

The Way We Were
Part 1
By: Donna Ryan

The Early Years – 1954- 1974

Early Years Overview

- The idea for the Chapter actually got started in June of 1954, when a group of Convair engineers got together over coffee at the old La Mesa airport. The four were Bjorn Andreasson, Frank Hernandez, Ladislao Pazmany, and Ralph Wilcox.
- The group applied for a Chapter Charter which was granted two years later, on October 5, 1956.
- Frank Hernandez was Chapter President for the first seven years of the Chapter, ably assisted by Ralph Wilcox as the Vice President. Frank later served as VP as well.

The first four first flights of Chapter members occurred in 1955 and 1957. They were: Lloyd Paynter – Corbin; Sam Ursham - Air Chair; Frank Hernandez - Rapier 65; and Waldo Waterman - Aerobile.

- A folder in our archives described the October 15-16, 1965 Ramona Fly-in which was sponsored by our chapter. Features:

- Flying events: Homebuilts, antiques, replicas, balloon burst competition and spot landing competitions.
- John Thorp was the featured speaker.
- Aerobatic display provided by John Tucker in a Starduster.
- Awards given: Static Display; Safety; Best Workmanship; Balloon Burst; Aircraft Efficiency; Spot Landings.

According to an article published in 1997, in 1969 we hosted a fly-In in Ramona that drew 16,000 people.

Some Additional Dates, Numbers, Activities

June 1954: 7 members. First meeting was held at the old La Mesa Airport.

1958: 34 members. First Fly-in was held at Gillespie Field.

1964: 43 members. Had our first Chapter project: ten PL-2's were begun by ten Chapter 14 members.

January 27, 1965: 50 members. The Chapter was incorporated.

January 28, 1965: 74 members. Began publishing the Chapter newsletter.

April 13, 1967: Established the Chapter Library.

September 1968: First large scale "public" Fly-In with full professional Program.

June 1974: 122 members. First Chapter participation in the Del Mar Fair.

Meeting sites

1954-1955: La Mesa Airport.

1956: CAA office, Lindbergh Field.

1957-1958: private home, then the National City Airport.

1959: Airport Café, Gillespie Field.

1960: Private home, then the Clairemont Community Center.

No meetings were held between June 1960 and October 1961.

1962-1965: a number of sites including SDSU, private homes, libraries.

1966 – 1969: Aerospace Museum.

1969: started meeting at the Clairemont Lutheran Church.

1975

General

- In 1975, Board meetings were held at the houses of individual Chapter directors. General monthly meetings were held at the Clairemont Lutheran Church (these meeting locations continued for many years).
- Members were urged to write their congressmen and senators opposing the government's recommendations for imposing new taxes and charges to finance FAA and the federal aviation system. One charge was a \$5 fee for landing where there were FAA control towers and \$10 if there was radar.
- Looked into buying ground around Poway Mountain for a possible private airport.
- Discussed being a sponsor for an Explorer Scout program and the need for an advisor and committee to help high school students.
- Discussed having a Chapter aircraft building project.
- Suggested organizing a group of specialists from the Chapter to help members in a particular field, i.e., wood, metal, plastic.
- Bought a PA system for monthly meetings.

Events

- Some of the programs topics: wake turbulence; propellers; Volkswagen engine conversion; building and flying the Morrisey 21; flying the BD-5; experiences with the Dipper, Little Dipper and Big Dipper series aircraft; air racing; dope and fabric demonstration. Banquet speaker for Awards dinner was Bill Chana.
- Very active involvement with hang gliding and ultralights, both at the general meetings and in newsletter articles.
- Had an EAA 14 FLY-in at Ramona Air Field. Thanks went to many other groups who participated: Civil Air Patrol, Forestry Service, San Diego Chapter of the International Aerobatic Club. Grand championship was a homebuilt Midget Mustang. Other planes recognized included: Thorp T-18, Starduster, English de Havilland Moth, 1938 Taylor Cat, Volksplane, North American AT-6, Waldo Waterman 1910 hang glider, and an Icarus 11 tailless hang glider.
- Continued our involvement with the hobby display at the Del Mar Fair. This year we simply served as volunteers at the booth of a member who was displaying a Tiny PL-4 project; in later years, we had our own Chapter display.
- Sponsored a "Rallye", a navigation contest originating and terminating at Gillespie Field.
- Awarded two builders' patches.
- Design of the Chapter patch was finalized: the Spirit of St. Louis flying over the state of California with an EAA logo.
- Manned a booth, displayed a homebuilt under construction, and distributed EAA literature at the AOPA Plantation Party held in San Diego.
- Begin compiling a "Scrounge Directory" - a list of sources in the San Diego area for obtaining or "scrounging" homebuilt components.
- Started putting together a directory of all the homebuilt projects in the San Diego area of both members and non-members.

Newsletter

- Contained ads for and architectural drawings of various aircraft: a Stolp Starduster SA-100, an Arrowbile (automobile that flies), Druine Turbulent, Morrisey 21, Bede Inflatable Wing, Pee-Wee, Rameses I.
- Large "swap sheet" included, listing items for sale or wanted.
- Information included about various airports in California (one was on Glen Curtiss' aviation school on North Island back in 1911).
- Designee Reports detailed malfunctions and defect reports from the FAA on a variety of aircraft, as well as topics such as flying wire tensions. Designees were the forerunners of our Tech Counselors.
- Contained a number of articles reprinted from other publications, ranging from designs for economical transport to the GA (W)-1 airfoil.

- Included biographies of various Chapter members.
- Decision was made to mail newsletter using first class mail as bulk mailing was of “questionable reliability.”
- Listed various flying events.

Prices/Numbers

- Ultralight Flyers Organization advertised they could “teach you to fly a hang glider, provide liability insurance and property damage insurance, furnish a glider, a trained instructor, twelve issues of their magazine, membership in the UFO, a monthly meeting” all for only \$16.
- New T-hangars at Gillespie were available for \$85 a month.
- Dues for EAA 14 membership were \$6, raised to \$10 for 1976.
- Banquet Price: \$4.75 (including tax & tip) at Caesar’s Restaurant in Mission Valley.
- Members: 52 as of March 1975.

1976

General

- An effort was made to contact all national EAA members in the San Diego area to encourage them to be part of EAA 14.
- A telephone contact plan was set up (forerunner of our current e-mail blasts) for those occasions which required special notifications of all members in a short timeframe.

Events

- Ken Rand spoke on his brush with fate during the filming of a Spencer’s Pilots sequence, plus the latest innovations of the KR-1 and KR-2, and the advent of the KR-3.
- A former Luftwaffe pilot spoke on the design of ultralight aircraft. He later became a very active member in the Chapter, writing many articles on ultralights, sailplanes, and gliders.
- Cassutt racer, displayed at the Del Mar Fair as the Chapter’s entry, won a trophy.
- Co-sponsored a “Homebuilt Technology” symposium that featured many nationally known speakers.
- 5 builders completed and flew their aircraft.
- Don Taylor, who had recently completed a round-the-world flight in his homebuilt T18, was the Banquet speaker.
- Program given on the latest Pazmany/Claude Ryan O-200 powered sailplane with a 57 foot wingspan.

Newsletter

- Article on how the government had made a proposal that would require all aircraft flying in controlled air space to have a transponder (cost of about \$600).
- Long article in the newsletter on testing and using low density rigid plastic foam. Test results and explanations were included. Author decided that this material was a viable structural material.

Prices/Numbers

- Chapter had 94 members as of July.

1977

General

- The Board formed an ultralight group. Their responsibility was to define an ultralight aircraft. The group agreed on several basic criteria: four pounds per square foot wing loading, thirty horsepower maximum, and the ability of one person to handle the empty aircraft.
- An ultralight design competition was initiated (two of 3 designers later withdrew their designs and the competition was cancelled).
- Survey taken of Chapter members showed the following were the most popular topics for programs in descending order: Workshop techniques, demonstrations by members, technical design lectures, videos, aerodynamics, flying experiences. Other topics of interest were engine conversion, product

lectures, alternative engines, review of systems installed such as electrical, instruments/controls, and fuels. 79% of the members wanted an open house showing member's projects.

- Awards Banquet speaker was Mrs. David Carmichael who wrote From White Knuckles to Cockpit Cool, a "book designed to make private aircraft flight more interesting and pleasurable for the person sitting nervously beside the pilot."

Events

- Replica of Spirit of St. Louis arrived in San Diego flown by Paul Poberezny, President of EAA.

Since the original plane was built in San Diego in 1927, this was one of the most important stops on the Lindbergh Commemorative Tour. EAA 14 Chapter members provided much of the volunteer help.

- Chapter meeting was held at the Aerospace Museum as part of the Spirit's visit.

Fly-in

- Fly-in was held at Ramona Airport, with EAA 14 and the Antique Airplane Owners Association (AAA) as co-hosts. "The comradeship and cooperative assistance in all facets of the show was a pleasant experience for all involved with running the show."

- A committee was set-up to monitor developments at Ramona that might affect future fly-ins.

- EAA Chapter awards: Antiques – 1937 Beechcraft (Bob Kreutzer); Warbird – 1942 Ryan PT-22 (Bill Allen), Classic – 1950 Cessna 140A (Ken Littell)

- Dinner was catered by the BBQ Pit and featured Ray Cote as guest speaker.

- Sent out special invitations to people who would bring interesting aircraft and activities to the show, including the Ryan Aircraft Corp., Pazmany Aircraft Corp, Ken Rand.

- All the food related items were a big success: dinner, hamburger stand, bake sale, breakfast.

- In After Fly-in report, noted the difficulty in setting a date so as to not conflict with other aviation dates, coastal fogs and summer heat; had to cancel glider operations as the airport manager was convinced that flying powered and unpowered aircraft at an uncontrolled airport at the same time was unsafe.

- Suggested items for further fly-ins: Need to get total clearance from County, airport and the Forestry Service prior to the event; purchase the following: outdoor grill, electrical equipment for the hangar, indoor public address system, hamburger and bake sale stands, cash boxes, drill utensils; hand out bulletins for all visiting aircraft operators with information on refueling, parking, weather service, and the program; obtain address of all those registering to can send out thank you letters at the end of the show; obtain responsible projects heads for each activity and assign them clear and full responsibility and obtain frequent updates on where they may need assistance; show is only as good as the publicity effort: flyers, invitations, news releases, personal contacts and radio activity; registration booth should be separate from but in the general location of the registration booths - do not want to create the impression of a money hungry group – keep the free atmosphere which attracts many to the event.

- Fly-in folder contains organizational chart, general management concepts, partial lists of actions for planning and managing a fly-in, project action committees and their tasks. A separate guide exists for planning and managing an EAA Chapter fly-in Breakfast.

Programs

- Several safety seminars, including one by the Accident Prevention Specialist with the San Diego GADO. It concentrated on flight plan execution, thunderstorm avoidance, mountain flying, with a special emphasis on flying to Oshkosh.

- Navy pilot discussed and showed a film on the F-14.

- Comprehensive program on development, construction and flight handling characteristics of the KR-2, including films of Ken Rand.

- Ken Rand himself talked more about the KR-3, a 2-place side-by-side amphibian.

- Display of a number of engines and specific examples of ultralights. Several noted record holders, designers and FAA representatives were present. Talks given by the developers of the American Eaglet and the Mitchell Wing.

- Materials and techniques used in VariEze fabrication. Included discussion of design concept, hot wire cutting styrofoam, laminating a winglet skin, and final inspection criteria.
- “Show and DO” programs held on gas welding, fabric covering and metal bending techniques with the opportunity for audience participation.
- Meeting held at SDSU as guests of the University’s aeronautics students. Report on “Wing Tip Analysis of Subsonic General Aviation Aircraft”. Members toured the University’s wind tunnel and watched a demonstration of a Whitcomb winglet.

Newsletter

- A newsletter article by Ben Hunsaker explained a number of attacks being made on general aviation in California and exhorted members to write to their legislators. Amongst other actions, the State was seeking to limit general aviation growth by eliminating the jet fuel tax exemption for air carriers, thus giving CALTRANS the money they needed to implement programs hostile to general aviation.
- The design, development, construction and testing for the Ryson ST-100 Cloudster T-tailed powered sailplane, a creation of T. Claude Ryan and Ladislao Pazmany.
- Reprinted articles on: engine hoses; minimizing mid-air collisions; mountain flying hazards; maintenance recommendations; causes of corrosion; rivet installation.
- ALCOA refused to sell its products for use in building amateur built aircraft in order to avoid any product liability lawsuits. In response to vigorous efforts by EAA and California congressmen, ALCOA sales and deliveries resumed.

Numbers

We had 97 members.

Income for fly-in: \$1,694.70

Expenses for fly-in: \$1,1176.39.

Net income for fly-in: \$518.31.

