

Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

April 2019

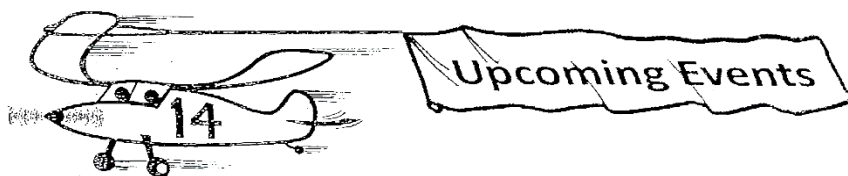


Yak 50 in flight. The Soviet aerobatic team used this type of aircraft in the 1970s and 1980s to achieve two world championships. According to Wikipedia, aircraft serving with the Soviet aerobatic team were scrapped after about fifty flight hours due to the intense stress on the airframes. Photo by Jim MacKinnon. 3/10

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April 10th—IMC Club Meeting. 1830 at Sierra Mesa Library, 9005 Aero Drive, San Diego

April 13th—Young Eagles Rally. Sea Cadets

April 20th—General Meeting. Mark Long on "Development of the Algie LP1 Carbon Fiber Kit Aircraft."

May 8th—IMC Club Meeting. 1830 at Sierra Mesa Library, 9005 Aero Drive, San Diego

May 11th—Young Eagles Rally. Boy Scout Troop 120

May 18th—General Meeting. Jeremiah Jackson on "Four Minutes: Surviving the Crash of an Experimental Airplane"

Chapter Briefing

EAA Chapter 14 Members



Brown Field Reminders:

The Brown Field terminal building is undergoing external painting and repairs in the coming weeks. The project will take 2-4 weeks to complete. During this time, please report any safety concerns and obey any safety directions to avoid potential issues. The building will remain open during the project. If you have any questions or concerns, please call Airport Operations at 619-424-0455. The paint job and repairs will certainly improve the look and feel of our airport.

Chapter Activities: Information provided by Chapter members.

Week ending March 1: Some cold blustery weather during the week, but there was still activity at Brown Field. Mark Albert took his RV-3 for a ride, Chuck Stiles made up the new 3/8 inch angle iron cable anchor system for the tie-down hangars, Brett Stephenson was busy on the simulator. Gene Hubbard loaned Ryan an old carburetor to use in testing the Titan – it worked like a charm – so now on to working on brakes. Some excellent news: Bob Osborn was out and about during the week – we hope to see him down at the Chapter very soon. On Saturday, despite rainy weather, a good crowd showed up for chefs Ron and Mary Ann Shipley's lunch of lasagna, Texas toast, salad and dessert. Members were busy with their planes as well. The Serendipity Club added Gleb Dorogokupets to its roster of members and Club members were sharing information on the plane. Mark Albert worked on fine-tuning his carburetor. Probably the loudest member was Ryan. He found an old prop in his Aladdin's Cave of treasures, and put it on the Titan to taxi around the facility. When the engine fired up, it sounded like a huge Harley motorcycle



A shiny blue Corsair pedal plane donated by Gil Rud om March joins the Gee Bee R-2 donated by Ron Miller back in 2007. 3/9



Trinidad, Ashley, and Sharon Lopez finish up serving POGGI burgers after the March General Meeting. 3/16

revving up its engine right outside an open window late at night. He added what Chuck Stiles called an expansion chamber (looks like a fancy muffler) and the noise abated considerably. He'll need a right-handed, larger prop to get adequate power, but at least it is moving. Next step is working on the brake system and the backwards throttle.

Week ending March 9: Despite uncertain weather, including rain, throughout the week, Chapter members continued working on their planes, projects or hangars. Jimmy Kennedy was busy making wing tables so he can join the two top wing sections together and finish them up. Billy Lopez spent time working on the Club Piper. Saturday saw lots of activity at the Chapter. There was a large turnout of Young Eagles and parents and Mark Albert and his excellent ground crew kept everything moving smoothly. The Teenie Two was out front and center of Hangar 1 to serve as a hands-on display for the Young Eagles and it got a lot of attention. Alan Sparkes, our chef for the day, was busy preparing hotdogs for Young Eagles and hamburgers for adults. Ryan pitched into help because of the number of diners and together they served close to 60 meals.

Week ending March 16: Chapter member Gil Rud donated several boxes of goodies to the Chapter. On Thursday, Chuck Stiles and assistants spread out the contents, including a transponder, some headsets, some knee boards, oil filters, lights, and a sparkling blue Corsair pedal plane. Young Eagles coordinator Mark Albert scored the headsets for the Young Eagles program. The pedal plane makes a great addition to our lineup of aviation transport for the younger set and will no doubt get lots of use on our next Young Eagles Day. Thanks, Gil, very much for your donation! On Saturday, we had two feasts for our members and visitors. Kevin Roche manned the grill and served 22 plates of blueberry pancakes, sausage links, and eggs made to order – can't beat the price or the quality! Chuck Stiles manned three waffle makers and keep churning them out as quickly as possible to meet the demand. Then for lunch, Trinidad Lopez, his wife Sharon, and daughter Ashley served up an excellent meal. Trinidad named it a POGGI burger – 100% beef available as either a quarter pound



Ryan begins taxi tests with his new Titan. 3/23

single or half pound double with all the fixings. Trinidad thought this was an appropriate name for our special EAA 14 burger – it is named for the VORTAC radio navigation station which is located just north of Brown Field. The meal was rounded out with homemade French fries, original Coke in a bottle and cookies – an All-American meal appreciated by over 45 eager diners.

