

The Way We Were – 1990 and on

1990

General

- A Presidential Advisory Committee was formed to assist the Chapter President; they were to concentrate on activities and fund raising.
- Donated \$200 for a scholarship in the Aeronautics Program at Cuyamaca College.
- Goals: Short-term: Make monthly business meetings short; take steps to get everyone to be a meeter and greeter on Saturdays; increase public relations and publicity programs. Long Range: Designate a “recruiting team” to get more Chapter members involved in food service, simulator maintenance & operations, fund raising, and programs; increase our political activities in SANDAG, CAP, AAC; get City approval for a “Run up” pad and build it; concentrate on “How To” training activities; convince City and Airport Manager and lease personnel that we are the best tenants they can have. Fiscal Actions: Increase fund raising, recycle soft drink cans, sell excess radios, etc; tighten concept on what to spend money on.
- Active participation to protest certain aspects to California AB2340 (FARR) concerning excessive restrictions on VRF flight, and costs for instruments for weather or controlled area flying.
- Because of uncertainties about the future of Brown Field, assigned directors were still actively looking at size and price options for additional hangars. Paul Hanson presented a report on a new hangar concept.
- Voted to establish a Perpetual Endowment fund in conjunction with donations made to the Chapter.
- Terminated our corporate membership with the Aerospace Museum after almost 20 years.
- Updated accounting and check signing procedures.
- Considered a proposal by “Captain Fred” to participate in an aviation oriented program for TV.
- Officers/Assignments: President: Rueven Silberman; Vice-President: Darrell Moore; Secretary: June Wiberg; Treasurer: Leann Aaker; Newsletter Editor: John Osborn; Hangar Manager: Hap Arnold/Ernie Block

Events

- Some of the program topics: A/SA Air Show talk; Aviation Medicals; Pazmany aircraft; presentations by the managers of Lindberg Field, Civil Air Patrol, and the 99’s; electrical wiring and transponder installation; U.S. Customs agent provided overview on proper procedures for departing and returning on flights into and from Mexico (included a drug-sniffing dog finding drugs – an impressive show); Ultimate Homebuilt (the Curtiss A-1 Replica); FAA rep talk on flight testing experimental aircraft, Sun-N-Fun overview; propeller balancing; rebuilding the Ford Trimotor at the Aerospace Museum; using models to determine the flight characteristics of full scale aircraft; Pazmany PL-9;
- First Flights: Mitchell Wing B-10 – Marv Crane; SE5A Replica – Art Wollgast; Tailwind - Paul Hanson; Long-EZ – Charles Moore; Mini-Max – Ed Fitzgibbons; Pietenpol – Louie Brochetti; Super Cat – Bob Sankey
- Lots of conversation regarding the Air Show. Even the IRS was interested in knowing what our involvement was with A/SA.
- Discussed the possibility of having prominent kit manufacturers display in our area, at no cost, during the Air Show. However, the Air Show was not held.
- Welding class held at the Chapter.
- Displayed a Double Eagle aircraft as the centerpiece of our Del Mar Fair exhibit.
- Participated in the Miramar Air Show and took the children’s simulator for two days. It was very popular.
- Hosted a Chapter table at the Gillespie Field’s Career Day and displayed a Mini-Max, L-2 Replica and two Long-EZs.

- Ocotillo Wells Fun-In held 23-25 March. Great weather, lots of spontaneous flying. Had over 60 aircraft and 100 people participate (fog on the coast prevented many from attending).
 - Had a catered dinner hangar dance in June. Over 100 members attended, and enjoyed food from El Pollo Loco, dancing, and caricature drawing, as well as paper glider fights.
 - Formation of EVAC.
 - Took the children's flight simulator to Lindberg Elementary School. Six Chapter members handled the operation and spent the entire day giving 200 "First Flight" instruction sessions.
 - Christmas Party at the Holiday Inn. Waymon Dunlap, editor of the Pacific Flyer, was the speaker.
 - Excellent articles in Sport Pilot magazine about EAA 14.
 - Last Flight: Del Koops: Perished in the crash of his plane as he was flying back to San Diego from Yuma, Arizona. - Memorial Service and Fly-in was held at Brown Field for Del. A NOTAM was issued that Taxiway C would be closed during the fly-in. Chapter was very grateful to Airport Manager Mike Tussey for arranging this.
- Last Flight: Coulter Cunningham crashed in his Prescott Pusher at Brown Field during its initial test flight. Controversy regarding the cause of the accident.
- Last Flights: Bill Parrigin was killed while doing acrobatics in his RV-4; observers stated that he was seen doing barrel rolls at low altitude.

Newsletter

- Our Chapter newsletter was judged No. 1 by EAA Headquarters.
- Articles: Questar Venture aircraft and why its design works; Why the Pulsar is Built the Way It is; laminar flow; "Know Your Aircraft Rivets"; ducted fans; Oshkosh visit
- Noted some of our members who had been instrumental in original design aircraft: Waldo Waterman, T. Claude Ryan, Harold Wendt (Wendt Traveler), Paz Pazmany (PL-2 and PL-4 among others); Frank Wozniak (Double Eagle), Bob Walters (Dragonfly)
- Several editorials discussed the future of Brown Field.
- Each newsletter contained biographical sketches, listing of new tapes for the Video library, calendar of upcoming aviation related events in the West, news briefs on members' planes and activities.
- Propulsion scene articles discussed the Rotax 582; Ford 3 liter SHO engine, all aluminum V-6 built for Ford by Yamaha; weight saving V-8 by Audi which was rated at 240 H.P. (block weighed only 34 pounds); Subaru 2.2, 4 cylinder, horizontally opposed, all aluminum engines that powered the 1990 Legacy

Numbers

- Hangar dance tickets: \$10
- Christmas Banquet cost: \$20
- Members: 547
- Net income for year was \$8,514.

1991

General

- Advised the City that we wished to improve and expand our leased property and facilities with the addition of a third portable hangar and attendant increase of ramp area. We asked to negotiate a new five year lease, with a five year add on option.
- Began lengthy process of lease negotiation.
- Held status reports on EVAC (Emergency Volunteer Air Corps). This organization functioned to fly anything anywhere in event of local emergency or disaster. Chapter had a command post operating plane, and put together a manual to share with many other area facilities. We worked closely with the County Office of Disaster Preparedness. We held mock exercises, activating the emergency radio

network system; we built a radio box and system to not interfere with the tower and obtained a generator for auxiliary power. We were the only "Wing" with air video reconnaissance.

- General meetings were held at the hangar in July and August.
- Discussed need for volunteers to help with the video library. Tapes were missing and were not checked out.
- Began using new tiedown and storage agreement.
- Problem with children abusing the ATC simulator; we put a plastic tarp over it to keep them from damaging it. Suggested acquiring another simulator through U.S. Government surplus.
- Discussion on getting a computer for the treasurer which would go from one treasurer to the next.
- Continuing discussion on the need for actively enforcing safety standards at the Chapter and on the field.

Discussed benefits of having a secretary service or steady booking service from term to term.

- Paul Hanson worked with an engineer on the plans for Hangar 3. Lew Creedon performed the stress analysis. After talking to several steel fabricators, it seemed that \$60,000 would cover the concrete, building, asphalt, etc. Paul would act as the general contractor at no fee. He and Ben Hunsaker would work with the City to procure final approval that would involve lease extension. Numerous discussions on how to raise funds. The family of Jim Speyer graciously donated \$40,000 towards the construction in Jim's name in remembrance of his love of aviation.
- Member Tom West laid rock in the driveway approach area at Brown Field; enabled the members to get in and out of the hangar area and it served as a good base for later paving.
- Began serving Pancake Breakfast on the first Saturday of the month.
- Purchased three platform scales.
- Began offering youth memberships to the Chapter.
- Set up new run-up area.
- Officers/Assignments: President: Rueven Silberman; Vice-President: Roger Allen; Secretary: Barbara Dacy; Treasurer: Dennis Cullum; Newsletter Editor: John Osborn; Hangar Manager: Ernie Block

Events

- Some of the program topics: Norton crash lab discussed aircraft safety issue; building & certification of home built aircraft (given by the FAA); crash worthiness; legal aspects of aircraft ownership; Loctite; Virgin Lightships; POW experience by Navy Captain; Australian Flying Adventure; Traffic Air Patrol; Human Engineering for Safety of Flight; Oshkosh 1991; 99th Fighter Squadron.
- First Flights: Ernie Block's Fokker D-VIII Replica; Ron Martin's Tailwind; Todd Morgan's Cozy; Bill Ingram's VariEze; Don Purdy's second Dragonfly; Dennis Hogge's Lancair 320, Wheeler North's Kitfox; Eugene Kramp's RV-6; Dale Smith's Kolb Firestar; Jim Speyer's Avid Amphibian; Harry Jenkins – Long-EZ; Robert Fry – RANS-S6ES-Coyote II.
- Ocotillo campout – April 26-28. Several members used their motorhomes and trailers to take along food, baggage and gear; the stove trailer was also hauled. Editor of Kitplanes magazine attended and wrote an article about the campout. Weather was calm and mild and around 150 people attended.
- Big Boys Toy Show at Del Mar Fairgrounds. March 2-3. Displayed Kit Fox, BD5, RV3 body – volunteers handed out materials on EAA.
- Participated in Careers Aviation Day at Gillespie in October. Displayed the following aircraft: Minimax, L-2 Replica, Long-EZ, and Super Cat.
- Displayed a Kit Fox and Mini Max, plus partial-builts and static displays at the Del Mar Fair.
- Hangar dinner dance/pot luck held in August. Hired a disc jockey and a caricature artist.
- Christmas banquet held at the Bonita Golf & Country Club. People wore tuxedos and uniforms. Speaker: Director of Lindbergh Field.
- June Wiberg received Life Member award.

