



# Spirit of Flight

**Experimental Aircraft Association**

**Chapter 14: San Diego, CA**

**September 2022**



*This beautiful De Havilland Mosquito turned up at AirVenture for just one day having had engine trouble en route to Oshkosh. Photo by Nigel Worrell. See more of Nigel's photos from AirVenture on pages 10 and 11.*

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**September 17<sup>th</sup>**—Gary Wigdahl on Loss of Control

**October 8<sup>th</sup>**—Young Eagles Rally

**October 15<sup>th</sup>**—Rob Reddig on ATC Pilot Outreach

**October 22<sup>nd</sup>**—Chapter Open House, see President's Message on page 3 for details.

# Chapter Briefing

## EAA Chapter 14 Members



**Chapter Activities:** Information provided by Chapter members.

*Week ending Aug 6:* Hot weather didn't prevent the regulars and visitors from stopping by the Chapter and several members took flights, including Chris Constantinides and Ryan. Adam Li started up his Titan for the first time in a while. Jimmy Kennedy, Gert Lundgren, Jim MacKinnon, Francisco Muñoz, Trevor Pearson, and Ryan were all present during the week. Billy Lopez is a returning member to the Serendipity Club – he is working on his instrument rating – best wishes! The Serendipity Club provided lunch for the Chapter on Saturday. Carlos Canez provided pizza, salad, and ice cream and Ben Balanag was busy taking orders for submarine type sandwiches. Both great choices to help beat the heat. Thanks so much for volunteering!

*Week ending Aug 13:* Heat repeat this week – but that didn't stop the Young Eagles crowd. There were lots of kids, parents, pilots, and ground crew milling around the area all Saturday morning. Special thanks to pilots Chase Franzen (PA22), Roman Hendle (PA28), Fred Lieder (C120), Jonathan Robbins (Meyers 200), Duane Shockey (C170), and Abraham Talerman (C182).

Not only were Young Eagles taken care of, but children too young to enjoy a flight were well taken care of too, with a special table full of crafts for them. Trinidad Lopez & wife Sharon put on their usual filling lunch of hamburgers, hot dogs, and fries to a very appreciate bunch of diners.

We received the following note on our Chapter email – talk about coincidences:

I'm writing from Kansas City, EAA 91. I'm the Young Eagle coordinator, and have a story for you. We were setting up on a Friday afternoon for our Young Eagles and breakfast a few months ago, and a gentleman and his son came in. They explained they were in the area and just wanted to visit a local chapter. Their names were Pedro and Ryan and told us all about their chapter. Very enthusiastic. A few weeks ago, a Young Eagle of mine from at least 15 years ago texted. He's a Marine KC-130 pilot stationed near you, and wanted his kids to have a flight. I told him about Young Eagles Day, and within minutes he sent me a photo of the confirmation email. I saw it was with Chapter 14, and decided to look at your website to see what you all do. I was reading the front page and I see Pedro and Ryan mentioned. Hey!!!! I know them!!!! I was so excited and could not believe the coincidence. So, my Young Eagle has become a friend, is in his 30s, has 4 kids and another coming, and I hear from him often. So when he brings his kids on



*Crafts table in Hangar 1 for kids too young to fly as Young Eagles. 8/13*

August 13, you can tell him Chris says hi. He's one of our success stories.

Pedro took a job in Kansas – not sure where, but we told Chris that if Ryan and Pedro are close to their Chapter, the Chapter will really benefit from their enthusiasm and knowledge. We sure miss them. In other news, Ron Shipley's A2 Aircoupe is getting its annual – always a drawn-out process because of outside obligations.

*Week ending Aug 20:* Jimmy Kennedy, Gert Lundgren, Jim MacKinnon, Joe Russo, and Ryan were all busy on projects. Ryan is overhauling his Continental O-200 and Nigel Worrall helped work on the electrical portions. Saturday saw another good group for pancake breakfast hosted by Kevin Roche, and then a nice crowd for the General Meeting. One of the visitors asked for an Eagle flight, and Ryan had his Diamond out, so off they went. The visitor is especially interested in our October program speaker about



*Nigel Worrall helps out with the electronics on Ryan's O-200 overhaul. 8/20*





*Taking a break. Looks like some hangar flying on Young Eagles day. 8/13*

the ATC and was really appreciative of the aviation related meetings we have at the Chapter each month. Hats off to our Program Director Kerry Powell for providing them! And a welcome visitor: Gene Lenard stopped by – his many friends had been asking about him – it was nice to see him down at the Chapter.

