



PROPWASH

EAA CHAPTER 1279
French Valley Airport, Murrieta, California

EAA CHAPTER 1279
Newsletter

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NEXT MEETING OCT 27, 2002

Guest Speaker:

BD-5 Part II

By Peter Anest

As mentioned earlier, shortly after the BD-5J restoration project originally arrived at French Valley airport, the project needed to be relocated again. That was when Keith Fowler 'accidentally' uttered the 'infamous words', or something to the effect that "the project could be stored at my place". In volunteering "my place", the project now had an 'official' home. At that exact moment in time, unbeknownst to Keith, he became the new project leader by default and later Lee Roberson would join him as project co-leader.

In Part I of this series, it appeared that Keith Fowler was responsible for the bulk of the responsibilities. Yes, he did have his foot deep 'in it' however, Lee Roberson had a 'full plate' at his end as well. Both working toward the common goal. Ultimately, many members were responsible and contributed to the success of the project however, a handful of members shined more brightly. They are the project leaders and some of the members mentioned below. However, keep in mind various chapter members were responsible for different areas in their own arena of expertise.

The project leaders consulted with the chapter officers and Board of Directors. The first order of business was to identify which individual components of the restoration project needed to be addressed in the restoration process. The responsibilities were then divided, according to each chapter members area of expertise.

The first item to construct, the moveable work table (support stand) which the BD-5J would be prepped, assembled and painted on. This stand would be used to support the BD-5J during the entire restoration project. Keith Fowler accepted this responsibility.

Editors Corner

When we volunteered to be co-editors of our chapter newsletter earlier this year, we actually had some 'free-time'. However, we have each started our individual kit or restoration projects. Recently, we agreed that our domestic and individual projects were not progressing as rapidly as we had both hoped for.

As co-editors, we have enjoyed working together this past year creating the current newsletter format and it's contents. However, in order for each of us to attain our individual goals 'on schedule', we regret we have decided to 'pass the torch' much earlier than we ever imagined.

Ron will be reporting to his final tour of sea duty in the very near future and needs to spend more time on domestic projects and his restoration project before he leaves.

Peter's Glasar project is now unac-

ceptably behind schedule due to a multitude of outside projects, commitments and unforeseen events that have seemed to appear out of nowhere. Now that the outside temperatures have started to cool down, his project will require his 'full-time' attention.

We hope that all of you will understand that our decision was not taken lightly.

We hope there are concerned members within our chapter that are willing to accept the challenge. Members whom are able to devote the 'free-time' necessary in order to continue the tradition of producing and improving a chapter newsletter that we all can be proud of.

We regret that this will be the last newsletter that we will be producing together.

Ron Greene and Peter Anest

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Calendar of Events

- BD-5J presentation to Riverside County Oct 31, 2 PM
- Christmas Dinner....Dec 12, 6 PM Hungry Hunter
- Sun 'n Fun EAA Fly-In Lakeland, FL Apr 2-8, 2003



Next the prep work began, lots of sanding. Like Keith said earlier, the "Bondo Bomber" was probably made to be static from the 'get go'. Both

Keith and our 'fearless' chapter president Rod Dunfield spent many hours sporting the latest fashion in

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EAA Golden West Fly-in

By Keith Fowler

When Rod and I arrived at the airport on Friday the 6th of Sept. for our scheduled departure for the fly-in we were greeted with rather ugly looking weather. Lots of heavy dark clouds showing in all directions particularly to the north west which was our direction of flight. All from the remnants of a dissipating hurricane from Baja. A few phone calls to the FSS indicated that ceilings were at 12,000 ft. over the mountains to Palmdale and 7,500 ft from Bakersfield on thru to just beyond Fresno. So we decided to launch agreeing that we would make sure we had an out in the form of a 180 deg. turn. We had to climb to 10,500 to clear a corner of the LAX class B and we had to circumvent a TFR centered over the Azusa fire which we easily did. Shortly after takeoff we did encounter some light rain but visibility remained good across the mountains into the desert and the ride was smooth. Departing Palmdale on course however, it really looked lousy across the mountains to Bakersfield and we soon found ourselves between two layers of clouds, one at 7,500 bases with ragged tops at 9,000 and up to our altitude. This was a broken layer pretty much as forecast and we could get good sight of the ground every now and then. Surface visibility was 10 miles or better. What I didn't get from the forecast was the continuing 12,000 ft ceiling but it turned out to be a non problem and these conditions prevailed until between Fresno and Sacramento where we broke out into bright sunshine. Sacramento gave us an approach directly into the down wind leg at Marysville and after 2 hrs. 20 min we were there.