Week ending March 23: The week started out with a fire extinguisher inspection on all 29 fire extinguishers at the Chapter. Chuck Stiles spent 3 hours with the inspector making sure all extinguishers were functioning well, or, if necessary, replaced. We're now good to go for another year. Ryan worked on our soft drink machine trying to coax some extra life out of it. We received some sad news this week. Long-time member Mark Loveland passed away. He was a frequent visitor at our Chapter and enjoyed talking to our members about a variety of aircraft. Once a year he and Kevin Roche served the Chapter some excellent carne asada tacos with great refried beans and loads of guacamole. That was one meal we always looked forward to. And, of course, we enjoyed hearing about his very nice Yak 52. He also donated the Ray Cote propeller clock proudly displayed in Hangar 1. Chris Puntis had put it together and the Chapter offered it for sale. Mark purchased it and then turned around and donated it to the Chapter – a very welcome addition. We appreciated all that Mark did for the Chapter. On Tuesday, Ron Shipley took advantage of the nice weather and took a flight in his beautiful Alon Aircoupe. Jimmy Kennedy and Jim MacKinnon worked on their Nieuports; Ryan tried out different blade configurations for the Titan propeller and began exploring different engine options. Taking advantage of good weather, Thursday saw Chuck Stiles doing some welding work on the hinges of Gene Lenard's hangar, Jimmy Kennedy working on his ailerons, and Mark Albert conducting needed maintenance on his RV-3. Two members of the Serendipity Club plane went for a flight and Ryan made a wing rack for his Dragonfly project wings. A gas tug was donated to the Chapter by Bob Norgren. Saturday dawned clear and bright, but not so at other airports. Several members had planned on going for a breakfast run, but both Fallbrook and Ramona were socked in. However, Gary List and Kevin Roche made it out for a flight in Gary's Colt. At the Chapter, Chuck Stiles was busy welding up a new trailer. Ryan grabbed some members who were in Hangar 3 to help him reinstall the wing on his Titan. Now he will be able to see what

engine will fit. Jonathan Robbins served up an excellent meal of two kinds of lasagna, salad and breads, along with ice cream – always a welcome treat on a brisk, cool day.

Week ending March 30: The door hinge issue on Gene Lenard's hangar turned out to be a bigger job than first anticipated. Chuck spent most of the week getting out the old bolts, putting in new ones and making the door serviceable again. Saturday saw a nice crowd enjoying Gene Lenard's excellent meal of freshly sliced ham and cheese grilled sandwiches, potato salad, green salad and lots of fixings. The Serendipity Club took advantage of the very nice weather to get a flight in. Ryan worked on getting his Dragonfly ready for the annual and got the cowl on his Titan. The Nieuport group was in full swing with lots of progress being reported by all 3 builders.

General Meeting:

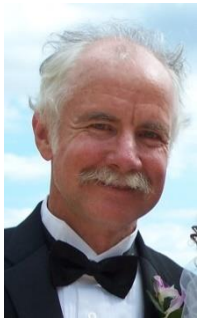
President Gene Hubbard opened the meeting and welcomed over 50 Chapter members and guests. He mentioned that we continue to work on our lease option expansion. He also encouraged members and visitors to either renew their membership or join the Chapter.

Young Eagles: Mark Albert thanked the Young Eagle pilots and ground crew for all their hard work. This month we flew 36 Young Eagles and one Eagle, for a grand total of 45 Young Eagles so far this year – a great number considering the problems we've had with weather. Forty or so Young Eagles are expected in April and Mark encouraged all to help in this worthwhile program. He mentioned that we have a credit of \$1,000 for 2018 from EAA National, which will be put to use in expanding the program. He also mentioned that Brown Field Airport Operations has asked that we man the gate on Young Eagles Saturday for security purposes – contact Mark to see how you can help on this or a variety of other ground crew tasks.

General Meeting Talk: Program Chairman Kerry Powell discussed upcoming programs and then introduced our speakers for the month: John Schaper and Tom Marquez speaking on Lessons Learned from Local Accident Investigations. See a summary of the talk on p. 8.



Lunch and fly-mart on the fifth Saturday. 3/30



President's Message

Gene Hubbard

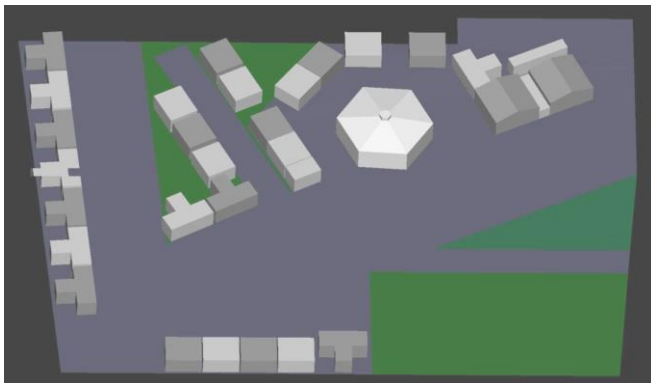


Our lease extension proposal continues to ooze its way through the City government. I've heard that our development plan, required by the lease terms, has received informal approval, and the option area is scheduled for a market rate appraisal in just a few days. Thanks to Todd Guynes for the 3-D rendering of our site plan below. This view from the east includes space for our large row hangar and three additional T-hangars facing the ramp, along with five new ELSA shelters for aircraft (such as Nieuports) that can be moved by hand over unpaved surfaces. Stay tuned.