*Week ending Aug 27:* Received another note from Chapter 91 about Pedro and Ryan. Chris St.Germain, the Young Eagles Coordinator, wrote: “Our regular chapter meeting was last Monday night and Pedro and Ryan walked in! While they were here, I enjoyed telling the connection of my old Young Eagle coming to your Chapter with his kids for flights. Pedro and Ryan helped with Young Eagles on Saturday today. I see why you miss them.”

Mark Albert, Jimmy Kennedy, Jim MacKinnon, Gert Lundgren, Trevor Pearson, Joe Russo, Ryan, and Ron Shipley all took advantage of the nice breeze at the Chapter to work on their projects or planes.

**General Meeting:** Program Director Kerry Powell opened the meeting and welcomed Chapter members and guests. Kerry then introduced our speaker for the month, Desi Ekstein, who spoke on drone safety. See a short overview of her presentation, *Review of Drone Safety - FlyRight*, on page 12.



## President's Message

Hello Everyone,

The summer heat has required some changes to our Chapter schedule of events. We will not be having a Young Eagles Day on the 2nd Saturday of this month and the fly-in for the 4th Saturday of the month has been canceled. However, our general meeting, breakfast, and presentation is scheduled to continue for the third Saturday of September – hope to see you there!

October will be quite busy.

- 2nd Saturday: An expanded Young Eagles program with additional activities.
- 3d Saturday: Breakfast, general meeting, program.
- 4th Saturday: Chapter Open House which will include a fly-in, display aircraft and open hanger event, swap meet, and a special barbecue lunch with music.

This month I want to congratulate all the Chapter members, pilots and volunteers involved in our Young Eagles program. We have one of the oldest and most active programs in the EAA. So far our Chapter has flown over 9,000 young Eagle flights, and we are getting very close to completing our 10,000<sup>th</sup> flight.

I also want to put out a reminder that we need volunteers to help serve breakfast and lunch, especially pilots and volunteers for our Young Eagle program.

Anyone interested or able to help can contact me directly at 619-661-7117.

Clear skies,

*Trinidad Lopez*



*Good attendance at the/August general meeting. See page 12 for a summary of Desi Ekstein's talk on drone safety.*





## July EAA-14 Flyout Report

By Francisco Muñoz

A salute to all EAA14 family, flying members, enthusiasts, Gillespie pilots and friends. Saturday, July 23, 2022, started with a typical June gloom (but

this time in July). As usual, it meant a No Go for VFR Pilots. While the weather controller in the sky decided to give us a break around 9:30 am, by this time two of the pilots were hungry, and taking the possibility of weather not cooperating at Chino (KCNO) into account, they flew for a safer bet to French Valley (L70). That meant we were 2 aircraft down. We were waiting for our YE Coordinator to arrive, but due to last minute commitments, he was unable to attend. So it ended up that only 2 aircraft departed to our destination, one from Brown Field (a C172 being flown by Milamae Zamora, Irlanda Muñoz and Loki as passenger) and one from Gillespie (a Cherokee 6 being flown by Marty Jensen and as passengers Richard and me).

We arrived at Chino and tied down our aircraft by the Control Tower but unbeknownst to us, we were far from the Flo's Airport Café. But a kind aviation soul (Mr. Sy from Sy Jets, LLC), in a gallant display of chivalry to our party and without prior knowledge or introduction, gave us a ride in his Golf cart and a tour of the airport as he drove us and left us by the Café. He offered to pick us up later and drive us to the Planes of Fame Museum. In the meantime, our second aircraft arrived, and the ladies were also driven by Sy to Flo's Airport Café.

We called Sy again and he allowed us to borrow his golf cart and we drove to Planes of Fame Museum. We saw so many airplanes but we were in luck and had the rare opportunity of seeing, up close and personal, "Tom Cruise's P-51" (the one from Top Gun 2). That was the highlight of the flyout, and it was totally worth it.

