



# Spirit of Flight

**Experimental Aircraft Association**

**Chapter 14: San Diego, CA**

**February 2020**

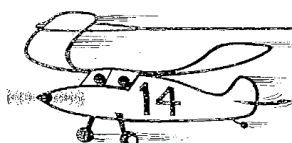


*Trevor Pierson's Piper Pacer on Young Eagles day. Trevor is one of our two new Young Eagles pilots who stepped up when some of our regulars couldn't attend. Photo by Kevin Roche. 1/11*

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## Upcoming Events

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

**February 11<sup>th</sup>—Airports Advisory Committee Meeting** at 1300 at the MYF Terminal

**February 15<sup>th</sup>—Rob Reddig** on TRACON Outreach

**February 22<sup>nd</sup>—Start of SDASM Ground School**

**March 7<sup>th</sup>-8<sup>th</sup>—ELSA Repairman Class.** SDUA Clubhouse at John Nichols Field, 13531 Otay Lakes Road, Jamul, CA

# Chapter Briefing

## EAA Chapter 14 Members



**Brown Field:** Runway 8R/26L will be closed on Tuesday, Wednesday and Thursday from the hours of 0700 – 1300 local time beginning Wednesday, February 5 through March 20. This closure is being implemented to allow survey teams to perform preparation work for future construction that will happen on and around Runway 8R/26L. A NOTAM will be issued for those flight-planning to KSDM. The airport will remain open for all other operations.

Please remember that all vehicles and aircraft are prohibited from operations in the Movement Area without permission from Air Traffic Control (ATC). The taxiways are reserved for vehicles in transition to, and from runways and ramps. Under no circumstances may an aircraft or vehicle park on the Movement/Non-Movement line.

If you have any questions, please do not hesitate to contact the Airport Operations Office at (619) 424-0455.



*Here's what not to do. Park completely clear of the line between Movement and Non-Movement areas.*

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

**Week ending Jan 4:** Cold weather didn't stop Mark Albert, the Nieuport contingent, or Ryan from working on their planes. Mark was busy installing the required ADS-B in his plane. Dion Dyer is spending a few weeks in San Diego and used it wisely by piloting several trips in the Club Piper, including one to French Valley. On Saturday, over 20 members enjoyed a cheeseburger lunch prepared by Stu Strebig. Stu commented, "I added chili sauce and found some bbq baked beans in the cupboard. I ran out of hamburger patties and found Kosher hot dogs in the freezer to end up the line without a riot. Myself included. Everyone got fed and I got nothing but compliments - to my surprise. Kevin Roche helped me on the grill. Mark Albert

helped me with the clean up. I have to say to my fellow members - I had a fun two hours!" All Chapter members - you can have this same fun too. Please help us out and sign up to do a lunch. It's not hard - contact Donna Ryan if you need suggestions. We welcome and need lunch volunteers.



*Interim Deputy Director of Airports Jorge Rubio visits Chapter 14 and chats with Property Agent Michele King and Chapter Member. 1/7*

**Week ending Jan 11:** Gert Lundgren borrowed the Chapter trailer to take his RV-12 wings to the shop for painting - Gert continues to make progress on his beautiful project. On Friday, Interim Deputy Director of Airports Jorge Rubio and Michele King, the airport real estate agent, met with Gene Hubbard, Gene Lenard, Dion Dyer, and Larry Rothrock to discuss some additional items concerning our lease option.

Saturday was a busy day at the Chapter with a group of Sea Cadets visiting as well as our usual group of community Young Eagles. It was so busy Mark Albert, serving as YE coordinator when Ashley Lopez was out of town, corralled Gleb Dorogokupets to be a YE pilot when he and a friend were just ready to leave on a flight. Gleb cheerfully complied and still had time for a flight afterwards. Alan Sparkes was the chef in charge of lunch for the large crowd and produced a filling meal of hot dogs, hamburgers, potato salad, ice cream and all the fixings. Young Eagle mom Cindy Crawford helped serve. New member Sebastian Seimar spent several hours at the Chapter, first getting a tour of the facilities and talking with Ryan about different options for flight instruction and possible plane purchases. He then enjoyed an Eagles Flight in Ron Shipley's beautiful Aircoupe. It was a beautiful day for flying or just watching all the planes take advantage of the cool, clear weather.

