



North San Diego County Vernon Payne Chapter 286

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

November 2008 Meeting Minuets

The meeting was called to order by President Bob Wilson at 19:02 hours.

Guests

Our guest was Don Leseberg, a retired airline pilot with an impressive history of commands. Don flew the venerable DC3 and successively the DC 6, DC7, DC9, Vicars Viscount, Grumman Albatross, 707, 720, 727, and the 747. Following retirement, Don spent six years as a test pilot. Don now pilots Cessna 172s and 182s recreationally.

Minutes

The minutes were corrected and moved.

Treasurer's Report

Treasurer George Pruitt reported a balance of \$ 1,091.00.

New Business

Parking: the parking situation at the airport was reviewed and discussed. Sites that are closed because of construction will remain closed for some time.

Election of Officers: a slate was provisionally selected to be considered at the next meeting.

Calendars: calendars were reviewed for purchase and ordering.

Flyout/Camp-out: EAA Chapter 14 abbreviated their Ocotillo activity to Nov. 7,8, and 9.

Main Speaker

Mike Talmadge spoke of the agony and ecstasy of five years and eleven and a half months spent in the construction of his RV9A.

The saga began with an emotional battle between financial security and adventure lust in which adventure lust finally won.

Mike selected the RV9A because of its remarkable handling characteristics and cross-country comfort. The kit was ordered in sections with the understanding that as one section was quickly assembled, the next section would be available. The tail section was completed in 90 hours and Mike anticipated that the fuselage would be ready for the wings in a short time: the wings sat in their box for three and a half years while the fuselage was completed. The wings themselves were true to their rapid-build advertising and took only fifteen hours each to complete. The wing components included pressure tested fuel tanks and only needed pushrod installation and section assembly.

The agony came with the \$ 1000 Plexiglas canopy. The canopy survived

being sectioned in two but fatally cracked during a hole drilling procedure.

The power plant is a Subaru engine with a custom-built reduction gear box. It delivered full performance. Mike's craft rewarded his meticulous attention to detail and flew with remarkably few problems, burning only eight gallons per hour at 135 knots.

The meeting was adjourned at 20:57 hours.