These airshow observations cover the first two days since we had to be back home Sunday. The fly-in was of modest size with homebuilt, warbirds, and 3 F18s as well as a sampling of factory builds. The RVs far out numbered any other of homebuilts which I will guess that there were at least 50 parked. Besides my Lancair there were only 6 others one being a IV. They ranged from awful to awesome. There were small numbers of others but ran the gamut from

the F18s to the flying outhouse from Flabob. There were two flying BD5 prop. types but never found the pilots. Also there was one Turbo Legend, a really awesome machine. Rod cornered the owner/pilot and tried to have him visit us for a show and tell sometime. Not sure if he got a commitment however.

The warbirds were well represented with a Hawker Sea Fury, Corsair P51s and all of the WW2 trainers. The Corsair and the Sea Fury participated in the airshow together with one of the F18s. It was spectacular. An AT6 also was part of the aerobatic demonstrations as well as a Pitts and many others. There was no shortage of airshow acts. Rides were available from a WACO biplane, a Stearman, a C45 and the EAA aluminum overcast B17. The latter for a mere \$375.

There was plenty of good food and drink available at a fair price. Except maybe the bottled water. I thought \$2.00 for a little 8 oz. bottle was a bit much. All in all we enjoyed ourselves and thanks to Rod we got out of there quickly Sat. eve after the airport reopened. Seems Rod snuck off when I wasn't looking and made arrangements with the air boss so we would be first out, and it worked perfectly.

Rod did the flying for the return trip where we had great weather all the way. We stayed at 5,500 thru the valley due to higher winds above, until our climb to cross the mountains. In spite of the forecast head winds our return time was only a few minutes longer than the trip up. Next will be Copperstate.

#22 KITFOX V

By Ken Schooley

Some weeks ago, after finding another 'bargain aircraft that I can't live without' while surfing the Trade-a-Plane classifieds. I hurriedly phoned the prospective seller and asked him to take it off the market because I'll buy it 'sight unseen'. It seemed very fortuitous since I've been enamored with the Kitfox 5 for the past few years and the price and the condition fulfilled my immediate passion. This scenario was 'de ja vu' all over again, because a number of times in the past I had done similar purchases with other aircraft.

The one problem that has always persisted, is the topographical location of Fallbrook, it seems that every 'good buy' is not located any where near the extreme southwest part of the U.S. The last Kitfox I purchased was located in Pittsburgh Penn. This plane was located in the Lakeland Fl. area.

My wife decided to accompany me on this trip, as she has on many others, so we bravely started on a rather convoluted trip via the airlines, via Phoenix and Chicago to get to Orlando

(it was much cheaper that way). We left San Diego at 6:AM and arrived at Orlando the next morning at 1:AM. Early the next morning we picked up a Penske rental truck and headed to Lakeland to load our new aircraft.....only to have the engine quit after traversing only 46 miles. Little did we know the was an omen that portended something less than a smooth trip.

After getting our large rental truck towed in and exchanging it for another one, we found to our dismay the steering was so loose that we asked for a different truck. Penske was very polite and brought us another truck that had only 3000 mi on the odometer. We loaded our new pride and joy in this, our third truck and headed for sunny Ca. After driving over 1100 mi in our new truck, suddenly the emergency brake system locked the rear wheels without warning.....after a few more discouraging hours we had reloaded our new pride and joy into our forth Penske truck. Surprise, surprise it made it faultlessly back to our home in Fallbrook.

Strange as it may seem (or dumb as it may seem), I love my new Kitfox so much I would do it all over again, even though is my 22nd airplane that I've owned (or has owned me).



What Our Members are Building and Restoring



Ken Schooley's Kitfox V. Ken says it is much further along than it looks. The purchase and delivery of his most recent aircraft is chronicled on page 2.