**Week ending Jan 18:** A cold and sometimes wet week at the chapter - but that didn't stop our stalwart group of Tuesday/Thursday regulars from being at the Chapter working on various and sundry projects: Mark Albert, Dion Dyer, Gene Hubbard, Jimmy Kennedy, Gary List, Jim MacKinnon, Ryan, and Chuck Stiles. Saturday, however, dawned bright and clear and warm sunshine - and lots of visitors and members arrived for our popular pancake/waffle breakfast, our program talk, and a warm, tasty lunch (plus





*Ray Cote Memorial. Several Chapter members attended Ray Cote's memorial, held at the Air and Space Museum Annex at SEE on the afternoon of January 18<sup>th</sup>.*

lots of aviation camaraderie). Kevin Roche and Chuck Stiles manned the grill and waffle irons to a very appreciative and large breakfast crowd. Ron and Mary Anne Shipley provided the ever-appreciated lunch of lasagna, garlic bread, green salad, fruit salad, and ice cream. After lunch and the Board Meeting, many Chapter Members went to the Celebration of Life for past member Ray Cote. Director Kevin Roche reported "Ray Cote's celebration of life was at the San Diego Air & Space Museum Gillespie Field Annex. Chapter 14 members that I recognized were Sparky, Joe Pribilo, Gene Hubbard, Lista Duren, Gene Lenard and Gary List. Gary flew in from Brown Field with new member Karl Zeuch. There were approximately 100 people, with lots of friends/relatives up front." Kevin noted that at the front were several tables covered with photos of aircraft Ray probably flew (they weren't labeled). Ray's friends and family had arranged for a "Missing Man" formation, always a moving experience. After the program, there were various tacos and sides for the guests. A taco lunch was always one of Ray's favorites when he used to attend the Chapter lunches.



*Flyout to Bermuda Dunes. Ben Zanin (standing), Joe Pribilo, Francisco Munoz, Marty Jansen and Chris Constantinides. 1/25*

**Week ending Jan 25:** Another up-and-down weather week – but the hangar doors were open Tuesday, Thursday, and Saturday as usual with members working on projects, the simulator, or just stopping by to chat. On Saturday, Gene Hubbard fed a small lunch group with chili, chips, potato salad, and ice cream – always a favorite. Several members took to the clear skies, including Gary List and Kevin Roche in the Colt, and Mark Albert in his RV-3.

**General Meeting:** President Gene Hubbard opened the meeting and welcomed over 60 Chapter members and guests. He asked new members to introduce themselves, and invited all in attendance to stay for lunch after the meeting.

**Young Eagles:** Mark Albert provided the YE overview for January, as YE Coordinator Ashley Lopez was still on vacation. He reported that 24 YEs flew last week and he thanked all the pilots for their assistance, especially since overcast weather and lots of kids made for a hectic day. He encouraged all pilots present to engage in this worthwhile and personally fulfilling activity. One of our returning Young Eagles, Keaton Crawford, wants to become more involved with helping out at the Chapter, and his mom, Cindy, helped Alan Sparkes with the lunch. Mark also mentioned that Jonathan Robbins had received recognition for flying 100 Young Eagles – the group recognized his efforts with an appreciative round of applause.

**General Meeting Talk:** Program Chairman Kerry Powell discussed upcoming programs and then introduced our speaker for the month, Ron Bernstein. See a summary of the talk, [Is Best Glide Speed BEST?](#) on page 6.

**Aeronautics was neither an industry  
nor a science. It was a miracle.**

*Igor Sikorsky*



## President's Message

**Gene Hubbard**



If you've been following the minutes from our Board of Directors meetings closely, you've noticed that this year Chapter 14 is helping to sponsor flight training for one of your Young Eagles helpers through the EAA's Ray

Aviation Scholarship Fund. This program provides a total of \$10,000 toward flight training for a deserving scholar. Half of the money comes directly from Chapter 14, the other half from the Ray Foundation. These funds can be used for any expenses directly related to flight training, including aircraft rental, CFI fees, fuel, flying club dues, and insurance. The successful candidate must begin training within 60 days of approval, solo within three months, pass the FAA written exam within six months, and complete their checkride within a year. As a chapter, we take responsibility for mentoring and encouraging the scholar and engaging him or her in Chapter activities. We'll keep you informed on our scholar's progress through the next year.