Last Flight: Jim Speyer: His second flight in his Avid Amphibian ended tragically with a structural failure and while he was able to get free of the aircraft, he was too low for the parachute to open fully.

Air Show

- Began discussion of a possible large open house in October. It would be an open house with a static display of homebuilt, experimental and antique/classic aircraft. It would not be an air show (no aerobatic acts, no field closure, no FAA waiver). It was planned as an education event for people interested in aviation in general and homebuilding and restoring of aircraft in particular.
- Decided against pursuing this proposal for the Year (later expanded it and held the show in 1993).

Newsletter

- Contained an interim report on our own investigations of the failure of Coulter Cunningham's Ford V-6 engine in his Prescott Pusher.
- Long article on the cottage industry of small homebuilt airplane "factories" – the FAA was not pleased with using "hired hands."
- Propulsion scene covered a variety of engine possibilities: high output all-alloy engines coming on the market; 5 cylinder in-line Honda and the 6-cylinder Subaru.
- Some sample articles: a new family of airfoils; lessons learned from aviation accidents; EVAC activities; builder's patch policy; EAA Chapter activities in Swaziland; aircraft washing; vibrations on an aircraft; lift-drag trade off – a basic primer.
- Newsletters were generally 14 pages long, with a firm cover. They normally contained the president's message, lots of news on local Chapter events, activity planning guides, recognition of members for various efforts, first flight accounts, safety notes, listing of new video tape donations, various technical analysis, For Sale/ Wanted items, and ads.

Numbers

- Net income from Ocotillo campout: \$200
- Christmas Banquet cost: \$13.50.
- Members: 555 (as of 12/5/91)

1992

General

- Goals: more membership involvement, more programs and activities refocused on education and training re: aviation; more technical tips and solutions in the newsletter. In a survey, members indicated they wanted to see fly-ins, technical counselors putting on the Saturday seminars and they indicated a general need for more structured activities.
- Directors urged to focus on talking to new members at Saturday open houses. Committee set up to draw members into an active role; new member Larry Rothrock was on the committee. Continual discussion on the need for more people to be involved and not have just a few do all the work and get burned out.
- Further discussion about the poor condition of taxiway, with complaints about its loose condition and debris. People were wary to fly in because of possible prop damage. We needed a new surface, which finally was obtained in the fall.
- Discussion of hangar occupancy policy and the need to update it.
- Participated in meetings and feedback concerning possible airspace changes in the S.D. Terminal Control Area (TCA) and in the economic rent study for Brown field.
- Worked with City on lease; the City okayed the Chapter's definition of permanent and temporary structures, so our building would not go to the City at the end of the lease.
- Safety issue: Pilots not cutting their engines before pulling into spaces, blowing dust. Need to look into a separate run-up area.

- ATC simulator was broken; discussion on whether to fix it or not.
- Discussion on the portable hangars: how they got started, whether we should charge rent on them, and ensure there is no problem with the City about them.
- Decided to purchase a soft drink vending machine for Chapter member use.
- Officers/Assignments: President: Fred Dacy; Vice-President: Linda Greene, Roger Allen; Secretary: Barbara Dacy; Treasurer: Dennis Cullum; Newsletter Editor: John Osborn; Hangar Manager: Ernie Block

Events

- Main event – building Hangar 3. See next section.
- Some of the program topics: Formula 1 racing; “May I Help You?” - discussion of parts, plans and projects; aluminum parts for homebuilts; Dave Ronnenberg; Ken Brock; design of the Whisper aircraft; aircraft carrier landings; conversion of automotive engines for use in aircraft; What Type of Aircraft Should I Build?” - sharing of builders plans and questions; mayoral candidate presentation: Oshkosh '92 highlights.
- First Flights: Dennis Cullum in his RV-3; Lloyd Buckner - KR-2; Bill Russell – Lancair 320; Ernie Block in his Phantom.
- New 5 year lease signed in October of 1992 after much effort.
- Ocotillo campout. Event has grown, but requires more work and the same people volunteer over and over; suggested cancelling event if not enough members can help. Enough people signed up, but rain on Friday and bad weather on the coast and in the mountains prevented more aircraft from arriving. However, more than 60 hardy members attended anyway.
- One of our directors spoke at the 99's meeting as part of our effort to establish a liaison between various aviation groups in town.
- Awarded a \$200 scholarship at Miramar College in the aircraft maintenance program.
- Held a riveting workshop.
- Participated in the annual Gillespie field Student's Aviation Career Day.
- Cleaned up the drain area/dirt taxiway.
- Began actively contacting youth groups regarding our Young Eagles program.
- Cleaned excess items out of Hangar 2.
- Began renting a second portable toilet – very welcome addition.
- Last Flight: Jim Davis was killed in a crash at Big Bear. He was flying as co-pilot in a twin engine Piper Cheyenne. Weather was evidently a major factor in the accident.

Hangar 3

- Began active planning for the construction period for Hangar 3. Many items could be donated, e.g. florescent fixtures, tools etc.
- Prep work for slab began in June.
- By early September, 1/3 of the perimeter forms were in and the basic steel structure was up. By October the concrete was poured on the perimeter forms and the main floor slab. By November, the roof panels, gutters and hip closures were up. Asphalt was sanded and sealed.
- The dedication was held on 12/12/1992 with the Speyer family in attendance. It was combined with the annual awards dinner. Event was held in Hangar 3.
- All six spaces in Hangar 3 were rapidly rented.

Newsletter

- Sample of Articles in the newsletter: Modified Prop cited in crash of homebuilt; technical counselors; EVAC drills; technical tips; first airline ride; Flabob Open House; selecting an aircraft design; craftsman's corner; painting a Compass Rose on the South end of our parking ramp (arrow that points to local magnetic north); the “Davis” Wing; editorial on material and lubricants; Glasair trip to Alaska; choosing the best Mini-Max elevator trim option; Farnborough Air Show in England: importance of always using check-off lists every time one flies, ramp safety.

- Several members contributed to articles on “I Learned from That” – lessons learned from accidents or close experiences. Examples: after buying an SIS Pitts Special, Ernie Block learned he should have done some more aerobatic dual instruction, which he had not had since U.S. Army Flight School many years before. He tried a hammer head stall without finding out how to make a proper and safe entry and recovery from a maneuver with which he was unfamiliar. If his spin recovery had lasted one more turn, he would not have had enough for a full recovery. In another stance, Darrell Moore decided to perform an aileron roll in his newly completed Long-EZ to impress some spectators and enjoy the beautiful desert air. “. . . the intoxication of the moment clouded my judgment.” However, when he started the roll, “. . .the inverted nose was too high and the airspeed quickly bled off to 65 kts at full inverted attitude . . the roll stopped. The nose of the aircraft fell through the inverted horizon . . . “ After some very frightening events, the aircraft finally came horizontal and he could nose skyward again. As Darrell said, “I was very embarrassed by the fact I had allowed the moment to dictate my actions and had put myself into a lethal situation by poor judgment.” Other articles stressed the need to ground your tank when filling it at an airport (in one instance, static electricity started the fuel burning as it poured through a funnel and caused a fire);
- Details of schedule and activity in building Hangar 3.
- Included a biography of Jim Speyer, whose family donated \$40,000 towards the construction of Hangar 3, along with shop and hand tools. After his death the family wanted to create a lasting memorial to him. “Jim Speyer exemplified the best qualities of professionalism, skill and attention to detail. He was a superb pilot ...he was always quick to help a fellow builder with a problem . . . We will remember him also for his quick friendliness and personable manner.”
- Propulsion scene articles: CAM-100 engine from Canadian Airmotive, Inc.; Rohr 71X; “optimum powerplants”; Rotax 914; single rotor 13B (120 hp, with PSRU for \$6,000); Subaru SVX six cylinder “flat” engine

Numbers

- Tie-down fees were raised to \$30.
- Pot luck dedication dinner: \$5
- Total Hangar 3 expenses as of end of November: \$69,761.02
- Net income as of end of November: \$4,828.14
- Membership: 506.

1993

General

- Asked City to suspend rental payments as the Chapter was isolated from safe access to the active runways, due to the deterioration of taxiway Charlie (lease guaranteed safe operational condition).
- City Council finally approved improvements to Brown Field: ends of the main runway, 26R, and the construction of a new taxiway north of the control tower, running parallel with 26L.
- Each director was responsible for a specific monthly meeting program.
- Suggested moving the general meetings out of the church to the hangars.
- Speyer family donated tool cabinets to Hangar 3.
- Purchased new fire extinguishers for Hangar 3 so could rent out hangar space. By March, only 1 space was left to rent.
- Consolidated 3 different scholarships we had been offering to aviation students into one scholarship of \$500. EAA was to select the winner from ten finalists. All finalists would be invited to lunch at the Chapter and receive a 1 year membership to the Chapter. Award was not to be applied to tools or equipment.
- Storage shed was leaking and skylight needed recaulking.
- Sent information and photos to EAA National for article on Hangar 3.