We didn't here by magic; we're standing on the shoulders of giants. Chapter legend is that Ben Hunsaker funded Hangar 1 on his credit card. Paul Hanson spearheaded Hangar 3 construction along with the library and bathrooms (see "The Way We Were" on p. 10). Larry Rothrock kicked off our current expansion drive with the purchase of Hangar 4 in 2005. He and Joe Russo completed negotiations on our current lease (now to run through 2035) in 2007. I left out a lot of people here: hangar managers, Young Eagles coordinators, flyout organizers, program chairpersons, and lunch chefs. Even presidents and board members. Look up past "The Way We Were" columns to read about them.

We're won't get to 2035 and beyond by magic either. We're not a yacht club. It's Chapter members pulling together that keep our operation going and affordable. If you see something broken, fix it. Hangar manager Chuck Stiles, along with Ryan, keep major maintenance issues under control, but we depend on all members for the routine stuff. Our immediate need is volunteers to sign up for second quarter lunches. The directors listed on p. 13 are the backstop; they make sure there's something to eat if everyone else flakes out. Help us out, pick a date, and volunteer to serve a Saturday lunch. It's not hard, and it's a good way to get to know other members.

Gene Hubbard



Proposed EAA-14 site after build-out on parcels B and C. Thanks to Todd Guynes for the 3-D model.



Young Eagles Report

Mark Albert

March was a big month for Young Eagles and Chapter 14 put it all together. What a team! First thanks to the pilots: Chris Constantinides, Pete Grootendorst, Ron Shipley, Jonathan Robbins, Ted Krohne, Gil Rud, and from KSEE Howard Young and Tom Burton. Thanks to their generosity we flew 36 Young Eagles and one Eagle.

Deja vu? If you think this is a report from a few months ago and the above names are the same I suggest you add your name to the above list and fly a few Young Eagles. I will certainly make the change and add your name to the list. These guys do a lot of heavy lifting and we can always use some help flying, as well as setting up, cleaning up and educating, after all what good are we if we don't inspire and pass along some of the knowledge we have gained from the decades of experiences we have endured.

Where we need your help:

- Ed Watson could use some back up explaining airfoils
- The Airport Manager would like us to station someone at the gate for a mass entrance
- Build a box? Anyone want to demonstrate tools to the kids

Scheduled groups:

April - Sea Cadets
May - Boy Scout Troop 120
October - Ramona Airfair

Thanks for reading and if you have some suggestions about how to improve our program please let me know, when you volunteer!

Regards,

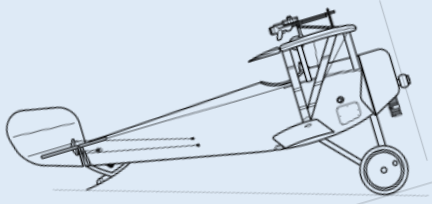


Mark Albert

EAA Chapter 14 Young Eagle Coordinator

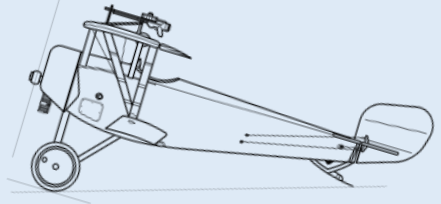


Young Eagles gather around Jonathan Robbins' Luscombe waiting for a ride. 3/9



Nieuport News

Notes by Chuck Stiles



Progress on all three Nieuports being built at the Chapter is moving right along.

Jimmy Kennedy



Jimmy has been hard at work building wing stands for the final assembly of his Nieuport top wing.



Jimmy adds color to the wing. This is the 2024T3, still in its plastic protective wrap, that makes up the aileron cove.



Wings stands are done – top wing is ready for completion.



Here he is taking a break from working on his wing to spend a little time on his instrument panel.

Jim MacKinnon



Not to be outdone, Jimmy Mac has been hard at work on the wing rigging of his Nieuport.



More of Jim's handiwork. This is the Vee strut that holds on the top wing. Temporary landing wire to the right



Both wings are now supported by the airframe, without the help of that garbage can! Gene Hubbard's beautiful Nieuport is also in the picture.



Fine-tuning the rigging.



He also has his top wing laid out on an assembly table in preparation for final assembly.



Jim drills out rivets before installing engine mount reinforcements.



Jim's new fuel tank, built by Rob North. Gene's Nieuport has one just like it.

Jim MacKinnon

Gene Hubbard



Here's Gene scoping out where to mount his throttle quadrant.



Kerry Powell, Program Chairman

Descriptions from the announcement on faasafety.gov:

April: Mark Long. The LP1, or 'Light Pressurized 1', began over 15 years ago in the mind of David Algie. It wasn't just an idea 15 years ago though, work actually began on this airplane that far back, and the basic shape has been frozen for quite a long time. The LP1 is a two-place, pressurized, carbon fiber kit aircraft powered by an adapted Chevy Corvette LS engine that is intended to operate at altitudes as high as 29,000 feet (with sea level cockpit pressurization) and cruise at 385 mph burning just 14.5 gallons of fuel per hour. Even more astonishing is the goal for a 1,080 pound empty weight which will give this aircraft the ability to carry two 200 pound people, 50 pounds of baggage, and 62 gallons of fuel... all with a gross weight of just 1,902 pounds.

Mark is a Chapter 14 member currently providing a series of articles on propeller design for the Spirit.