The Ray Scholarship isn't the only educational activity going on at the Chapter. Some of our activities are formal, others less so. Almost all of our monthly programs, organized by Program Director Kerry Powell, count toward FAA Wings credit. Last month's program (see page 6) explored whether you should always go to best glide speed in an emergency, or if there are other considerations. The February 15th program features Rob Reddig of TRACON giving us an update on the crowded SOCAL airspace. Less formally, several of our members are making use of Chapter facilities and advice from members on their own projects. The "Kennedy Caper" article (page 5) tracks one of these projects. We also have a full-featured IFR flight simulator from a grant from the Air and Space Museum so you can cheaply and safely brush up on your IFR skills.

I hate to admit it, but we're not the only educational game in town. SDUA is sponsoring an ELSA Repairman class at Nichols Field next month, and the Air and Space Museum is holding an FAA Ground School starting later this month (page 13). Lots of opportunities—take advantage of them!

*Gene Hubbard*



*C-130 touches down at SDM 1/9*

## Young Eagles Report

**Mark Albert**



Ashley Lopez ask that I run the January Young Eagle event for her as she had another obligation. I did enjoy coordinating the YE event and mingling with the kids so, of course, I said yes, maybe I said "sure". Anyway, I thought things were going south when three of our six pilots had to cancel. But no worries, two fresh YE pilots stepped up to the plate and we hit a home run.

It is always important to acknowledge and thank the people who help make the Chapter 14 Young Eagle event a success. Pilots, ground crew and Young Eagle parents all put in time that typically results in a smile on some youngster's face and thus begins the germination of an aviation related career, or even worse, a passionate aviator.

Pilots for January include new YE pilots Gleb Doro and Trevor Pearson, followed by veteran YE pilots Ron Shipley, Duane Shockey and Tom Burton. Ground crew includes: Gleb Doro, Stephanie Bilyk (Gleb's fiancée), Pedro and Ryan Flores, Nick Candrella, and Keaton (computers) and Cindy Crawford (lunch) and Alan Sparks (chef). Everyone pitched in to make January 11<sup>th</sup> fun and safe. Thanks to all.

Sparkling interest in aviation is the "prime directive" of Chapter 14... so what have you done lately to help accomplish this? Come out and help every second Saturday of the month, even if it is to make coffee - I'll show you how.



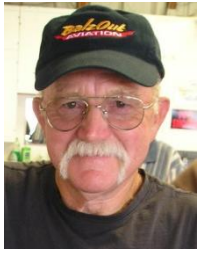
*Mark Albert*

EAA Chapter 14 Young Eagle Coordinator, retired.



*Sea Cadets pose before taking a Young Eagles flight in Trevor Pearson's Pacer. 1/11*





# The Kennedy Caper

Chuck Stiles



New panel, hopefully he will settle on this design.



Jimmy has been hard at work during my sojourn to the northern states for the summer. Here he has completed the rear cabine struts. Lotsa fussing went into this; everything had to be perfectly level, with temporary jigs made to facilitate measurements.



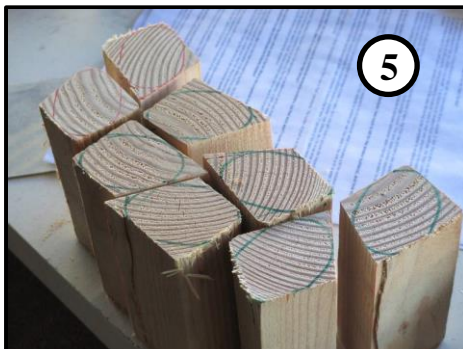
He is reworking the panel mounts.



Looking puzzled – but getting ready.

## Instrument Panel ▲

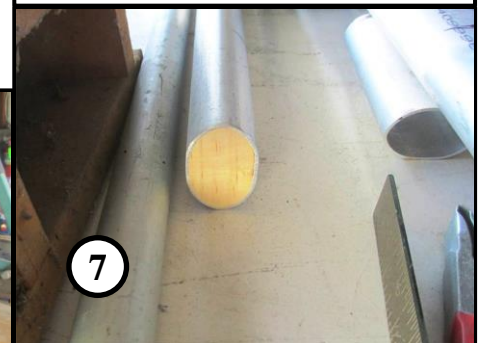
## Vee Struts ▼



What the heck is deese things?



Roughing out wood plugs for the lift struts, using finely honed skills, developed chopping kindling for his Maw's wood cook stove!



I have fun heckling him, but check this out – it's a real tight fit. The boy has talent! And he hasn't beat me up this month.