- Chapter contacted by FAA re: involvement in safety seminar.
- Liaison position created as a contact between Chapter 14 and other organizations such as FAA, 99's, Silver Wings, etc.
- Discussed need for a run-up area at the new hangar.
- Started documentation for hangar procedures, dealing with areas such as management, priorities, solutions, rents.
- Began discussion for needed revisions to the by-laws.
- Water line pipe flooded ramp area; pipe was repaired.
- Larry Rothrock suggested that we should utilize more of the membership talent and that each Board Member be responsible for contacting about 20 members. A membership database was begun.
- Discussion on what was needed to draw more people to the meetings; suggestions included: more presentations from actual builders or kit manufacturers.
- Sub-committee set up to analyze Chapter expenses and income and to make suggestions on improving financial situation. Fund raising discussions held.
- Began holding pancake breakfast on the 3rd Saturday, right before the General Meeting.
- Officers/Assignments: President: Wheeler North; Vice-President: Roger Allen; Secretary: Sandra Miller-Long; Treasurer: Dennis Cullum; Newsletter Editor: John Osborn; Hangar Manager: Ernie Block; Young Eagles – group effort

Events

- Some of the Program Topics: new airspace designations, noise abatement, experimental aircraft and the FARs; mountain flying; Ken Brock on the engineering and construction problems involved in producing kit aircraft; Mode S transponders; GPS equipment.
- First Flights: Ron Corley – Lancair 235; Jay Rathbun – Long-EZ; Don Dodge – closed cockpit MiniMax.
- Aircraft completions: Bob Offord – KR-2; Dave Salvador – J-2 Cub; David Lind – VariEze; Addison Pemberton - Speedmail
- Group attended a Flabob Fly-in in February and posed for a group picture.
- Ocotillo Fly-in: Team of people required to head-up specific activities: flight line management, extinguishers, entertainment, supervision, trash collection, camp fire and cooking. Over 32 planes attended the March event.
- Began implementing a Young Eagles program. May 8 was the date set for the first Youth Rally. There was a 30-45 minute group school and preflight session. Sandra Miller-Long was first coordinator; Rueven Silberman presented the ground school and preflight and Al Allan briefed the pilots concerning flight rules and the flight pattern. Roger Allen took pictures. The first rally was kept small to develop procedures for a larger rally later in the year.
- Held Student Career Day, Antiquer's Open House, Super Safety Seminar and Homebuilders Seminar. Discussion concerning light attendance at such events.
- Chapter 92 organized a fly-in to our Chapter.
- Hangar dance held in June with food catered by Casa Machado. Door prizes included: A free Annual inspection at a value of \$350, a ground school course, a Sunday brunch/dinner, as well as any other small prizes. A radial arm saw and a shophsmith were auctioned. A new P.A. system was set up.
- Jerry Goodman donated his Christen Eagle and Quickie to the Chapter.
- Bob Osborn receives Life Member award.
- Christmas Banquet held at the Admiral Baker Club. Two Blue Angels provided a slide show.
- Last Flights: Walter Brauch and his wife: crashed near Lake Powell in Utah, on their way back from Oshkosh from reported fuel shortage problems.

Airplane Fair

- Airplane Fair held October 16 and 17. Included antiques, classics, homebuilts displays; hands-on activities for children; prototypes of latest kitplanes (with manufacturer representatives); actual projects (builders present), seminars and forums, \$3 admission.
- Workshops on care and repair of lexan, one shot fiberglass moldings, care and feeding of two cycle engines, homebuilt sailplanes, EVAC, very light aircraft, homebuilt safety, new concepts in hangars.
- The following airplane fair exhibitors were included: Van's Aircraft; Glasair, Stoddard-Hamilton; Rand Robinson Engineering; Skystar Aircraft; Lancair-Neico Aviation; Murphy Aircraft; Avid Aircraft; Hurricane Ultralights.
- Began planning early in March for the October event. Under the main Steering Committee, groups included Program Committee, Marketing/Sales, Exhibits/Vendors, Food/Accommodations, Operations/Security. Numerous reports, documents exist showing the level of detail which helped to make the fair a success. Worked closely with Airport Manager, Mike Tussey.
- The Air Fair Feasibility Report of April 1 noted "It is recommended that we continue to pursue an event to be called an "Air Fair to be held in October of this year and that all attendees must be nude" – interesting typo.
- Included After Action Reports. On Saturday the weather was cold and blustery, but Sunday's attendance was much better. Had good publicity, including TV coverage with Loren Nancarrow, and an excellent "Flyer" that was widely distributed. There were also articles in the Pacific Flyer, the Reader, Union Tribune, and other local newspapers. Decided should include applicable Chamber of Commerce agencies the next time. Received excellent comments from attendees and participants and the site layout worked out very well. Suggested expanding the ultralight and rotorwind participation the next time. Noted that the AN-2 was a key attraction and suggested getting an Air Force C-5 for 1994. Felt that an "information package" on motels and rental cars, driving map would be useful. The children's hands-on activities were very popular and should be expanded. Suggested getting another simulator. Identified some issues with vehicle traffic inside the compound. Suggested including planned layout and parking rules in at least two issues of the newsletter prior to the event.

Newsletter

- First flights discussion: Bob Offord – KR-2; Alan Laudani – VareieZE; Ron Corley – Lancair 235; Jay Rathbun – Long-EZ; Don Dodge – closed cockpit MiniMax.
- Safety info: pressure related explosion of a sealed "no maintenance" battery. While it happened in a car, the article noted: "Had this scenario been in an aircraft that was recharging at 50 amps during a long hard climb out after being run way down during a long cold start up with a weak battery condition that is common to aircraft that aren't used daily, it could have made for a sudden drastic change in flights plans."
- Editorials: fuels and combustion, inspired by another article on oxygenated fuels; engine oil and "snake oil"; "Good" design or "Bad" design: When you "Experiment" with structure - beware.
- Propulsion scene: Sandpiper Aire's program using the Honda Goldwing series of motorcycle powerplants; Japanese engines with only 20,000 miles on them (Japan mandated that private owners of Japanese autos replace their engines at 20,000 miles – so the U.S. began obtaining them); American designed Franklin engines from Poland; Suzuki three cylinder in-line engine; IVO propellers.
- Some other articles: the EVAC Wing major disaster exercise; noise abatement; aircraft wire strikes; horsepower, torque, RPM and engines; flying in Mexico; load-life curve (endurance limits of materials); Oshkosh '93; need to always remember to check your ELT after landing; breaking down and re-assembling a Rotax 447 2 cycle, 40 HP engine.
- Encouraged all members to write to their state legislators encouraging passage of the bills that will prevent the State from siphoning off funds from the aeronautics account (the prior year almost \$4.5 million was taken during the State budget crisis – the account comes from aviation fuel taxes).

- Account of memorial for and “Missing Man” formation for Dave Thalimer, a dedicated and key Chapter member.
- Overview of how the Professional sign on Hangar 3 came to be (member Roger Magee designed, patterned and installed it; Morse High School Aircraft Technology class cut the letters directed by member John Kerr; member R. Little did the permanent powder coat) – yet another Chapter project that could not have been completed or financed without outstanding member effort.

Numbers:

- Hangar dance ticket: \$10
- Hangar Dance net income: \$50.01
- Christmas Award dinner: \$17.50
- Christmas Awards Banquet net income: \$45.13
- Ocotillo Wells Fun-In loss: \$522.63
- Members as of October. 496
- Lunch price each Saturday: \$2.50.
- Net income for year: \$9,281.51

1994

General

- Goals set by Board: improved safety support, counseling and monitoring; Air Fair 94, expanding the Young Eagles program, greater involvement of Chapter personnel, revision of the Bylaws, greater liaison with others in the aviation community, entertaining, educational and interesting monthly programs, coordinated Fly Aways and Fly-Ins for Fun.
- City issued a rent credit as it recognized that access to our leasehold was severely hindered by the unsafe condition of Taxiway Charlie.
- Discussed the City’s Brown Field Work Plan Committee. Proposed project included a traffic light and new entrance into the field, a state funded fuel farm, using inmates from the prison for general maintenance work, ILS for runway 26R, overlaying and smoothing 8R/26L, new hangars along Charlie taxiway and running a “Country Fair” including entertainment, parachute jumpers to run concurrently with EAA Air Fair.
- Specialized committees at the beginning of the year: Goodwin airplanes disposition; Liaison/Community Affairs/Lessees; Simulator; Bylaws; Air Fair; Young Eagles; Ocotillo Wells.
- Standing committees per Bylaws: Hangar Operations; Property and Facilities; Newsletter; Membership; Public Relations; Legal and Administrative; Refreshments and Food Service; Safety Training and Education; Historical and Records Documentation.
- Applicable Chapter members were very involved with Airports Advisory Committee (AAC) and the Brown Field Work Plan.
- Dennis Cullum was presented with the Life Member award.
- Were no longer able to meet at the church in Clairemont for the general meetings. Several options were tried: Hangar 1 on a Saturday morning; Padres Gold American Legion Hall in Linda Vista or the Joyce Beers Community Center in Hillcrest in the evenings.
- Due to the difficulties in obtaining a quorum for the election meetings, the Bylaws were changed to allow elections to be valid by a 51% vote of the total votes cast instead of 51% of the membership.
- Officers/Assignments: President: Bob Hitchcock; Vice-President: Jim Haynes; Secretary: Patricia Haley; Treasurer: Dennis Cullum; Newsletter Editor: John Osborn; Hangar Manager: Ernie Block; Young Eagles – group effort

Events

- Some of the program topics: Mountain Flying; trip made by 12 light planes around the world; Solar MS-1 aircraft; USAF Space & Missile Systems Center discussed GPS; English airfields and aviation museums; 1994 Oshkosh overview
- First Flight: Fred Dacy-Sky Arrow
- Had flown 150 Young Eagles as of the first of October.
- Dave Thalmer's "Cozy" aircraft project was donated to the Chapter and was sold at auction to benefit the Chapter. It featured excellent workmanship.
- Began a Young Eagles campaign; contacted Boy Scouts, Girl Scouts, local youth groups. YE Day was first held on the 3rd Saturday of the month, after pancake breakfast; it was later changed to the second Saturday of the month.
- Ocotillo Fun-In held in April (originally scheduled for March but rain forced a change in dates).
- Hangar dance held in June; BBQ dinner catered by the Weight & Balance Chefs.
- Prepared and operated a float featuring the Youth Flight Simulator for the North Park Toy Land Parade. 10 Young Eagles took turns sitting in the simulator on the float.
- Participated in the Aviation Appreciation Day at Gillespie fields; however, location assigned to us was not good. Lee Klaus headed our display of the following planes: KitFox, Bonanza, Ercoupe, Mini-Max, RV-3, Stinson Voyager, Long-EZ, and Quicksilver.
- Ben Hunsaker honored as a national leader in the EAA and received a Special Achievement Award at Oshkosh.
- Christmas Banquet held at the Admiral Baker Club. Speaker was Ray Cote on Formula One racing.
- Last Flight: Richard and Deborah Schmidt were killed in the crash of their aircraft in central Idaho; Ronald Corley crashed at the Ramona Airport in his Lancair.