May: Jeremiah (Jerry) Jackson. This talk describes what happened during a Phase I test flight of a new RV-10 when it suddenly lost all oil pressure, suffered engine failure, and crashed in the mountains of Southern California. The speaker candidly relates what he did to survive the crash unhurt, and what lessons he learned from the experience.

Jerry is a new Chapter member nearing completion of a Little Wing autogiro project.

New Members

Donna Ryan

Welcome to our new members. The information below comes from their membership applications. Some people just include the essentials; others expand a bit on their experience.

Look for them at the next meeting, introduce yourself and get to know them better. We very much appreciate their support.

Neil Harland is an instrument rated SEL pilot with two projects in mind. Short term is the Aerolite 103. Long term is a Mustang II. Best wishes on achieving both goals!

Michael Stelmach just became a member of the Serendipity Club and is looking forward to flying their Piper PA-28 hangared at EAA 14. Michael holds the following FAA ratings: CFII, CFI, Commercial Instrument SEL MEL, and Advanced Ground Instructor. As for skills he can donate to the Chapter, he listed the following: CFII, CFI, Advanced Ground Instructor, and Instrument Ground Instructor. He also holds amateur radio and general radio operator's licenses with a radar endorsement. Michael is interested in flight simulators, amateur radio operation and is an NRA Certified Range Safety Officer, working on becoming an NRA Certified Pistol Instructor. Flying highlight: flying cross-country to Oshkosh from San Diego.



Yaks launch from SDM: 52 in front, 50 in rear. 3/10

Local Accident Investigations

Summary by Donna Ryan

These notes are from the 16 March program talk given by John Schaper and Tom Marquez.

This informative and well-illustrated talk covered a variety of local aviation accidents, occurrences, and incidents – all provided with the express purpose of learning from them.

From October 2017 through September 2018, the San Diego area had 163 occurrences, 16 accidents, and 17 incidents. From October 2018 until March 2019, there have already been 6 accidents, 6 incidents, and 50 occurrences. Some of the factors that the FAA looks at after an event include the following: airworthiness of the plane, competency of the airman and the repair station, annual certification. The speakers stressed that the FAA's purpose is not to find fault when investigating an event – rather it is to identify areas of improvement and to educate all entities concerned.

Some events involving pilot error are listed below. Graphics with the talk displayed the result of such areas as fuel mismanagement, pilot incompetence, or distraction:

- Out of state visitors were going to fly back home after a two week vacation here. They were heavy visitors to begin with and two weeks of vacationing added baggage including 10 cases of guacamole. The plane was severely overweight, and it was too heavy to fly – it came back down hard after taking off. The pilot had done a weight and balance before the trip, but not afterwards.
- In an experimental plane, the pilot came up short by 1/8 of a mile. He didn't change tanks. The right tank was full, left tank was empty.
- In another case of fuel mismanagement, one young man set an alarm on his phone so he could change tanks, but he didn't hear the alarm – and so he didn't change tanks.
- Pilot didn't complete checklist prior to flight; if he had, he would have identified the issue that caused the crash.
- Pilot took off in an ultralight, didn't know how to land.
- Pilot had just bought the plane and wasn't experienced with the type. He ran into a ditch.
- Pilot was distracted making a phone call after landing and ran into a fence.
- Pilot landed long, hit gravel, flipped over, and rebar penetrated the roof of the aircraft (luckily not the pilot). Lesson: You always need to know where you are at.
- At SDM, pilot landed in fog, missed the runway.

The talk then covered some maintenance issues that resulted in accidents, incidents, or occurrences.

- Cowl came off when the pilot was doing spins. Neither mechanic nor pilot had bothered to check the latch.
- Repairman copied same information as prior year and simply changed the date. Lesson: You need to ensure that your repair man is honest and competent.

- Repairman failed to tighten the nuts on the fuel pump.
- Door came off because of corrosion.
- The cylinder was replaced, but no one looked at the camshaft – it was bad and the engine wouldn't run.
- Stick came off because repairman used the wrong bolts.

The speaker discussed at length the issues that led to the 4 person fatal accident in a Velocity. The pilot made one mistake after another, including the first one – the door wasn't latched before the pilot took off. Once he realized this problem, he should have aborted takeoff. Since he didn't, problems just kept piling up.

The speaker next covered some other events – most fatal:

- Two senior pilots had get-home-itis and they shouldn't have flown in the bad weather. They had an incident coming out of a thermal, hit mountaintop at 240 knots.
- One plane had a cockpit full of high-tech electronics, but the pilot didn't have an old-fashioned artificial horizon. He came out of the clouds upside down and crashed.
- Pilot and his friend built a Lancair with a highly modified engine. It crashed 1 ½ miles before reaching the runway and the examiner could find no fuel. Eventually the examiner found a kneeboard entry (the kneeboard debris was found down in a well) which read "look at fuel pressure and fuel flow."
- Repairman just painted over corrosion. Lesson: Know your maintenance provider.
- Repair shop responsible for maintenance on one plane looked like a dump. Nothing was labeled, there were no log entries. After some repair work, the nut that held bottom part of the magneto wasn't there and a stall spin resulted. The repairman's shoddy work meant that the plane was 20 feet in the air and then crashed.
- Pilot forgot to set brakes, then he took off the chocks and the plane rolled into the bottom of the hill.
- Neurosurgeon owned a plane and watched the maintenance man do the pressure check. He figured he could do it himself, but he had no calibrated instruments. End result - he blew up the engine. As he landed, he hit signs and lots of other stuff and the plane was destroyed.
- Pilot decided to go to the next airport as fuel was cheaper there and ran out of fuel on the way.
- Pilot proposed to his girlfriend and she was sitting in the same seat with him expressing her happiness just as the pilot was landing. He hit a thermal over French Valley and on the way down he hit seven planes parked on the tarmac. Wedding plans were put on hold.

