in various stages of construction (Galen Shirley, Paul Hanson, Jack Thomson, Ryan, Dennis Cullum, Gene Hubbard) all contribute to our educational effort as well as those who fly in and are a part of our show. After lunch as we were putting our "toys" away a young Griffin Brown accosted me saying three years ago I had given him a ride in my Cherokee when he was only 4 years old and promised if he came back in 3 years I would give him another. Griffin wears his hair loong. Long beautiful brown curls. I mistook him for a girl but after sharing an ice-cream with him agreed "A promise made is a debt unpaid" and so said if his mom would sign the paperwork, I'd go and untie One Niner Fox and take him for a ride. Mom did, and came along for the ride also. Griffin flew well. We had a nice ride out to the ocean, some turns, and a few invigorating bobbles as Griffin gave the controls a workout. I finally



Ken Janulewicz's RAF 2000 autogyro

said he should steady up or else his mother in the back seat would get sick. He did. As he helped push 19F into a parking place I heard his father referring to him as "he". I lifted his big floppy hat and looked at all those curls and said I was sorry I had mistaken him for a girl but in any event he would make a fine pilot. When I was 4 or 5 years old I wore a Dutch Boy Bob until my uncle caught me and trimmed it. My mother had a fit. Griffin's mother said when Griffin was ready to have his hair cut he would let them know.

Margaretnextdoor decided to join our Tuesday/Thursday gang and spent a beautiful Thursday at the field, making popcorn, checking out the new aircraft, and flying 19F. She hasn't forgotten a thing since our last flight. Really drives that Cherokee. Wingovers, easy. Landings, uh oh - needs more practice. She goes for her behind the wheel driver training this week. Since she had never been behind the wheel of an automobile, I drove the van out into an open area on the field and she took the wheel. Forward, braking, backing, turning around, following the perimeter road and keeping between the culvert banisters (a toughie). She soon had the hang of it. Next - parking.

August 16 - Smiling Jack was the pilot hero of a comic book when I was a kid. He flew all around Mexico, Central, and South America getting into and out of adventures with banditos, crooks, revolutions, etc. etc. In Chapter 14 we have our own Smiling Jack in the person of Pete Grootendorst who flew for the Border Patrol, DEA, and Customs in a variety of airplanes and in a series of adventures that would fill a dozen comic books. Saturday was Chapter meeting day and Pete carried the program with tales of flying adventures that kept us on the edge of our chairs. He backed his words with pictures and a video that left little doubt that he had "been to the city and seen the elephant". He flew everything from J-3 Cub to Lear jet. Lots of time in the OV-10 Mohawk, the S2-D, the Citation, Lear, Saberliner, C-130, C-131, DC-3, C-54, DC-6, AN-2, more types were mentioned. Only his log book could tell the whole story. He flew in Florida, Mexico, Ecuador, Bolivia and more. It involved looong hours, night flying, state of the art equipment, radar, and infrared in the battle with the cocaine and marijuana haulers. One account when shot at from a Beech Bonanza, he sprayed the wing with gunfire. Smiling Jack, take a bow.

Ty Tovall and Bill Clark prepared their usual delicious pancake, sausage, and egg breakfast for the early arrivals and Gene Hubbard and Lista Duren prepared a cool meal for a hot day, of taco's, refried beans, water melon, and ice cream. Fly in traffic was light. Perhaps an air conditioned auto was the mount of choice for a hot day.

Channel 4 TV reporter Cory Van arrived Thursday of last week with a video photographer to interview Paul Hanson for a series on the "Love of Flight" (or was it Lore of Flight??) regarding homebuilding. Ed Fitzgibbons arranged the visit. Paul supplied the aircraft and the words. Look for him on TV soon. Margaretnextdoor came down to the field on Thursday to pursue her pilots license (landings) and her drivers license (parallel parking) both one step closer.