Air Fair

- Received permission in January to have an Air Fair on October 15, 16.
- In March, committees already set up.
- Advertising committee identified the following targets: Kitplane calendar; Sport Aviation calendar: flyers to local chapter in a 300-500 mile radius; flying clubs; flying schools; banner tow; KSDO weekend calendar; Young Eagles; Clubs; local FBO's; Pacific Flyer.
- Food service: Friday night, Saturday night, Saturday and Sunday breakfast and lunch.
- All types of aircraft were invited: homebuilts, antiques, warbirds, midget aircraft, Rotorwings, helicopters, sailplanes, ultralights, monoplanes, biplanes, canards, and original designs. A P-51 was a centerpiece attraction.
- Admission was free to those arriving by aircraft; a donation of \$3 asked for those arriving by auto or RV (children under 12 free).
- Forums Held: "You Too Can Learn To Fly"; Experimental Aircraft Engines; Spotlight on Builders; "So You Want to Build an Airplane"; Contouring And Finishing For Laminar Flow Enhancement and Drag Reduction; Kit Plans Aircraft Builders; Vinylestor Resin Applications & Processes in Aircraft Construction.
- AOPA. gave a talk on obtaining one's pilot's certificate.

Newsletter

- January newsletter contained a 2-page spread of Chapter event pictures from 1993.
- Listed lunch crew 4 months in advance.
- Articles: flight on a Concorde; update on the MiniMax; engine balance; aircraft maintenance on a Rotax 582 (rear cylinder was scuffed to the point of galling in 4 areas on either side of the wrist pins); coast-to-coast trip in a 1947 Stinson; flying the Velocity, the "stretched" KR-2; EVAC exercises; torque; using the compass rose (and keeping the compass accurate); building and flying the Jodel-D11; how to take first timers on a flight.

- Overview of an IA workshop that included specific legal steps needed to protect inspection authorized A& P mechanics, including protection against civil litigation.
- Propulsion scene articles: V-8 powerplants designed for aero use; Bouley air-cooled engines; Thunder p ¼ 51 Mustang's powerplant; Mazda Miller Cycle; Subaru EA-81 (over 2,000 of these engines powering Avid Flyers, Kitfoxes, Murphy Rebels)
- Safety articles: dangers of over-the-counter medication when flying; stupid errors (didn't keep a spare radio at hand and tuned, heading out into the middle of nowhere for a flight in a rented aircraft, not taking enough go rounds to locate the windsock, not correcting situation when noticed that the groundspeed was faster than airspeed when starting to land, not closing a flight plan); EAA Chapter 14 safety rules; a series of articles on first flight recommendations.
- Some of the issues contained aviation oriented crossword puzzles.
- EVAC activities were suspended until adequate liability insurance for staff members was obtained; this problem was later solved and exercises resumed.

Numbers

Net profit from Air Fair: \$784.29

1995

General

- We had numerous communications with the City concerning rent payments. We also made a request to obtain a long-term lease. However, City had chosen a consultant to provide an updated Master Plan for Brown Field and long term leases might be affected by that.
- Ben Hunsaker was a member of the AAC and was actively involved in a number of issues involving leases, "scab" workers and long term airport plans.
- A standing committee was set up to consider and deal with donated aircraft on a case-by-case basis.
- Needed to develop a process for dealing with monetary memorial donations. Larry Rothrock suggested acquiring equipment and software to use in computer flying to make a small computer simulator complex.
- Revised By-laws.
- Developed a 20/30 year Master Plan for the Chapter.
- Outlined a number of improvements that needed to be made at the Chapter: improve the kitchen facilities, obtain a facility for the storage of Chapter fixed equipment; pave the area immediately adjacent to hangars 1 & 2.
- Martin Marietta donated surplus office equipment and machine tools that became available after it closed shops. Included were a milling machine, a lathe, sheet metal equipment and cut-off saws.
- Continuing discussion of the need to increase attendance at the monthly meetings.
- Encouraged all members to write their local US Representative in favor of House Resolution 963 which would permit recreational radio operations without radio licenses.
- Reminder by the President of all the tasks that members are involved with at the Chapter: preparing and serving the Saturday lunches, maintaining facilities, watering the landscaping, monitoring and maintaining the children's flight simulator and the libraries, coordinating the Young Eagles program, taking care of EAA memorabilia, producing the newsletters, working on the Chapter aircraft project, serving on the Board of Directors. The many hours add up, but "the unfortunate position we face is that so many tasks addressed above are done by a very few of the general membership. . . . we need more involvement by our members . . . through greater individual involvement we can provide better programs, more technical information and more Saturday forums . . ." He encouraged members to get involved.

- Officers/Assignments: President: Stu Cochran; Vice-President: Roger Allen; Secretary: Roger Magee; Treasurer: Dennis Cullum; Newsletter Editor: Bill Marchman, Wheeler North, Richard Kalling; Hangar Manager: Paul Hanson, Marvin Crane; Young Eagles – group effort

Events

- Some of the program topics: automotive piston engine; rotary engine; FAA presentation on the trials and tribulations of licensing an Amateur Built (homebuilt or Experimental) aircraft; MS-1 production scratch built aircraft being built by Solar Aircraft company retirees; Champion Aviation's presentation on latest spark plug information; Ryan Aircraft's Fireball (an experimental combination jet and piston/propeller fighter from 1944); hands-on program about composites.
- First Flights: Bob Lockwood- TRI Q; Earl Hickman – Bucker Jungmann; Marvin Crane – Thorp T-18 (test pilot Bob Hitchcock).
- Aircraft built: Gene and Wayne Kramp – RV-6; Gail Hess – Volmer Sportsman Amphibian; Jim Chapman – Kitfox; Jay Rathbun – Cozy.
- Contributed \$300 to help with the landscaping efforts at Brown Field, which included oleanders and pine trees to line the airfield's entry road. Attended the "Greening of Brown" ceremony at Brown Field with local dignitaries and Congressman Bob Filner and Assemblywoman Denise Ducheny.
- Received a State Assembly certificate for Chapter 14's community involvement.
- Lee Klaus offered to donate a time-share property in Hawaii. Further study needed on this offer to see if it would be useful to the Chapter.
- Co-sponsored the Borrego Springs Desert Fly-In October 28 and 29. EAA members from Riverside, Phoenix, Bermuda Dunes and Palm springs all attended. We had a static display, including the Heath Parasol. The Nemesis Racing Team, which had demonstrated their 277 + mph Formula 1 racer earlier, were the dinner speakers. We issued the following awards: Best Kitbuilt: – Jim Gates – Lancair; Best Amphibian: Gale Hess – Volmer Sportsman; Best Plansbuilt: Todd Morgan – Cozy; Best Light plane: Jim Chapman – Kitfox; Best Original Design: Barry Halstad – Safire; Best RV: Glen Kruggel – RV-4; Oldest Plane: Paul Kingsland – Fly Baby; Longest Distance: Paul Kingsland – Fly Baby.
- Ocotillo Wells Fun-In held in March. Had fine weather and many visiting planes (Porta-Potties weren't delivered which caused some issues, but the local restaurant helped out and those with RV's offered their facilities). One of the eye-catching aircraft: all wood French Jurca "Sirocco; it had an unusual gear leg design and unusual elevator and aileron hinge point treatment. As it had an O-320, it really performed.
- Paving was performed by an outside contractor; oil treatment used did not penetrate more than 1/8 inch and it coagulated as it hit the ground and cooled rather than penetrating and binding the compacted fill material as expected. Had to remove the existing surface, regrade and roll, and then oil and sand once again.
- Chapter kitchen was remodeled; large cabinets, an electric stove and a hot water heater were installed, the entire food service area was rewired for multiple hook ups.
- Summer Dinner Dance held in July in Hangar 3 – dancing was replaced by several rousing games of Bingo.
- Built the glass front display case for EAA caps, jackets etc.
- Bob Osborn and Ryan recognized for the on-going maintenance they perform around the Chapter without being asked. Bill Moore noted, "They just see a need and do it. The Chapter couldn't exist without members like that. They have a habit of seeing a need and fixing it before anyone really is aware that there is a problem needing a solution. Thanks for your insight and dedication to our Chapter."
- Decided not to participate in the Confederate Air force's Air Fair at Gillespie Field because of the previous year's experience.
- Chapter decided to finish Ben Hunsaker's Heath Parasol as a project; solicited volunteers and a project overseer. The Heath Parasol was the first kit plane.