We had a taste of great American food, good company, and famous aircraft. This was a perfect flyout.

Thanks again for attending and keep flying!



Milamae Zamora, Irlanda Muñoz, and Loki at SDM before departing for the flyout..



Flyout group meets up at Flo's Airport Café at Chino Airport.



Tom Cruise's P-51 at Planes of Fame Museum



40 years ago, in 1982, there was Formula 1 Air Racing at Brown Field. Phil Fogg won the race in #1 "Aloha" at 241.8 mph with Chapter 14 member Ray Cote coming in second at 237.9 mph in #44 "Judy's Turn." Ray later purchased Aloha, renaming it "Alley Cat,"



## Young Eagles Photos 8/13



*Ron Shipley confers with the ramp crew*



*Attentive parents at the Safety Briefing*



*Look! There they are!*



*Too-young eaglets busy themselves at the crafts table while their older siblings go flying.*



*A red-shirt YE volunteer checks in at the Departure Desk*



*Watching the action from the Eagles' Nest*

## Chapter 14 at AirVenture



*Several of our Chapter members made the pilgrimage to Oshkosh for AirVenture this year. I think I see Nigel Worrell, Ron Shipley, Jimmy Kennedy, Kevin Roche, Joe Russo, and Alan Sparkes. Did I get everyone?*





## Building the Arion Lightning Classic – Phase 1

### Nigel Worrall

*Covered in fiber glass and itching like the devil. Glad I brought masks*

. For some time I had been looking into buying or building an aircraft. After research, I decided that participating in a factory build, as the owner, would provide a good fit for me. Not only would I be involved in most of the actual build of the aircraft, but at the end, as the manufacturer, I

could perform my own maintenance and annuals on the plane. The plane I chose is the Arion Lightning Classic. It offers a builder assist program and has the specifications I wanted: 130 knot cruise, but slow over the fence, economical, and very nice looking. See the company's website at [www.flylightning.net](http://www.flylightning.net) to get more information on this plane. The company offers a factory built LSA, but I opted for the 'Classic' with an empty weight of 800lbs and 1500lbs gross. The build assist center is in Marana, AZ, well within reach. What was not to like?

I put down a deposit on the aircraft during the pandemic. The plan was to have the parts shipped to the build site in Arizona back in early 2021. Unfortunately, I got caught up in supply chain issues like so many others, and it wasn't



### Build Assist Center

The "factory build site" in Marana, Arizona (near Tucson) may not be as fancy as the main facility in Tennessee, but inside it had everything we needed for the build. It is a very large hangar in the desert, clean, air conditioned and extremely well equipped for this project



*A 2400 foot dirt airstrip just out the back door makes this build center ideal.*



*The test area and apron with access to the airstrip.*



*A pile of parts nicely laid out, just waiting for my attention.*

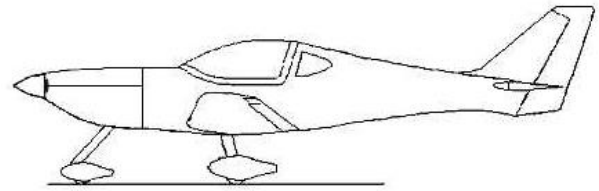


until June 2022 that all the parts were on site for the first build session.

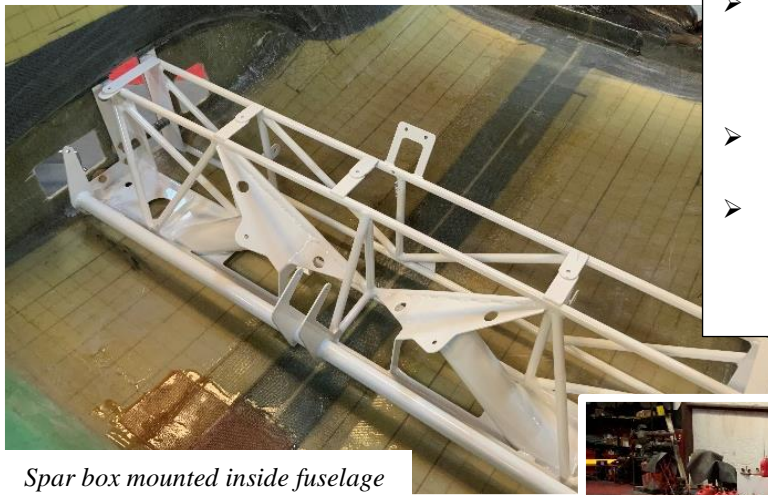
For over a week of 10 hour days I worked away under the supervision of Greg Hobbs and staff. Working with the composite was really dirty. I was very grateful for hot showers at the end of the day and lashings of anti-itch cream. The boxes below provide some comments and pictures from this first build session.