BD-5J on trailer headed to French Valley Airport. Project leaders Keith Fowler and Lee Roberson.

Would you like to see your project on this page? Send us pictures or call or e-mail either Newsletter editor and we will be happy to visit your home, hangar or what-ever and document your project on these pages. We enjoy doing this and the Chapter members would love to have a look.

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dust masks with an electric sander in-hand. "Fearless", because he didn't care how much of that 25 lbs of Bondo dust he unintentionally wore home.

Next, designing and constructing the support tower/pedestal. Lee accepted the responsibility for welding and painting the 'industrial strength' support tower complete with missile-like 'fins'.

Also, a hole must be dug for the support tower foundation, routing the underground conduit electrical wiring for the functioning position lighting system up through the support tower and finally into the aircraft. Followed by pouring the concrete foundation slab. Then the pedestal needed to be secured to the slab. The attach point (support) under the BD-5J needed to be designed to give it just the right amount of tilt on the pedestal. All the time, Keith Fowler, Rod Dunfield, Bob Schraff and Skip Ruhe

were never far away.

Designing the plaque itself, took longer than expected. After what seemed to be several weeks of 'fine tuning' the text, the text for the plaque was finally agreed on by the chapter Board of Director's. Finally, designing and constructing the presentation plaque pedestal. Bob Schraff accepted this construction responsibility.

The restoration team had a strict deadline to meet or they would lose the window of opportunity for the use of the 'cherry picker' (forklift) needed to place the BD-5J high atop the support tower/pedestal. Lee worked overtime to meet the deadline in order to complete his end of the project on schedule. That being constructing, welding and then painting the main support tower/pedestal.

Keith delivered the fuselage to Lee's on the work table/assembly stand, Lee was then able to start priming and painting the fuselage. He de-

cidated to stripe it before the final coat of white paint was added. This method of final coat after stripes is 'standard practice' of painting today as the lines appear to be more 'flush'. Northstar paint was used. The paint formulation is the same as Imron. Lee's son, Travis helped to position the fuselage and the wings onto the support table that Keith had made as well as position the stripes on the underside of the wings. I think Lee speaks for most of the Chapter members when he 'tells it, like it is' when he says: "I think I was starting to feel my age when doing the stripes on the underside of the wings". After 3 1/2 weeks of priming and painting, Lee delivered the wings while Keith brought the fuselage and assembly stand to Skip Sater's hanger at French Valley airport. We all agree the paint turned out beautifully.

While Keith was busy completing the final assembly, Lee started welding the support tower. Lee designed the tower with its distinc-

tive 'fins' to keep any unauthorized ascents up the tower by any persons or animals. Rod Dunfield commented "It's a 300 pound monster. More than one man can handle". By using the 'brain' instead of the 'back'. "A forklift at work made it easy". Lee's son Travis helped to unload the tower at Lee's home. Lee would like to say "thanks to some friends at work who helped me with the tower".

Final assembly of the beautifully detailed BD-5J was completed on the work table. Taking about a week and was completed in Skip Sater's hanger at French Valley airport.

During the final minutes before being picked up for transport, utilizing his keen eye for detail, Skip Ruhe personally performed the final alignment of the Chapter "1279" numbers on the vertical stabilizer and rudder.

As a tribute to the extraordinary efforts and hard work, the board of

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Member Profile

Ken Schooley

By Peter Anest

When I sat down with Ken Schooley at his hanger at French Valley airport, by his side, his latest pride and joy. A squeaky clean, freshly hatched Pelican which he proudly created with his own two hands.

I remembered Ken as the chapter member whom poured the scrambled eggs onto the grill at our Chapter sponsored Pancake Breakfast at the Hemet/Ryan Airshow last June. But other than that, he was an mystery to me. Not knowing his aviation background, I naively asked something like "Is this your first homebuilt aircraft"? I was shocked to learn I was nowhere close. He smiled and softly said, it's number 21. That's right! This big white bird is the 21st aircraft he has owned. My jaw dropped.....21 I replied? Obviously, this man was no novice.