# Is Best Glide Speed BEST?

Summary by Donna Ryan

Notes on 1/18/2020 talk by Ron Berinstein

If you weren't present at the January 2020 EAA 14 General Meeting, you missed a great program talk. Ron Berinstein, an energetic and dynamic speaker, gave an informative and very interesting presentation about the factors involved in making a safe landing when engine power goes out. Ron is a CFII & Aerobatic and FAA Wings Master Pilot based out of Van Nuys. A teacher and a trainer, his presentation included slides, examples, audience interaction and some heart-stopping videos, e.g. an F-15 pilot landing with only one wing left on the aircraft, and an aerobatic pilot landing after losing his prop at 412 mph. The following is just an overview of what Ron discussed – there were many additional valuable points.

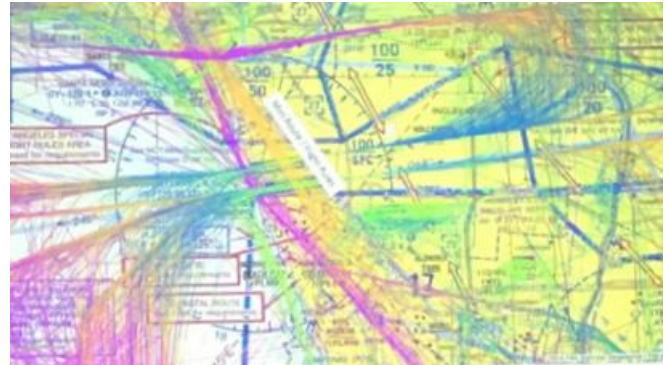
Ron began his talk by stressing that we have to do a better job of safety. He gave some sobering statistics. In the year ending September 2018, 382 people died in 226 general aviation accidents. Loss of control was the number one root cause of these accidents. While LOC can happen in all phases of flight, more than 25 percent of GA fatalities occur during the maneuvering phase of flight. Of those accidents, half involve stall/spin scenarios. Ron listed some of the factors contributing to these accidents.

- Poor judgment or aeronautical decision making.
- Failure to recognize an aerodynamic stall or spin and execute corrective action.
- Intentional failure to comply with regulations.
- Failure to maintain airspeed.
- Failure to follow procedure.
- Pilot inexperience and lack of proficiency.
- Use of prohibited or over-the-counter drugs, illegal drugs, or alcohol.

Ron then went on to say that one way to improve these statistics is to get out of your rut and get past your ego that you're a great pilot. You can always be better. Don't practice the same thing over and over again. Get a flight instructor and find out what don't know or what you need to be better at; try stuff that you don't normally do or that you haven't done in a long time. Then, if you are in an emergency, you will have experienced the problem and can deal with it better. When you are concentrating on what is in front of you, your brain is saturated with too much information. That's when instinct kicks in, so the more training you have had on a regular basis with difficult situations, the better you will do. Your brain "photographs" when you are practicing an engine out, a slip, or an emergency descent. The more you have practiced difficult maneuvers, the more data your brain and your instincts can draw on.

Before going into details, Ron shared information on an interesting web site. [www.scauwg.org](http://www.scauwg.org) (Southern California Airspace Users Working Group) is devoted primarily to air space around Los Angeles, but it contains other helpful information. If you select [www.scauwg.org/ChartWaware](http://www.scauwg.org/ChartWaware),

you'll see a beta program called ChartAware, which helps you plan flights by seeing what is currently going on in the air, including San Diego TAC. It provides information on charted and uncharted practice areas and offers real flight track data to help you choose your flyway. It contains information such as ceiling altitudes, air-to-air frequencies, and other caution information.



Detail of [scauwg.org](http://scauwg.org) website showing actual flight paths superimposed on a sectional chart.

Ron began by asking what does Best Glide (BG) do. He answered that it gives you the best distance with least amount of altitude lost. He next posed the question: Is BG the best option? He answered maybe, maybe not. While most flight schools teach best glide as the critical part of surviving an emergency situation, sometimes that may not be the best option. Sometimes you don't want to land as far as you could land; maybe you want to land sooner because there is a good landing site available.

You need to ask yourself some questions to determine what to do.

- Where are you landing?
- How much space do you have?
- What are you facing? Dire emergency? Mechanical issue? Low altitude?

If the situation is not time critical, then you have more choices. If you can control the off-field landing, here are some considerations:

- Where is a good field?
- Should I have the flaps down?
- What kind of altitude do I want to be at?
- What wind conditions am I facing?
- Am I out of gas?
- Is it a fire, emergency descent, spiral, controls?

