

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

September 2002

September Chapter Meeting,
Saturday 9/21 10:00 AM
At EAA hangars, Brown Field

Gene Hubbard will talk about his
experiences building his Pietenpol

Chapter Elections are coming up this fall. Dayton Smith is heading up the nominating committee; talk to Dayton if you would like to run for an office or a seat on the Board. You can reach Dayton at (619) 421-6546 or daytons@cts.com

They call it a “newsletter” because it’s supposed to communicate chapter news to the members. I can’t print it if I don’t know about it! Send news and articles to Kerry Powell, newsletter editor at kgpowell@aol.com (760) 602-0662



The Leader In Recreational Aviation

The Flying Report

By Bob Osborn

August 3 - August! Already?? Where did July fly away to? Oh well, its off to a good start. Lots of fly in aircraft. The Buecker Squadron, Buntings O1D, the Helio Courier, Murice Orange's Lancair, Joe Pribilo's Luscombe, the Glastar, Ron Schular taxied up in Art Wollgast's Mustang II, John Alling parked his beautiful Commanche front and center, and more. Ken Saumure flew in in his R22 helicopter N39BP with a friend. He reported his homebuilt Rotoway Exec was lost in a landing mix-up in which no one was hurt some time ago. For info on the rotary scene he recommends logging on to www.kitcopter.com. Paul and Ralf Stadler in their Jodel, Jim Chapmen in his Kitfox, Laverne Edwards in the Starduster, and Dennis Cullum in the Fisher, all flew locally and perhaps others who eluded sighting such as Paul's stealth Offshoot. After falling from the sky in his Fisher, well actually after a couple of turns in a high pattern over the field the Fisher did its customary fainting spell, from which it then recovers for some mysterious reason. But its enough to prompt a return to the hanger for some continued contemplation and probing. Dennis just jacked it up to the top of his hanger and prepared some 50 dinners of pizza, garlic bread, salad and ice-cream for the hungry onlookers. Where else can such a great

INSIDE THIS ISSUE

- 3 President's Message
- 6 Unclassified Ads
- 6 Calendar of Events
- 6 June Board Minutes
- 7 Status of Airport CIP Projects
- 8 OSHGosh it's a lot!



The Flying J Champ had a mishap during our monthly meeting; went thru a ditch that broke the left gear.

dinner with entertainment be had for \$2.50????

John Alling reported some 68 Young Eagles were flown out of Oceanside Airport a couple of weeks ago. Dick March flew up in his Stinson 108 to participate. It was a foggy day but flying commenced about 1100 and continued through the day with improving weather. King Schultz flew out of Palomar in his Cessna Centurion (one of the few fly in's to Brown that day), reported IFR all the way to Brown with many route changes through the Class B airspace over San Diego. He almost missed his lunch by arriving late.

August 10 - Jackpot! Chapter 14 hit the jackpot with a second Saturday fly in luncheon and Young Eagle event. First the Young Eagles came all day long until we finally had to ask the last ten or so to come back at a later date. How many did we fly? I lost track after four flights, six Young Eagles, and four first flight (parents) who tagged along. Many of our regular pilots came to fly, Joe Andrade, Richard March, King Schultz, Bill Russell, John Wood, and this after flying Friday at Gillespie for a couple of them. Perhaps there were others that I missed, for it was a busy time for all and for the tower controller who managed to keep everyone apart including a delta wing powered hang glider mixed in with the crowd. Jets to hang gliders all on one watch. And the guy was nice enough to invite a troop of boy scouts completing requirements for their merit badge which includes a visit to a FAA facility to come up in the tower and observe. We could be so lucky.

And the second event was the fantastic lunch served by Bill Clark and his helpers John Watts and Ty Tyvoll. Either it was Carne Asada or Fajitas (my dictionary

doesn't list Spanish words), thin strips of flank steak barbecued on a charcoal grill, and served with tortilla, refried beans, tomatoes, onions, sour cream, salsa, a slice of cantaloupe, and ice cream. Just a sniff of the steak barbecuing on the grill had diners lined up all the way to the door.

There was a variety of interesting fly in aircraft on display. One was a Lancair IV flown in from Oregon by the builder Orin Riddell who was in the process of selling it to Jeff Bunch, also of Oregon and the new owner. Some big \$bucks\$ changed hands and one beautiful airplane.