Now, I had to ask how all this madness started as inquiring minds want to know. Ken told me he "likes owning different things. In one year, he owned 3 different pickup trucks". However, "since he was 14 years old, Ken has always owned a motorcycle". Okay where is this going????

Ken started off by buying and selling cars. He had bought and sold over 200 of them. A nice way to make a profit. He bought cars through the AAA auto wrecking in El Monte. He was buying 3 cars a month at insurance auctions. He was spending a lot of time on the road. Too much time.

Remembering back, Ken's first ride in a general aviation aircraft was in a Bellanca Super Viking. He vividly remembers it was "noisy". The first ride was to Galeta airport in Santa Barbara. That's when he had the idea to go to El Monte to buy his cars using an aircraft for transportation. He immediately decided to pursue a pilots license then he could fly to El Monte from his residence in Fallbrook

But even before this, his very first ride was in a Beech D-18 twin tail, tail dragger, to serve in the ARMY. That flighty was from L.A. to Fort Ord. Later while in the service, Ken flew over Czechoslovakia in a "boxy" helicopter. But never thought about aviation at that time.

Ken was drafted into the U.S. Army and trained as a radio repairman. Later he was recruited as a cryptographer after obtaining a top secret clearance. Ken was trained to operate the super secret 'Enigma machine' (in which every word had 5 letters). It was in a combination safe within a safe. Cryptographers were recruited from the radio sections.

Ken obtained his Pilot's License in Oceanside in a Cessna 150. Learning to fly was easy since he was a heavy equipment operator. He soloed in 8 hours in a C-150 in 1975. Then he flew to Torrance airport and bought a used C-150 to fly back in forth from Fallbrook to Oceanside to take lessons after he soloed. Ken's motto, "Why pay, when you can fly for free" and I totally agree. Why rent when you can own? Ken took his check ride at exactly 40 hours. By then he had flown a Piper Warrior, six C-150's and a C-172. Ken currently holds a private pilot rating with about 900 hours in his log book.

Most aircraft Ken has owned have been of the high wing variety. The following is a brief sampling:

The first plane he owned was a 62' Cessna 150. His second a new 1975 Cherokee 140 purchased in 1976. Later, Ken owned a Piper Pacer 150 which was not very friendly in the 'ground handling department. In the past, Ken has rebuilt a Taylorcraft, owned six C-150's and three C-172's. He bought a Piper PA-12 Super Cruiser at an estate auction. It was previously owned by a congressman from Colorado. It cruised about 111 mph. He purchased a 46' Ercoupe owned by the President of the Ore-Ida Potato company. It had a 100 hp engine. Ken also refurbished a T-craft model DO-65, a close relative to the Military L-2M. L2M had 400 hours since new. He flew for about a year. It was fast for a 65 horsepower engine. Later Ken purchased a Taylor Craft 'L2M' with spoiler. He learned to fly the T-Craft within a very short time with the help of a WWII pilot in the back seat. Co owned a Cessna 180 with Frank Souza that he flew for a year or so. He owned a Kitfox Speedster which developed an air bubble in the fuel line which



blocked fuel flow in a steep turn. This is an anomaly that has been brought to the attn. of all Kitfox owners). Ken rebuilt a Kitfox IV Speedster. The Kitfox has a foldable wing and it was ready to fly and signed off in the garage with all of the major work completed in the garage as well. He has built two Avid Flyer demos, and an RV-4. He has co-owned 6 or 7 aircraft with Frank Souza also from our own EAA Chapter 1279. Ken and Frank Souza also co-owned a 75' Cherokee 180 hp with constant speed prop. Ken was last certified in that aircraft. His latest is the Pelican described in detail later.

His secret is Trade-a-Plane online. He's been known to commit to buying an aircraft 'sight unseen' within two hours of it being posted online.

Ken once advertised his slide-in truck camper for sale and it was sold almost immediately that day.

The very day I sold the camper, was the day I found the Kitfox, which was located in back east. Ken learned a guy in Pittsburg, Pennsylvania dinged a Kitfox IV Speedster in a landing accident. When he called back east and a girl answered the phone "Schooley residence" he knew it was meant to be. They were in fact distant relatives. He needed the camper he just sold only hours earlier the same day. He immediately went to San Diego to buy another camper and head back east to pick up his next project. "The one thing I didn't have to change on it was the

name 'Schooley' written on the doors of the plane".