1978

General

- Chapter members took turns housing 2 young EAA members from Japan so they could learn homebuilding techniques. Who could resist this plea: “My friend and I would like to suspend University and go to United States where is the homebuilders’ paradise to learn new and interesting techniques and knowledges.”
- Chapter held a number of fundraisers and encouraged donations to the Aerospace Museum which had been damaged by fire. Members were also active in rebuilding, updating several planes to donate to the Museum as well as a wealth of aviation history items.
- Rummage sales and silent auctions of excess aviation related “stuff” were well attended and the Chapter received a percentage of the sales.
- Provided written confirmation on a proposal to establish a work project at the new aerospace museum. The project was to be a physical working display showing how a homebuilt aircraft was developed and constructed.
- Started using second class bulk mailing for the newsletter.
- Began practice of having a “freebie” table at the meeting where members could make available to other members any surplus aviation oriented items.

Events

-Programs included: Design of ultralight aircraft, presentation of a 10 hp powerplant complete with a propeller on an extended shaft (to the audience, the propulsive system seemed ideal for ultralight aircraft); licensing procedures (given by an FAA Aviation Safety Inspector); vacuum bagging a part made of reinforced plastic; man powered airplane; model airplanes; slide show of the projected Aeroworld project amusement park slated for a 1981 opening near Mira Mesa; free ballooning; BD-5 display; preparing an aircraft for its first flight.

- Chapter was actively involved in promoting a number of outside aviation events, including glider meets, antique and model specific fly-ins.
- The Chapter had an exhibit at the Del Mar Fair consisting of the Fox Fike and it won the blue ribbon.
- One meeting featured an Hawaiian style barbequed pig, a potluck dinner and a key of beer at a private member's home. Pool party and tour of a fabulous aviation workshop was included.
- Banquet speaker: Ray Cote, celebrated air-racer and EAA 14 member. Event held at Caesar's in Mission Valley. Master builder patches given out to the Lermers for their VariEze, the Randalls for their Cassutt, and Clyde Goehring for his original design man-powered aircraft.

Fly-in

- Fly-in Air Fair was held at Ramona on October 28-29. The Antique Aircraft Association co-sponsored the event. - Preparations for the Fly-in were outlined in great detail, including written schedules for when the fly-in publicity releases and flyers should be ready and who should be on the list of special invitations. All EAA Chapters in the western states were contacted.
- Homebuilts, antiques, warbirds, ultralights, gliders, rotorwings, RC models and static displays were part of the fly-in. Activities included a banquet dinner at San Diego Country Estates, breakfast and lunch, overnight camping and a bombing contest.
- A number of trophies were given out: Homebuilts: Dick Doll - Skybolt; static display; "Daring" Goehring; Rotorcraft: Jack Sievers – Bensen; antique airplanes (Gypsy Moth, Spartan, Howard, Aeronca, Waco 10); ultralights (Mitchell Wing, Icarus II), bomb drop – George Dominguez.
- One of the highlights was the display of ultralight aircraft – the public was very impressed by the demonstrations.
- Conducted an excellent metal bending workshop.
- Received many compliments on how well organized the show was.
- Showing the level of detail that Chapter members were known for, a "Lessons Learned" paper on Food Concessions at the Fly-In mentioned that the size of the apple bits in the apple pancakes should be reduced from the ¼ inch cubes to speed the cooking of the pancakes.
- Some lessons learned; have at least \$1,200 for up front money and maybe more if more publicity is planned; need better planning to pick up tables, chairs etc. from the Park and Recreation service Utilize the P.A. system from Park & Rec; need much better electrical supply – circuits were overloaded and there were voltage drops; need to formalize the meet and greet welcome group (and make sure all register); need crowd control monitor to prevent viewers wandering onto the airfield; need workshops to be located within the main show area, with tents, shelters or windbreaks; show signs should be put up in Ramona a week in advance.
- Need to spread the workload around.

Newsletter

- One newsletter included a short biography of our own Chapter Checkpoints editor: Dennis Cullum. Born in Perth, Scotland, he attended St. Andrews University where he obtained a degree in Physics and Electrical Engineering. He started flying training in the open cockpit Tiger Moth in 1949. He was in the RAF from 1953 to 1959 and flew the Gloster Meteor, which was a twin engined jet aircraft with approximately the same performance as an F-80. He logged time in the T-6 and Chipmunk. He owned a Swift for 6 years (and regretted selling it), then bought a Navion. At the time the article was written he was looking for a Mooney.
- Articles on: propulsion gems; light plane diesel; how pushers changed the curse of the tractor engine.
- One article covered the projected "Aeroworld" aerospace park complex to be built just north of Mira Mesa. It was to be a Disneyland type of complex with daily air shows, simulated air combat, history exhibits.

Numbers

- Newsletter listed all of the library material on just 1 page (list is now over 35 pages long thanks to member donations).

- Had a \$955.62 profit on the Fly-in, half of which was split with the AAA.
- Price of Awards Banquet went up to \$7
- Chapter had 112 members as of December 1978.
- Cash assets on Dec 31 were \$1,424.55.

1979

General

- All Chapter members were called urging their participation in the EAA Headquarter's campaign to combat the FAA's proposed traffic control plan.
- Discussions were held with the Office of County Airports re: leasing land at Ramona Airport.
- To better introduce new or potential members to other Chapter members, board members were identified at each meeting and both board members and new members would wear badges. The Membership chairman would meet and greet newcomers as they entered the meeting place.
- Most General meetings continued to be held at the Clairemont Lutheran Church. One meeting was held at the Aerospace Museum as part of a joint meeting with the American Institute of Aeronautics and Astronautics.
- There were 20 officers/directors and each had an area of responsibility. Some of the duties included: fly-in chairman (and an assistant); awards banquet; public relations (and an assistant); membership chairman (and an assistant); air operations planning; chapter project planning; aircraft project planning; program coordinator; awards committee chairman; rules/legal chairman; Del Mar exhibit chairman; newsletter editor (and an assistant); refreshment chairman (and assistant); mid-year social chairman.

Events

- Selected Programs: Soaring in the San Diego area; demonstration and display of fiberglass techniques, including lay-up, fillers and finishes; methods for determining the correct prop for a specific aircraft (included selection of material, laminations, adhesives, carving, hand finishing and balancing); VW engines for aircraft use; aviation insurance; talk by Pazmany on aircraft design.
- First flight of a Super Emerald, finished after many frustrations (airframe was almost completed, when an out of control car crashed through the wall of the home workshop).
- A Quickie was the Chapter's main display for the Del Mar Fair.
- 5 master builder awards were passed out during the Awards Banquet.
- Awards banquet held at Caesar's in Mission Valley. Talks given by 5 local aviation talents: Ken Coward, Bud Evans, Bill Morrissey, Vernon Payne, and Paz Pazmany.
- Folded Wings: Ken Rand was killed in the San Bernardino mountains flying his turbo KR-2 (apparent engine failure).

Fly-Ins

- Ramona Fly-In was very successful – had 10,000 visitors on Saturday and 6,000 on Sunday. Approximately 250 aircraft came.
- Events included an ultralight fly-by, rotorcraft fly-by, model dogfights, soaring exhibitions, bombdrop.
- Had nine forums advertised (Sportster MA-2-M Gyroplane; KR-1B Motorglider; Aircraft Performance; Biplanes; Quickie; Ducted Fans, Polliwagen, Aircraft Design, Ultralight Design).
- The appearance of the Quickie and the Polliwagen sparked much interest in both participants and spectators.
- Excellent workshops were given on metal aircraft part fabrication and how to carve a propeller out of wood. In addition, one workshop leader actually fabricated a composite materials wing for a sailplane right on the airfield.
- Had some celebrities present: T. Claude Ryan, Si Minton (President Truman's pilot), Ray Cote (air racing's most consistent winner); Don Dwiggin (editor of Homebuilt magazine), Bernie Simons (chief engineer for Stinson and Convair), Ed Morrow (builder of original Spirit of St. Louis).

- High point: over 50% of the Chapter membership signed up for jobs, and then with those who brought aircraft and stepped in to assist while there, the participation was well over 80%. Tasks included aircraft parking, auto parking, registration, program sales, food stands, breakfast, dinner, airfield set up, judging, announcing, clean up, financial control, crowd control, program projects, publicity, workshops, displays, etc., etc.
- Were at the extreme limit of aircraft parking capabilities and any further growth of the Fly-In would require finding another location. In addition, the County intended to lease the area we were using. A committee was set up to keep track of pending issues.
- Other report findings: Fly-In committee members should be allowed to be more independent of the Board; needed to find a different location for the dinner; some forums advertised did not occur; should approach the local utility company to do a temporary drop of electricity for the weekend; needed more chemical toilets; breakfast and bake sale should be expanded as they were very successful; had excellent publicity efforts (were done early with wide distribution); needed to have early meetings with representatives from each organization involved in the show to avoid last minute issues; pilots should pre-flight their aircraft before taking the taxiway to start engines - this would prevent unnecessary blocking of the taxiway for extended periods (recommend including this info in the Pilot hand-out kit); need better control of vendors as attendance increases; need to coordinate periodic flight demonstrations or fly-bys well in advance with the County.
- Detailed paperwork exists showing pre-event planning and post analysis.
- Our own Dennis Cullum was the Fly-in Chairman that year, able assisted by Chris Puntis. "Sparky" Sparks also bore the heavy responsibility of handling the publicity.

Newsletter

- One newsletter contained a short biography of Sparky, who still visits Chapter 14 in his KR. He first got his license after a ride in a Luscombe in 1959; shortly afterwards he bought a basket case Ercoupe which he rebuilt and flew from Los Angeles to New York and back. Other planes have included an Aeronca Champ, a J-3 cub, a Luscombe 8-E and 2 Baby Aces. He also built a Pietnenpol from scratch.
- Biography of Lloyd Paynter. His interest in flying came after a ride with a Canadian bush pilot on a six place biplane flying boat. Built a Corbin Jr., but modified the design to provide for a roomier, enclosed fuselage and improved control system. He and his aircraft visited many fly-ins and air shows and was "recognized as a standard of workmanship that all homebuilders should strive for." Article included the intensive modifications he made on the engine. He later designed a Volkswagen engine conversion to fulfill the need for a good, economical and reliable power plant.
- Letter from Burt Rutan commenting on an article in our newsletter regarding winglets. Several errors were in the original article.
- Board members acted as contributing editors for various categories of newsletter articles.
- Newsletter contained the Notice of Proposed Rule Making that called for 44 new TCA's and lowering of positive controlled airspace to 10,000 feet. It also included an extensive analysis of what that would mean for general aviation. A sample letter to send to the applicable congressman concerning this was included.
- Articles on motorgliding, ground effect, Posa injector carburetors, overview of Oshkosh 1979, easing of recertification of amateur-built airplanes; "Power-by-wire" concept might replace aircraft hydraulics; first flight of the Super Emeraude.
- Overview of two new groups: VariEze builders group and Quickie builders group.

Numbers

- Net profit on Fly-In: \$2,291.37, 40% of which was split with the AAA.
- Cash assets as of Dec 31, 1979: \$2,399.19
- Members: 129.

1980

General

- Began lease negotiations for land at Brown Field on which to erect portable hangars. By the end of the year, Chapter 14 began leasing ½ acre of land of Brown Field. The proposed use was to tie down or hangar airplanes and/or build an aircraft assembly hangar for members only.

- Officers: President: David Pencosky; Vice-President: Gayl Boddy; Secretary: Ronald Wier; Treasurer: Joe Tupta

Events

- Some programs presented: American Eaglet powered sailplane; Heath Parasol; Minibat sailplane; first flight and testing of a KR-2; plans night (members brought in plans for the following aircraft: Mitchell U-2, Cygnet, BD-4, BD-5, Lady bug, VariViggen, Jeanies Teenie, Smith Miniplane, and others); a talk by the head of the Experimental Composite Lab at Convair; features of the Polliwagen; ultralight design.

- First flights: Elias Rodriguez – KR-2; Marshall Randal and Al Coha – VariEze.

- EAA participated in the National Air Festival at Brown Field and the AOPA Plantation Party.

- The Chapter was selected (with only 15 others) to represent over 600 chapters at the first EAA Headquarters Symposium.

- Banquet speaker: Dick Rutan (Burt was also present). Event held at Caesar's in Mission Valley.

Fly-In

- The fly-in was at Ramona on October 25 and 26, but it was rainy and only 160 aircraft visited – down from 250 aircraft the year before. Only 4,000 spectators came, partially because of an unplanned cutback in publicity and the competition of two nearby Fly-Ins. High point: Burt Rutan was the featured speaker at the Saturday evening dinner. Low point: a motorcycle gang invaded the area (security was lacking on the gates) and caused a mess.

- Forums held on: Rotorcraft, KR1B glider, engines, aircraft design, Dragonfly, Ultralights, Polliwagen.

- Awards: Grand Champion: - Bob Walters – Viking Dragonfly; Best Homebuilt: LACO-125 Biplane – Joe Laven; Best Custom Built: Thorp T-18 – M. C. Thomas; Best Ultralight: Pterodactylus Fledgling – Clark Brinkman.

- Lesson still not learned: From Ben Hunsaker: “Too few carried too much of the load. This was not the members fault. It was ours. . . . The only way to get people in the swing of the activity is through direct contact – don't just ask at the meetings or in the newsletter. . . . There needs to be a small group established under the Fly-In chairman to recruit manpower, develop job descriptions, organization charts, rosters and manage volunteers at the Fly-In.” Other comments: There was no organized meeting, greeting and aircraft parking program; the President of the Chapter should not be the Fly-In Chairman – that function should go to the V.P. with a good executive assistant.”