August 17 - The full nine yards. That is pancake breakfast by John Watts and Ty Tyvoll, Chapter meeting conducted by President Sam McCutcheon, the complete history of the RV series of homebuilt aircraft with example by Treasurer Jack Thomson, a crash on the field in full view of the assembled membership provided by Flying J with their Aeronca Airknocker, demonstration flights by Ryan in his fully assembled Volkswagen powered Vampire and all this followed by a surprising lunch of Irish pizza by Richard Kalling and Joe Russo. Surprising because none of us knew Richard could cook!

Jack surprised us with the number of aircraft he had built or helped to construct in the past which included a Wheeler Express, Glasstar, and Ultra Pup and when he looked about for his next project he considered the Storm (an European kit), Zodiac, and finally settled on the RV6A which he has well along in his hanger nearby. The fact that some 2900 RV's of several



Our own Jack Thomson gives us the straight scoop on building an RV.



Paul Hanson with his "Offshoot". Best of luck with the engine, Paul.

mods are flying had some influence on his decision. Midway in his discourse he interrupted to point out the Airknocker which on landing, ran off the left runway nearby and collapsed its left landing gear, nicking the prop, dinging the wing, and leaving it stranded one wing in the air. Following the intermission while members recovered their composure, we all love that Airknocker, Jack gathered his audience back, completed an excellent presentation for all who might consider building a kit aircraft, and then opened his hanger for inspection of his RV6A project.

[Editor's note: How many of you have flown the Flying J Champ (I have!) Let me know if you have stories to tell.]

What is Irish pizza? A very large Irish potato, baked to perfection, split open and loaded with chili, nacho cheese, sour cream, chives, onions, bacon bits, salsa, halapinos, and fresh garden salad on the side. We ate like kings. Well Irish kings, it was delicious and filling. Didn't see anyone ask for seconds. Just didn't see anyone who could hold two rations of that size. Well done Richard and Joe.

August 24 - Welcome back! "Sparky" Sparks arrived in style when he came zipping in with Lloyd Buckner in Lloyds KR-2S. Sparky reports he is back on the job about three hours a day at his hanger at Sky Harbor, Gillespie Field after a worrisome siege in the hospital. Otherwise the pace of activity was in line with the lazy days of August, although the usual complement of aircraft arrived for the fly in lunch engineered by Steve

Opgenorth. Steve filled us up with baked chicken, salad, peaches, and cheese cake to die for with a little help by Pete Grootendorst and Richard Kalling.

Engine problems have several members grounded such as Steve Opgenorth and his Grumman American. Paul Hanson loaded his Jabiru engine in the back of his Ford Ranger and hauled it to the distributor in Fresno to sort out an oil pressure mystery. Gene Whigham had the engine of his motor glider overheat and score the piston and cylinder wall, bringing him down while circling the field a week or so ago.

August 31 - Like clockwork. Every Saturday morning several Chapter members fire up their homebuilt aircraft and go forth to terrorize the skies of San Diego County. Dean Beddow, Dennis Cullum, Jim Chapman, Laverne Edwards, Paul Hanson (whenever he has an engine mounted in his Offshoot), Earl Makela, Paul Stadler, Ryan, and John Woods are the regulars. The quietest and most reliable member of this fraternity is Dean Beddow who first flew his Turner T40A, 21 years ago after 8 1/2 years of construction time. Makes you wonder where they've been when they come back to Brown which is nearly always in time for the 1130 lunch.

Decked out in tall white chef hats, the lunch crew prepared a tasty dinner of two selections of lasagna, salad, roll, and peaches. Jim Chapman was the chief in charge and his helpers Earl Makela and Gene Gaidousek served up a ration that topped off all tanks.

John Proctor flew in, in his Cessna 185 in which he flew around the world in 1992. John is the pilot who with Mrs. Proctor flew their Grumman Albatross across



Mitch Mitchem's new Aeronca Chief.

to Japan, Russia, South East Asia, and back, a few years ago. After the flight he gave a presentation to the Chapter of his adventures and presented us with a video of the event. Yesterday he presented us with a video of his landing on San Diego Bay and the mooring of the Albatross near the Star of India.