- Don Waters was presented with the Life Member award.
- Hunsaker Leadership award was established; first recipient: Ben Hunsaker.
- Christmas dinner party held at the Admiral Baker Field. Top Gun School commander was the speaker.
- Last Flights: Steve Wittman crashed on his way to Oshkosh in a special version of his Tailwind aircraft. Crash appeared to be caused when the tail section broke up, followed by the fuselage, with a violent pitch-down that got the wings; Capt. Harry Jenkins crashed in his Long-EZ making a takeoff at the Prescott, AZ airport.

Newsletter

- President Stewart Cochran outlined goals for the year: improve Brown Field facilities, establish a program for the acceptance of donated aircraft, getting a group together to go to Oshkosh 95 and increase our attendance of the monthly meetings. He also exhorted members to greet visitors to the facilities.
- Propulsion scene articles: Overview of engines used by VariEze and Long-EZ (O-200 and the O-235 were the authorized ones, but some had success with a Mazda Rotary and a Ross PSRU).
- Builder's Profile on Dennis Cullum's RV-3.
- 4 month listing of lunch crew, as well as suggestions by experienced cooks. Bob Osborn, Dennis Cullum, Bob Hitchcock and Ron Schuler were on the list multiple times.
- Articles included: protecting inventions by using patents; Enola Gay controversy; progress on the Chapter's kitchen remodeling and paving projects; bleed or fill your brakes easily; building a Velocity 173FG; memorial to Life Member Marshall Randall; Thorp T-18; conversion of the Lycoming O-290G; Lycoming part interchangeability; aircraft builder's Conference at Chino (Northrop Flying Wing was there and flew); new rules for homebuilt aircraft (issue caused by owners who made application for a repairman's certificate but who hired a professional builder to do the work); progress on completion of the Heath Parasol by a number of Chapter members; aircraft refueling; Lycoming model code for reciprocating engines; Sun & Fun update; Thorp T-18 flight techniques, building a metal airplane without jigs; Porterville Fly-In; touring the first Boeing 777 in San Diego (Sam McCutcheon and Larry Rothrock were the lucky visitors); Oshkosh 95 Overview; Merced Fly-In; building a Kitfox; missing tools.
- Todd Morgan wrote about flying his Oshkosh Grand Champion Cozy nonstop from the Canadian border to San Diego with his mother on-board. It took 5 hours and thirty-nine minutes to cover 1,265 miles which worked out to 224 miles per hour (he landed with 45 minutes of reserve fuel on board).
- Recurring articles: aviation related crossword puzzles; President's Messages; Mini-Max Corner, Schedule of Coming Events; Wit and Wisdom; Listing of New Video Tapes.
- Plea made for more volunteers to make lunch as several long-time teams were moving.
- Reminded pilots to always check intakes; showed picture of a bird's nest in Tom West's Apache – it only took two days to build (but it wouldn't take long to burn up an engine if the nest weren't removed).

Numbers

Net income for the year: negative \$2,459.47
 Summer Hangar Dinner Dance Potluck ticket: \$5
 Awards and Recognition Banquet ticket: \$17.50
 Young Eagle flights: 250

1996

General

- Letter sent to City property agent regarding our request for a lease. We noted the many improvements made to our area (erected 3 steel hangars, poured considerable pavement, sealed our ramps and developed access roads and parking areas).
- There was a discrepancy between the lease amount we were paying and that which was contained in our lease document. Detailed attempts to resolve the matter; City decided to delay resolution pending the widening of Highway 905 because that might affect our boundaries and long term plan.
- Committee established to deal with the lease and planning matters
- Goals: Get members involved in the running and operation of the Chapter. President wanted a gain of at least 10% and wanted Board members to get others involved instead of doing everything themselves.
- Suggestions made by various members to revitalize the Chapter: directly contacting each member by phone to volunteer and to attend the monthly meetings; expect every new and renewed member to make a commitment for the coming year out of hundreds of assignments: cleanup, landscaping maintenance, painting, newsletter reporting, records, filing, library, kitchen, phone calling; develop an aircraft/project assistance (or evaluation) program to make recommendations to builders, monitor AD's; appoint a materials procurement person to provide advice on products, alternatives and where to obtain these products; expand the "inter-chapter" dialog between our chapter and other aviation related clubs (have set dates to visit, attend meetings); mail the newsletter to selected political and governmental people; involve DAR's, FAA personnel, tower personnel and FBO's in Chapter activities; name volunteers as "flight-line guides" to park and welcome aircraft at our Saturday events; invite specialty clubs, e.g. Kitfox, RV, VariEze to hold their fly-ins at our facilities;
- Paul Hanson's take on volunteers: "Too often we will lean on the same person until he or she becomes tired of it all and thereafter becomes inactive, unwilling to extend themselves and sometimes even leaving the Chapter . . . too often a volunteer is left to his or own devices without further support or direction from management; a plaque at year's end is hardly enough stroking to maintain an initial surge of enthusiasm...the success of EAA National should give us a clue as to a possible direction. I understand that they have little problem with volunteerism . . .two members attended this year's Oshkosh with the intent of volunteering . . . and they were not a bit sorry that they did . they were not just dumped in a hole and forgotten. They were made to feel part of the Oshkosh organization. Management made repeated contact, showing respect and appreciation. For instance, they were asked to advise which forums they would like to attend so that adjustments could be made. Management saw to it that volunteering would be a pleasurable experience, that the volunteers would be appreciated, that they would come forward again. . . "
- Board sought information about Nominating Committees. Secretary Larry Rothrock provided a variety of options from different sources. Board members were encouraged to do research on Agenda items prior to the meeting.
- Membership functions divided: 1) recruitment and membership participation; 2) records, forms and dues collection.
- Continuing discussion of expenses: Examples: Telephone bill was twice the telephone income; electrical bill had increased significantly.
- Hangar needs: Replace the floor in Hangar #1 with concrete; clean debris from Hangar #2; fill cracks on ramps and apron, add 90 feet of ramp to Charlie and provide permanent tiedowns.
- Reuven Silberman was invited to attend the EAA National Advisory Council Meeting and wanted opinions from the Board about how EAA and the Chapters can help each other. After attending the meeting and sharing Chapter 14 concerns with them, he brought back a number of items to assist the Chapter. Items included:

- Establish a Mission Statement for the Chapter to provide a focus: (Why are we here? Are we here strictly for technical support of builders? Are we here strictly as a social organization? Or is it a mix?)
 - How do we promote ourselves, sport aviation, and the EAA mission? (Sponsor a picnic bench outside a flight school, FBO, or transient ramp. Place metal enameled signs with our info at flight schools, airport coffee shops; visit local high school, college and FBO ground school classes.)
 - How do we involve others in Chapter 14 (recruitment, volunteers. Have hello “zappers” for guest and new members. An existing member would then become that person’s mentor and guide for the day, showing them the hangars, library, tapes, introducing them to others, etc.)
 - How did we become so successful?
 - How should we identify our leaders or potential leaders? (Eliminate directors and have chairpersons instead. Chairperson would then make up a committee from the membership.)
 - How do we increase and support volunteerism and the volunteer force? (Have committees for monthly meeting, Air Fair, Saturday Open House, library, archives, hangar, Ocotillo, dance and award dinner, Young Eagles, newsletter, outreach, etc.)
 - What is the community’s perception of us? (Maybe change name to encompass a wider scope of aviation interest, e.g. The San Diego Sport Aviation Association – EAA Chapter 14).
- President presented a wing rib design and offered to provide complete kits, including materials and tools, for interested Young Eagles to build. Volunteers agreed to provide instruction as required.
 - Proposal made that funds be allocated to support members’ design projects where they were unable to continue because of financial constraints. Discussed how grants should be awarded and monitored. Needed to confer with an attorney on liability concerns before suggestion could be adopted.
 - Officers/Assignments: President: Sam McCutcheon; Vice-President: Roger Allen; Secretary: Larry Rothrock; Treasurer: Dennis Cullum; Newsletter Editor: Richard Kalling; Hangar Manager: Marvin Crane; Young Eagles – group effort.

Events

- Some of the program topics: FAA Safety; the B-24 Liberator; Bowlus Sail plane; slide presentation of the airports and people in aviation around San Diego from the beginnings of flight to the present; recovery from unusual attitudes; propeller choices.
- Began planning for Chapter 14 Wings Expo 96. Chairman was directly calling members to get volunteers and he reported positive response. In August, the event scope was changed to have a larger than normal November Open House. It was a well attended success.
- Invited by North Park Optimists to attend a new Youth Facility celebration and to bring our children’s simulator.
- Chapter trailer was acquired for \$1,000. It was 52 feet long and 10 feet wide. Volunteer crew painted it, redid the roof, made electrical hook-ups, and constructed flower planters. They also painted a giant copy of the EAA wings on the side.
- Decided to sell the Hawaiian condo time share that had been donated to the Chapter.
- Annual Hangar bash held in June: potluck, bingo, prizes. 75 people attended and enjoyed the balmy weather, hangar talk, a fashion show, and great food.
- Ocotillo Fly-In campout was April 14-15; turnout was low; discussed discontinuing this event.
- Several members flew up to the Arlington, WA Fly-In in July, including Jim Chapman, Dennis Cullum, Richard Kalling, Marvin Crane, and Paul Hanson. There were over 50,000 people in attendance, with lots of manufacturers of aircraft present. Jim Chapman won the Best Kitbuilt Mixed Construction award.
- KNSD aired a long segment showing what goes on at our hangars, including the Young Eagles program.

- Donations: Joe Byrne's American Eaglet motorglider kit; Firebolt project "Kelly" donated by Ted Kilbury in memory of his son; Dwayne Sprague donated a Sportster two place gyroplane on its own trailer, as well as a Stits Playboy project.. The gyro was later donated to the San Diego Gyro Club.
- Kathryn Moss was awarded a life membership.
- Holiday dinner held at Admiral Baker Club: Guest speaker – Bruce Carmichael.
- Last Flight: Dr. Stan Leins in a crash of his airplane; Joe Bryne crashed when he met adverse weather conditions over the Cuyamaca mountains.