- Lessons learned from the 1980 fly-in: The size of any future fly-in would be in direct proportion to Chapter publicity effort and budget. Ultralight flight operations were incompatible safety-wise at Ramona with regular operations. We needed to provide overnight security for vendors. Bi-plane rides needed to be re-evaluated: they caused operational problems, plus they “dusted” plane owners.

Newsletter

- Mayor called a meeting of “all interested parties” to discuss the FAA's and AOPA's proposals on TCA. EAA National representative was present. The Chapter spoke out in favor of the AOPA proposal. The newsletter said: “The airlines don't want to do anything which will cost them one gallon of extra gas, and the air controllers want all the space in the world ‘to vector aircraft’...” The article ended with another exhortation to write to the FAA. While no action was taken at the meeting, by May, the FAA mandated a Group II TCA for San Diego airspace around Lindbergh Field.

- Noted that an upcoming public hearing on Aero World hearing was planned.

- Contained articles on: New Life for Ducted Props; Piaggio P.C.7 combination of boat and airplane; Sky Kitten aircraft; How to Make Wing Fairings; Knight Twister Aircraft.
- Recurring articles on ultralights written by Tasso Proppe (“The Ultralight Sanctuary”).
- Reported that 70 leaders of the powered hang gliding ultralight/microlight movement agreed to merge with the EAA, probably as a separate division like the existing War Birds, Antiques & Classics, Homebuilts and Aerobatics.
- Noted that in 1979 there were only two small aluminum auto engines, the Subaru 1.6L and Alpha Romeo 2.0L, marketed in the U.S. In 1980, there were five: The Subaru 1.6L and 1.8L; the TR-8 mini V-8, the Renault 1.6L, and the Alpha Romeo 2.0L.
- We compiled a Directory of Home-Built Aircraft in San Diego County. It listed over 92 custom aircraft projects.
- Published member roster in the newsletter, and as more people joined, their names were added in the newsletter.
- A number of reprints from different aviation magazines, e.g. Icing Ain’t Nice (Avemco); the Cat & Duck Method of IFR Flying (Aviation Journal); Sliding Canopy Rails (Designee Newsletter); Heath Super Parasol (Aero Digest); Loading, C.G. and Safety (Avemco); Debunking Speed Bunk (EAA member from Tucson)
- President put out desperate plea to get more people interested in managing the affairs of the Chapter.
- Article noted that more participation was needed by more members, especially when it came to the fly-ins.
- Announced that the official name of Bob Walter’s and Al Nelson’s aircraft was the Dragonfly (the company was called Viking Aircraft). Information packages were available and plans were expected to be available towards the end of the year.

Numbers

- EAA Chapter 14 net income from Fly-In: \$922.85.
- Membership dues went up to \$12 a year.
- Members: 141

1981

General

- Chapter 14 was one of the few chapters selected to participate in the EAA Headquarter’s worldwide symposium on regional fly-ins.
- First organized Dragonfly Club meeting.
- The San Diego City Council approved the Brown Field master plan; however, no funds were allocated for the plan and no implementation date was established.
- Officers/Assignments: President: Stu Cochran; Vice-President: Pete McClosky; Secretary: Roger Trickett; Treasurer: Ben Hunsaker; Newsletter Editor: Hap Arnold

Hangar Construction

- In July, two all steel hangars were erected on the leased project.
- Got the materials on a lease/buy arrangement. Approximately \$25,000 was required. Originally, funds were to be raised by selling shares in \$1,000 increments to EAA Chapter 14 members. Shares would be amortized monthly over a period of 5 years at an annual interest rate of 20%. 14 Chapter members stepped up and pledged \$26,000 to finance the hangars.
- Behind the scenes, however, Ben managed to negotiate the price for the two hangars down and then ended up loaning the Chapter the remaining funds. One member later noted, “To help make the payback, he set up a major airshow, charged \$3 a head and then made more money by selling hamburgers.”
- Materials were purchased from the old Craftsman Steel Company on 16th Street.

- Volunteers in the Chapter did all the construction – cement workers, surveyors, steel workers, welders. The project was done within 2 months.
- Took five tough weekends and several mid-week days to get the basic work done.
- Dreams of having hangars were 25 years in the making.
- Official hangar warming party was held on 29 August. Hangar 1 was named in memory of Lloyd Paynter, a Chapter member for over 15 years. He was a master machinist and tool designer and was very helpful to many homebuilders. He donated a number of tools to the Chapter. Hangar 2 was named for Duane Aspengren, who also had been very helpful to the Chapter and loved aviation.

Events

- Programs included the following: 1980 Ramona Fly-In video; the differences between the McClusky Special and the KR-2; computerized flight plans for private pilots and a demonstration of a micro-computer; Teflon additive in engine lubrication; preparing an engine for inspection; Weedhopper ultralight; discussion of the Quickie and Q2 aircraft; FAA talk on SAN TCA and how to operate therein; various components of the Dragonfly; OM-1 and VARGAS aircraft (talk presented by Bill Morrissey, former senior test pilot for Douglas Aircraft).
- Del Mar Fair exhibit showed how rebuilding an antique airplane (a Heath Parasol) contrasted with how performing new fiberglass composite construction. The Chapter's display won a 1st prize ribbon and also a Silver bowl for Best of Show in the Club Division category.
- First Flights: Art Vandiver – KR-1; Dan Patch – VariEze; Gayl Boddy and Rik Keller – T-18; Stan Johnson – Quickie; Goodman brothers – Quickie; John Kerr- Pietenpol; Don Beach – Corbin Jr; Dean Beddow – T-40; Elton Ballas - sailplane
- Six members completed their aircraft and received the Master Builders patch.
- Held a swap meet.
- Large contingent of Chapter members and planes attended the El Mirage Fly-In. Main theme was a tribute to Ken Rand and his accomplishments in Sport Aviation.
- National Air Festival was held at Brown Field. Chapter 14 participated.

Fly-In

- EAA 14 and the AAA (Antique Aircraft Association) sponsored Fly-In was held at Ramona on October 31 and November 1 (with a provisional rain date time frame as well).
- Despite strong Santa Ana winds on Friday and Saturday, the Fly-In was one of the best we had put on. Approximately 8,000 attended even with the wind (the wind effectively eliminated ultralight operations).
- Dick Rutan was present. There was TV coverage, Aviation Week and Pacific Flyer reporters – a lot of great publicity (even to Canadian aviation magazines) and lots of planes.
- Over 200 attended the Saturday night dinner to hear Janice Brown, test pilot of the Solar Challenger.
- Forums and workshops held: Teflon applications to aircraft; the Polliwagen; ultralight aircraft; composite structures; finding & restoring an antique aircraft; working with metal; the Dragonfly.
- Periodic demonstration flights, including the Quickie, rotorwing aircraft, the Q-2, the Breezy and others. Antique biplane rides were provided.
- Airport was filled to legal capacity – in fact the entire site was at its limit. Bink Brown suggested that we hold the Fly-In at Brown Field from now on and a number of reasons were given as to why this would alleviate some of the problems we had with parking, crowd control, electricity, transportation. He recommended that the event provide a “friendly gathering” for sharing, showing, and demonstrating Experimental Homebuilt aircraft” (hence the name “Friendly Fly-In for later events). He also felt that vendors should be parts and equipment oriented and perhaps we should invite suppliers of kits, such as Aircraft Spruce.
- The following aircraft received awards: Grand Champion: Dan Patch – VariEze; Best High Wing: John Kerr- Pietenpol; Best Low Wing: Carlton Whiting/Ed Deems - Super Emeraude; Best Biplane: Murray Wick - Starduster Two; Static Display: Richard Trafton – Teenee; Best Rotorcraft: Ernest

Burgi - Bensen Gyro; Best Ultra-Light: Michael Strong - Quicksilver MX; Best Wood Construction: Bill Buethe – Barracuba; Best Composite Construction: Dan Patch – VariEze; Best All Metal Construction: Hank Steinginga - Thorp T-18.

- Lots of the previous lessons learned about putting on a successful fly-in were put into practice, but still there was room for improvement. One idea: Planning committee needed to decide the purpose of the Fly-In. Ben Hunsaker asked, “Is it just a social gathering, an airshow for the public, an educational event, a meet for the participants, or a show put on for the main purpose of raising funds? Most probably it is a little of each, but where the weighting of these factors lie will influence decisions on parking, admissions, refreshments, and advertising.” He also stressed the need to decide on the monetary split of any income between EAA and AAA much earlier to avoid strained feelings.
- Feedback on judging: Need more registration forms and maybe these could be combined with the judging form; need more judges due to the number of homebuilt aircraft to be judged; have different judges and criteria for the ultra-lights and gyrocopters on judging; have judging start immediately when aircraft arise; sort the registration forms by type of aircraft.:
- Other suggestions: Need one registration form for both EAA and AAA; provide sew-on patches; have a Public Relations person to take photographs of prize winning aircraft with their owners; don’t have a “rain date (would be too hard to reschedule everything).

Newsletter

- Discussion of TCA cancellations by the FAA administrator.
- Article on a propeller-powered car, the Bede Car. The car could supposedly be built from a kit costing \$8,000. Primary propulsion was to be provided by a six-bladed ducted fan, housed in the car’s rear end and driven by a 4-cylinder, 75 hp engine.
- Reported that Dragonfly prototype now sported a HAPI 1830 cc VW engine that produced a top speed in excess of 180 mph.
- Continued the recurring column by Tasso Proppe on ultralights. Included discussion on what was understood as an ultralight and the different ultralight options that might be available. Extensive information was shared on experiences and resources.
- Overview of different airplane engine options, using automobile engines. Discussed new reduction systems that would enable automobile engines to be more reliable at high rpm’s on aircraft. Details on the Renault Cordini engine, a 4 cylinder inline engine. Another article reviewed the use of Subaru engines (which were direct descendents of the German Borgward Isabella of the Fifties). One plane type used a Subaru because of the size/power of the engine, the cooperation of the Subaru people, the fact that every moving part in the engine was power-lubed and that the engine could be used absolutely stock (however, it needed a prop speed reduction unit (2-1). Other articles mentioned a VW turbocharged 3 cylinder engine and a Honda CVCC.
- Another article gave a Rotary engine update: Curtis-Wright reportedly had developed a family of rotary engines featuring dual direct-injected stratified charge; Toyota and Ingersoll –Rand were also building rotaries. The Amsoil/Akai racing version of the Mazda RX-7 engine was said to develop 260 SAE hp at 9500 rpm.
- Safety articles outlined the following: the hazards of the straight-in approach, importance of constant visual watch; pre-flight checklists; basic operating suggestions during limited ATC capacity; avoiding prop chop; ground hazards.
- Author of many of the ultralight articles relayed the disturbing information that a company in Germany was making motorized hang gliders that the Palestine Liberation Organization was using for bombing runs into Israel (to demolish transportation facilities, and sabotage power stations).

Numbers

- Income from Fly-In: \$13,237.82
- Expenditures from Fly-In: \$6,636.97
- Net income from Fly-In: \$6,600.85

- Members: 217 members.
- Christmas Banquet: \$8 per ticket.

1982

General

- Conducted a feasibility study on erecting a third hangar.
- Exhorted members to support AOPA's plea to oppose HR 2643, which would triple fuel tax bills. The new tax was proposed to be 12 cents per gallon and most of the taxes would go to pay for FAA's overhead and administrative costs. Very little of the remaining money would be used for projects benefiting general aviation.
- Switched to bulk mailing of newsletters.
- Officers/Assignments: President: Stu Cochran; Vice-President: Frank Schulz; Secretary: Roger Trickett; Treasurer: Philip Writer; Newsletter Editor: Hap Arnold

Events

- Programs included the following: basic physical and health considerations pilots must take into account; building and flight of sailplanes; a joint meeting with AIAA on new directions in aviation; NASA research; a variety of updated topics (stalls, spins, winglets, V/STOL concepts, flutter, new air foil designs); establishing a liaison with FAA inspector to monitor build process; loading and stress analysis of current Navy fighters; the EAA sponsored Operation School Flight; little publicized Rohr Industries aircraft project; designing and building the Wanderer sailplane.
- Annual spring bash held in May instead of a regular May meeting. Families were invited for a gala BBQ.
- There were 3 aircraft completions: George Lewis - VariEze, Steve Reed - Tomcat, Wally Brown - Dragonfly.
- Nominated Burt Rutan to the International Aerospace Hall of Fame.
- First flights: "Sparky" Sparkes - KR-1; Dave Ganzer - original design, 2 engine, composite aircraft (the Gemini); Emmett Skirvin - KR-1; Goodman brothers - Christen Eagle.
- Closed in the area between Hangar 1 and 2 to use for storage.
- Del Mar exhibit: BD-5 fuselage, Smith Miniplane fuselage, and an Eagle ultralight hanging from the ceiling. Each won 1st prize blue ribbons. In addition we won the Best in Show-Club Division silver bowl trophy again.
- Articles about Chapter 14 appeared in the L.A. times, the S.D. Union and S.D. Tribune, as well as several TV specials. EAA National wrote about us in Sport Aviation.
- Art Vandiver's KR-1 was destroyed in an unfortunate accidental fueling fire; it had just received recognition in an article in the San Diego Union.
- Banquet was held at Caesar's Restaurant in Mission Valley. Speaker was "Doc" Sloan, commanding officer of two primary flights schools during WWII, as well as the chief test pilot for Ryan Navion. His topic was Ryan experimental aircraft.