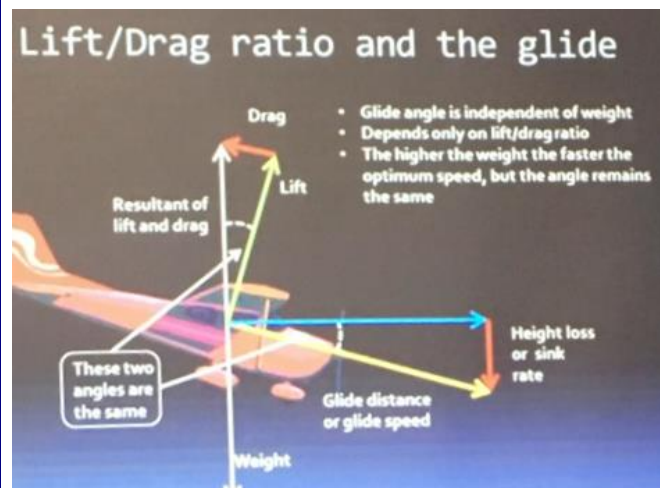
Ron next got into technical discussions. A slide entitled "The Speed's the Thing" discussed kinetic energy. Formula: Kinetic energy =  $(mV^2)/2$ . The slide stated that doubling groundspeed (velocity) quadruples total destructive energy. Reducing groundspeed by half reduces the destructive energy to one fourth. He stressed that ground speed at touchdown is critical. Even a small change in groundspeed affects the chance of a safe landing. Even if you hit a patch of sand during touchdown, that will dissipate energy. In an emergency, you always want to land as slowly as possible.



Ron had a chart showing how speed relates to distance. It noted that general aviation aircraft are designed to protect occupants against 9 Gs in a forward direction (1.5 G sideways and 6.0 G downward). With this protection, very little stopping distance is needed if speed can be dissipated uniformly over the available distance. Example: If you are flying at 50 mph groundspeed the required stopping distance at a 9G deceleration is 9.4 feet; at 100 mph groundspeed, it is 37.6 feet.

Ron's next slides went into the relationship between Max Gross Weight and BG speeds. Ahead of time, you want to know "what is the published BG speed for max gross weight for your aircraft." But, remember, if you are taking a two-hour flight, max gross weight will have changed from what would have been published – so the weight will be less. Why does this matter? How does weight affect best glide? At optimum speed, a heavier plane will get there faster in the same distance. Best glide decreases 5% for each 10% of weight lost. How do you find BG for actual weight? The formula is Published BG times the square root of Actual Weight divided by gross weight.

Ron reminded the audience to consider lift/drag angle. As this slide shows, glide angle is independent of weight. He asked what happens to the glide angle when you lower flaps and/or gear? He gave the answer: it always gets worse.



As a side note, he reminded the audience that streamlining has a tremendous effect on BG. As an example, a Boeing 747 can glide more than twice as far as a Cessna 172R.

Ron stressed that you need to ask yourself the following in an emergency situation: Do you want to maximize the distance you can glide or do you want to maximize the time you can stay aloft? Usually, you want to maximize the distance you can glide, at least initially, as you set up for a power off landing. It gives you the best glide angle as you drift down, letting you travel the furthest distance without power.

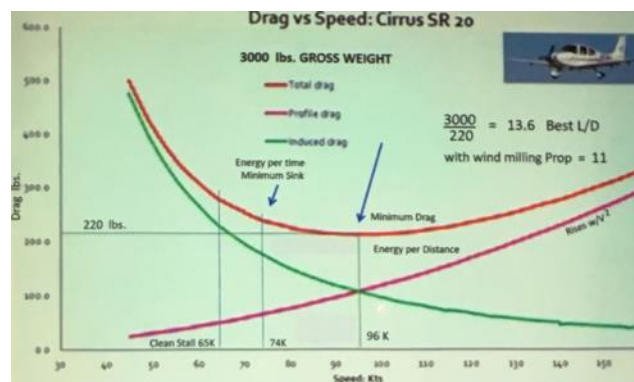
But Ron pointed out that there is another important option to use in an emergency situation: minimum sink. If want to stay in the air for the longest time possible, then you want to fly at the minimum sink speed. It has two advantages: time and distance. It gives you the most time in the air, which

you may want if you are trying to maximize your time aloft to troubleshoot the engine, communicate your intentions, prepare for a forced landing. You may also have a good landing site below you and you don't want to glide as far as the aircraft could possibly glide.