An article written by a fellow chapter member, Keith Beveridge, in Kitplanes Magazine caught Ken's eye.

The article mentioned how stable the Pelican was and how it performed especially well in a climb. His latest project, a Pelican 'N600KS. According to Ken, the Pelican was a "pre-cursor" to the GlaStar. It sports a metal tail and wings and fiberglass fuselage. Same as the GlaStar. However it also used fabric or metal control surfaces for the elevator as fabric will take the rocks better. According to Ken, "the Pelican is the most expensive airplane in it's class. The main reasons Ken decided to build a Pelican: Extremely stable, really trims nicely" and it's a "stable cruiser with good gas mileage." "The Pelican is a fuel efficient, fast (it will cruise 130 mph consuming only 4 gallons per hour using a Rotax 912 and Warp Drive 3 blade prop)". Ken actually burns less than 4 gallons per hour. It climbs fast (reaching pattern altitude by the end of the runway), it has a good glide ratio even with "power-off". The airplane is also a "weight-hauler". He points out the doors are also "flush mounted". The aircraft was assembled at his home in Fallbrook and then transported to the hanger at French Valley airport for final assembly.

Ken was an Avid flyer dealer for six years. He was the #1 dealer in sales in the U.S. operating out of

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Director's approved the addition of the names of the two BD-5J project leaders: Keith Fowler (pilot) and Lee Roberson (co-pilot), which are proudly displayed on the side of the fuselage just below the canopy. Bob Schraff had the steady hand, so he was elected for the job. Lee would also like to thank Bob Schraff (and the Board of Directors) for putting him as co-pilot.

Finally the BD-5J was ready for the final 20 minute transport to its final resting place atop the ten foot support tower/pedestal. Lee's beautiful paint job and paint scheme and Keith's 'eye for detail' was also represented by the highly polished clam shells (thrust reversers). After Keith connected the position lighting wiring, the beautiful red white and blue aircraft was permanently secured atop the support

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Fallbrook. According to Ken, the Kitfox was derived from the Avid Flyer. The designer of the Avid Flyer previously made the Eagle crop dusting aircraft. Dan Denny (Later, president of Kitfox) did fiberglass work. He wanted Dean Wilson to design and take the Avid Flyer to Oshkosh in 1983. Ken had one of the earlier Avids. Ken's first Avid Flyer weighed 386 lbs with a Rotax 532 powerplant.

Customer service came first back then, now combine that with the dare devil Ken is (motorcycles since 14). Actually Ken would personally 'test fly' the customer built aircraft for his 'Avid' customers. Now that's Customer Service!

He remembers one Avid buyer and his wife were going to christen their new Avid Flyer with a bottle of champagne by braking it on the wooden prop. Bad idea!!! He talked them into popping the cork and drinking it instead.

At one of the earlier AOPA conventions in Palm Springs, with the Avid company, Dan Denny (from Kitfox) briefly helped to 'man' the Avid booth while the Avid employees were on break, until upon their return, the Avid people realized he (Dan Denny of Kitfox) was the competition.

I asked Ken why he got out of his successful Avid Flyer business. He stated that he was a pro Avid Flyer supporter whom helped build aircraft. But Avid was bought out by "born-again" Christians, so he left the dealership when they didn't treat dealers fairly or honestly.

Ken held two jobs from the age of 25 until he retired from the Fallbrook School District 10 years ago.

tower/pedestal.

The final step of re-tiling the slab at the base of the pedestal is scheduled to be completed in the next few weeks by Rob McCall.

The editors are extremely proud of the efforts made to complete this project and would like to personally thank all of the chapter members whom were directly or indirectly involved with this project as well as the individuals and businesses that contributed to or supported the project by their generous donations without which this project may never have been completed.

EAA Chapter 1279 will present the restored BD-5J for static display to the County of Riverside in a formal ceremony scheduled for 2:00 p.m. October 31st, 2002 French Valley airport terminal, Murrieta, CA under the wings of 'N1279'

But few may know that he also taught welding at Palomar College. Ken spent 23 years as a contractor in the grading and paving business. After sitting in a Caterpillar D-8 for 3 hours, you hearing goes "numb" for three days. "You can feel the air pressure on your ears". That was 30 years ago. Ken also spent 20 years working for the Fallbrook school system Transportation Department.