Brown Field Fly-In

- This was the first EAA 14 sponsored Fly-In held at the Chapter. This required much additional planning, permissions, insurance, and paperwork over previous years.
- Event was held October 30-31.
- EAA 14 was granted a lengthy permit to conduct the Fly-in. No model aircraft were allowed and ultralight activity was restricted to separate traffic patterns and short time periods.
- Invitations to the Fly-In were sent to all EAA Chapters in California, Oregon, Washington, Nevada, and Arizona.
- The featured event was the International Formula Midget Air Races around a 2 ½ to 3 mile pylon course, with aircraft reaching speeds of 200 to 280 mph.

- Also held ultralight demonstrations, glider flights, Confederate Air Force flights.
- Food (chili and a BBQ, plus breakfast, hamburgers and a banquet) was provided and overnight camping was available. A number of aircraft were displayed, including 61 homebuilts, 31 antiques, 10 rotorcraft, 4 sailplanes, 12 ultralights, 14 racing planes. A total of 160 total aircraft registered for display.
- 32 different types of homebuilts were displayed, including VariEze (10), T-18 (4), KR-1 (4), KR-2 (4), Dragonfly (3), Tailwind (3), Long-EZ (3), Star Duster II (3), Sky Bolt (2), BD-5 (2), Quickie (2).
- Awards presented: Grand Champion: T. Newhard - Q2; Best New Design: Dave Ganzer-Gemini; Best High Wing: Paul Hanson – Tailwind; Best Low Wing: Steve Cogswell -KR2; Best Bi-Plane: A.C. Wood - Christen Eagle II; Best Static Display: Ken Toolcer - Midget Mustang; Best Rotorcraft: Ken Brock - KB2; Best Ultralight – Duke Prichard - Weedhopper C; Best Wood Construction – Larry Wohlers – Falco; Best Metal Construction: Ken Brock - Thorp T-18; Best Composite Construction: Robert Grove – VariEze; Best Sailplane: Elton Ballas.
- Held forums and workshops on wing tip & winglet design, sheet metal, Dragonfly aircraft, finding & restoring antique aircraft, A/C engines, rotorway helicopters, Polliwagen, Q-Aircraft.
- Guest dinner speaker: Rex Taylor of HAPI on Sport Aircraft – Yesterday, Today and Tomorrow. We had over 208 volunteers, which included 54 persons from the Civil Air Patrol, Police Cadets and Air Explorers. Org charts detailed where each volunteer was to serve; detailed instructions were provided to those who worked in registration and parking.
- Overall comments: Excellent show overall. Some suggestions for improvement: Start earlier (if the fair would be in October, start planning in March); start publicity in April; need more control over vendors; schedule Sunday morning from 8-10 as an aircraft demonstration flight period; glider flights didn't seem to come off well – glider tow plane dusted quite a few people and planes; gate passes were not honored in all cases; many people got in free Saturday; helicopters dusted everything; entrance fee of \$4 too high.

Newsletter

- Some of the article topics: failure of improperly installed nicopress sleeves on a control cable; discontinuing the use of PVC insulated wire; winter flying; gear-up landings; restricted areas and military airports; wire strikes; tie-downs; overview of Oshkosh 1982; Notes on Weight and Balance.
- There was an on-going series of articles on engine options. One good option was the Peugeot 1.0 liter engine (had to order it from a Peugeot dealer, but when you got it, didn't have to pay for emissions equipment); Audi was developing a five cylinder twenty valve, two stroke turbo charged engine for Formula 1 racing; VW was developing a liquid cooled flat four version of the air-cooled engine used in the Vanagon.
- One member noted a very frightening first flight caused by an air filter that lacked an inner screen. The vacuum was sucking it in and clogging the air intake. After that was remedied, all was well.
- The “Ultraletter”, a newsletter for the S.D. Ultralight association was part of several Chapter newsletters.

Numbers

- Fly- In net profit: \$7,049.18 (approximate).
- Members: 235.
- Awards Banquet cost: \$7.50

1983

General

- Rather than month to month, we now had a 5 year lease.
- Portable hangars were built which could be used at fly-ins.
- Made a contribution to the new EAA Museum in Oshkosh.

- Hangar Manager position created.
- Urged members to actively combat proposed restrictions to Montgomery Field.
- Officers/Assignments: President: Duke Prichard; Vice-President: Frank Schulz; Secretary: Roger Trickett; Treasurer: Peggy Smith; Newsletter Editor: Hap Arnold

Events

- Some of the program topics: sheet metal work; hand-held channel transceivers; sandwich structures and advanced composites; reinforced composites; Glasair construction; presentation by the Deputy Director of Airports re; our growing annual Fly-In activities at Brown Field; SD Aerospace Museum; role of women pilots in the military; videos of the Warbirds of WWII and the French CRI-CRI twin-engine, single-place powered ultralight.
- First flights: Wally Brown – Dragonfly; Jack Hoogervorst – Dragonfly; Bob and Roger Odiorne - Long-EZ; Marshall and Randy Randall – VariEze; Art Vandiver - KR-1 (his second one), Ronald Corley – Long-EZ; John Dormer – Mong Super Sport biplane; Goodman brothers - VP-1; Doug Fronius - tandem wing pusher.
- Held a display at UTC which included a BD-5, a VariEze, an HP-11 sailplane, a Weedhopper and a MonoFly – there were 10 aircraft in all.
- Held an Ocotillo Wells airport “Fun-In” with food, beer, dinner, hangar talk, free rides. Temperatures reached 105. Trailers, tents, campers, motorhomes were all welcome and 45 to 50 people attended throughout the weekend.
- Chapter obtained a damaged VP-1 to use as a possible Chapter project, but later sold it to a chapter member, who used most of hardware on a Jodel F-10 he was building.
- Continued displaying at the Del Mar Hobby show and once again won a Silver trophy cup and 1st place prize ribbons. Displayed a Weedhopper and a Bensen Gyrocopter.
- Last Flight: John Clark was killed while testing his recently completely aircraft.
- December banquet was held in the Rotunda of the Aerospace Museum next to the Spirit of St. Louis.

Brown Field Fly-in

- Fly-in held on October 1 and October 2. Crowd was smaller than normal because of rain. However, there were over 100 show aircraft at the Fly-In.
- Hits of show: Multiple demonstration flights of the Rutan Solitaire; antique biplane fly-by; glider acrobatics; skydivers; ultralight demonstrations; excellent field setup; improved taxi and take off procedures.
- Good planning documents existed to successfully organize the fly-in.
- 161 volunteers helped out.
- Fly-In forums, including one by Mike Melville, of Rutan aircraft. Other presenters included the presidents of Quickie, Dragonfly, and Polliwagen companies and “Paz” Pazmany discussing the PL-4 B & C and the PL-6. Other forum topics: new powerplants, fixed tri-gear O-360 powered Glasair, how to work with composites.
- Full range of trophies: Grand Champion: Lyle Powell - Glasair; Best Original Design: Rutan A/C Factory - Solitaire; Best High Wing: Don Beach - Corbin Jr.; Best Low Wing: Dick Kuhr - RV-4; Best Biplane: Montie Flack - Skybolt, Best Static Display: George Palm - BD-5; Best Rotorcraft: Jack Sievers - Bensen; Best Ultralight: Tim Warren - Mitchell A-10; Best Wood Construction: M. Meredith - Emeraude; Best Metal Construction: Owen Rude - Mustang II, Best Composite Construction: Dick Kreidel - Long-EZ; Best Sail Plane: Rutan A/C Factory - Solitaire; Best Warbird: Dick Plavan - Beech T-34.
- Archives include detailed lists of all expenses incurred for the fly-in.

Newsletter

- Report on Oshkosh: EAA Museum opened and James Bond’s BD-5J made an appearance.
- Overview of the following engines: an aircooled Wankle rotary engine; turbo-charged Subaru engines; two new alloy Honda civic engines (1.3 and 1.5 European version were fuel injected and rated

at 100 hp); Mazda turbo RX 7 rotary (135 hp); use of the BMW lashup 1.1 liter motorcycle engine for a Dragonfly.

- Some of the article topics: Discussion of revised amateur-built aircraft certification guidelines; variety of updates from EAA Headquarters; warning that the use of auto gasoline under waiver granted to EAA may invalidate a member's insurance coverage. Urged members to check with their insurance company; the cross country flight of a Cessna 150 using only auto gas. Pilot flew from Kitty Hawk to San Diego, but due to bad weather, made an emergency landing on the sand at Ocean Beach. EAA Chapter 14 president helped the pilot get out of the "hot water" involved with the landing and provided tie-down and transportation.

- Safety articles: Avoiding disaster; safely using composite resins; protecting eyesight and hearing; performing a self-evaluation prior to flying; hypoxia; how to take a friend flying (keep ride short, fly at an optimum time, promote safety, don't show off); birds and bees of springtime flying; links to articles relating to safety issues with various homebuilts; avoiding exhaust system failures; fuel selectors.

Numbers

- Net income from Fly-in: \$425.54.

- Members: 196.

- Awards Banquet cost: \$10

1984

General

- Member suggested using the hangars for a weekend gathering spot.

- President planned on having a series of questionnaires that would reveal members' likes and dislikes, especially as regards to Chapter projects, programs, and outings. Stressed the need for members to become more involved, especially in regards to the election of officers (in the 1983 election, we needed a quorum of 26% of the members for elections to take place; luckily a visitor joined on the spot so the elections could occur).

- Officers/Assignments: President: Frank Schulz; Vice-President: Richard Quick/Lin Ditta; Secretary: Roger Trickett; Treasurer: Peggy Smith; Newsletter Editor: Marc de Piolenc; Hangar Manager: Hap Arnold

Events

- Some of the program topics: Bill Chana spoke about the Wee Bee, Honey Bee and Queen Bee; two programs on the Dragonfly (including how to solve ground handling problems); display of 72 hp Kawasaki liquid cooled engine with reduction gear; description of a proposed super-lightweight three-liter air cooled VW/Chevy powerplant; cutting out foam wing cores with an electric "hot wire" rig; new final inspection process for homebuilts; talk on the Avid Flyer; wind-tunnel specialist from GD/Convair spoke on dream designs for sport aircraft; "The First Flight of the A-1", which was a tiny replica seaplane on San Diego Bay; new, reliable carburetor for aircraft engines; aerodynamics and aircraft design.

- First flight of Bill Liscomb's Monnett Moni (sailplane that took 700 hours to build).

- Phil Writer donated a 1941 Stinson aircraft to the Chapter.

- Some first flight issues: fuel leaks in the "wet" wing of a low wing all-metal airplane; weakness in the landing gear attachment structure.

- Del Mar Fair display consisted of a partially complete Long-EZ and a display of different engines. Won Silver cup trophy and six blue ribbons.

- 253 attended banquet dinner to hear Jim Dalby talk about the first flight of the A-1 Seaplane. The following members received builders patches: John Purcell and Lew Creedon (Dragonfly), Bill Liscomb, Don Purdy, Jim Schnicker. Dinner was held at Lehr's Greenhouse.

Fly-in

- Mayor Hedgecock of San Diego proclaimed October 6-7, 1984 San Diego Friendly Fly-In Weekend.
- Approximately 9,000 persons attended with over 200 display aircraft.
- Had more vendors than ever before.
- Special attractions: the Dyna-Cam engine, the tiny Cri-Cri airplane, a flight simulator that the public could use, the SX-300 making a demo flight with high-speed passes.
- Large groups of RVs, Long-EZs, VariEzes, and antiques.
- Forums held: Polliwagen; SX-300; twin engine Rutan Defiant; Composites; Glasair; Prescott Pusher (4 place, 200 mph); variants on the Dragonflies (including a tri-gear); Aerodynamics, SeaHawk (amphibian); Whisper (240 mph, two place speedster built at Gillespie Field); Rotary Engine.
- Special demonstrations: Antique airplane formation fly-by; ultralight flight demonstrations, custom built aircraft demonstrations.
- Display of "in work" aircraft building projects and radio-controlled (RC) model aircraft.
- Almost the entire Chapter helped in one function or another.
- Awards: Grand Champion: Peter Leffe – T-18; Best Original Design: Stan Franks – Silhouette; Furthest Flown: Mike Guthrie – VariEze; Best High Wing: "Sparky" Sparks – Pietenpol; Best Low Wing: Larry Wohlers; Best Bi-Plane: John Thaxton – Christen Eagle; Best Static Display: Dennis Palmer – Dyna Cam Engine; Best Rotorcraft: Jim Schicker – Scorpion Too; Best Composite: Ferde Grofe – Long-EZ; Best All Metal: James Rosue – RV-4; Best Sailplane: Bob Fronius – original design; Best Ultralight: Jay Hawk – Sunseeker.
- Provided a Friday night chili dinner, hamburgers, hot dogs, and a bake sale on Saturday (as well as the catered Saturday banquet) and a Sunday breakfast.
- Speaker at Saturday night dinner: Don Taylor on his flight over the North Pole in a homebuilt aircraft.
- One Fly-in attendee decided to propose while he and his fiancée were enjoying a ride offered by a 1940 Waco.
- Conclusions: best Fly-In we had had; everyone needed to help with publicity; field layout was excellent; FAA flight waivers/field closures must be started earlier; make up an info sheet for all arriving pilots; assign someone has to clear taxiways Saturday evening; make better use of portable hangars; improve gate collection procedures; improve program pamphlet procedures; need an equipped first aid station.