The second session won't be for a while yet. The build site personnel will do some of the body preparation for painting and other non-mechanical work, like gluing the side windows in place.

We are still being bedeviled by supply chain issues. But I should be going back in September, monsoon season allowing. Meanwhile, I need to get working on a paint scheme and the design and layout of my instrument panel.



## Day 1 – Day 3



*Spar box mounted inside fuselage*

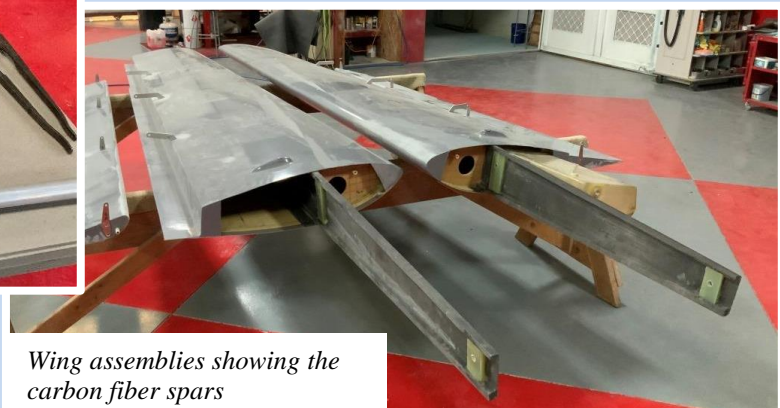
For the first 3 days, I noted the following progress:

- The wings have been on and off several times. We didn't get the spar box quite right first time around, so we redid that. It is much better now, the wings can come on and off more easily and they fit better.
- The spar box needed some 'tweaking' to get right. The joys of working with composite molds.
- I also worked on the incidence today and the stab is mounted. Several assemblies have been made up, rudder pedal system, aileron, flap and rudder hinges, glad to say it's coming along.



*Wing incidence set and stabilator mounted.*

*Rudder pedals with aptly named 'flute' tubes for adjusting the pedals.*



*Wing assemblies showing the carbon fiber spars*

On the fourth day, I made up some brackets and assembled my wheels. I think it should be on its feet in a couple of days.

By the eighth day, I had made more progress. I made up elevator hinges and drilled out holes for the tank fillers. They were a nice fit. Also, lots more pedal mechanics and body prep.



*Making up the elevator hinges. These required some precision drilling, as any one hole out of alignment would really stand out on the tail assembly.*



*Matco wheels and brakes assembled and ready for mounting.*

## Day 4 – Day 8

### Fuel Tank Installation

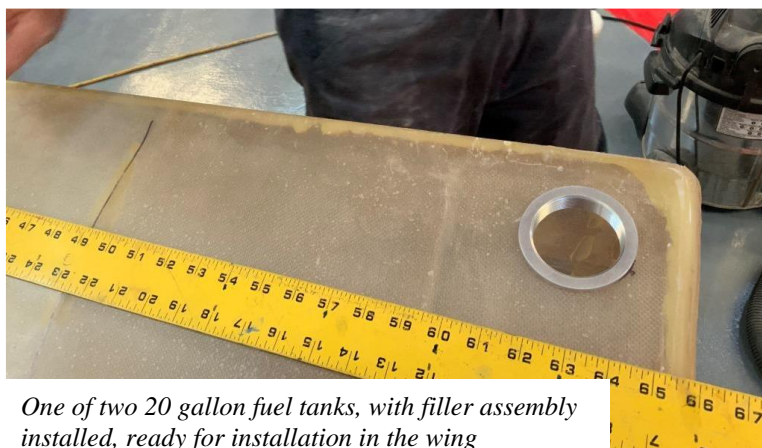


*Wing cut out for the fuel.  
Right on the mark. Phew!*

Measuring up for the hole in the wings and the fuel tanks was critical to make sure they lined up precisely.