Reg Finch stopped in with his Fairchild PT-19 which he flies when out of gas money for the MIG 21. Bill Allan flew in, in his Stearman to add to the WW2 warbird trainer display. A new addition to our fleet, an Aeronca Chief, has been purchased by "Mitch" Mitchem who is in the process of taming it. And Don Thornton has purchased Ian Landsdown's Fisher Classic Biplane project under construction in hanger 3 mizzen. President Sam and Lee McCutcheon returned Thursday from a trip to Arkansas in their Navion. He reported it HOT in Arkansas. By midafternoon Treasurer Jack Thompson collected the days receipts, wiped his brow (it was a warm day), stated he had had all the fun he could stand and left for home. A fitting end to an eventful month of August.

Romping in Compton

by Chris Puntis

August 17th but the "June Glooms" were still very much in control of the weather. One hundred percent overcast and precipitation in the air.

It was 8 am as we set the GPS to "GO TO" with a destination of KCPM.

Chuck Howard and I had decided to take up the invitation offered by the EAA Chapter 96 at Compton to visit and share their 2nd Annual Open House and Fly-in.

There was a lot of doubt in our minds that this low level weather was going to burn off but "what the heck" we decided to risk a few gallons of gas and go anyway.

Once we had cleared the INS check on Highway 5 near Camp Pendleton it became IFR and full speed ahead. They say "two is company three is a crowd" but two or more also gets you on the diamond/car-pool lane and that can really make you feel good. To put it another way "diamonds are a whirl's best friend"!

The GPS showed speeds that wild horses would never make me reveal and in short order we were in the scenic environs of Compton.

The stress and effort of the long drive necessitated a

decent breakfast and that need was satisfied with a stop at the local "greasy spoon". Having consumed an obscenely large mound of bacon, sausage and hash browns with toast and coffee, we consulted the GPS for confirmation that we would be at the Compton Airport in 3 minutes and 12 seconds and set off.

Mr.Garmin was spot on and as we pulled into the parking lot at the Admin Building, the screen obligingly lit up with the message that we had arrived. This was not strictly correct since the entrance to the Fly-in was one block down the street but I am not sending the GPS back for that!

The Open House was to begin at 10am but the burgers were already sizzling and the area was bustling with Chapter members.

Chapter 96 has a facility that many would die for and it would be a worthy rival to ours (if it had better scenery). About halfway down a 3600 foot runway (07L-25R) their hanger covers (at a guess) 15000 square feet with uninterrupted floor space and 40 foot high ceilings. They have kitchens, several lecture rooms and even a balcony area from which to watch the activities of the aircraft coming and going. Dozens of overstuffed sofas and chairs (all in prime condition) dotted the spectator area in front of the hanger and everywhere one looked there were trash and recyclable waste bins. The Oshkosh tradition for cleanliness is alive and well in this Chapter.

The ramp was well stocked with an exciting collection of aircraft representing just about every homebuilt variety, even at this early hour and later the selection increased still further. I spotted Glasairs, Lancairs, a Cozy or two, Variezes, RV's of every configuration, a Taylor, two Thorps, a Skybolt and a Pitts and others I have forgotten. Garnish for this aviation feast came in the forms of a bright yellow 1920 Checker cab (the "Follow Me" car) a Cobra sports car with mufflers the size of 747 nacelles and a record breaking "Streamline motorcycle". A genuine Model T, in what looked like original paint (I think it was black!!!), rolled occasionally along the taxiway to remind us how things have changed, in the transportation world, since the turn of the 20th Century.

The main reason we had come to Compton was to see a Sonex that had promised to fly in from Camarillo but there was no sign of that particular bird.

Killing time while we waited for the overcast to clear was no particular problem since the Chapter hanger was full of projects in various stages of completion, and we took the opportunity to examine them all in detail. Every form of construction was represented. To the side a Cozy in the process of being sanded into shape (you could almost smell the sweat that time consuming task was causing), front and center a Glas-star in its early stages of metamorphosis. To the right we saw a Pietenpol being built from the original drawings and exhibiting all the craftsmanship of a piece of fine cabinetwork. Next to it lurked the skeleton of a wooden bi-plane that I could not identify and there to the left were the part completed wings of an RV. Needless to say the sight of a Sonex wing almost complete, caused us to examine things even more closely and the builder was generous enough to share some of his building experiences with us.