Newsletter

- Discussion of two powerplants: Pauter Super-VW (same size as standard VW, weighed less than 200 pounds in running trim, expected TBO of 1,000 hours, put out 150 hp at 3,250 rpm), and Verbeke rotary engine in development (test stand running was scheduled soon),
- Discussion of 3 categories of developmental efforts for future A/C engines: two by companies that intended to certify the engines and the third from the producers of engines intended for the ultralight/ARV market. The author stated that the first category would probably cost too much for most homebuilders. The second category involved hp under 200, e.g. a 3-liter VW rated at about 125 hp with a target price of \$5,000.
- Additional engine articles: some advantages of liquid – cooled engines, especially Javelin Aircraft's use of the 1.6 liter Escort, and a thin-walled V-6.; use of the Chevy Sprint engine (had 65 hp, weighed only 147 pounds, better appearance than VW -no more bulging cheek cowls. However, it needed a propeller speed reduction unit); Dynasoar engine. This was a new VW type engine. First prototypes were used for the Baja race, and local drag racing. Projected 150 horsepower at 3400 rpm (direct drive), normally aspirated.

- Some of the articles: Using a Navy combat simulator; description of tornado that hit Brown Field and severely damaged several aircraft and hangars; overview of the STOL Cygnet (two-placed, closed cockpit, VW powered machine with remarkable climb and visibility); discussion of the merits of folding wing aircraft; new product – a controllable-pitch propeller.
- Safety articles: ice; good flight sense; using common sense in preflight planning, considering fuel capacity and consumption under conditions of each flight.
- Overview of new projects: the Goodman brothers Cricket (small size didn't mean it was easier and quicker to build), Art Vandiver - KR-1, Bob Gray - VariEze, Elton Ballas – new sailplane project; Elias Rodriguez - original design; Ed Deems & Ben Hunsaker's Aeronca.

Numbers

- Fly-In entry: \$4
- Fly-In banquet: \$7
- Local hotel prices for 1 person: \$28-\$33
- Net income from Fly-In: \$6,542.94
- Awards banquet ticket: \$11.75
- Annual dues: \$15
- Members: 177

1985

General

- Received approval to paint three EAA letters on the roof of Hangar #1.
- Submitted comments on the proposed Recreational Pilot's License Regulations.
- Urged members to take an active role in resisting the wholesale implementation of unjustified ARSAs around both civil and military airports. Detailed EAA National's involvement and how best to let officials know of our position.
- Detailed problems with a proposed development of residential dwellings within approximately 1500 feet of the western (takeoff) edge of Brown Fields' runway. Urged members to get involved in opposition to the project.
- Instituted an informal open house at the hangars on Saturdays with coffee and doughnuts.
- Received copy of a proposal to host "Air/Space America" at Brown Field which could wipe out the Chapter's hangar locations. The proposal included covered, permanent indoor and outdoor exhibit space. They would hold a "Paris Type" International Air Show every two years.
- Arrival of the Chapter's first chemical toilet – a most welcome addition.
- Trophy case and library storage shelves were built in Hangar 1.
- Member "Paz" Pasmany received award from the American Institute of Aeronautics & Astronautics for Outstanding Technical Achievement in Aerospace Engineering.
- Set goals for the year: Improve support to Homebuilders (establish a technical library, catalog sources of material, increase "how to" instructions); increase special events; improve monthly meetings (assign each meeting to a Program Manger, VP to monitor program development, try to get a builders display at each meeting); pay off indebtedness on hangars; increase membership participation; establish a youth participation program; improve public relations and publicity.
- A Chapter member donated a trailer for carrying most homebuilt aircraft. Chapter members rebuilt it. A golf cart was also donated which proved very useful in running around the airport.
- EAA National reported increased high cost of insurance for activities often seen at fly-ins (contests, rides, new products) because of high liability legal judgments. This may halt developments in aviation, eliminate activities at airshows and increase prices.

- Designees would now be called technical consultants, and the activities limited to advice and counsel, but not inspection sign off. Airworthiness would be solely under the responsibility of FAA.
- Officers/Assignments: President: Ben Hunsaker; Vice-President: Lin Ditta; Secretary: Roger Trickett; Treasurer: June Wiberg; Newsletter Editor: John Osborn; Hangar Manager: Hap Arnold.

Events

- Some of the program topics: Polliwagens; trip around South America in a VariEze; a Multi-vis 50 wt aviation oil; product that protected aircraft finishes; FAA certification procedures and maintenance records needed for airworthiness; homebuilt aircraft electrical and avionic systems; manufacture and maintenance of wooden propellers; display of the Zenair “Cricket”; Captain of the Blue Angels talked about what is involved in that type of flying; flying the Amsoil racer at Reno’s Air Race.
- 15 people completed aircraft.
- Successful first flights: Dave Martin – Sorrell Hiperlight staggerwing biplane; Bill Russell - Glasair, Roman Lewinski - Long-EZ; Don Beach – Corbin; Tom Cox -original design, Barry Westman – FW-190; Ted Lunacek - KR-2, Jesse Carnes - Osprey amphibian; Art Doll - RV-4, Keith and Cynthia Asbury – KR-2; Carroll Wight - T-18; George Owl - Formula 1 racer; Keith Asbury - KR-1.
- Some issues with first flights reported: A dead stick landing was caused by either faulty spark plugs or fuel flow problems. Other problems: nose heavy condition, excessive stick pressure.
- Held a display at the Del Mar Fair (had a KR-2, sample of composite wing construction, a Smith Miniplane wing, and additional airplane items). Won multiple blue ribbons.
- Chapter invited to display aircraft and set up a Chapter display at the Blue Angels Air Show in El Centro. 10 Chapter members attended with their planes and the Navy filled up the tanks as a thanks. Besides the Blue Angels, there was aerobatic flying by ultralights and Pitts.
- Bonanza Club visit saw over 200 in attendance and there were some beautiful aircraft. Hangar 1 was used as a hospitality gathering place.
- Ed Leiser, speaker at the Awards Banquet held at the Fiesta Dinner Theater, discussed the “Golden Years of Aviation.”

Fly-In

- “San Diego Friendly Fly-in” was held October 5-6.
- Reminded members that our success depended on members’ responses early in the planning stage and their willingness to volunteer. Detailed records exist of all the planning involved.
- Invited Navy Special Warfare Parachutists from North Island to have a demonstration at the Fly-in (they came and were a huge hit).
- Seminars held: Composite Techniques; Reciprocating Engines; Aircraft Design by Pazmany; Rotary Engines; Propeller selection for Homebuilt Aircraft.
- Forums displayed the following aircraft: Prescott Pusher; Whisper; Sparrowhawk; Lancair 200; Super Polliwagen; Sceptre; Shrakfire; Sawyer Racer
- The following awards were given out: Composite Homebuilt: Rob Grove - Whisper; All Metal: Healthcare Management - Thorp T-18; Fabric Monoplane: Larry Pennock - Tailwind; Fabric Bi-Plane: Jim Bumford – Christen Eagle; Replica: Joel McNeil – P-51 Mustang; Special: Tom Cox – TC-7; Sailplane: Bob Fronius – Lil Dogie; Powered Sailplane: James Lewis – Moni; Rotorcraft: Paul Block – Bensen Gyrocopter; Best Original Design: - Rob Grove – Whisper; Antique: Bob VonWiller - Fleet Biplane; Classic: David Jurgensen - Stinson Voyager; Classic Custom: Tom & Lorraine Zadeker – Stinson 108-2; Low and Slow: David Martin - Hiperlight; Warbird: Bill Allen - Ryan STM-2.
- Wayne Dunlap, editor of Pacific Flyer, was the Saturday night banquet speaker.
- Had 171 volunteers.

Newsletter

- Started a listing of San Diego airports going back to 1883 and located them on a map. Most are no longer in service and have become residential areas, parking lots, Miramar Air Field, or Rohr

Industries. Brown Field was called East Field and used by the Army starting in 1918. It became NAAS in 1942, NAAS Brown Field in 1952 and Brown Field in 1962.

- Article on early days of North Island NAS – it used to be called Rockwell Field back in 1912. There was fierce rivalry between two methods employed by the Army to train pilots: the Wright or the Curtiss system. In the Wright system, dual control planes were used and instructor and student worked side by side until the novice was ready to operate the plane alone. Under the Curtiss method, the beginner virtually hopped, skipped and jumped to learn the use of rudders, elevators and ailerons. Only a few months after the Air Service came to North Island, American and world records were being shattered, e.g. in 1914, a plane climbed to 17,441 feet, and in 1915, pilot stayed aloft for over 9 hours.
- Column called “The Memory Quiz” gave clues to help contestants identify Allied and German airplanes going back as far as the 30’s.
- Propulsion scene articles discussed a variety of engines and engine issues and the need for engines that could be utilized by the KR’s, Q2’s, Polliwagens, Dragonfly’s, EZ’s, etc. Other articles discussed the following engines: upgrades with the Hapi and Revmaster engines; the Limbach engine (worldwide reputation for quality and reliability, 68 hp selling for \$2,800); upcoming Saturn engine (4 cylinder inline, slow revving, 75 hp, displacing 1.9 liters); five engines in development that promise 90 H.P.
- Safety articles on minimizing mid-air collisions; rubber-like fuel system components failing on airplanes using 100LL gasoline; weight and balance
- Overview of ultralight trends, divergences between soarables and powered, rumors of new ultralight engines.
- Comments on new engine prototypes on display at Oshkosh, including a Zoche Aero Diesel, 4 different Continental engines. One of them, the IOL-200 was the primary rear powerplant of the Voyager.

Numbers

- Fly- In Entry: \$4
- Fly-In Saturday night banquet: \$7.50
- Info on one way to attend Oshkosh included the following experience: flew Republic out of San Diego for \$218 roundtrip on Tuesdays and Wednesdays. Gave member a chance to pre-register and see the Museum. Rented a car at Mitchel Field in Milwaukee (7 days was \$130 including gas). Stayed in an air-conditioned room in a nice house for \$12.50. Parked outside of Wittman Field, walked through the fence and took the direct connection with a shuttle bus to the flight line (saved 2 hours from waiting in lines while trying to park on the field). Total price: \$400. Another member did something similar, except stayed at a private home for \$25 a night, only 2 blocks from Wittman Field, so didn’t have to drive there at all.
- Awards Banquet Buffet cost \$10.
- Net income from Fly-n: \$5,853.
- 248 members

-1986

General

- Mounted vigorous campaign against certain proposed FAA rules (otherwise known as the Great Airspace Robbery) to the San Diego TCA as they would significantly impact VFR traffic and pilot training operations. Sample comment: ““In conclusion, there are several worthwhile proposed changes along with many dangerous and unacceptable changes. The proposal, taken as a whole, is so flawed . . . that it should be denied in total with a directive to develop changes by and with all segments of the aviation community in San Diego.” All the protests worked – changes to the proposal were made.
- Saturdays at the hangars were becoming increasingly popular with many aircraft flying in.
- Members began receiving blue nametags; a member agreed to do the lettering.

- Scales to do a complete weight and balance were purchased.
- 14 aircraft rented space at the Chapter.
- Vice-President, Dave Martin, was named Editor of “Kit Planes” magazine – this showed the level of expertise at the Chapter.
- Several members donated items to the Chapter: airspeed testing equipment, cable tension meter, Nico press tool, engine build-up stand, engine hoist, and a microwave.
- Officers/Assignments: President: Richard Quick; Vice-President: Dave Martin; Secretary: June Wiberg; Treasurer: Hap Arnold; Newsletter Editor: John Osborn; Hangar Manager: Hap Arnold

Events

- Some of the program topics: Overview of projects featured in Kitplanes; video on Voyager Around-the World flight project; Sun-N-Fun Fly-In overview; builders support by suppliers and kit manufacturers: aerodynamics; visit to Oshkosh; new covering system. Over 100 people attended the seminar on “Non-Toxic” Green River aircraft fabric and finishing products.
- First flights: Chuck Kerber - Honda powered BD-5; John Seelig - LF-49 sailplane; Jerry Pekin - Glasair, Coulter Cunningham - Sonerai II; Lee Klaus - L-2 Replica; Tom West – KR-2; Art Wollgast – Ultralight and Starling; Lance Harmon – Stits Skycoupe.
- Ocotillo Wells Fun-in held in March. Had plenty of chili and hamburgers, along with overnight camping. However, weather didn’t cooperate (high winds and rain), so precision flying events weren’t held. However, 38 members had a great camp-out.
- Displayed a Smith Mini-plane at the Encinitas Mall with Chapter flag mounted on the side of the trailer – got a lot of good publicity.
- A number of Chapter members attended a City of Ensenada “Friendship Flight” Fly-In which ran from Friday night through Sunday. Had a good time and enjoyed great food. In addition, for that flight only, Mexican officials arranged for participants to use Ensenada as the port of entry for customs purposes. Parachutists, aerobatic routines, autogiro maneuvers, ultralight flying, and free rides were part of the Saturday show.
- Seminars held: Hands-on welding; how to cover fabric aircraft.
- Speaker at the Christmas Recognition dinner was the photography technical advisor for the film “Top Gun.” Dinner was jointly held with the Antique Airplane Association at the Fiesta Dinner Theater.
- Last flights: Tom Lynch was killed when the right wing of his Starlight developed flutter and separated from the aircraft at the wing root. Barry Westman and his son died when their Skybolt aircraft faltered after take-off and then crashed in rugged terrain.