August 23 - It has been a warm week and through it all Bob Offord has been out in the mid-day sun planting his geraniums and beautifying Brown Field, a project started many years ago by Ben Hunsaker. They appear to be thriving. Perhaps yet we will see a "Green" field, rather than the present Brown Field as we know it.

Saturdays fly in was typical for August. Things did not move real fast though quite a lot of work and some flying was done. Bob Simon and Don Newman arrived from Gillispie in their showpiece Stearman. Red with black trim, a 450HP P&W engine and constant speed prop it was nicely modified compared to the Yellow Peril, 220HP Continental with wooden prop, we flew as Cadets in the 1940's.



Reg Finch's Mig



Bob Simon and Don Newman's 450HP Stearman

Janeth and Pete Grootendorst came through once again with a fine dinner of beef stew, rice, salad, roll and pineapple custard. We have really enjoyed their cooking this month and now it is time for the rest of us who have been spared from starvation to step up and take our turn as cooks. Bill Clark has arranged an account with the San Diego Marine Exchange for Chapter 14 members to get a 20% discount on products purchased there. Just show your EAA Chapter 14 membership card. The San Diego Marine Exchange is located on Shelter Island near the Red Sails Restraunt.

August 30 - August doldrums, foggy mornings, warm days, contributed to a light turnout at EAA Chapter 14 Saturday fly in luncheons. So ends the month. Still a steady construction program continued and flight training was conducted throughout. New construction is represented by Bruce Dale and Ed Ervin's beautiful new Kitfox N939DS, powered With a Lycoming O-235. First flight was Saturday, August 30th, flown by Donna Smith. Plans were to fly it to Nichol Field to fly off the flight restrictions.

Other new construction, Dennis Cullum completed his electric powered pusher and launched on Thursday of last week, only to find it an outstanding success in that it rose swiftly and headed off toward Tijuana International and vanished. Thankfully Loren Schreiber returned after vanishing in Paul Hanson's Offshoot on his first solo in that stealth fighter. It just disappears from sight in downwind regardless who flies it.

Lunch Saturday was sloppy Joe's. Some 35 diners paid their fare and took a chance. Thanks Dennis and Galen for the help.

March Field Air Museum Trip

Sunday, Sept 21, 2003

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

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

The chapter will charter a bus for this trip – a large, comfortable, air-conditioned coach with bathroom and video movies!

We will meet at Montgomery Field Terminal (Casa Machado) parking lot for an 8:00 a.m. departure.

We plan to arrive at March Field about 10:00, when the museum opens. The bus will wait for us at March Field, so you can leave your day pack on board while you wander around. We will leave for home at 2:00, and arrive back at Montgomery Field at about 4:00.

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

The bus will only accommodate 47 people, so advance registration is required. Sign up at a Saturday meeting, or contact Larry Rothrock at Larry@Rothrock.us or 619-507-4455.

Lowest to Highest

(AKA things to do in an RV-6 when you have nothing better to do)

By Wheeler North

Recently someone mentioned an airport called Leadville in central Colorado. They said it was the highest airport in North America. That got me thinking about the lowest airport in North America, Furnace Creek CA.

The digital flight planner said it was only 535nm direct



via the GPS great circle route, but there was a silly restricted zone in the way north of LAS Class B. This added 22nm to the trip. The planner also indicated that L06 was -210ft MSL and LXV was 9927ft MSL for a spread of 10137ft. This seemed like just the kinda thing to do to while away the summer.

The trick was to get fuel at L06 at a time that wasn't quite so hot. The nice gentleman out there in Death Valley, at the closest Chevron Station, said it was cooling to a gentle 117°f at 5pm when I called. So I decided to arrive at sunset and overnight on the ground to get an early, cool start. I brought a five gallon jug which I filled at DAG 80 miles south and was able to top off my tanks sans one gallon.