The talk ended with some reminders:

- Know your own abilities
- Be aware of your surroundings
- Don't oversell your abilities or show off.
- Don't lie to the inspector – own up to your mistakes.
- Do the correct stuff even when no one is watching.

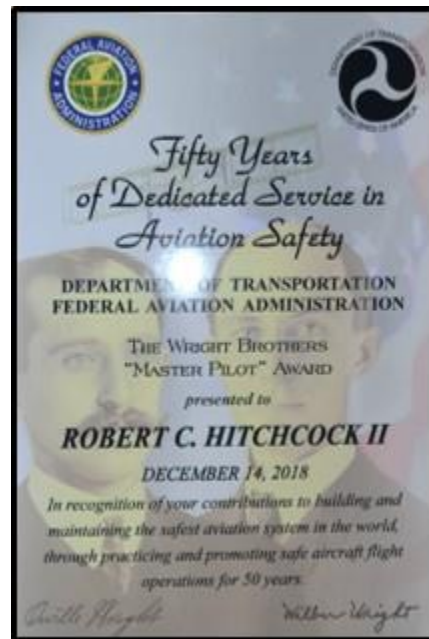
Master Pilot Award

Bob Hitchcock

At a regular monthly meeting of the Quiet Bird Man on March 11, 2019, I was honored to receive the FAA Wright Brothers "Master Pilot Award." The award was presented by Joe Davies. The FAA created this award for the purpose to "...recognize pilots who have conducted 50 or more years of safe flight operations." I was notified of being accepted for this award by the FAA FAASTeam Program Manager Randal "Steve" Nelson at an AOPA seminar which featured Rod Machado as the guest speaker. I became aware of the award several month ago when the award was presented to another pilot who is a member of the Quiet Bird Man organization. I thought that it would be fun to see if I



Former Chapter 14 president Bob Hitchcock receives his FAA Master Pilot Award from Joe Davies at the March Quiet Bird Man meeting. Congratulations Bob!



FAA Master Pilot Award presented to Bob Hitchcock at the March Quiet Birdman meeting.

qualified for the award, so I downloaded the nomination form and filled it out. It required a resume of my flying history including military and civilian aircraft flown, FAA ratings, community organizations related to aviation and five letters of recommendation from fellow aviators. When looking through my log books I was surprised to learn that over the years I have flown 145 different aircraft and accumulated almost 6,000 hours of flight time. It was also very helpful to list that I was EAA Chapter President of EAA Chapter 14 in 1996 and have flown 188 Young Eagles. It has been quite a while since I have flown Young Eagles at Chapter 14 however, I plan to do so again.

Garry Adalian at El Centro



This picture is from last weekend (March 16th) when myself,(AcroSport 1) Jerry Furnas (Starduster 1) and Bill Lund (Starduster 2) were invited over to El Centro NAS to be on static display for the Blue Angels Air Show. We flew over together and were positioned in the same bay for the show. Great fun.



The Way We Were: 2007

Donna Ryan

General

- Began researching the cost of new hangars to put on new land. Obtained delivery lead-time estimates and installation cost estimates, as well as hangar cost quotes for row hangars. Ways and Means Committee was charged with the financial oversight of the project. (cash flow, best use of Chapter funds when purchasing hangars and any hidden costs).
- Building Committee was directed to select a date for delivery of our initial building plans to the City.
- Chapter's Building Committee began steps to develop a Master Plan – our long-term vision for land use. President Larry Rothrock wanted a drawing that depicted the anticipated final use of the total lease area, as well as a discussion of the planned building phases.
- Some Board Priorities: handling the lunch issue, how to arrange for programs for the monthly meeting, Chapter activities.
- Larry Rothrock wanted to revive a past practice of having each director be responsible for a specific assignment, e.g. safety, kitchen, web site, Ocotillo, programs, Birds of A Feather fly-ins, newsletter, library, facilities, leases, B-17, Awards banquet etc.
- A number of suggestions were made regarding lunches (a continual thorny issue). Best plan might be that directors would be in charge of lunches for one month (although they didn't have to do all the work). Other options: Mentoring: having experienced lunch provider work with willing novices; having someone in charge of the kitchen; utilizing "Mike Fisher"-type menus; periodically having catered sandwiches; raising the lunch price to \$3 and putting the extra money in a pot. When someone has done lunch x number of times, the pot would purchase a special item to recognize the person; raffles (get a raffle ticket if a member volunteers).
- Chris Puntis outlined a suggested Master Plan. He suggested that the first phase would be to purchase a basic row hangar. Recommended doing business for the first hangar with Aircraft Structures of Arizona. There was much discussion regarding T-hangars versus row hangars and permits needed. Because of costs, the Board

authorized Chris to order plans for the 4 compartment row hangar.