Fly-In

- San Diego “Friendly Fly-In” held to great acclaim. Huge number of volunteers and a lot of organizing required. Attendees liked the forums, the airshows, the mass arrivals of RV-4s and just looking at all the aircraft. Prizes given for Grand Champion – T-18; Best New Model – Two Easy; Best Low Wing – RV-4; Best All Wood – Falco; Best Replica – Fisher 202/L2; Best Composite – VariEze; Best Low and Slow – Bald Eagle; Best High Wing – Avid Flyer; Best All Metal – RV-4; Best Rotorcraft – Bensen; Best Biplane – Mong Sport; Best Sailplane – original design. Also Best Classic Age (’37 Taylor J2 Cub), Best WWII (’42 Ryan PT-22), Best Golden Age (’31 Waco QCF-12).
- One outside EAA group stated that the Fly-in was “held by the most friendly, organized EAA members we have ever seen.”

Newsletter

- Column “The Propulsion Scene” explored various engines in the works or on the market: single and twin rotors; 2 liquid cooled powerplants (Continental expected a SFC of .37 on them); John Deere-Lycoming rotary (SPC of .38); Mazda’s rotary RX-7 (routinely achieved 100,000 miles before the tip-seals need work). Also contained numerous articles on reduction units.

- Discussion of VM engine. Exhorted members to talk about problems so can take advantage of lessons learned. Example: carburetion manifolding and vapor lock (several members have solved these problems).
- Noted that light plane production had hit a 50 year low.
- Advisory from EAA National: Do NOT use fuel containing alcohol. Also notes on: how to use leaded gasoline in freshly overhauled Continental engines; swelling of Bendix carburetor float needle valves in certain Continental engines; potential deterioration of Marvel-Schebler carburetor floats; possible separation of gascolator rubber plungers on some Cessnas; potential attack of varnish on old cork fuel tank floats.
- Several articles about NICAD batteries – issues, restrictions, comparison with alkalines, shorted cells.
- Account of a dead stick landing in a Hyperlite just north of the field. With a slow landing speed, a tail low touchdown and the large flotation wheels, the pilot set the plane down in a soft field with no problem. He hailed a passing pick-up truck (whose driver didn't speak English), fixed the spark plug wire which had vibrated off (with pliers loaned by the driver) and found just enough of a straight away on the nearby small dirt to take off. He was happily greeted by Chapter members who had heard of the emergency while monitoring the tower frequency. Moral of story – always have an emergency field in sight.
- Article on Tailwind gear alignment.
- Article on failure of a fuel pump of the type held together with screws through the top cap, diaphragms, valve assembly and then into tapped holes. The screws starting working in the light metal body casting, and the threads stripped out, thus causing a leak sufficient to pump fuel down over the engine. Could have had a fire. Solution: Used some Allen screws, some thin aircraft washers and some metallic aircraft type lock nuts (no plastic inserts). The new screws were at least ¼ inch longer than the original so they could go all the way through the pump body and permit the lock nuts to make full engagement on the far side.

Numbers:

Awards Banquet ticket: \$10

Net income from Fly-In: \$6,109.36

Members: 247

1987

General

- Began providing coffee and snacks at the Chapter each Saturday.
- Began organizing opposition to the proposed rules on “Super TCA’s. ” Exhorted members to take part in the effort to stop this restrictive piece of rule making. As the author said, “it would sound the death knell of general and sport aviation.” Specific instructions were given on how to help. Included full reports from AOPA and EAA National on the issue.
- Summarized the need for revision of the Chapter Bylaws.
- Established a VCR tape library.
- In a letter by Ben Hunsaker, he pointed out that “we can expect a 20% membership turnover each year. This is due to the military transfers in our area, other moves out of the area due to job changes, illness and death, and some to changing interests. We have been able to bring in new members each year to more than make up for these loses. The thing that attracts new members is what they get at local meetings. The social aspects of a group with common interests, the assistance with their projects, displays and workshops, open house activities at our hangars, our monthly newsletter and the “Fun Fly-Ins” we have. They can see what is happening in the Homebuilt movement. They can touch it, and feel they are a part of it.”

- Officers/Assignments: President: Stu Cochran; Vice-President: Frank Darden; Secretary: June Wiberg; Treasurer: Hap Arnold; Newsletter Editor: John Osborn; Hangar Manager: Hap Arnold

Flying News

- First flights of John Calvert - RG Glasair; Harry Abbot - Long-EZ, John Lambert - VariEze, Art Mason - Polliwagen; Marv Jordan - Volmer VJ-22 Sportsman; Eugene Kramp - KR-2; Rick Newcomb - Bensen Gyrocopter; Bob Gray - VariEze. Ernie Block's Fokker D-7 Custom Replica was almost ready.

- One member made a tip to tip cross country flight in his Super Emeraude.

- One member spearheaded project to improve the taxi route from 26L directly in to our hangars.

Events

Some of the program topics: program held at the Aerospace Museum covered 2 topics: debate on which aircraft configuration is best (canard? conventional? bi-plane? tri-plane?) and laminar flow. Attendees also got a special guided tour visit the Aerospace Museum and workshop; Dr. George and Irene Rutan, parents of Burt and Dick Rutan, spoke on the behind the scenes activity that made the Voyager Flight work; a tribute to the DC-3;; required aircraft documents; relationship between models and their full-scale counterparts; drag reduction; transponders; Staggerwing aircraft; Corby Starlet aircraft.

- For the Women on Wings (WOW) Show at Brown Field, we hosted the Formula 1 racers and their aircraft in Hangar 1, so they could assemble and ready their aircraft for the races. We set up our portable hangars and provided coffee, doughnuts and snacks.

- Enjoyable Ocotillo Wells Fun-In. Over 95 attended over the 3 day event. Besides the excellent food, numerous aircraft, extravagant campfire tales, and a crack parachute team, there was a balloon busting contest. Two members filled the balloons with helium and attached long yellow ribbons, releasing them as an aircraft approached the field. The objective was to climb or dive on the balloon and burst it with the propeller.

- Hosted visit by Paul Poberezny at the Aerospace Museum.

- Many members attended the second annual Friendship Flight to Ensenada. All had a great time. After hearing a lecture on flying in Mexico, Chapter members put on an air show, with parachutists, biplanes, ultralights, gyroplane, and aerobatic demonstrations. We provided many rides to local children. The Commandante of the military airfield mentioned that he took his first flight in a Stearman PT-17, so a Chapter member took him for a flight in the member's Stearman. Another member took off in his plane and he and the Stearman put on an impromptu, mock dog fight.

- Many Chapter members (close to 47) and their planes attended a Hemet Fly-in. Despite excellent food, lots of planes and great weather, there weren't many local visitors.

- "Green River" aircraft covering seminar held.

- Workshop given on using a propeller carving machine.

- Christmas Recognition Dinner featured aviation writer Don Downie, plus a barbershop quartet. Don showed some unique aircraft and then provided comments on each.

- Last Flights: Mark Anderson died in the crash of a BD-5 that he was test flying; Jeff Sawyer was killed while testing his new racer.

Fly-In

- San Diego Air Festival joined with EAA 14 to put on the San Diego Air Festival & Friendly Fly-In on October 3 & 4. SD Air handled the commercial displays and military/commercial air show. EAA 14 had its own display area for homebuilts, antiques, etc., performed its own judging, and provided our regular Friday chili dinner, Saturday and Sunday breakfasts, and bake sale. It also had a one hour fly-by each day with special demonstrations of some of the newer homebuilt aircraft.

- Duke Cunningham was the Grand Air Marshall.

- The air show was 4 hours long each day and included: formula I racing, precision flying, tactical military aircraft (A-10 Thunderbolt II, F-16C, F-14 Tomcat, F-111A, U.S. Navy close air

support/firepower demonstration, parachute teams, aerobatic routines, stunt fliers, wing walking, antique aircraft parade, flight demonstrations by Lancair, ultralights, war birds and homebuilts.

- A large number of vendors and exhibitors had displays.
- Over 500 planes either attended, participated, or were registered for display and/or judging.
- EAA sponsored forums on the Wheeler Express, Lancair 320, E-Racer, Graflite, consistent speed props, Super Magnum Engine, light aircraft design, aerodynamics, wind tunnels, the Free Spirit.
- We sponsored workshops in wood, fabric, welding, sheet metal, and composite materials.
- Over 44 San Diego groups provided volunteer services.
- EAA 14 provided detailed operating instructions for our areas of responsibility: example - a 3 page procedure for aircraft parking crews.
- Awards: Grand Champion and Best Biplane: Armin Holle – Starduster Too; Best New Model: Wheeler Aircraft - Wheeler Express; Best High Wing: Larry Pennock – Wittman Tailwind; Best Low Wing: Howie Keefe - Glasair RG; Best All Metal: Gus Gordon – Thorp T-18; Best All Wood: Larry Wonlers – Falco; Best Antique: R. VonWiller – Fleet 7; Best Classic: Robert Jordan – Navion; Best Custom Antique: Don Beach – Corbin, Allison 3A; Best Custom Classic: Dick Taylor – Bonanza M-35; Largest Antique: CAF – Cessna UC-78; Best Rotorcraft: Jack Sievers – Brock Gyrocopter; Best Custom Replica: “Sparky” Sparks – Pietenpol; Best Low and Slow: Bruce Smith - Kolb Twinstar; Best Support Warbird: Paul Vought – Cessna Bird Dog; Best Sailplane: John Seelig – Laister LP-49; Farthest Distance Flown – Stern Kotula; Salt Lake City, Utah.
- Weather did not cooperate; we had high temperatures, dust, and a Santa Ana.
- In July, A/SA had withdrawn as co-sponsor of the Friendly Fly-In because of financial concerns, but two principals of A/SA formed a new firm which was able to take over the permits, insurance, advertising etc.
- After the Fly-in, a 46 page report was provided to the directors and membership, “an account of the Fly-In, both good and bad, as a basis for future decisions . . . a “Lessons Learned” critical analysis.” Some points: Publicity was excellent, with PM Magazine TV exposure and a “press day” where members of the media were given rides. There were difficulties with parking and departures, as the heat, pushing of heavy aircraft, and throngs of people and planes all leaving at the same time caused problems. Recommended an earlier completion of the air show. Late arrival of material for inclusion in the pilot kits hampered the registration function. Parking fees, gate fee and food costs charged by the Air Festival folks were too high and soured the public. However, the Chapter’s Friday night chili dinner, breakfasts, and bake sales were well received. The air show was excellent, but too long, and not fast moving enough. The Air Festival crew failed completely to follow up on trash and refuse clean up. Chapter 14 members spent four days cleaning up to get taxiway Charlie opened for aircraft use (and to maintain Chapter 14’s fine reputation). The split in management between Air Festival and Chapter 14’s Friendly Fly-in Corporation was a good concept in theory, but did not ease the Chapter’s burden and we ended up working harder with less of an economic pay-back. Report felt that it was too much for San Diego to have four big air events (Mira Mesa Navy Air Show, the Confederate Air Force, WOW and our own Fly-In). All of the shows had big military aircraft and our only unique feature was the homebuilt and antique aircraft – which was downplayed in the advertising. Perhaps such a large, expensive production was not in the best interests of Chapter 14. Some other problems: lack of water service (just our own faucet on the back of the hangar); only one telephone (ours); gate smashers (people parked at the west end of the field and made an end run on the ticket takers). The report and the public had high praise for Chapter 14 and how its members scrambled to address problems (which weren’t of our own making). In addition, organizers did not live up to their commitment to pay the money due the Chapter in a timely manner.

Newsletter

- Article on issues with a Posa carburetor. While shooting touch-and-go landings, the throttle jammed about half open (not enough to complete takeoff and too much to stop). Frantic effort opened it

enough for the pilot to get off the ground and make a safe circuit of the airfield. Upon disassembly, he found galling in the carburetor throttle vane where it slides in the carburetor body (a .003 variation). He believes the heat build-up from shooting touch-and-go landings expanded the metal of the sliding vane and made it freeze up.