I left at the time the sun just reached the mountain tops, it had cooled to a chilly 92°f, but it was a dry chill. The route called for me to be maximizing fuel MPG rather than speed so I kept it at 65% power right after takeoff and slow climbed to 12500ft then backed off to 50% power. I reached altitude just north of LAS Class B and had zilch for winds most of the way. The rest of the trip consisted of following the Colorado River to its origins just north east of Grand Junction, than turning East up a valley that is North of the valley in which Aspen resides. This put me crossing only one 11000 ft ridge just west of the valley wherein lies Leadville. The journey took 4 hours and 17 minutes and 25 gl of petrol.

Leadville was interesting in that it was 13500 ft density altitude at 11:00am and had a 90° cross wind from the west. The runway is 6400 ft long slightly downhill to the South, and the valley is downhill all the way to Missouri going Southeast.

After receiving a really cool "I survived" certificate from the FBO at Leadville I took on some fuel but didn't top them off as my next stop was Ft. Collins, North of Denver, only 95 miles away.

The departure from Leadville consisted of getting airborne in ground effect until I had a positive rate of climb, which I had tested prior to landing 40 minutes before, then wait until the ground departed downwards. This left me somewhat shocked as there are two big wire towers with big fat wires between them across the South end, that one doesn't see until getting there. The wires are a good 200ft below the runway, but it did take a few moments for my heart to resume normal navigation. (It seemed like they should give you that certificate after you make it back down to sea level)

The trip ended up going on through Wyoming where I saw a tornado. It looked just like the surrounding virago only it went from the ground to the cloud bases. I finally noticed it wasn't virago when I spotted bushes coming out the top. Being from earthquake country I don't know a lot about them so I put that sucker on my tail at 180 kts. From there I passed through Idaho, visited Mom and then continued West through the Columbia Gorge, North of Mt. Hood. I really had to use the bathroom after that leg so I stopped at Scapoose OR as it has great fuel prices as well. Lo and behold there were a zillion other RVs in the sky and on the ground, it turned out to be the 12th Annual RV home wing fly-in. The RV-10 was pre debuted there in all her glory. It looks kinda like an RV-9A on steroids, with really nice seats and funny doors. From there I went to Tillamook and stayed a few days visiting friends, eating oysters and cheese, and visiting the Tillamook Air Museum. If you ever get a chance to see this one, take it. Its hughmongus. One could not only build an airplane in it, they could also fly their time off inside. I arrived on the day of a tragic boat accident so the press was hounding the poor guy selling fuel as he was the only thing standing on the airport that was local, and the authorities were having no part of them on scene. He was a very nice fellow and let me camp in the middle of Gods country a few hops from the outhouse. They say the weather is commonly windy and cloudy there, but I didn't see a bit of it. One story has a blimp taking 40 minutes to get its tail to the coast from when its nose arrived there.

From there I moseyed up towards Arlington to do some



testing with a few engineers on the Dynon EFIS pictured above. They promptly went crazy and hid under a blanket for the duration of my stay. Actually the sun and their laptop were not happy with each other. This also required flying around the Puget Sound area going to places like Friday Harbor for dinner every night, then popping back down to Oregon to camp at a really nice grass strip in Vernonia just South of the Columbia River mouth. Eventually the trip home was several more days as I visited friends and family all the way down the coast of California.

This led to July where I went back to Arlington for a few weeks and the airshow, then after stopping home to do laundry and pick up a tag-a-long RV-8A we went to Oshkosh for two more weeks. But those trips are another story. Now I get to go back to work and have some much needed rest. I can't imagine how all you retired folks get along with so much fun.

Editor's Note: With apologies to Mr. North, I was only able to print a couple of the many excellent pictures submitted with his article.

East Lake Resident Receives His Second Art Grant

Eastlake resident Manny Ramirez was awarded \$2,500 by the City of Chula Vista Cultural Arts Office, his second grant derived using aerial photography. His first grant was awarded in May of 2001.