The most remarkable airframe of all was tucked neatly into a far corner. Unique in so many ways the Facetmobile was in the process of being rebuilt. This single seater version had rearranged some fence-posts after an engine failure but now looked as if it was ready for re-covering. It sat now without its fabric skin looking every inch the UFO with an inflated ET figure at the controls.

Later in the day I attended one of the three seminars provided by the organizers and the subject was the Facetmobile.

I must confess that when I first read of the Facetmobile in, I believe it was 1995, I assumed that this particular concept was nothing more than a bizarre attempt to do something different for the sake of uniqueness, maybe fun to fly and certainly able to turn a head or two, but nothing to take too seriously. Barnaby Wainfan's talk convinced me otherwise. The numbers for the FMX 4 are so impressive that I believe that future development of homebuilt aircraft should logically proceed along lines similar to those pioneered by the Facetmobile. Not only does the aircraft perform well but it has an impressive payload capacity, very benign departure characteristics, extraordinary spaciousness (80" across the cockpit), and great economy in construction costs ("all straight sticks" was the way he put it) It is virtually impossible to stall or spin and cheap to operate. Barnaby is currently trying to raise the funds to build a two seat improved version of the Facetmobile.

By 2 pm the sky had brightened a little and enough to

allow 20 or so visitors to fly in including a squadron of five RV's all of which made nauseatingly perfect touch downs. Not so perfect was the performance of a banner towing Piper that failed to snatch the banner three times but entertained us nonetheless with his steep approaches and even steeper climb-outs.

Dick Woods the hanger Manager and builder of the Sonex wings got in touch with the Camarillo Sonex builder and his departure from Oxnard had been delayed by the coastal crud. It was 2:30 and he was on his way.

Fifteen minutes later the distinctive noise of a VW engine could be heard over the airport and there he was. He said later that he had left the coast under special VFR and didn't know where the Airport was exactly, until he looked down and spotted it through the hole in the murk.

The next half an hour or so was spent examining, in detail, his smart little airplane. Jack Lockamy had put the whole airplane together in just 18 months and yet the workmanship was outstanding. There were plenty of questions for him from us and the rest of the admiring crowd but we did finally exhaust our curiosity and it was time to go.

Three high speed low level runs made by Jack provided a fitting farewell for us and we headed for the good weather in the south, tired, but well satisfied with our day.

Update on Captain Fred

As of August 10, 2002

Mike Arnold of the FAA told us officially that the plane did not run out of gasoline, and the pilot did nothing wrong. Please share this information with our aviation friends. There was fuel in the aircraft, and there was no pilot error.

The surgery on Fred's eye was successful. Skin grafts on his face & arms will not be necessary. All fractures are healing well. Oral surgery for the broken teeth is in progress. Reduction of pain medications has started.

I need a BFR by August 31. Is there a CFI with a tri-gear plane who will help me? *[Sorry, Ana, due to publication schedule this is obviously out of date by*

the time it gets in members' hands. –Editor] I would like to exchange free hangar space for a year for flying time in a tri-gear plane.

Both Cox and Time-Warner changed their Public Access channels on January 1. AVIATION THEATER is still broadcast Sundays at 7:00PM, but on Cox 23 and Time-Warner 19. Please help spread the word.

Thank you for all of the uplifting flowers, cards and phone calls. We are glad that you support what we do for local aviation.

God bless America, and happy landings!

Ana Province

619-460-3213

Minutes Of The Meeting Of The Board Of Directors Of Experimental Aircraft Association Chapter 14 July 25, 2002

The board meeting was called to order at 7:07PM by president Sam McCutcheon. Present at the meeting were: Sam McCutcheon, Ed Bancroft, Jack Thomson, Gene Hubbard, Kerry Powell, Joseph Russo, R.S. Ryan, Richard Kalling and Dayton Smith.

The minutes of the previous meeting were read aloud. There was a motion to accept the minutes as submitted. This motion was seconded. The president called for a vote, the vote was taken and the motion passed.

The treasurer's report was given by Jack P. Thomson. There was a motion made to approve the treasurer's report. This motion was seconded. The president called for discussion. After discussion, the president called for a vote, the vote was taken and the motion passed.

There was a motion made to take the meeting into executive session, the motion was seconded. The president called for discussion. After discussion the president called for a vote, the vote was taken and the motion passed.