- Safety issue: Belt drive reduction unit failed, causing pilot to make an emergency landing in a field, causing damage to the landing gear structure. Bolts holding the belt unit to the engine had failed progressively, letting the belt pulley go out of alignment, and then the added friction heat melted the belts. System was purchased as a unit and pilot had not suspected that cheap hardware bolts were used instead of aircraft or NAS grade parts. A detailed article was provided on further hardness tests. Pilot commented that a speaker at a forum in Oshkosh likened the homebuilder's task "to a complete aircraft company: design, tooling, fabrication, finish, testing and incoming material inspection. Just because we buy it from a reliable source does not guarantee we are getting good material and parts. They can be fooled as easily as we, but it is our neck on the line, so we are the ones who must be the ultimate inspector of everything that goes into our projects."

- Safety issues: Carbon monoxide in the cockpit caused by a faulty exhaust system. Pilot luckily made a successful emergency landing. Several articles dealt with recent engine failures. Those who experienced power failure without serious problems followed these points: "Don't panic and be sure to keep up your airspeed. This is the key – get the nose down and don't try to turn until you have maneuver speed. Keep thinking – don't run into things." The editor heard of a fellow hitting a lone tree. Other safety reminders: Delay take off and landing until a flock of birds is gone.

- Propulsion Scene articles covered a variety of topics: PSRUs, including one made in Calif for \$900. It transmitted 1200 H.P. and was available with at least 38 different gear ratios; the FAA certified the Porsche Aero engine, based on the 911 auto engine and it was certified in the 200-300 HP category; Lycoming and John Deere abandoned their joint venture to develop an aero version of the John Deere rotary engine; overviews of Toyota, Honda, Buick Grand National V-6 engines.

- Reprint of articles: getting more thrust from an ultralight power pack; pitch of propellers; parachutes; how color affects different parts of the engine and aircraft; removing fiberglass bumps; how to flatten tubing ends; using carburetor heat; oil filter fill-up; torque limits; fuel tanks made of epoxy; fuel systems; first flight tests; worn couplers; loose stator assembly.

- Listed aircraft museums across the country.

- Lengthy discussion on who A/SA was and why the Chapter decided to join with them on the Fly-In, Air Show.

- A column began called Tower Tips, written by a Brown Field controller (and Chapter member). The column provided information about problems encountered in tower operations and how our pilots can help.

- Reminder from an aviation insurance company on flying requirements.

- Reports on Oshkosh, including very detailed accounts of some of the technical forums.

- Overview of the NLF-0414 airfoil, the latest in a series of Natural Laminar Flow airflows, results of which were just recently declassified.

- Notices given for users of O-290-G engines. Specified crankshaft and crankcase front end clearance must be present. Gave an account of a near fatal accident caused when the specified clearance was not present in this engine. The engine had approximately 45 hours on it, all on cool days. But when the pilot flew for 45 minutes in hot weather, the engine froze solid and the prop stopped. When the engine was torn down, the back of the oil slinger and the front or thrust surface were galled with aluminum from the case, indicating that the aluminum in the case had expanded to the point where the dimension of the case became greater than the distance between the thrust surface and the oil slinger ring on the crank. The article pointed out other instances where the front main bearing became hot enough to melt out some of the bearing metal and this might have been caused by the same issues with not complying with the specified clearance.

Numbers

- Lease payment - \$250 a month
- Publishing the newsletter - \$147.15 a month
- Banquet cost: \$10 per person
- Members: 259

1988

General

- Directors' Meeting began to be held in the conference room of the Administration Building at Montgomery Field.
- Began efforts to extend a lease from the City; lease was extended for 5 years.
- Identified need for hangar security (alarm system and outside lights).
- Purchased tables and chairs for use on our Saturday Open House.
- Formalized the video library. Videos were originally kept locked and could be checked out on Saturdays. TV sets and VCR facilities were set up as well. The first tapes donated included EAA National instructional tapes, as well as tapes of air shows, and pictures of aircraft taken by Chapter members.
- Discussions on issue with mandatory national membership.
- One goal for the year was a working, movable kitchen. To meet this need, Paul Hanson built a "chuck wagon trailer."
- Opened a blood bank account to support both members and immediate families.
- Began exploring costs for a new hangar.
- Report presented to the City concerning the advantages and disadvantages to our moving to a different portion of the field, to mitigate the problems our leasehold encounters due to large air shows. We proposed moving to the site next to the old school house property.
- IRS suggested we apply for an educational group tax exemption. This suggestion was pursued and the Chapter could then give tax credits for donations to the Chapter.
- Donations: a 720 Channel, EDIO Air, KR653 Narcom Radio with automatic VOR head. Radio was auctioned off at the April meeting. Also donated: six foot movie screen, kitchen sink (along with fittings and installing it), 12' long work bench, heat treating furnace, 8' sheet metal brake, stretch forming press, tube bender, electric tester, trailer, 55 cup coffee unit, tool bench with vise, and lots of video tapes.
- Solicited support for the Aviation Technology program at Morse High School, which was a stepping stone to more advanced courses directed towards A&P certificates and aero engineering.
- Sent out a mailing to 900 nearby National EAA members to let them know about our Chapter.
- Began constructing a kiddy size flight simulator as a Chapter project.
- Open House was held at the hangars every Saturday.
- Officers/Assignments: President: Stu Cochran; Vice-President: Del Koops; Secretary: June Wiberg; Treasurer: Hap Arnold; Newsletter Editor: John Osborn; Hangar Managers: Hap Arnold, Phil Fulton

Flying News

- 15 aircraft were renting space or were hangared at the Chapter.
- Obtained an ATC Trainer/Simulator for use by members who wanted to brush up on their instrument skills. Wanted to build an enclosure for it.
- First flights: Frank Wozniak - original design stagger wing; Bob Collins - RV-3; several Long-EZs (among the owners - McKinley Edwards, Bill Meixner, Darrell Moore), John Drost - Glasair RG; Chuck Brietigam - RV-4; Tony Duci - Lancair 235; Ernie Block - Fokker D-VII replica; Scott Marshall - Starduster Too.

- Aircraft being built or reworked: RV-3, Woody Pusher, Prescott Pusher, Lancair, Long-EZ.
- FAA ruled that every aircraft would be required to have an identification label on the outside of the fuselage.
- Quicke donated to the chapter as a display airplane (Chapter sold the engine and gauges).
- Several builders shared issues they were having with their planes, e.g. the need to put in rather severe aileron trim tabs on a KR-2 to have it trim out in level flight.

Events

- Some of the program topics: mountain flying; presentation by John and Martha King of King Ground School on Flying Safety and Understanding Airspace; building and flight testing a homebuilt airplane; educational possibilities for builders and those who wished to advance their knowledge in aerodynamics and ratings; Air Force test pilot visit; details of building a Prescott Pusher; construction with metal versus composites, hands on riveting; aircraft finishes, ground effect machine, STOL aircraft with the Revmaster-2 engine; introduction to fiberglass work, paint removal.
- The "Ocotillo Wells Fun-In" was held in April. Over 100 people attended and there were 28 aircraft. Despite the wind, there was some precision flying and a biplane fly-by. Musical entertainment by members included guitar and saxophone.
- The second "Ocotillo Wells Fun-in" was held in October and the weather in the desert was perfect. Pilots got in lots of flying and enjoyed participating in a bomb drop.
- Enjoyed a visit to the Navy "Top Gun" training squadron at Mira Mesa.
- Channel 8 filmed a special at the Chapter on those interested in homebuilding and flying. Also received excellent publicity in the Pacific Flyer magazine.
- Participated in the Aerospace Museum's Open House at Gillespie.
- We were at the Del Mar Fair with a large canopied display in front of the Hobby and Craft tent – not the best location, but the display did attract a lot of attention and members handed out a stack of literature. We displayed a Stits Playmate, the outer wing section and rudder of a Mitchell Wing, two BD-5s, a section of an original Dragonfly wing, the Chapter's flight simulator, and a small jet engine.
- At least 48 Chapter members attended Oshkosh.
- The Chapter chartered a bus to visit the Edwards Air Force Base Air Show.
- Christmas Recognition Banquet was held at Holiday Inn near Montgomery Field. Guest speaker: Frank Kingston Smith, author of Weekend Pilot and many articles in *Flying*, *Air Progress*, *AOPA Pilot*, and *Sports Aviation*. Hap Arnold and Stewart Cochran were given Life Memberships.

Fly-in

- Numerous meetings and discussions were held prior to the A/SA 88 operation held in the EAA lease area in May. It was labeled America's International Aerospace Trade Exposition.
- Because of problems the Chapter experienced with last year's event, we were not official sponsors. However, a number of Chapter members were actively involved in the overall planning of the Show. During the show, we opened our hangar doors and displayed a wide variety of homebuilt aircraft (KR-2, Glasair, Auger-in-Twin, Hyperlight, Soneri II, Long-EZ, Corbin Jr., BD-5s, VariEze, and Aeronca 7-A with a planetary geared VW. We served coffee, doughnuts and light refreshments.
- The show had formula one racing, aerobatic demonstrations (highlighting Bob Hoover), military aircraft demonstrations, Canadian Snowbirds, USSR AN-124 aircraft (largest aircraft in the world), Concorde taxi and launch, mass parachute jump, USAF Thunderbirds.
- Vice -President George Bush attended.
- At the end of the event, there were a number of problems, the most serious of which was that the soil stabilization program didn't work as promised and many trucks, lifts, and vehicles tore it up or just broke through. Our leased property was almost unusable.
- Report prepared for City outlining the difficulties in the current site of EAA Chapter 14, if the City wished to continue having large air shows on the field. Report cited the many difficulties faced by EAA before, during and after each large air show: our normal operations were disrupted, those running

the show wanted to use our electricity, telephone, water, and facility and in some cases completely blocked access to the property. In addition, prior to the A/SA Trade Fair, A/SA had promised minimum disruption, space for displaced aircraft and equipment, resurfacing of the existing blacktop. A/SA had kept none of these promises and in effect had closed down EAA use of its own facilities for over 3 months. The report provided a suggested remedy for the ruined blacktop surface (EAA would manage the resurfacing work and would negotiate costs with the City).

- Other letters detailed the condition of the field after the Air Show. It was no longer suitable for the movement and parking of aircraft. All tie down areas and the pad were destroyed. Drainage ditches that had been established along the temporary buildings were totally unsuitable for the parking or movement of aircraft. A conservative estimate to return the leased area to its former condition was about \$22,500; however, this would still leave the Chapter with an isolated 200 by 200 foot island in a sea of mud.

- The Chapter decided not to hold a “Friendly fly-in” in October as the air show area had been left completely unsuitable for most aircraft operations and display as a result of A/AS activities. In addition the City requested insurance of \$10,000,000 – the premiums were just too high.

- EAA Chapter then planned to host a “Gathering of Pilots” in October, but this was canceled for a variety of reasons.

- We participated in the Aerospace Museum’s Open House at Gillespie.

Newsletter

- Contained a listing of members willing to offer assistance to fellow members.

- Propulsion Scene column articles: the Rotary Vee powerplant(320 HP at 3,000 rpm at a running weight of 120 pounds); aero-diesel engines; Polimotor Reinforced Plastic engine (4 cylinder 2.3 liter job that weighs 175 pounds, producing 175 HP at 5800 rpm).

- Safety Notice: Discussion of poisoning caused from epoxy-based paint used to finish a model glider. No antitoxin for the effects of this – the resins and hardeners inflame the tissues in the lungs and surrounding areas near the heart; death is possible. Only dry-sand epoxy outdoors or in a vented spray booth and wear a carbon-activated face mask. The effects are cumulative.

- Safety Alert for contact lense wearers: working with welding or any electrical activity that causes an electric arc led to the removal of the cornea when the contact lenses was removed. Cause: the electric arc generates micro-waves that instantly dry p the fluid between the eye and the lens, causing the cornea to be bonded to the lens. This trauma is painless and the operator never knows an injury has occurred until removing the contacts.

- Very direct reminder that testing a newly manufactured experimental aircraft can be both dangerous and deadly. The article was written by a test pilot for the U.S. Air Force and it bluntly stated: “People, these are EXPERIMENTAL aircraft. They are machines which when not properly manufactured according to very strict guidelines can KILL YOU! There are times when, even though an aircraft is built precisely to design specifications, it can kill you anyway. . . . All aspects of testing should be conducted only by those with the expertise and knowledge to do so. Everything from initial run-up to high speed taxi tests, must be planned, checked, rechecked, replanned, rechecked and checked again with the uppermost consideration in mind being SAFETY OF FLIGHT . . . Remember, when you fly these aircraft, particularly in the early stages (first flights), YOU ARE A TEST PILOT. This is an extremely risky business.”

- Contained the entire text for a new FAA NPRM and encouraged members and others in the community to respond vigorously to their congressman and to the FAA. Significant features of the NPRM: all aircraft operating about 6000 ft AGL must have a Mode C transponder; all aircraft operating within 40 miles of an airport that has radar service must have a Mode C transponder; a floor of 1200 ft AGL would be established over the entire U.S. as the base for controlled airspace. This would mean that the minimum visibility of one mile for VFR operations in uncontrolled airspace

would be eliminated and the uniform minimum of three miles visibility would not be the uniform rule throughout the United States.

- Articles on fueling aircraft with portable cans and propeller installation.

Numbers

Net income for calendar year: \$6,552.32

Ticket cost for Christmas banquet: was \$12.50

369 members (designated by EAA Headquarters as the largest Chapter in the world).