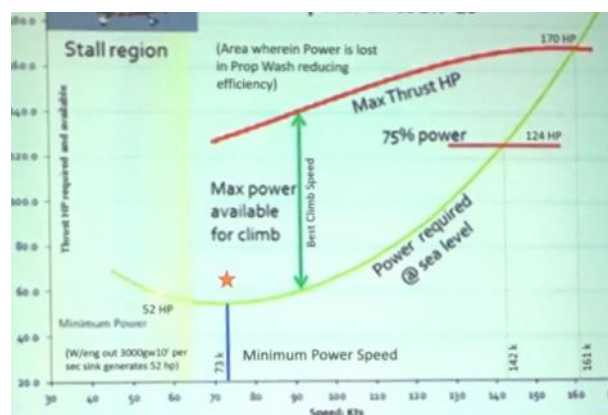
Minimum sink speed is always slower than BG speed because it is at the point on the power required curve where the least amount of power is required. In one example Ron discussed, minimum sink was about 600 feet per minute (FPM) glide, whereas BG was about 800 FPM glide. Minimum sink speed is rarely published in your Pilot Operating Handbooks (POH), but it is generally halfway between a clean stall and best glide. Ron recommended you work with your flight instructor to see where it is on your aircraft. Look for the highest speed forward that will give you the lowest rate of descent.

Glider pilots are very familiar with minimum sink as they use it while thermalling. Since all aircraft in a power off situation are gliders, spend some time learning about it. There is lots of information on the internet about it.

Ron shared two slides using the example of a Cirrus SR-20 to show some of the points he was trying to make concerning drag versus speed and power versus speed.



Optimal speed for minimum sink rate is slower than the best glide speed, in this case about a third of the way between stall and best glide.



Best glide speed is somewhat slower than  $V_y$  because most engine and prop combinations deliver more thrust at higher speeds.

Ron wrapped up the presentation with a slide containing some facts about glides.

**GLIDE FACTS:**

No Best Glide Speed published? Use 1.4 Vs (apx.)  
Use about 1.2 Vs for Minimum Sink...

Constant Speed Prop? Set for High Pitch/Low RPM

Yaw – Roll Coupling (the formula that creates Spin Origin)  
happens ALL THE TIME while we fly.

It is damped out in roll at speeds above  
BEST GLIDE!

He then described some situations when not to use the best glide speed for a Cessna 172N.

**NON - BEST GLIDE FACTS:**

CESSNA 172 N

SPIRAL DIVE RECOVERY: 80K

STATIC SOURCE BLOCKED?

W/O ALT SOURCE: HIGHER ALT LOWER A/S LOWER ALT – HIGHER A/S  
W/ALT AIR SOURCE: AIRSPEED HIGHER

PITOT TUBE BLOCKED? HIGHER ALT – HIGHER A/S LOWER ALT – LOWER A/S

FIRE? 100K

DITCHING W/POWER? 55K

ICING? 65-75K

EMERGENCY DESCENT THROUGH CLOUDS: 70-80K

Some final take-away points:

- - Google “incorrect theories of lift.”
- - Fly as long as you can into the crash.
- - Trim for BG speed.
- - Always have a plan B.
- - Safety is your first priority.

## You Oughta Be in Pictures

**Donna Ryan**

For our new Chapter website, we want to have a section on member planes/projects. Please send us a picture of your plane or project, and some information on it. Information can be as simple as type and year. But we'd be happy to include additional info as well, such as hours you have worked on project, where you purchased it, specific features, cool facts, trips you've taken, etc. Please send information and photos to Donna Ryan at [ryan@san.rr.com](mailto:ryan@san.rr.com). We know we've got some beautiful planes and projects out there – please help us share them!

## New Members

**Donna Ryan**



Welcome to our new members. The information below comes from their membership application. Some people just include the essentials; others expand a bit on their experience and we always appreciate that.

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

**Jesus David Chaparro** joins his father Jesus as an EAA 14 member. Jesus David joined after attending our January YE day in January. His father's contagious enthusiasm to fly has obviously rubbed off on him. We hope to see him at our next Young Eagles event.

**Tony Quintal** joined the Chapter after attending one of our excellent Wings talks. He hangars his plane at SDM, has some mechanics skills to contribute, and is primarily interested in aviation and flying – aren't we all!