The project for the grant is to supplement his archive of wide-angle aerial landscapes of Chula Vista and the South Bay, and especially its open space and wetland areas. Taken regularly, these photos provide a resource of documentation and are being shared with the public on

community forums, meetings, libraries, museums, local papers, and community newsletters. There is a distinctive quality in Manny's style of photographs, which give the viewer the three-dimensional and more recognizable oblique perspective not found in satellite photos taken thousands of miles directly overhead.

Businesses throughout the city and county of San Diego have seen the value of his aerial photographs and utilize his services, such as shopping mall developer Westfield Company, which has assigned him locations since 1999.

The City of Chula Vista Cultural Arts Office started awarding grants of this type in 1007, through an agreement between the city and the House of Blues concerts, formerly Universal Concerts and Coors Amphitheater. Local groups and individuals are selected by the city's Visual and Performing Arts Task force, based on the following criteria: project administration capability, artistic merit, creativity, innovation, and community impact.

Manny shoots from general aviation aircraft, helicopters, ultralights, gliders, and blimps. Since what he does serves the community and is not for profit, owners and pilots of these platforms often offer their resources free or at minimal cost.

Manny is well-known and involved in his community, being an active member of the San Diego Ultralight Association, the Experimental Aircraft Association, the Citizen Advisory Committee of the Otay Valley Regional Park, Friends of Chula Vista and San Diego libraries, the Fil-Am National historical Society, and New Hope Community Church.

Being so engaged in volunteerism hasn't stopped Manny from supporting his family. He is a federal employee at the Naval Aviation Depot at North Island. With a swing shift work schedule and dedicating of weekends to his volunteer projects, he says that he appreciates his family time more fully and often even directly involves them as well. "Of course they worry about what I'm doing, because it is a bit too risky at times," he admits.

"But the opportunity to share one's gift and passion is good for the soul and brings intangible rewards. I shouldn't have to wait until after retirement to make contributions to society. I want to participate, in appreciation of being in this country," he explains.

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760-602-0662 or kgpowell@adelphia.net

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, or by phone at 760-602-0662

Pancake Breakfast
3rd Saturday each month
7:30 - 9:30 AM

Young Eagles Letter

Addressed to Dayton Smith, Chapter 14 Young Eagles Coordinator:

Mr. Smith,

My company has a production facility located in San Diego, while on temporary assignment there I was able to Have lunch with your chapter and mentioned that to a co-worker. Her two sons are interested in aviation and since I am the Young Eagle Coordinator for chapter 1025 in Covington Ga. I could not resist filling her in on the program. Recently she sent me an e-mail filled with joy over her son's flight and how you guys treated them.

There is a southern witticism that goes "We will treat you so many ways, your bound to like one of um". Well, you guys proved that your EAA chapter has done well in adopting that attitude. I want to thank you for your caring and professional treatment of a friend and her family. I would like to add a special thanks to the Lancair Pilot, Maurice, in her words "he is a great guy, and an excellent role model for kids."

Keep up the good work guys, you have the right stuff and you're doing the right things.

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

CALENDAR OF EVENTS

September 6 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

September 13 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

September 20 – Pancake breakfast 7:30, Chapter meeting – 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

September 25 – Board of Directors meeting (4th Thursday) 7PM at Montgomery Field administration building

September 27 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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September 2003

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	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Vice President	Larry Rothrock	(858) 748-1626	rothrock@sd.znet.com
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Treasurer	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
Director (Hangar Mgr)	Dennis Cullum	(760) 436-5806	dfcullum@aol.com
Director	Lista Duren	(858) 452-7112	lduren@pacbell.net
Director	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director	Pete Grootendorst	(619) 421-6252	pjgrootend41@cox.net
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Director	Dayton L. Smith	(619) 421-6546	daytons@cts.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 - 10:00 A.M. third Saturday of each month.

Tape Library

Our tape library contains over 700 tapes of many interesting and informative subjects. These tapes may be checked out by members for a period of one week. If you can't return the video in person, please return it by mail.