1989

General

- Participated in conversations on the future of Brown Field as a replacement for Lindbergh Field. As this issue was still not resolved, and cost of moving to another location being over \$100,000, the Chapter decided to concentrate on improving what we had.
- Attended City Planning Commission meetings on development west of Brown Field.
- Possibility of having some sort of Fly-in in conjunction with an outside group's Balloon Show was later dropped as funding for the Balloon Show was rescinded.
- City Council decided to allow A/SA to have an Air Show in 1990. We participated in conversations regarding A/SA. At one point, there was a plan to move our facilities with A/SA providing funds and to do this. City later indicated A/SA was not to encroach upon EAA property.
- Drafted a memorandum of Understanding and Agreement between A/SA and Chapter 14 for 1990. Discussed displaying some air show aircraft at our facility during A/SA.
- Number of conversations regarding the current status of the Friendly Fly-in Corporation and the various courses the Board could take.
- Gave a \$5,000 check as "seed money" for a teacher's assistant for the Aviation Technology classes at Morse High School.
- Discussion with County Tax Assessor over a sizeable supplemental assessment.
- Donation of a Q-2 airplane and trailer. Later, donated the Q-2, less engine and prop, to U.S. Olympic Committee for conversion to a bobsled simulator for training Olympic crews.
- Donations including the following: partially completed Diamant airplane; camper; fire extinguisher, many VCR tapes, folding chairs.
- Paul Hanson donated a set of kitchen cabinets, and with the assistance of among others, Dennis Cullum and Bob Osborn, put them up in Hangar #1.
- Held auction for a Revmaster 2100 cc engine and a Maloof two position propeller which had been donated to the Chapter.
- Discussed need to have a team that knew how to do the maintenance, transportation, and operation of the Children's Simulator, as it was in demand for miscellaneous parades, celebration and opening events. It was a three-axis, hydraulic-actuated mini-airplane with bank, pitch and yaw movable surfaces that were controlled by stick and rudder pedals. The "plane" was mounted above a complex hydraulic unit connected to the stick and rudder controls. The "plane" actually moved in the attitude called out by the "pilot." An instructor outside the "plane" directed the student in its various functions and communicated via intercom headsets.
- Received letter of appreciation from Deputy Director of Airports for completing the sealing of the asphalt portion of our leased area and taxiway.
- Money voted to rent the machinery to prepare the site for 2 to 4 box hangars, including buying DG.
- The Chapter was approved as an educational non-profit association which gave us a relief from taxes, a much lower bulk mailing rate for our newsletter, and the ability to give tax credits for donations to the Chapter.

- 3 members (two males, one female) were awarded their A & P licenses.
- Initiated a “Fly Market” on the third Saturday of each month.
- Built bookcase in Hangar 1 to house magazines.
- Officers/Assignments: President: Del Koops; Vice-President: Tom West; Secretary: June Wiberg; Treasurer: Hap Arnold; Newsletter Editor: John Osborn; Hangar Manager: Phil Fulton

Flying News

- First flights: Perry Burholm’s Falco (flew very well – just a little right rudder at cruise speed and some radio noise needed to be corrected); Ken Wallace’s Long-EZ (plane handled beautifully, but oil temperature ran a little higher than he would like); Earl Makela’s RV-4 (initial flight lasted 35 minutes and “kept its reputation as an ‘honest’ aircraft”); Roger Thompson’s Avid Flyer (first flight required extensive rework, especially to the landing gear, but by second first flight, “with the gear realigned, the landings were quite docile.”); Briggs Gillespie’s Glasair RG (took him 4 years and 9 months to build. First flight lasted 1 hour and 20 minute until he smelled hot oil. Only problem was a loose oil hose connection – since then, no more problems); Mits Hosaka’s Delta Tec Honch ultralight (in what was called the first first flight, engine wasn’t developing full power, but after a number of fixes, on the second first flight, “the aircraft did what it should and flew hands off.”); Jim Caldwell’s KR-2 (test pilot “Sparky” Sparks was at the controls. Sparky reported that “the EGT indicated too lean a mixture at full throttle as the airspeed built up.” By reducing throttle he was able to keep everything within limits and made the circuit without any trouble. His conclusion was that “as the airspeed built up, the extra ram air entering the carburetor resulted in too lean a mixture. Otherwise, the aircraft handled quite well and was responsive to the controls.”); John Alley’s Fly Baby (after tweaking the purchased aircraft, he made his first shakedown flight. It performed well – the only thing that needed some attention was a slight adjustment of the rudder trim).
- Questair Venture aircraft was displayed at the Chapter. It was a very high performance aircraft, powered with a Lycoming IO-550 engine. Price: \$57,500. Reg Finch wrote an analysis of the plane for the newsletter.
- A number of aircraft were down for various reasons: one aircraft was run into by a van; a prop was damaged during an open house; new prop governor and spinner backing plate needed; top quality wing panels required for a Starduster II; updated electrical necessary for a Tailwind.
- Three members were each building a Mini-Max.
- Obtained a draft copy of the Advisory Circular on the flight testing of amateur built aircraft. The book was the result of work by EAA and FAA.

Events

- Some of the program topics: Civil Air Patrol; airfoils; Free Spirit aircraft, VFR Weather flying; actual aircraft construction (demos of Blue River 7600 covering process, rib stitching and fiber glass repair, working with aluminum); conversion of a Corvair engine to an aircraft compatible power plant; Flight Safety; FAA discussion of AD’s; Oshkosh overview; Top Gun school representative; Paris Air Show.
- Participated in the grand opening of the City Convention Center. We were invited to be a major element of the City airports display. Our display included the following: children’s simulator (a great hit); Soneri II; Super Cat; Avid Flyer; instrument trainer; propeller carving and balancing machines; many photographs of Chapter activities and aircraft. Over 30 volunteers, working five hours each, manned our displays for 3 days.
- Ocotillo Fun-In was held in April. Had 50 aircraft arrive –even the Border Patrol aircraft dropped in and enjoyed breakfast. Over 100 people signed the attendance roster. The wind blew during the whole weekend, but the group parked motor homes on the windward side of the food service area which made it “relatively livable.” The group was still able to play horseshoes, enjoy land sailing, and engage in some flying activities (balloon busting, cutting of streaming toilet paper dropped from altitude). Four T-6’s arrived in a diamond formation, then reformed into a right trail and peeled off for landing – great formation flying. We made \$1.69 for the weekend (that is not an error in typing).

- Held several activities to celebrate the “over 400 members” mark. EAA National V.P. Jerry Walburn attended. He first spoke at the general meeting regarding the problems EAA is addressing regarding over-regulation by the FAA and presented awards to selected local members. Next was the celebration at our regular open house. Final event took place at President Del Koop’s hangar at Gillespie, complete with a great meal and Blue Grass music. Received a thank you letter from Jerry that stated, “You are to be congratulated as the most outstanding Chapter in the EAA organization. Your achievement of over 400 members will go down in the records as an outstanding feat of organization and membership activity.”
- Worked closely with Confederate Air Force Wing 1 during the Air Show at Brown Field In May. We sold breakfast, snacks and drinks and made a net profit of \$2,236.
- Participated in S.D. Aerospace Museum’s Member Day at Gillespie Field.
- Members flew in to the Annual Desert Festival Parade in Borrego. Our Children’s Flight Simulator was trailered over and rides given to local children. It was one of the high points of the Festival.
- Jim Caldwell’s donated KR-2 was hung upside down in Hangar 1. It was quite an engineering feat, especially getting it turned over and ready to hang.
- Took our simulator to the Miramar Navy Air Station Air Show and it was a huge success. Our crew was busy all day long and there were long lines waiting for a turn. The tool turned out to be a public relations gold mine.
- Participated in Del Mar Fair, but had a very poor location. Displayed a L-2 replica, gyrocopter, KR-2 and the new children’s 3-axis simulator.
- Annual Friendship flight from San Diego to Ensenada held in October. Despite poor weather on Friday, over 30 of our members flew down. There were some unexpected issues, but all enjoyed the interaction with fellow pilots and the Margarita fountain.
- Chapter 14 starred in a TV program put on by Cox Cable about “Senior Citizens in Action.” TV crew spent the whole day filming aircraft and people of the Chapter, as well as took some flights.
- Fly Market continued to be very successful.
- Member arranged for members to visit the Navy’s “Top Gun” school.
- Life Membership awarded to Ralph Wilcox, one of the founding members of the Chapter.
- Banquet held at the Holiday Inn. Speaker was Major General Pat Holleran, test pilot of the SR-71 Blackbird and the earlier U-2.

Newsletter

- Newsletter boasted a new more professional look – and it paid off. It was judged to be one the top ten chapter newsletters in the world.
- Two-seater, side by side negative Stagger biplane built of wood, fabric and fiberglass was featured on the January cover. It took 13 years to build.
- Reminder that test flights needed the permission of the Deputy Director of Airports or the designee, along with the FAA Tower personnel.
- Several updates on the status of repairing the damage done to the Chapter’s leased area during the A/SA Airshow. The soil treatment they promised and partially completed was a disaster. Long-term solution was hampered by the study being taken to locate another airfield to serve San Diego and the concurrent update of the Brown Field long range plan. Much discussion with the City to obtain a short term solution as we were basically isolated in a sea of mud.
- Editorial concerning A/SA noted: “In 1988, EAA Chapter 14 strongly supported Air/Space America with many volunteer workers, agreed to encroachment on our leased property, use of our electricity and access to water system. In turn A/SA was to pave our area and minimize disruption of our operations. What happened was a torn up area around our hangars, no paving, loss of revenue to the Chapter of many thousands of dollars with no regard to the difficulties imposed on our operations. After the show the airfield was littered with metal trash, nails, bolts, straps and stakes which required

months and many hundreds of man hours to make the area safe for aircraft operations. Also, before and during the show there were several cases of verbal abuse to our members and harassment.”

- Advised that FCC had postponed a directive that aircraft radios with a frequency tolerance of .005 would be illegal. EAA and AOPA had pointed out that this would be a great financial hardship, affecting approximately 93,000 radios. The approved new radios would have cost up to \$2,500.
- Continued having short biographical sketches of members.
- Technical articles: aircraft wire, airfoil selection, need for quality AN and MS bolts.
- Overview of article in Plane & Pilot concerning the danger to pilots of over-the counter drugs and sweeteners used in diet drinks. Paid special attention to aspartame in NutraSweet.
- Propulsion Scene articles covered the following: Ross PSRU; motorcycle engines (“With four cycle motorcycle engines available in power range up to 150 H.P., it may be about time that we EAA’ers take a good look at them”); Polimotor carbon-graphite high power-low weight engine; 1989 Mazda RX-7 rotary engine; new versions of Subaru’s light alloy flat four powerplants; Hatch and Beckham rotary powerplant.
- Humorous article on landing an Aeronca Champ in the boondocks near Willow Springs Racecourse and hitting unseen hummocks. “Whammo! We walloped some invisible hump so hard that metallic sounds from the gear said ‘badly bent at best.’ The tail went up so high I sweated the prop. Prop schmop, those horrible sounds from the gear were worse. Whammo! Another one, and ANOTHER! Wings waving wildly and tail way high each time, despite stick ‘back and bent.’ Strangely, directional control was good. Nothing else was. Each wallop felt as bad as the first, as if deceleration was out to lunch. Each time I thought a gear-up landing would follow. . . . Hummocks are ALMOST invisible. Once down to a walk I found the pace peppered with them. Smooth-edged foot-high hummocks cast no shadow.” The tale had a happy ending and the plane sustained no damage. “My longtime high admiration for Aeronca engineering gained altitude.”
- Story about the results of ignoring density altitude and the loss of four lives. The accident report was terse: “Inadequate pilot preflight preparation for a takeoff during high density altitude conditions. No malfunction of engine, flight controls or systems was found.”
- Contained several listings of first flights of member aircrafts from 1955 (Lloyd Paynter’s Corbin) to 1988. Some of the planes: Acro Sport, Aerobile, Air Chair, BA-7, BD-5, Bensen Gyro, original Bipe, Christen Eagle, CTP-9 Early Bird, Der Jaeger, Diamont, Dragonfly (multiple), Fly Baby, Formula 1 racer, Gemini, Glasair (multiple), Gyro-copter, Icarus, KR-1 (multiple), KR-2 (multiple), Lancair 235, Long-EZ (multiple), LP-49, Midget Mustang, Mini Bat, Mitchell Wing, Moni, Osprey, Pietenpol (multiple), PL-2 (multiple), PL-4, Polliwagen, Queen Bee, Quickie (multiple), Rapier 65, Rohr-Delta, RV-4 (multiple), Skycoupe, Solitaire, Sonerai II, Starduster, Starduster II, Starlet, Stits Flutter-Bug, Super Emeraude, T-18, T-40, Tailwing, VariEze (multiple), VJ-22, VP-2.
- Pilot shared the highlights of his trip in a Glasair from San Diego to Alaska. .
- Listed Chapter members who were instructors and test pilots (7) and A& P’s (19).
- Listed our fly-in sites over the years: Gillespie (1958, 1960); Ramona (1964 through 1981); Brown Field (1982 and on).

Numbers

- Banquet cost: \$14.
- Membership dues: \$15
- Members: 455