- Unable to obtain permit for the row hangar.
- In October, the Board decided that no free lunches (including Young Eagles) would be provided unless for special events. The decision was necessitated because of increased expenses (rent, property taxes).
- Officers/Assignments: President: Larry Rothrock; Vice-President: Joe Russo; Secretary: Kerry Powell; Treasurer: Dennis Cullum; Newsletter Editor: Kerry Powell; Hangar Manager: Ryan; Young Eagles: Gene Hubbard

Events

- Some of the program topics: Oshkosh; Tailwind; Aerobatics; early aviation; Bill Chana discussing the planes he designed; Personal Air Vehicle (PAV) challenge; Reno National Championship Air Races; early bush pilots and Alaska backcountry flying; Remos G-3 LSA demonstration flights.
- On January 9, 2007, the City Council voted to approve the lease we had negotiated with the City's airport, realty, and legal staff.
- First flights: Barry Brocato – Glastar; Gene Hubbard - Pietenpol
- Paul Hanson and helpers completed two new bathrooms for the Chapter – no more chemical toilets. The event was celebrated with a special ceremony which included several songs by "The City Limits" barbershop quartet (Chapter member Alan Sparks was one of the group)
- Library book project completed with all books labeled, categorized and filed by topic. Began working on the video tapes.
- Kevin Roche organized trip to the Old Globe for aviation related play: "Ace."
- Hosted the B-17 at Gillespie Field in April. Chapter was responsible for security, selling tour tickets, tour guiding through the plane, selling souvenirs and operating the Chapter booth. Visit was not as profitable as hoped. It



Paul Hanson peeks out of one of the new bathrooms—looks like Gene Hubbard and Alan Sparkes in the background.



The "Ben Hunsaker Memorial Library" after remodeling by Paul Hanson and organization by Donna Ryan.

was scheduled on a bad date (Easter weekend) and we had bad weather. Also, there was a question of who was responsible for ground publicity. We did not want to pursue a possible weekday option the next year.

- Donations: 36" metal shear and a parts bin; the Gee Bee R-2 pedal plane built by Ron Miller (still a big hit with our younger visitors); Mini-Max (sold for a \$2,000 profit); drill press; rolling engine stand; belt sander; KR-1 project; loads of airplane parts, tools, and books; life vests; parts from a Mustang II project; headsets; KR parts.
- Pete Grootendorst continued to provide safety concerns, e.g. people not holding short, which could lead to potential runway incursions.
- AAC meeting held at Chapter. Other meetings were held by Brown Field tenants and users to discuss how to influence the direction of future Brown Field development. Held several meetings with proposed developers as well.
- Chapter members were involved with the "SunRoad Building" controversy near Montgomery Field; several tall building were being proposed near to Brown as well and the aviation community needed to address this issue.
- Chapter flew Young Eagles each month and assisted with other groups as well, e.g. 21 graduates from the model plane construction group at the Aero Space Museum.
- White trailer stolen.
- Roger Sokoloff and Ron Schuler were caught by winds on landing Roger's T-18 and the plane flipped over, ripping the wings off. Both pilots exited quickly with few issues, although the plane was severely damaged.
- Ocotillo Wells Fly-out was held in April. Had great weather in the desert, but bad weather in the mountains prevented some from attending.
- Pete Grootendorst provided monthly safety reminders. One month he stressed the need to get assistance with first

flights; he also offered a Nomex flight suit and helmet for that first flight; he also discussed the gas tank venting system in the Cessna 172 which can cause gas leakage on the ground, and irregular fuel readings between tanks.

- Chris Puntis set up the training class for using our newly purchased defibrillator. Maureen O'Connor, paramedic with the S.D. Fire Department provided the training.
- Participated in Otay Mesa Fair and displayed one of our planes.
- Had an exhibit at the MYF Open House.
- Paul Hanson began remodeling the trailer into the Ben Hunsaker Memorial Library.
- Dennis Cullum, cook for the day, arrived one morning to find the hot water heater leaking and no hot water. He ripped out the old one, purchased a new one, and with a bit of help from Joe Russo, installed it while at the same time baking lasagna and setting out lunch.
- Had Movie Night at Chapter after the Ice Cream Social. Betty Boop comics preceded the main event: Devil Dogs of the Air (featuring lots of shots of Coronado, North Island, and Point Loma).
- Planned a number of fly-ins: RV, Kitfox, Shortwing, Ultralight, Canard, Antiques. Unfortunately, most did not occur, due to lack of volunteers.
- Joe Russo attended ATAG meetings; the group was involved with developing a comprehensive plan for aviation zones around the airport. Well-funded developers were concerned that developing more aviation activities would affect their density plans. Joe needed support at the meetings.
- Awards Banquet: Tom Hamm's Lighthouse.

Newsletter

- Articles included: repairman course; Chapter Store report; planned trip to the Old Globe Theater to see the West Coast premiere of "Ace"; missing video tapes; Experimental Test Pilots symposium; planned trip to Chino Planes of Fame Air Show; trip report – Pima Air &



John and Loretta Alley show off John's plaque and certificate after being elected Chapter 14 Life Member.



One of Ryan's lesser-known projects: a vegetable airplane constructed during the 2007 Midsummer Ice Cream Social.

Space Museum; overview of the AAC Meeting at Brown Field. Rick Beach discussed the sub-committee report on the Brown Field RFP and the concerns with it; several articles dealt with the proposals, issues facing the Field and the need to be involved with the proposal; EOS prototype finds a new home at EAA 14; first steps on restoring the EOS; heeding a call of nature in a B-24; a wake-up call from Luke AFB, flying a Champ once again; West Coast Falco fly-in; a student's visit to the EAA Air Academy (EAA sponsored her); TC TID bits – the Condition Inspection; The Unsung Hero's Lament (poem from 1943 about flying a B-24); finding yellow jackets in the shroud around the exhaust when the heat in the Comanche was turned on; true story of "how to call the police when you're old and don't move fast anymore"; humorous pilots' sayings; AOPA's recognition of Rick Beach in his efforts that eliminated part of an illegally built high-rise near Montgomery Field; summation of the Brown field proposals (notes from the Otay Mesa Planning Group meeting attended by several chapter members); remembering Jack Thomson; Chapter member visit to the Devon Strut.