While **Charlotte Robbins** is a new Young Eagle to join the Chapter; to those of you who are down at the Chapter frequently, she is no stranger. She helps with Young Eagles, helps out as cashier for our lunch money, serves as one of our Chapter Morale officers, and is an assertive seller of Girl Scout cookies. Daughter of YE pilot and director Jonathan Robbins, she is a frequent co-pilot; she also even has her own EAA National number!

**Sebastian Seimer** used to fly at Brown Field as a Young Eagle a number of years ago, but now is ready to realize his dream of learning to fly. So he contacted EAA 14 with lots of questions on how to get started. He came down to the Chapter on a busy Young Eagles Day (which brought back old memories). Ryan gave him a tour of the facilities and provided information on flight instruction and possible planes to purchase and Ron Shipley gave him an Eagles flight – so a nice introduction to the Chapter. Sebastian states he can help with design and fabrication, and has teaching and mentoring experience. He is interested in aviation and aviation history, as well as piloting, navigation, mechanics, and maintenance.

**Ray Shaw** also joined at our January General Meeting. He is an Air Traffic Controller and can help answer questions about this life-saving aviation function. Sounds like he can also help with any multi-tasking, as he is a recognized multi-venue air boss – an impressive accomplishment.



*New member Tony Quintal taxis his Cessna 177B Cardinal back to the west end of the field. 1/18*





## The Way We Were: 2017

**Donna Ryan**

### General

- Officers/Assignments: President: Joe Russo/Gene Hubbard; Vice-President: Richard Kalling; Secretary: Gene Hubbard/Larry Rothrock; Treasurer: Gary List; Newsletter Editor: Gene Hubbard; Hangar Manager: Chuck Stiles/Ryan; Young Eagles: Mark Albert
- As-Built Site Plan drawn up to reflect current hangar builds. Need for additional site planning as our current leasehold is nearly built out.
- Continued discussion on our EAA-14 Master Plan.
- Continued need for increased member participation in a variety of tasks around the Chapter, including kitchen cleanup.
- Outside cleaning services were tried for one month to clean our kitchen; the Board decided that volunteer help by Chapter members should do this.
- Discussion began on how the waiting list for hangars should work; the Board agreed that a member's position on the list should not be the sole factor. Larry Rothrock pointed out the need for a formal hangar list policy and for general hangar tenant eligibility. Larry prepared several drafts of guidelines.
- Environmental Health Specialist for the County complimented Chapter 14 on having the only sump drain avgas collection container that she's seen in the country and requested permission to use our approach as an example for other aviation facilities. Thanks to Pete Grootendorst for suggesting the collection point.
- The Metropolitan Airport project and the City Airports Program Manager expressed their support for EAA and assured us that we'd be welcome at SDM for a long time to come.
- Chuck Stiles became hangar manager and Ryan served as his backup.
- Donations included a large South Bend milling machine, a Starlite aircraft and engine, a KR-2 project with a RevMaster converted VW engine, a 7/8 scale Nieuport, and orange safety vests.
- Bill Browne donated a hangar to the Chapter.
- Addressed Fire Marshall inspection points from previous year. In a Chapter Checkpoints article, Dennis Cullum noted: "Some of the remediations, such as exit signs, armored electrical cable, and fire related construction material will stay fixed. Others, such as avoiding multi-plug adaptors, avoiding piggybacked power strips, maintaining fire extinguishers, and removing non-aviation related combustible material, require consistent attention from all members and tenants."
- The floor of the long blue trailer rotted out; Ryan and a varying group of volunteers had to cut out all the rusted bolted with bolt cutters and long pipe extensions.
- Installed fire extinguishers in all hangars that still needed them.
- New electrical outlet for welding installed in Hangar 3.
- Members Gene Hubbard, Ryan, and Bob Soderquist made repairs to Hangar 1 roof.
- Ramp was jackhammered and cleared of rubble by a volunteer crew in preparation for ramp repair.
- Heavy rains exposed need to divert the water to a pipe under hangar 4, build berms behind hangar 5, and apply roof sealer to a leaky junction box.
- Tie-downs for hangars had rusted out (cables were supposed to be stainless but obviously were not); replacement scheduled.
- Continuing discussion on an acceptable flooring for our small hangars; suggestions included pavers, tiles, decomposed granite stabilized by addition of cement.
- Sliding shutters were installed over the translucent panels in Hangar 1; they could now be closed during program PowerPoint presentations.
- Purchased a new refrigerator.
- Young Eagles pilots became eligible to receive a free lunch on YE days.
- Chris Puntis repolished our unserviceable metal propellers, making them ready for attachment of a clock (and then to offer for sale).
- Our security system procedures were changed.
- Board authorized the purchase of a new defibrillator.
- Current director Stu Stebig joined the Chapter as a member of the Serendipity Club.
- Trinidad Lopez took over the job of Chapter shopkeeper.
- Trinidad and Sharon Lopez made their first lunch for the Chapter (the first of many!)

