



North San Diego County Vernon Payne Chapter 286

President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte

The meeting was called to order by President Bob Wilson at 1900 hours.

Guests: Art Pavel

Art Pavel is an ultra light pilot with a distinguished military career.

His service has ranged from combat in Viet Nam to direction of nuclear weapons research programs and 5,000 people under his command.

Old Business:

Treasury Report: George Pruitte stated that the chapter account retains a balance of approximately \$ 1,000.00.

Technical: Alan Purdy announced the certification of three ultralights to light sport category. Alan then surprised the members by revealing his latest creation: an electric car. The body is that of a 1972 Volkswagen square-back. Power is supplied by twelve (12) volt deep cycle marine batteries delivering 144 volts to a 100 volt automotive motor. The original transmission has been retained and distributes power to the wheels. The car can do up to 50 m.p.h.

President Bob Wilson gave a brief preview of the projects tour scheduled to start at Fallbrook Air Park on Saturday, March 8, at 10:00 a.m.

Alan Purdy announced that he would speak at the next meeting about his adventures as a World War II aviation cadet and invited other World War II aviation cadets to attend the meeting and contribute their stories.

In Memory of:

Kermit Davison reminded the members that Norman Miller's funeral would be held on Fri. March 14 and the purchase of an appropriate memorial was discussed.

Recruiting:

George Pruitte suggested it was time to invite young people with an aviation interest to join the chapter. He invited members to make individual efforts to reach out to individual prospects and to submit ideas for membership drives.

Featured Speaker:

John Stenzel, now serving with American Airlines, was the featured speaker. John has been flying from the age of 14 and considers his career one of perpetual learning. He stressed the need to learn from all sources: from books such as Stick and Rudder, from colleagues, and from daily performance. John gave high praise to the training programs maintained by American Airlines and to the quality of the personnel involved. Above all, John has retained not only a keen joy of flying, but also a keen joy of honing his flying skills to ever higher levels of performance.

The meeting was adjourned at 2034 hours.

Projects Tour

Members who attended the Saturday tour of projects were treated to an

impressive array of craft. Olen Porter's Bercut canard configuration composite is well underway.



Olen gave a demonstration of the beautifully precise cuts made with a Multimaster Feinsaw saw.



The saw oscillates at 20,000 vibrations per minute yet is harmless to the fingers. Olen, who holds degrees in electrical engineering and computer science, discussed the epoxies and fabrics involved in composite construction and their application according to the rules of stress analysis. The Bercut, named after a Russian eagle used by savage tribes to hunt and kill wolves, will do about 300 miles per hour.

We moved on to John Levy's newly completed Thorpe.



The craft evokes images of a World War II Hellcat with its dihedral wings. The wings can be removed and stowed for trailering. The craft is also quite unique in sporting a stabilator rather than an elevator. John has incorporated very sophisticated avionics that provide a detailed display of engine performance and alerts to air traffic hazards.

From the Thorpe we moved to Craig Cook's Harmon Rocket II and were treated to a tour de force of metallurgical engineering.



Craig has anodized and variously treated those aluminum components subject to

corrosion. Craig has also taken advantage of the lightness, strength, and resilience of titanium in the fabrication of the landing gear. Craig is a perfectionist and this shows down to the level of the rivet.

Thanks too to Jack and his family for providing members with fruit and juice from his private orchard.

We then left the Fallbrook Air Park and visited Jack Lee and family in Valley Center. Jack built the magnificent home on this idyllic long valley overlook with his own hands. The property includes a stream and miniature lake populated with a variety of ducks and edible fish. The hydropower potential of the stream will later contribute to Jack's independence from the grid.



The hanger in which Jack's RV7A is rising has historic significance. It was once part of the Douglas Aircraft Corporation's complex that turned out the war craft of World War II. Jack described the various modifications he has made to tweak performance to higher levels. These include streamlining as well as optimizing engine cooling. The workmanship of the RV7A matches the beautiful workmanship that Jack put into his home.