- Recurring articles: President's Message; The Flying Report; New Members; Member Birthdays; Unclassified ads; Calendar of Events

Numbers

- Members: 243 as of October.
- Chapter portion of B-17 visit: \$1,634
- Lunch: Price raised to \$3.00



Ultralights from Nichols Field, at Chapter 14 for the May 2007 fly-in.

Rob Machado's AOPA Training Seminar

Notes by Ron Shipley

As expected, Rod had a full house. His presentation was his typical humorous style. The highlights of his presentation titled "Thinking Small to Avoid Big Mistakes" were:

Wisdom is based upon individual human nature that is best described in the book "Rocket Man" by James Fallon.

As pilots we make three primary errors:

1. Capture Error: We tend to "assume". Example. If we are accustomed to non-towered airports and, when told to line up and wait, we tend to stop on the runway then take off, not waiting for clearance to take off. Solution: Ask yourself three questions at each situation: Where am I going? How do I get there? What do I do next?

2. Description Error: Our mind tends to make complex things simple. Example: Given complex taxi instructions, especially at unfamiliar airports, we tend to assume the simplest, most direct route to our destination, not necessarily the round-about route assigned. Solution: See it! Say it! for each move. (It helps to have an airport diagram.) (Or ask for progressive taxiing.)

3. Selection Error: If not careful, we select the wrong control. Example: Mixture knob instead of Carburetor Heat or Gear Handle instead of Flap Handle. This happens sometimes when initiating a go-around we usually raise the gear and forget it's up when on final. (We must be temporarily deaf too!) Solution: Repeat GUMPS on cross-wind, again on down-wind, again when turning base, and, finally, say it (to yourself) on final. Think of the next TWO things you need to do.

Be cautious of distractions. Rod told a story about a pilot that drained his oil (to change it) and placed the oil dip stick/cap on the cowling in front of the windshield. Was interrupted, climbed into the cockpit and started the engine (not "seeing" the oil cap). It shortly seized and was ruined. He also told of buying a large vanilla shake, placed it on top of his car, climbed in and drove off. He went a short way and applied the brakes causing the shake to spill onto his windshield. His first thought? "Wow! That was one large bird!"



Ice cream after lunch. 3/23



March 2019 Board Meeting

Submitted by **Donna Ryan**,
Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The meeting was called to order by President **Gene Hubbard** at 1:30 pm.

Directors and officers present were: Gene Hubbard, Jimmy Kennedy, Ted Krohne, Gene Lenard, Gary List, Trinidad López, Jonathan Robbins, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Alan Sparkes, Chuck Stiles.

Directors and officers absent were: Pete Grootendorst (excused), Kerry Powell (excused), John Walker (excused).

Guests: Dion Dyer, Bob Hitchcock, Ryan, Stu Strebis.

Minutes: A motion was made to approve the February Meeting Minutes. (**Ron/Jonathan Passed**)

Treasurer's Report: A motion was made to approve the Treasurer's Report. (**Ron/Jonathan: Passed**) **Gary List** will provide the passwords to the Chapter Secretary to access the backup financial records.

Lease Option: The need to have a market rate appraisal as part of our lease option proposal was discussed. The Board discussed several possible options which may be available. To ensure that the proposal moves along expeditiously, a motion was made to authorize **Gene Hubbard** to approve the amount of \$1,750 required by the City for the appraisal. (**Alan/Chuck: Passed**) Members **Dion Dyer** and **Bob Hitchcock** made several helpful reminders on dealing with our lease option. We want to stress the valuable contribution our Chapter makes to the community, including our Young Eagles and Eagles programs, aviation seminars, and training programs.

AAC: **Gene Hubbard** and **Larry Rothrock** discussed the March AAC meeting held at Montgomery Field.

UFO Group: With **Bob Johnson** temporarily unable to head up the United Flying Octogenarians (UFO) group, **Chuck Stiles** will ask several members to see if they would be able to help with the meeting that occurs once a quarter on the 5th Saturday of the month. The Board agreed it was an interesting and useful program.

South Bend Mill: **Gene Hubbard** mentioned the three-phase power requirement for the South Bend Mill donated by the Air and Space Museum. The Board discussed several power conditioning options to make this valuable donation workable. A motion was made to authorize **Gene Hubbard** to select and purchase equipment for approximately \$200 to solve the issue. (**Alan/Chuck: Passed**)

Fire Extinguisher Inspection: **Chuck Stiles** will assist with the fire extinguisher inspection which will take place on Monday, March 18.

Donations: **Chuck Stiles** discussed donations made recently by **Gil Rud**. They included a transponder (already sold), headsets (given to the Young Eagles program), kneeboards,

an oil filter, and miscellaneous lights, as well as a Corsair pedal plane. The Board expressed appreciation for the donation. **Chuck** discussed a possible hangar donation.

Ray Foundation: While we fully qualified to receive part of the Ray Foundation grant, only 90 chapters received funds and we were #117 on the list. If more funds become available, we are pre-approved. The Board wondered while we were not higher on the list, as we have a very active Young Eagles program and in a recent Chapter recognition email from EAA National we met the Gold level criteria.