The aircraft carries 40 gallons of fuel, at 5 gallon per hour, which is almost 8 hours duration!

*Nervously drilling a hole in the wing for the fuel tank filler.*



*One of two 20 gallon fuel tanks, with filler assembly installed, ready for installation in the wing*





*The only time I want to see the plane in this position.*

## Landing Gear & Engine Mount Installation

We stood the plane on its nose, so that I was able to get inside to do some heavy drilling on the undercarriage legs to mount the main wheels.



*Drilling on the spar box and wheel leg to mount the main wheels.*



*Main wheels mounted, waiting for the firewall and front wheel*



*Installing the firewall and engine mount.*



*Drilling the stabilator for the elevator hinges.*



## Final Day

Once we had installed the firewall and engine, we had to go back and reinstall the rudder pedal and brake assembly.

My last task before heading out the door for home, was to drill the stabilator and mount the elevator with Cleco fasteners.



*Stabilator drilled and elevator held in place with Cleco fasteners.*



*On the final day of the first session, there it was, on its wheels, firewall on, engine mount on, elevator positioned. A lot else has been done too: wings almost complete, canopy frame trimmed and glare shield prepped.*

## Seen at Oshkosh

**Nigel Worrell**



*One of several Curtiss P-40 Warhawks at the show.*



*A fine example of a B model P-51 Mustang, distinguished from the later models by the rear of the fuselage being in line with the top of the canopy, whereas later models had a bubble canopy.*



## Seen at Oshkosh

*The following pictures and comments were shared by Nigel Worrall who attended Oshkosh and volunteered in the Warbirds area.*



*This aircraft is called the Ekolot Topaz. It is a light sport plane made in Poland. Equipped with a full Dynon package, they come in at about \$135k. Very well appointed and the finish is excellent. This particular demo can be had for \$105k with only 300hrs on the clock.*



*This grey jet looking aircraft is a kit scale replica of the F-35. Made by a company called Archon, the prototype has about 400 hours of time. The kit will be offered next year sometime. Interested parties are invited to put down a \$25,000 deposit to secure a kit.*



*The red nosed fighter tail dragger is a Messerschmitt Me-109. This particular one was built under license in Spain and has an Allison engine.*



*This wonderful Messerschmitt Me-109, has an immaculate Daimler-Benz engine and was made in Leipzig, Germany. The aircraft was recovered from the bottom of Lake Swiblo on the Estonian-Russian border in 1990 and restored to perfection. It took first place this year at Oshkosh.*



*If vertical flight is your thing, then how about this turbine powered single seat Helicycle?*



*This RV-12 displays the colors Nigel Worrall is considering for his Arion Lightning project: Atomic Orange Metallic, Gun Metal Gray and White.*



# Drone Safety – “Fly Right”

## Short Summary by Donna Ryan

*The following information is based on a talk given by Desiree Ekstein, Lead Representative FAASafety DronePro (San Diego)*



**Desiree “Drone Diva Desi” Ekstein**

Desiree (Desi) Ekstein spoke on Drone Safety – Fly Right. She is well qualified to speak on the subject with the following qualifications among others: FAA Certified 107 Remote PIC, Adjunct Instructor of Unmanned Aerial Systems (UAS – commonly known as drones), Association for Uncrewed Vehicle Systems International (AUVERSI) Top Level 3 Instructor and Pilot. After a brief introduction of the growing popularity of recreational drones and the pressing need for increased safety instruction on operating them, she outlined several requirements for recreational drone use.

### TRUST (The Recreational UAS Safety Test)

- The law requires that all recreational flyers pass an aeronautical knowledge and safety test and provide proof of passage if asked by law enforcement or FAA personnel.
- The Recreational UAS Safety Test (TRUST) was developed to meet this requirement. It covers important safety and regulatory information.
- While you need to get 100% on the test, it can be completed online and you have the opportunity to check your answers before submitting the test.
- Print out the test certificate and keep it with you when you fly your drone. You must present a copy of your certificate if asked by law enforcement officer.