Newsletter

- Recurring articles: Calendar of Events; the Mini-Max Corner; the Propulsion Scene; President's Message; Business Report
- Rik Keller began a recurring column: the Man and His Flying Machine, featuring individuals who had built and designed unique aircraft: Reed West and the XP-2 helicopter; Sparky Sparks and the KR-2; Ed Fitzgibbons and his Mini-Max; Joe Palmore and his giro; John Kerr and his Thorp T-18; Ed Bird and his 2/3 scale model Jenny; Frank Wozniak and the Double Eagle; Ralph Wilcox and his Aerodyne.
- Articles: Chapter's computer flight simulator; vendors to use; Want to fly your own military aircraft? (restoration of a Pazmany PL-1B used by the Taiwanese Air Force as a trainer); Flabob's Open House; Thorp T-18; "My First Airplane Ride" (John Osburn's ride in a Curtiss Robin); proposal to allow access to the city lakes for seaplanes; Sun-N-Fun visit; Fire Season – a Pilot's Responsibility; progress being made on restoring the Heath Parasol; building opportunity alert (Pazmany wanted to find someone interested in building a prototype of the PL-7); What's involved in a Saturday lunch?; Oshkosh 96 overview; Flying to and from Arlington, WA Fly-In; Open House at NASA's Dryden Research Facility; flying two Pietenpol Aircampers across 16 states, with 46 gas stops, burning 400 gallons of fuel each, at a average speed of 70 mph.
- Propulsion scene articles: Universal Tech (compact, lightweight, liquid-cooled, upright V-4, 2 stroke diesel designed primarily for the homebuilt airplane market); high output auto engines that were capable of running for extended periods at twice the old limits; unwarranted bad raps against auto engines converted to aircraft use; getting an accurate match between the engine and the prop; adding chemical boosting (CB) to racing gasoline.

Numbers:

- Newsletter costs were over \$600 a month.
- January financial report included the following information: Lost a significant amount of money on the Awards Banquet because of low attendance; expenses for newsletter were \$825.85 including the cost incurred because of membership forms.
- May financial report showed a loss of \$1,393 for the month, mostly due to the poor turn-out of the Ocotillo event.
- Estimate for concrete floor in Hangar #1: \$1,000
- Repair cracks and seal ramp and apron: \$\$2,700

1997

General

- Goals for year: New member greetings, recognition of members, new lease, youth activities, public relations, facilities improvement, operating rules, safety programs, fund raisers, newsletter operations.
- Priorities for year: fund raisers, lunches.
- Inhibitors for meeting chapter goals: Member benefits not clear, unknown membership desires, lack of organization, workshop area, spousal support.
- Continued communication regarding our lease. We wished to exercise our right to extend our lease for 5 years. City noted that a memorandum of understanding had been executed with a developer for

redevelopment of almost the entire airport. EAA was to be accommodated as part of that redevelopment. An Asset Manager eventually signed an extension of the lease.

- Several members involved with AAC relayed information about proposed development of SDM (north side: air cargo, NW corner: general aviation, SW corner: retail and restaurants.
- Tracy Williams became Deputy Director of San Diego Airports.
- Ken and Leigh Simmons became the newsletter editors. Later in the year, newsletter received second place award out of 1,000 EAA newsletters.
- A large Chapter Open House was planned for November 8 and 9, but the event was cancelled for two reasons: First, the road work scheduled to occur along Otay Mesa Rd and to the approaches to the airport on those dates. Second, the inability to secure committee leaders to ensure a rewarding and successful event. There were many members who volunteered to help in various capacities but as President Gail Hess said, "the reality is that there are at least a hundred items involving notifications, traffic control planning, aircraft traffic and parking planning, letters to organizations, insurance applications, tower coordination, press notifications, auto parking and control, advertising, food scheduling and purchases and many, many others. I would find it very hard to load these tasks upon the shoulders of the members who are already doing more than their share."
- Board discussed acknowledging achievement with awards throughout the year, rather than just at the Awards Banquet.
- Officers/Assignments: President: Gale Hess; Vice-President: Roger Allen; Secretary: Larry Rothrock; Treasurer: Dennis Cullum; Newsletter Editor: Ken and Leigh Simmons, and Richard Kalling; Hangar Manager: Bob Lowell, Bill Moore; Young Eagles – Dennis Cullum.

Events

- Some of the program topics: FAA FSDO talk on accidents caused during takeoff; Norman Heath on the balancing process; visit by Paul Poberezny; Avemco Insurance on aircraft insurance (what you need and how you can reduce your premium); State of the Chapter meeting, especially as regards our City lease; presentation on welding by San Diego Welders Supply; Oshkosh 97; flight to a J-3 Cub Fly-In; use of the English wheel and metal forming, collision on approach to Montgomery Field.
- First Flight: Ben Hunsaker's Heath Parasol, flown by Sparky Sparks.
- Builders: Michael Gunn – Kitfox; Ed Bird – Jenny; Peter Cavit – Lancair; Bill Russell – Lancair.
- Visit on March 15th by Paul and Audrey Poberezny. Paul was in town to be inducted into the International Aerospace Hall of Fame. He and his wife made a point of attending the Chapter's meeting and presented an autographed picture of his P-51 Mustang.
- Began holding the monthly meetings at Brown Field immediately following the pancake breakfast. Meetings were originally held in Hangar 3.
- Hunsaker Excellence in Leadership Award was presented to Marvin Crane.
- First Flights: Ryan in an ultralight (test pilot Ron Schuler); George McBride – RV-6 (test pilot Bob Hitchcock); Jim Haynes – Velocity; Larry Rothrock in his newly purchased VariEze.
- Chapter members participated in a number of Fly-Ins: Borrego Springs – February (67 members enjoyed breakfast); Flabob – February; Chiriaco Summit breakfast – May (only 3 people made it out of Brown Field due to rain).
- Ocotillo campout was held in March. While there was no rain, it was windy.
- Participated in the Naval Air Station Miramar Air Show in August. We displayed the Heath Parasol and Young Eagle information. Jim Chapman, Paul Hanson, Floyd Green and Gail Hess were able to fly their experimental aircraft into Miramar and display them. As over one million people attended this event over three days, the Chapter received lots of exposure.
- Young Eagles program was really picking up. As an example, in June, the YE pilots flew 57 kids and Bob Osborne was well on his way to his second hundred Young Eagles flown. Dennis Cullum, who was heavily involved in the program, stressed the need for more volunteers. Ground crews needed to act as dispatchers, tour guides of the facility or the control tower, and to provide overviews

of aviation safety and procedures. Dennis attended the Young Eagles workshop at Oshkosh and learned each Chapter was supposed to have an “official” YE Coordinator registered with Hdq, so he promptly became the designated coordinator.

- Mike Fisher cleaned up the late Don Dodge’s Mini-Max which had been donated to the Chapter. He thought it would be an excellent example of a light airplane to show to youth, and to understand the operation of controls and instruments. He made steps and a wing ramp to enable kids to enter it (he also had some Chapter 14 logos enlarged and applied to the fuselage. It was a great success with the Young Eagles.

- Introduction/Demonstration of the Chapter’s new web page. Ken Simmons, the newsletter editor, also designed the website.

- Were invited to participate in the FAA’s Super Safety Seminar held at CrownAir on Montgomery Field.

- Annual Banquet held on December 11 at the Admiral Baker Club. Featured speaker: Patty Wagstaff (a six-time member of the U.S. Aerobatic Team) and Dave Snodgrass (director of Navy Liaison to the U.S. congress). All 150 possible tickets were sold to the event. Todd Morgan brought in over \$900 as the auctioneer for donated items.

- Paul Hanson received the Hunsaker Award at the banquet.

- Bink Brown was made a Life Member.

- Last Flights: Marvin Crane - died in a crash of his T-18 when the engine failed after takeoff while doing touch and go’s at Brown Field; Jerry and Grace Farhat died in their RV-6 when they went down over Volcan Mountain.

Newsletter

- Paul Hanson, as the Membership Chairman, made an impassioned plea for more participation. He cited the assets of the Chapter and noted the tremendous talent within our membership. But he noted “Too few are providing for the entertainment of too many . . . It’s time we recognize our problem and fix it, specifically we need more MEMBERSHIP PARTICIPATION. We need more leaders. We need more helpers . . . We need, not just more volunteers, but 100% participation...There are literally hundreds of assignments from which you can select . . . Soon we expect to post an organization chart along with a full range of activities . . . A suggestion box has been provided in Hangar 1 . . . All Chapter 14 members will be contacted one on one so that your chapter can be made to better benefit you. . . .We need to incorporate your ideas and we need your support. It’s your Chapter. It’s whatever you want it to be.”

- Recurring columns: President’s Messages; The Mini-Max Corner; Have You Heard? (what’s going on with Chapter members); Calendar of Events; Unclassified Ads

- Rik Keller’s column *The Man and His Flying Machine* featured the following members: Joe Fritz and his Great Lakes biplane; Sam McCutcheon – (owned and flew over 10 aircraft).