Membership Badges: Using magnets on our current badges would cost an additional \$2.75 per new badge. The Board decided to continue to use our current badge attachment, but we will purchase a supply of magnets that will be available for sale through the Chapter Store if someone wants them. **Trinidad López** will purchase an initial supply of magnets for the Store.

Airplane Disposition: Due to health issues, one of our members is no longer able to work on or care for two planes hangared at the Chapter. A Chapter member has been trying to resolve the issue with the family for a number of months. The Board discussed the matter and decided on a sequence of events to settle the matter.

Adjournment: **Ron Shipley** moved for adjournment and **Ted Krohne** seconded the motion. President **Gene Hubbard** adjourned the meeting at 2:35 p.m.

Submitted by **Donna Ryan**

Second Quarter Lunches

We all like to meet for lunch on Saturdays and talk about aviation, but we depend on volunteers to make those lunches a reality. If you'd like to help out by preparing and serving a lunch, see the following directors or sign up on the sheet in the kitchen. Remember, we expect to see each renter serve lunch at least once a year as an indication of active involvement in Chapter activities.

Date	Responsible Director
April 6	Kerry Powell
April 13	Gene Hubbard
April 20	Donna Ryan
April 27	Gene Lenard
May 4	Trinidad Lopez
May 11	Gary List
May 18	Larry Rothrock
May 25	Ron Shipley
June 1	Pete Grootendorst
June 8	Alan Sparkes
June 15	John Walker
June 23	Ted Krohne
June 29	Jonathan Robbins

Marketplace

Serendipity Flying Club is Welcoming New Members.

Our Club is preparing to upgrade the panel in our Piper Cherokee with newer Avionics. This might be an excellent time to consider becoming a member. More members mean a better upgrade.

You can become a member one of two ways:

1. Pay \$2,500 upfront. Then \$100/month. Fly for \$10/hour plus fuel with first hour free.
2. Pay \$1,000 upfront. Then \$150/month with \$50 of that going towards the remaining \$1500 upfront fee. Fly for \$30/hour (with 1st hour free) until \$2500 fee met. After upfront fee is met- prices return to normal rate of \$100/monthly and \$10/hour.

Text Billy Lopez at (619) 251-4631 or billytime@hotmail.com for more information.

Note: all prices are subject to change. fees non-refundable.



Aviation Items for Sale.

New	Tempest Oil Filter AA48109	10.00
	Scott O.A.T. Instrument	25.00
	Rotax Dual Throttle Control	25.00
	2 Pair Flightcom 4DLX Headsets	165.00
	Garmin GPS Antenna P/N 011-001134-00	200.00
	Vertical Card Compass PA1-7001	250.00
	12 Champion REM38P Platinum Spark Plugs	425.00
	Bendix SFLN-21 Magneto	850.00
Very Good Used	Garman GPS Pilot III	95.00
	Bendix 2 1/4" G Meter	95.00
	8 Champion REM37BY (REM40E) Spark Plugs	50.00
	ASA Headset	30.00
	Magneto Noise Filter	10.00
	Continental C85-90-O200 Overhaul Manual	15.00

Contact Joe Pribilo: (619) 449-1855 or (619) 562-5311. All offers considered. (1902)

Looking to become a partner in a Cessna 172 or 182.

Call William McArdle at (619) 925-0837. (1808)

Estate Garage Sale Aircraft and Aircraft Parts. 2-partial IVPT Lancairs, 1-Lancair 320, 2-RENO RACERS. LOTS of aircraft building stuff. Call for appointment. Bring ca\$h. (619) 549-9606 (1901)



Jet Reno Racer or ??. Complete with a J85 and a spare V8 engine. \$38,000 OBO. (619)-549 9606 (1901)



Partially completed RV-10 empennage. \$1,750 or best offer. Contact Ryan at rryan@san.rr.com or text him at (858) 229-4875 for more information. (1809)



1835 cc Volkswagen Engine: Single ignition, top-mounted carburetor. \$2,000 or best offer. Contact Ryan at rryan@san.rr.com or text him at (858) 229-4875. (1809)



Around Chapter 14

Photos by Chapter Members



Jimmy Kennedy takes a spin in Ryan's Titan before the wings went on. 3/1



Turbo Caribou landing at Brown Field. 3/30



Remember this one? Ralph Stadler rolls out his Jodel in May 2007



Bob Osborn's daughter, Kathryn Albright, poses with a Sikorsky Skycrane firefighting helicopter at SDM in October 2007.



Chef Jonathan relaxes with some ice cream after serving lasagna on a fourth Saturday. 3/23



YAKs in flight at SDM. 52 on the left, 50 on the right. 3/10



American Legend AL-3 pretending to be a Grasshopper. 3/17



Clouds threatening on a second Saturday. Despite the weather we flew 36 kids and one Eagle in March. 3/9



Ryan's Dragonfly in front of Hangar 1 on Meeting Day. 3/16

April 2019

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.



T-45 Goshawk about to touch down. Photo by Jim MacKinnon. 3/26

Chapter Events

Open House at the Brown Field hangars:
every Saturday from 9:00 am to 2:00 p. Lunch at 11:30

Young Eagles Flights:
9:00-1:00 am, second Saturday of the month

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

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

Directors Meeting: after lunch in the library. 3rd Saturday

Hangar Phone:

619-661-6520

Experimental Aircraft Association
San Diego Chapter 14
1409 Continental Street
San Diego, Ca 92154-5707