The meeting came out of executive session.

Under old business it was announced that due to the efforts of Richard Kalling and Dayton Smith each Saturday is now considered an open house for [tax] purposes of individuals displaying their aircraft.

The meeting was adjourned at 8:45 PM.

Respectfully submitted

Joseph Russo, Secretary

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

Cavalier SA 102.5 Homebuilt. 99 % completed. This is a fast two place side-by-side low wing aircraft with a 125HP Lycoming O-290 D. Cruises at 140 MPH on just 5-6 GPH fuel burn. Asking \$10,000. For details contact Fred Leonhardt (562) 926-9894 or Ray Reynolds (562) 984-8557

Falco F8L project: Tail spars, ribs, tail equipment, fuselage frames and equipment, wing ribs. \$3500 Call Gayl Boddy at 619-596-0030

Pietenpol Aircamper Project – Franklin 90hp, Sensenich prop, flying surfaces covered, some instruments. \$10,000 Bob Buckner, (619) 466-4279, thermalbob@aol.com

Encoding altimeter \$120.00. T.C.I. (Trans Cal Industries) model D120 P2T. Certified from -1,000 feet to 20,000 feet. Call Bob Hitchcock at (619) 426-4056 (nights). [01/02]

GPS - Northstar M-2 GPS/Loran (Panel Mount) combination with antenna and operating manual \$900.00. Call Vern Vawter at (619) 479-7687. [01/02]

Hangars for sale or rent at Brown Field, call Art Wollgast, (619) 593-9812.

Hand-held Garmin GPS 89 – Like new, \$150

Maule pneumatic 8" tail wheel – Like new, \$125

Call Joe Pribilo at 619-449-1855

CALENDAR OF EVENTS

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

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

September 21 – Pancake breakfast 7:30, Chapter meeting 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

September 26 (Thursday) – Chapter Board of Directors meeting at Montgomery Field administration building conference room (first floor underneath Casa Machada restaurant) 7:00PM.

September 28 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

GA Restoration Fund project

[Editor's note: following received from AOPA]

Keith Mordoff, Vice President of Communications has been highly involved the following project. He asked that I send this announcement to all the ASN Volunteers in hopes that the site will help you in your efforts to protect and promote your airport. Let me know if this helps.

++++
Today marks a significant milestone in the GA Restoration Fund project. After several months of fund raising, conceptualizing, development, and revisions, the GA Restoration Fund Web site is up! Please visit the site at www.GAservingamerica.org.

We believe it will be an excellent tool not only for its original intent, educating and influencing decision markers and opinion leaders across the U.S. about general aviation, but also as a useful reference for all of us in GA.

For some perspective, Phil established AOPA's mission following September 11 to restore all aspects of general aviation to as close to normal conditions as feasible. It became clear to Phil and others following the tragedy that GA is misunderstood by almost everyone. The way to change that perception was to form the GA Restoration Fund to foster a greater understanding of GA's value and importance to the country. Members and others donated more than \$500,000 to the fund. The idea of how to effectively use that money resulted in this world-class Web site and publicity campaign. A couple weeks after the 9/11 anniversary, we will launch the advertising campaign for the site in several newspapers ranging from the New York Times, Washington Post, USA Today and business publications like the Wall Street Journal and Business Week. In addition to the ads, we will also promote the site via Web-based publicity efforts and the news media.

While the site was not targeted for pilots and AOPA members, we encourage members and pilots (and AOPA employees!) to actively use this site to help spread the truth about general aviation.

Many thanks to the several AOPA departments and individuals who assisted with this project. This has been a tremendous effort for the development team. Most of the credit goes to our outside development team of Paul Diette, his designer Jeff Tate, and some able assistance from Pat Luebke. Like any major project it has had tough times and very satisfying times. But we're proud of the final result.

As I said the communications staff...Enjoy it. Explore it. Use it. Cheers, Keith

++++
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Obituary

[Editor's note: following received from Carol Davis, EAA chapter 1340, 29 Palms.]

Dear Friends,

On July 18th, 2002, we lost a wonderful friend.....Bob Noland. He had been Airport Director, at 29 Palms Airport, for 4 years.