### Register your drone with the FAA

- Go to <https://faadronezone-access.faa.gov/#/>.
- The registration is good for three years.

She then highlighted the components of the FLYRIGHT program.



- Register your drone as either recreational or commercial.

- Interact with others by networking, learning from others in the drone community, be an ambassador and share your passion for drones.
- Gain Knowledge through social media, webinars, and the website FAASafety.gov.
- Have a safety plan: be prepared, plan ahead, think through emergency scenarios, e.g. how far can your drone go before the battery gives out.
- Trust and train: training process must be continual, develop muscle memory, gain flight skills and knowledge

She next offered several safety and operational tips, among them the following:

- Place anti-collision lights on the top of your drone so aircraft can see you – the lights aren’t for you to see the drone at night.
- As a recreational flyer, you have to get permission to fly in controlled airspace.
- Beginning September 16, 2023, all drone pilots required to register their drone must operate their aircraft in accordance with the Remote ID rules for pilots.
- Transponders are not required for drones.

The session concluded with a lengthy question and answer period.



## Kerry Powell, EAA-14 Program Director

*Program summaries are taken from descriptions on faasafety.gov*

**September 17:** Gary Wigdahl, ATP, CFI, CFII, MEI, USAF flight instructor, speaking on preventing loss of control.

**October 15:** Rob Reddeg from the SoCal Tracon, speaking on ATC pilot outreach.

Rob works for the SoCal Tracon and has been a very active ATC spokesperson all around Southern California. He has led past Operation Rain Check visits at the TRACON, and has been the featured speaker at many pilot groups in the WP09 (San Diego) and other regions. He has an engaging speaking style and his Q & A sessions at the end are extremely valuable and popular.

Join us to hear Rob help you unravel the mysteries of working with ATC and help them give you better service. Rob will also be able to update us about staffing at the TRACON during the pandemic.

They really are here to help!



# Mini-Maxims

## A Log of Progress, Mistakes, and Corrections

Gene Hubbard

First, the progress report: I've pretty much finished the left wing except for some fiddling with the aileron to make it operate smoothly. More on this next month. I also built a wing rack to hold the wings while I build the rest of the plane. Figure 1 at the upper right shows the current wing status

On the Mini-Max, the ailerons are constructed as part of the wing, then cut out and finished after assembling the main wing structure. This is a fairly standard approach for wooden aircraft and ensures that the aileron fairings smoothly into the airfoil. However, since the Mini-Max's full span aileron is nearly 12 feet long, this approach leads to some complications.

Figure 2 shows the aileron cross-section. The aileron spar caps are added between the ribs after the wing is assembled but before cutting off the aileron. The goal is to smoothly taper the spar caps over the entire length of the aileron without gouging or otherwise damaging the rest of the structure.

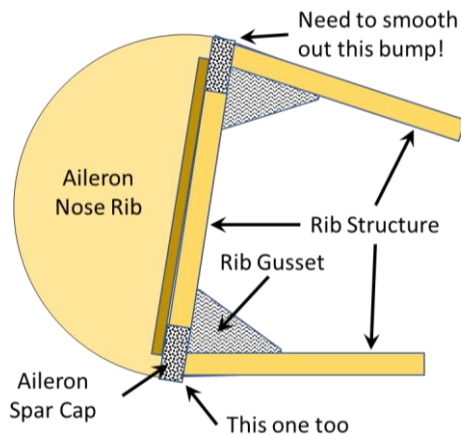


Figure 2. Aileron cross-section. Since the spar caps use rectangular stock and the airfoil tapers on both top and bottom, I needed to find a way to smooth out the bump between the spar cap and rib structure over the entire 12-foot length of the aileron.

The obvious approach was to use a sanding block, but I had two major concerns:

- 1) Gouging the rib structure when removing material from the spar cap
- 2) When to stop sanding to avoid scallops between the ribs.

I used a long Perma-Grit sanding block for material removal and placed a piece of paper under it so I could use the rib structure as a guide without abrading the ribs themselves. See Figure 3.