- Some additional articles: Notice of the 14th Historical Lecture Series at the Aerospace Museum; The Gathering of the Luscombes (weekend campout WNW of Yosemite Valley); Watsonville Fly-In; a South African Fly-in (by Jean Bowden, EAA Chapter 322. Needed to watch out for game such as buffalo, elephant, warhog or baboons on the runway); Loren Schreiber shared a lengthy article entitled “A Most Excellent Adventure: A Tall Tale of a Tailwind and the Men who Flew Her” about a trip he and Paul Hanson took up to Arlington. A bad landing at Corvallis, Oregon snapped an already weakened leaf spring and that was just the beginning of the adventure (and there was also the matter of the broken tach cable); Larry Rothrock’s article on preparing for his first flight in a purchased VariEze (lots of preparation, lots of help from Chapter members); flying a 1957 Piper Tri-Pacer from Anchorage, Alaska to San Diego; Lessons from Geese (e.g. When the lead goose gets tired, it rotates back into the formation and another goose flies at the head. Lesson: Shared leadership and interdependence gives us each a chance to lead as well as opportunities to rest); Role of EAA Flight Advisors.

- Overview of City negotiations with Brown Field Aviation Park-LLC for developing Brown Field. Discussion of how items within the Memorandum of Understanding (MOU) might affect our current leasehold and our ability to secure long term leases. President reviewed some of the crucial aspects of the situation.

- Rik Keller started a new column called *Computer Corner* which discussed the use of the computer in aircraft related areas and included some actual spread sheet programs that home builders could use. Articles included: Calculating Standard Atmosphere Using Microsoft Excel; how to calculate air pressure as a function of altitude for a standard atmosphere; Calibrate Your Airspeed Indicator; Airspeed Indicator Calibration by Using an Accurate Altimeter; How to Calibrate Your ASI to a True Airspeed Reading Using GPS.

- Bob Johnson began contributing a number of short articles: ramp safety; The Swing's the Thing (discussion of swinging the compass, a two-person operation so that the main landing gear can be perfectly aligned with the lines on the compass rose); Wire Strikes.

- Ken Simmons recounted his trip to Oshkosh, but concentrated on some lessons learned on how we can rejuvenate interest in a chapter. Many chapters are fighting with decreasing membership, waning interest in chapter events and difficulty in obtaining volunteers. Ken stated that what made him become more active was when he became newsletter editor, he now had a mission – to make the newsletter interesting and a valuable asset to the chapter. He then discussed the need for a mission for the chapter and for all members to decide what their mission was in joining. He shared Bob Mackey's, (director of EAA Chapters) basic goals of an EAA chapter: Friendship, Food, Fun, and Flying.

Numbers

- Annual membership dues: \$20

- Number of Chapter members first flights since 1955: 150.

- Banquet cost: \$18

- Loss of \$1,096 on the Ocotillo Fly-Out

- Tenants of Chapter 14: 11 hangared aircraft, 6 box hangar aircraft, 9 tiedowns, 4 display planes.

1998

General

- Donations: Ben Hunsaker donated the Heath Parasol to the Chapter and it was suspended from the ceiling in Hangar 3 (engine was sold separately); an Avid Amphibian was donated to sell for parts; a Long-EZ kit); trailer to transport the Minimax airplane to schools for exhibitions; lawnmower, lots of tools, ink-jet printer.

- On-going discussions about how much we could pay for a lease.

- San Diego Air Commerce Center was in negotiations with the City for a possible Air Cargo operation; we held discussions with them on lease amount and where we would need to relocate our site. Rumor reported that the Navy was interested in taking back SDM.

- In an effort to generate more income and to address chapter needs, Director Larry Rothroth suggested that members either be required to work around the Chapter or pay higher dues.

- Decided to send a member membership card when dues are paid; this could be shown to possibly obtain member discounts on fuel and lunches.

- Treasurer Dennis Cullum noted that lunch income and hangar/tie-down income was of critical importance to "being in the black."

- As of February, the Chapter's condo timeshare in Hawaii had not yet been sold.

- Discussion on the proper use of Hangar 2; the current Facilities statement of Purpose stated it should be used for finishing off, rigging and inspection during flying off the hours. Committee formed to evaluate and put policy into written form.

- Questions on “hangarkeeper’s” insurance coverage; our National insurance did not cover it. Highlighted need to advise National of all upcoming events in order to be covered.
- Highlighted the need for the Chapter to obtain liability protection for directors and officers.
- Hangar Manager allocated a monthly allowance of \$200 each month for routine maintenance without having to obtain Board approval for each item. Receipts for any expenditures needed to be provided.
- Letter from City sent reminding us of limits regarding people living on the grounds. We sent a letter to a member regarding this issue (he had to move).
- Hangar Manager Bill Moore began looking into various security systems for the hangars. Discussion on whether we needed it if we may be moving. Discussed alternatives such as joining with other tenants to get our own security patrol.
- Mike Fisher continued to subsidize YE lunches.
- Regular lunch costs remained a problem. Number of lunches served is the same, however the costs of providing lunches had increased significantly and we needed better cost control (each chef should be presented with a budget). Decided to make a cost comparison with other Chapters on amount charged.
- Member who was a professional accountant was authorized to analyze the financial health of the Chapter and report to the Board with recommendations.
- Planning meeting held to discuss the future of the Chapter. Ideas: need for a mission statement, broaden our areas of interest from just experimental to sport aviation. Group listed a number of opportunities that the Chapter offers its members and also that were needed to meet our goals: leadership, recognized authority, community voice, education, public relations, social interactions, facilities (tools, hangars), inter-chapter communication, national organization.
- Questionnaire included with membership renewal form to identify what the members wanted from the organization; this could help the Chapter become a better one.
- Officers/Assignments: President: Gale Hess; Vice-President: Roger Allen; Secretary: Larry Rothrock; Treasurer: Dennis Cullum; Newsletter Editor: Ken Simmons; Hangar Manager: Bill Moore; Young Eagles – Dennis Cullum, Darrell Oge

Events

- Programs: Polyfiber demo; FAA Safety representative.
- First Flight: Mike Ward – Titan Tornado; Steve Baum – GP-4
- Invited to participate in the Naranka Elementary School Career Day. We displayed Ed Fitzgibbons’s flyable Minimax airplane and gave a lecture on why and how airplanes fly, aircraft safety, and required education necessary to build and fly airplanes. Each student also received a number of child appropriate, aviation-related handouts (EAA fold-up airplanes, Young Eagles brochures and YE). Five members manned the information booth. Based on the interest, we received an invitation to attend Magnolia Elementary School’s Career Day, which exposed over 800 children to the world of aviation.
- Participated in Wings over Gillespie – April 30-May 3. We had an exhibit work project/booth and displayed the following aircraft: Gail Hess’s Volmer Sportsman, Ed Fitzgibbons Minimax, Homer Frasure’s Luscombe 8A, Floyd Green’s P1-1B, Roger Allen’s L-2 replica, Sparky’s Pietenpol, Dennis Cullum’s RV-3.
- Borrego Valley Campout March 21-22. Site had a bathroom and restaurant. We erected our portable hangar (helped with the sun), but didn’t bring our stoves. Food at the restaurant was excellent. Invited the EZ squadron and Chapter 256. Ultralights also came. Had over 40 planes for display. Frank Himmerich flew 20 Young Eagles at the campout.
- Participated in the Ramona Air Fair. We set up a booth, sold EAA T-shirts and decals and members displayed aircraft: Paul Hanson - Tailwind, Dennis Cullum-RV-3, Dan Patch-VariEze, John Thorpe-Great Lakes, Michael Gunn-Kitfox, Sparky-Pietenpol, Larry Rothrock-VariEze, Scott Miller-Mini-500.

- EAA B-17 display held at Brown Field (in front of Bearden Aviation) June 11-14. \$25 from each ride was to be donated to Chapter 14, and 3 volunteers were able to enjoy a local flight. Because of a change in plans on the part of the B-17, the publicity plan fell through and there were few flights and no EAA memorabilia sold. However, Chapter members learned a lot about preparing for events of this sort and felt ready to handle the next event.
- Hangar Party held June 27.
- 99 Young Eagles flew on June 27th, plus a number of their adult group leaders, as part of the “Reach for Tomorrow” event. There was a scramble to get pilots, but all fell into place. Mike Fisher and Frenchie prepared (and paid for) over 200 lunches.
- Participated in the Tuskegee Airman Young Eagles Day at Montgomery Field on September 26.
- Property was designated a No Smoking site.
- Reuven Silberman and Roger Allen created a youth group called the Young Aviators’ Club (YAC) within EAA Chapter 14 for kids 12 through 18 who had gone through YE and wish to continued in aviation.
- As of October, 241 YE’s had been flown.
- Began the annual fly-in to Chiriaco Summit on January 1st.
- Members wanted more technical workshops; Chapter hoped to begin “Super Saturday Sessions” given by members who were A&P certified; topics would include wiring, electrical, tires, wing coverings, welding, gluing, sheet metal work.
- Member Chris Puntis put an ad in the newsletter asking if anyone was interested in building a Sonex. Resulting build was stationed in Hangar 3 for many years before relocating to Arizona.
- Past President Joe Russo and Director Kerry Powell joined the Chapter. Kerry Powell’s flight instructor flew Kerry’s newly purchased Aeronca 11AC from Iowa to Brown Field (with a two day stop at Imperial because of high winds).
- Dennis Cullum identified airports within a 120 statute mile radius around Brown Field and suggested the need for fly-out programs.
- Awards Banquet speaker was Dick Engelhardt talking on “Crashing Aircraft for Fun and Profit” (motion picture stunt pilot). Event was held at Admiral Baker Field.