Ken has been happily married to his lovely wife Jan for 30 years. Her hobby is handicrafts.

Ken has three children, Robert 'Mike' whom is 45 yrs old has a custom wood working business in N.Y.

"He manufactured fancy wooden boxes for Brunswick". He also does custom cabinets.

Ken also has two daughters whom live in Fallbrook as well. Actually, they live only 2-3 blocks away.

His youngest daughter Sandra is 41 and Terri 42. Terri would like to get her pilot's license someday. Ken has three grandchildren.

Last year he was going to buy a Super 150. Then he passed on a Maule. At the time of this interview Ken indicated he would "consider building a new Kitfox 'convertible' VII built to the Sport Pilot Requirement". Shortly after this interview, instead, Ken headed to Florida and brought back a partially completed Kitfox V kit with a 100 hp Continental powerplant. That makes # 22! At this rate, I wonder what #50 will look like?

Members Projects

Peter Anest	GaStar
Keith Fowler	Lancair 360
Randy Frankel	PT-23
Brian Gallagher	Velocity, RV-8
Robert Gentry	Gasair, Dragonfly
Ron Greene	Taylorcraft L-2B
Rich Hansen	RV-6A
Charles Haynes	Kitfox V
Freddie Heglar	RV-7A
Dale Hollingworth	RV-6
Jbn Hults	Lancair Legacy
Rob McCall	Lancair Super ES
Dave McFhee	RV-9A
Roger Milner	Rotaxway Jet Exec
Clyde Osborn	GaStar
Gary Pacheco	RV-8
Jbn Pickering	Hatz
James Pyle	RV-6A/ Rober J. Ace
Robert Paines	RV-7A
Skip Ruhe	Gasair
Robert Russell	RV-6A
Ken Schooley	Pelican FL/Kitfox V
Bob Schraff	Gasair
Jbn Shablow	RV-8A
Skip Sater	Lancair Super ES
Frank Souza	Murphy Rebel
Thomas Stanaland	Gasair III Turbine
Michael Stump	Ultralight Gyro
Fred Walker	Zenith CH701

If your project has been omitted or is inaccurate please contact the newsletter editors and we will make corrections to the list.

Don't forget:

Our Chapter still has a few white or grey EAA caps (\$8) and t-shirts (\$20) for sale.



Christmas Party

Bring your checkbook to the OCTOBER meeting. Last chance to purchase tickets.

The Christmas dinner will be held on Thur. 12 Dec at Hungry Hunter at 6 PM. Choice of Standard Cut Prime Rib, Filet Mignon, Forest Mushroom Chicken or Fresh Salmon. All dinners include soup, salad, fresh baked bread and non-alcoholic beverage. The price will be \$23.90 w/tax & tip.

EAA CHAPTER 1279 Newsletter



Board of Directors

Bill Daubenberger

(909) 652-7777

Chris Gentry

cgentry@ivic.net

Keith Fowler

w6bcq@pe.net

Jhn Shablow

(909) 699-9401

Skip Ruhe

ruhe@prodigy.net

Kevin Short

(909) 679-2977

Richard Porter

(909) 506-9979

Ken Schooley

klschooley@hotmail.com

Chapter Officers

President

Rod Dunfield

(909) 699-1126

foxrod@pe.net

Vice President

Bob Schraff

bobschraff@aol.com

Treasurer

Steve Williamson

stevenwilliamson@msn.com

Secretary

Lee Roberson

tvrdiro@aol.com

Tech Counselors

Richard Stephens

Jim Pyle

Skip Ruhe

Art Froehlich



Flight Advisors

Hal Nemer

Ron Caraway

Art Froehlich



Newsletter Editors

Ron Greene

rhgreene@pe.net

(909) 699-3083

Peter Anest

gastarpilot@yahoo.com

(909) 696-7295

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The Leader In Recreational Aviation

EAA Chapter 1279

40336 Calle Medusa

Temecula, CA 92591

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