Figure 1. Left wing nearly complete. Just some work on the aileron to finish up.



Figure 3. Using a sheet of paper under the end of a sanding block allowed me to remove material from the spar cap without damaging the rib structure.

As for when to stop sanding, I wanted to taper the spar cap, but not remove any significant material from the leading edge where it was flush with the top of the ribs. I did this by using the side of a pencil to dirty up the surface, then stopped sanding when the entire surface was clean again (Figure 4).

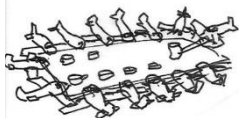


Figure 4. Using a pencil to color the top of the spar cap, then sanding off the marks gives a good indication of when to stop sanding and helps avoid scalloping the spar cap between the ribs.

These are the techniques I used to solve these problems—there are others that work too. More about the ailerons next month!

Gene





## August 20, 2022 Board Meeting

**Donna Ryan, Chapter 14 Secretary**

*Provisional Minutes – Pending Board Approval*

The Board meeting was held on Saturday, August 20, 2022 beginning at 11:53 pm.

Directors and officers present were: Gene Hubbard (Zoom), Jimmy Kennedy (proxy), Ted Krohne, Ashley Lopez (proxy), Trinidad Lopez, Francisco Munoz (Zoom), Kerry Powell, Jonathan Robbins, Kevin Roche, Larry Rothrock, Donna Ryan (Zoom), Ron Shipley, Alan Sparkes, Stu Strebig.

### Board Decisions

(Subject, moved by, seconded by, pass/fail)

- June 2022 Minutes reviewed and approved. Kerry Powell/Ted Krohne: passed.
- Treasurer's Report reviewed and approved. Jonathan Robbins, Ted Krohne: passed.
- Prepare information for the canard group about our IFR simulator as an inducement for them to join the Chapter. Larry Rothrock/Stu Strebig: passed.
- Create a Young Eagles volunteer recognition award for the Chapter and award it to the individual nominated at the August 2022 Board Meeting. Jimmy Kennedy/Larry Rothrock: Passed, 1 opposed.
- Motion to adjourn. Jonathan Robbins/Ted Krohne: passed.

### Old Business

Lease Option: No change. **Trinidad Lopez** will contact the City to see the status.

Ray Scholarship: **Trinidad Lopez** discussed the status of applications for the Ray scholarship. He will present an overview of the applicants via email for the Board's review and decision.

### New Business

Membership: While membership is good, especially after the pandemic, we want to increase it, and Trinidad wants to make this the focus in next month's meeting. **Gene Hubbard** mentioned writing a letter to past members inviting them back and reminding them we are open for business once again. **Larry Rothrock** asked about putting an item in the canard group media about our IFR simulator as an encouragement for them to join. A motion was made to share information about our simulator with the canard group. Larry will discuss the idea with **Jonathan Robbins** and **Gary List** and will write up information after the discussion.

IRS Notice: Treasurer **Ron Shipley** shared information about a notice we had received about supposedly filing our taxes late. We have proof that the proper extension

information was sent by our tax preparer – and that the issue is a delay by the IRS in processing information.

Bank Interest: **Ron Shipley** briefly reviewed interest rates at different financial institutions. No action on moving funds at this time, as we are waiting to see progress on the lease negotiations.

Young Eagles/Eagles: **Trinidad Lopez** mentioned we were considering cancelling the Young Eagles event in September because of the heat and to give our pilots a break. **Jonathan** mentioned that EAA National is encouraging each Young Eagle pilot to fly 30 kids this year, as it is the Young Eagles' 30<sup>th</sup> anniversary. **Stu** mentioned perhaps we should just scale back the event for September as we are advertising that we are fully open. **Jonathan** suggested trying to get concrete commitments from pilots in advance; **Trinidad** explained we do that each month, but some pilots have flexible schedules and don't know their schedule until late in a given week. The Board agreed that the decision should be left in the hands of our Young Eagles Coordinator as he knows the issues and resources.