Newsletter

- The Chapter 14 Newsletter finally got a name: The Spirit of Flight.
- Article: Flying Baja; first flights of the Heath Parasol (Chapter members had finished the plane for Ben Hunsaker and he hoped to see it fly before it became a static display in hangar 3. Bob Osborn was in charge of the high altitude work involved in hanging the aircraft); Lancair 235/320; reasons for the lack of information on Brown Field development (may have to do with federal proposal to restrict paired-share Real-Estate Investment Trusts; the organization planning for an Air Commerce Center was the Starwood Aviation Group, part of the Starwood Hotels, a major REIT); newsletter editor Ken Simmons’ tour of duty on the aircraft carrier John C. Stennis; Jim Chapman wrote about his Kitfox trip to Alaska (15 Kitfoxes made the trip); one man’s love affair with airplanes (a Piper Clipper, Luscombe 8E, Cessna 152 and Fairchild 24 all were featured in the story); trip from JFK airport to Paris on the Concorde; what to do if an FAA official conducts a ramp check on you; building a GlaStar; list of medical examiners; Checklists, the Good, the Bad and The Ugly .
- Recurring articles: the President’s Message; Have you Heard (doings around the Chapter); the Mini-Max corner, written by Ed Fitzgibbons; The Computer Corner, written by Rik Keller; Calendar of Events; Unclassified Ads; the Safety Corner, written by Ed Fitzgibbons. The Computer Corner covered such topics as drag area, bend allowances, horsepower (how much do you use? How much do you need?), weight and balance, finding a plane’s stall speed, minimum sink speed, zero lift drag coefficient, effective span landing.

Numbers

Awards banquet ticket: \$25

1999

General

- Extensive discussion of the Brown Field Airport Proposal (BFAP) and all that it might entail for the Chapter – including moving our site. All of the BFAP issues are affecting our lease. Publicity on what BFAC would mean to surrounding residents was just beginning and much concern was expressed at the thought of having 747's flying over their homes. A number of members were devoting much time to meetings on this issue.
- The Chapter trailer disappeared one day, and a few days later it showed up again – minus the license plate and much of the wiring was trashed.
- All 30 feet of the main sewer drain got blocked – reminded kitchen workers to be careful of what goes down the drain.
- In June, the Chapter's expenses exceeded its income by \$636. The expenses for membership were high - \$1,700 for the 1999 roster, badges and the company that prints and mails the newsletter and the rosters.
- Safe-Tec security system installed on major hangars.
- Decided against having a flying club specifically connected to the Chapter. Instead, members could form their own club and have the aircraft tied down at the Chapter.
- During a couple of YE events, there was some damage to 3 aircraft in hangar 3 (parts were torn off an in-work KR-2, a canopy cover went missing from a nearly finished BD-4; and a YE turned a propeller and the sharp edge cut a hole in the wing of a Kitfox . All members were implored to be hall monitors (Hangar 3 was also going to be roped off).
- President Dayton Smith “bemoaned the fact that so few Chapter members volunteered to do anything. The whole load seems to be handled by just a few stalwarts. . . . It may be necessary to eliminate some future lunches because of the lack of volunteers.” Mike Fisher suggested that each director sign up for one month's responsibility and find the people to handle lunch duty for the month – a practice we continue today.
- Established a new category of Chapter membership: added student membership (between the ages of 12 and 18).
- Officers/Assignments: President: Gale Hess, Dayton Smith; Vice-President: Dayton Smith, Ed Bancroft; Secretary: Rik Keller; Treasurer: Dennis Cullum; Newsletter Editor: Ken Simmons, Kerry Powell; Hangar Manager: Bill Moore, Dennis Cullum; Young Eagles – Darrell Oge

Events

- Programs: Basic Gas Welding, Basic Sheet Metal Techniques; Basic Machine Tool Techniques; Patenting Your Invention; presentation by San Diego Air Commerce Center on proposed Brown Field update (discussed proposed air cargo services, project timeline, regional air cargo demand, aviation management, economic benefits, privatization of the field); diesel engines for aircraft.
- First Flights: John Wood- Kolb Firestar; Vern Edwards – Starduster.
- Miramar Air Show – July 31-August 1. While no member plans were displayed, we had a booth to advertise our Chapter and the Young Eagles program, and we exhibited the simulator.
- Private Ground School held on Wednesday evenings in Hangar 1. Instructor was Dayton Smith.
- 14 pilots flew 101 kids on the International Young Eagles Day on June 12. Chapter wide effort made this successful. Our YE goal for the year was to fly 620 kids. In August we flew 61 YE's, some of whom were from the FAA ACE Camp. In November, we flew orphans from Tijuana, which was exceptionally rewarding because the children were so well behaved and appreciative. By the end of December we had flown 606 Young Eagles.
- Participated in the Ramona Air Show. Besides our booth, we displayed the following aircraft: Gale Hess – Volmer Sportsman Amphibian, Ed Bancroft – almost completed BD-5, Roy Billings – almost

completed Glass Goose Amphibian, John Kerr - Pietenpol, Roger Allen - J2 replica, Dennis Cullum - RV-3.

- Forty members participated in the Borrego Days/Young Eagles Flight day. We were part of the parade with our Mini-Max on a trailer with some members of the Boys & Girls club in the airplane and on the trailer. A number of hardy souls also camped out and enjoyed a Saturday night BBQ and campfire.

- One of the first to sign up for the Young Aviators Club (YAC) through EAA Chapter 14, Aldo Santana, soloed at age 16 in a Cessna 172.

- Hangar Bash was held on June 19th.

- Cox withdrew their sponsorship of Air Show Partners for the planned October Air Show. We decided not to hold an extended Open House. .

- Current Chapter President Gene Hubbard joined the Chapter.

- Ten members made the New Year's Day Fly-Out to Chiriaco Summit, although headwinds caused turbulence going over the Laguna Mountains and prohibited some members from making the flight.

Newsletters

Articles: Sam Hoskin's trip from San Diego to North Carolina in one day in his Q-200 (4,527 nm).

Things that broke: transponder, external power supply for hand held GPS, tail light lens fell out on hard night landing. Biggest problem: Fuel, fuel, needed more fuel! His total capacity was 22.5 gallons and reasonable max range was 3.5 hours. Minor irritations: slow fuel attendants. Neat things: GPS, flying over under cast of fog with moonlight sky, flying over desert at night and seeing the Milky Way in real glory, and, of course, finishing the trip. Total hobbs time: 16.1 hours, clock hours: 17:50, fuel used: 82.7 gallons, miles per gallon: 25.47 nautical, 29.31 statute. An extra 30 minutes on the ground for fuel really cut into his average time, as did taxi, run-up and takeoff/landing sequences. There was also a lot of weather in Oklahoma, Arkansas, and North Carolina. Except for the last 100 miles, his GPS seemed to read about 145-150 kts for most of the flight.

- Other articles: Wisdom of Flight (sample: "Flying is not dangerous; crashing is dangerous."); JFK. JR.'s plane wreckage analyzed; CAP Headquarters offices raided by FBI (government ordered an inquiry into CAP operations, finances and management); humorous account of a student pilot's flight in a Skymaster aircraft (hopefully none of it true); Bill Russell's cross country solo in a Lancair 320 from San Diego to Portland, Maine; A Tall Tale of a Tailwind (Paul Hanson and Loren Schreiber flew the Tailwind to Oshkosh); aviation in Kona, Hawaii; ultralight racing comes to ultralight flying; Kerry Powell's cross-country solo to Imperial Valley; the effects of a banked turn; overview of the YE program and history, as well as the need for volunteers; lift to drag ratio.

- Bob Hitchcock shared an account of a day at the National Air Races in Sparks, Nevada. One event stood out: a pilot did a one-minute air show consisting of "a very short ground roll followed by a one half Cuban eight with an Immelmann turn then descended pushing smoke out the front of the airplane as he descended with the propeller in beta. This acted as a very effective speedbrake and allowed him to land on the same starting line that he took off from. Actually he went beyond it slightly and again put the prop in beta and backed up a few feet to the starting line. Two additional maneuvers were conducted that most aviators couldn't imagine. He "hovered" the airplane vertically then added power and accelerated vertically up to several thousand feet. The other unbelievable maneuver was to go into an upright flat spin, and with out lowering the nose of the aircraft added power and powered out of the spin."

- Lengthy Committee reports from the Board meetings included in the newsletter: Facilities, Tenant's Report, Safety, Young Eagles, Budget, Lease, YAC, Membership.

- Recurring articles: Lunch schedule volunteers, Birthday Corner, member business cards, unclassified ads, Young Eagle Report, Chapter 14 Business Report (included committee reports), President's update; Rik Keller's Computer Corner, Calendar of Events.

- Several articles were reprints from other aviation related magazines or internet sites, e.g. On a Wing and a Prayer – flying on a powerful fighter jets (a 2 bag affair), an Aeronca pilot’s run-in with the law in a small town in Utah (had used his smoke system to surprise his sister and then parked on a nearby county road and left the airplane and the small town thought a plane had crashed).
- The President wrote an article expressing appreciation for several members: “Lloyd Gray for repairs to the golf cart and installation of a new charging system for the golf cart. Installed conduit for the security system and repaired portable generator: Bob Osborn who is always present Tuesday and Thursday and Saturday. Looks after the tool crib, sorts out hardware donations, always helping others on their planes. Always one of the last people to leave the premises, making sure all is secured; Dennis Cullum (aka Speedy) works valiantly to realign doors in hangar three. Prompt repairs and improvements are accomplished before anyone else finds the problems; Ryan seems to be at our facilities seven days a week, always helping with welding, mechanical work and just about anything he can do to help us. . .”
- Warren Hampton shared his experience of losing a prop in flight and making a stress-filled landing near Santa Isabel.

Numbers

- 390 members as of September.
- Hangar Bash potluck ticket: \$3.50
- Chapter’s expenses exceeded its income several months, e.g. \$636 in August. However, by September, there was a \$4,400 profit for the year.