There will be a MEMORIAL SERVICE for Bob, on Saturday, Sept. 14 th, at 29 Palms Airport. The Service will immediately follow our EAA Chapter 1340 monthly meeting, which convenes at 10:00 a.m., at the Airport.

Everyone is welcome to attend our Chapter Meeting. Bob was Founder of EAA Condor Chapter 1340, and he would be honored for you to be in attendance.

Following the Meeting, the Memorial Service will begin.

There will be a potluck lunch for all, afterward. Don't worry if you aren't able to bring a dish, as Chapter 1340 and the Soaring Club, of which Bob was also a member, are going to be providing lunch.

If you have any questions, please contact me, or Joe Matoush, our EAA President, and the Minister who will officiate at the Service.

Joe's email address is: matoush@adelphia.net His phone # is:

(760)367-9269 (church office.....hours are 8 a.m. to noon).

He is not in on Fri., Sat., or Sun.....

Hoping you will be able to be with us as we honor a great friend who was among us for too short a time.....

Bob was in the Aviation Industry all his life and has many friends worldwide. Would you be so kind as to forward this message to anyone you know in the Industry, or anyone publishing a Newsletter to people in the industry, or to anyone you know who knew Bob.....thank you very much.....

Blessings,
Carol Davis
(760) 367-7718

Flying with the Fred Baron

Fred "Crash" Blechman, former Navy Corsair pilot, who also calls himself "The Flying Hobo" and "The Fred Baron," has completed his eighth book, now available. Many of you have read his best-selling "Bent Wings -- F4U Corsair Action & Accidents: True Tales of Trial & Terror!" (www.xlibris.com/bentwings.html).

The new book, "Flying With the Fred Baron," has 30 true stories, 30 b/w photos, four sections, 202 pages, 5-1/2"x8-1/2" color softcover, \$18. Further information, an excerpt, and ordering are available at www.booklocker.com/fredbaron.



Dan Masys, whose article about visiting Oshkosh graced our pages last month, sent this picture of his RV7.

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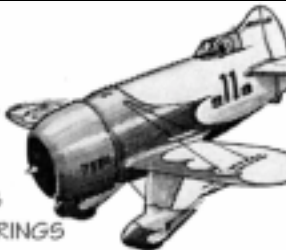
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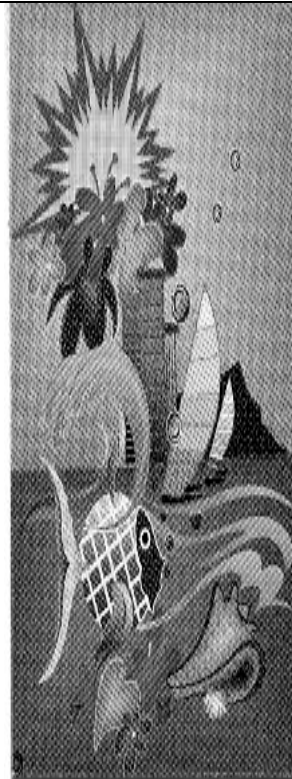
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3rd Saturday each month, 7:30 – 9:30 AM

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September 2002

CHAPTER WEBSITE

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Kgpowell@aol.com

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

<u>Title</u>	<u>Name</u>	<u>Phone</u>	<u>E-mail</u>
President	Sam McCutcheon	(619) 435-0668	leelane@flash.net
Vice President	Ed Bancroft	(619) 628-8446	libicruz@sdcoe.k12ca.us
Secretary	Joseph Russo	(619) 295-1718	jrossosd@aol.com
Treasurer	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
Director (Food Service)	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director (Safety)	Edward L. Fitzgibbons	(619) 442-5790	efitzg1020@aol.com
Director (Leasing)	Robert C. Hitchcock	(619) 426-4056	mooneybob@aol.com
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	ehubbard@titan.com
Director	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Director	Richard "Rik" Keller	(619) 466-4762	rik2@home.com
Director (Programs)	Raymond P. Knize	(858) 229-9772	rayknz@hotmail.com
Director	Dan F. Patch	(858) 488-6427	dpatch1@san.rr.com
Director (Newsletter)	Kerry Powell	(760) 602-0662	kgpowell@aol.com
Director	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Dayton L. Smith	(619) 421-6546	daytons@cts.com
Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
Hangar Manager	Paul Hanson	(619) 276-5228	
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.