**Trinidad** mentioned that we are looking into holding Young Eagle and Eagles Workshops, using EAA National material.

Young Eagles Volunteer Recognition Award: **Alan Sparkes** nominated an individual for recognition because of the individual's enthusiasm and energetic activity during each Young Eagle's event. A vigorous discussion concerning how best to implement this nomination followed both at the meeting as well as during discussions and emails afterwards. A consensus motion was made to create a Young Eagles volunteer recognition award (design pending) for the Chapter. The individual nominated at the Board Meeting will be the first to receive it.

September Pancake Breakfast: **Kevin Roche**, our much appreciated regular pancake breakfast chef will be out of town in September. **Larry Rothrock** and **Ted Krohne** volunteered to serve pancake breakfast.

Upcoming Activities: **Francisco** has organized a flyout to Hesperia Airport next Saturday. We will also be organizing a fly-in, special lunch for members and pilots, but we need to select a date that won't interfere with other aviation activities. We also plan on an Open House to welcome the community, FBOs, the Tower etc. Events will include a special luncheon, swap meet, aircraft display, and activities for kids. Stu Strebig mentioned writing something up for The Reader on the Open House. We also plan on having a holiday get-together towards the end of the year. **Gene Hubbard** suggested looking into an Ocotillo Wells outing sometime before April.

### Items Identified During the Meeting to be discussed next month

Membership growth, lease update, Ray scholarship, upcoming activities.

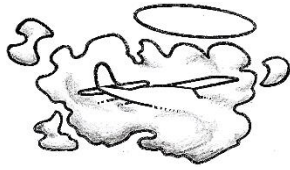
The meeting was adjourned at 1:01 pm.

Submitted by **Donna Ryan**



## Dayton Smith Gone West

We received word that Dayton Smith, long-time member of EAA Chapter 14 passed away on August 19, 2022 at the age of 87. He served as Chapter Vice President and then Chapter President in 2000 and 2001, and thereafter as a director for many years. In 2009, he received the EAA 14 Life Membership Award in recognition of his many contributions to the Chapter. The attached picture shows him receiving the award from President Larry Rothrock. A teacher by profession, he enjoyed helping new pilots learn the ins and outs of aviation, both in the air and in class. He organized a ground school at the Chapter on Monday nights which was well-attended and helped many of our present Chapter pilots get through their written test. He was well positioned to do this as he held the following ratings: COM, CFI, ATP, IFR, ME. While he hadn't been able to be down at the Chapter for some time, we remember his sense of humor, passion for aviation, and willingness to share his knowledge with both young and old.



## Marketplace

**For Sale:** Falco parts and plans. Donated to EAA Chapter 14. Asking \$1,000 or make an offer. Text Ryan at 858-229-4875 for more information.



**For Sale:** Brand new RV-10 empennage. Purchased for \$4,500 in February 2021. All parts, tools, and paperwork available; can be registered at Vans. Donated to EAA Chapter 14. Selling for \$1,500. Text Ryan at 858-229-4875 for more information and pictures.



*Larry Rothrock (right) presents Dayton Smith with his Life Membership plaque in 2009.*



*Ten years ago, in the September 2012 Spirit, we reported on repainting our large logo on the back of the trailer. Looks like the participants were Chris Puntis, Ryan, Rob North, Dennis Cullum, and Bob Osborn.*



*Ben Balanag showed up at the field with his unique car, Always a hit with the bystanders!*



# September 2022

## Facebook

<http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593>

## Chapter Website

<http://www.eaa14.org>

### EAA Chapter 14 Memberships

Applications are available at our Brown Field hangars and on our website.

#### General Chapter Information:

Donna Ryan (Chapter Secretary) (858) 273-4051. Leave voice mail or text.  
[eaal4contact@gmail.com](mailto:eaal4contact@gmail.com)

Director Name	Phone #	Email
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EAA Chapter 14 (with answer machine) (619) 661-6520

### Chapter Events

**Open House at the Brown Field hangars:**  
every Saturday from  
10:00 am to 2:00 pm.

**Pancake Breakfast:**  
7:30-9:30 am, third  
Saturday of each month

**General Meeting:** 10:00  
am, third Saturday of each  
month

**Hangar Phone:**  
619-661-6520

Experimental Aircraft Association  
San Diego Chapter 14  
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