### Events:

- Programs included: How to safely fly in the US airspace environment; iPad in the Cockpit 101; Habits of Successful Aging Aviators; SoCal TRACON Wants to Talk to You; A Pilot's Vision Primer; long-distance

sailplane flying; Some things I've Learned in 40 Years of Flying; UAS/Drones; Tracing Lewis and Clark by Airplane; Preventing Loss of Control; Los Angeles Airspace

- EAA Ford Trimotor visit at SEE. Chapter helped make many of the initial arrangements.
- Strong January winds flipped Dennis Cullum's hangar; his RV-3 was secured with no damage at all thanks to Chapter volunteers Gary List, Jonathan Robbins, Ryan, and Chuck Stiles, who worked under atrocious weather conditions. A later team of Rich Czarniecki, Gary List, Bob Osborn, Chris Puntis, Larry Rothrock, Joe Russo, Ryan, Ron Shipley, and Chuck Stiles took apart the wrecked hangar and salvaged what they could. Then Ryan, Bob Soderquist, and Chuck Stiles welded it back together. Ted Krohne, Jim MacKinnon, Ryan, and Ron Shipley got the roof back on Dennis' hangar – an all-day task, working in windy and cold weather. Project was finished just one day before heavy rains and wind (hangar stayed intact!).
- Very active Young Eagles program, including visits from the Sea Cadets, Young Marines, Flying Midshipmen, and a Girl Scout troop. Even with bad weather and no flying, kids always received a tour of the facilities, discussions on doing preflight inspections, using checklists, and plenty of simulator time. For some groups we offered STEM (Science, Technology, Engineering, and Math) seminars. These included hands-on demonstrations by Jim Mackinnon, Chris Puntis, and Gary List on how to use a rivet gun, Rich Czarniecki on making-a-box, Gene Hubbard with his strength of materials demo, Richard West on chess strategy, and Ed Watson with his wind tunnel showing the effects of airflow over a miniature wing section. At the Sea Cadet event, we served over 100 lunches to kids, the parents, the pilots, the volunteer staff, and our own members – quite a task for our cooks.
- Participated in the Ramona Air Fair and a special Young Eagles rally in Ramona (we flew 69 YEs). Also ran a very popular EAA 14 activities booth.
- Representative from the Metropolitan Airport LLC (the SDM airport developers), visited EAA to discuss latest plans for the development.
- SDM and Fire Marshal inspections were held – we had only minor infractions and the inspectors compared us quite favorably to the rest of the airport.
- Ryan worked on modifications to his KR-2, and two Dragonflies; Jim MacKinnon continued work on his Nieuport.
- Gene Hubbard started on the conversion of the VW engine which will eventually power his Nieuport; he also worked on the rigging of the wings.
- Mark Albert's RV-3 took its first flight.
- Ryan and previous Young Eagle Tristan Werner took care of cleaning out and starting up Richard West's Cherokee. Tristan was able to use it to fly Young Eagles before the eventual sale of the aircraft.
- Volunteer team of Pete Grootendorst, Jim MacKinnon, and Ryan brought down sheet metal from a T-hangar donated by Buzz Gibbs.
- Brown Field served as the staging area for the Red Bull Races.
- Chapter 14 served as a movie set for two days when the production team for "The Last Ship" television program used EAA 14 to shoot their season finale for the year. Over a 100 people and a dozen or so 18-wheelers of props, equipment, and facilities descended on our site. New President Gene Hubbard remarked that "The exercise brought in a good chunk of the Chapter's annual operating budget, and gave Chapter members an opportunity to see up close how a TV film operation runs. Before the film crew ever arrived, Brett Stephens led negotiations with the TV producers to protect the interests of the Chapter and its members. In the end, the Producers agreed to every one of our proposed contract changes. Brett didn't have to do this—he didn't even vote to host the crew. But when I asked him to help with the negotiations, he pitched in and made it work." Chuck Stiles served as the supervisor on our end and kept everything going smoothly for the production team.
- Flyouts to Camarillo, Calexico, Borrego Valley; Compton; Brackett, Big Bear, Chino, Shiriaco Summit, Riverside.



*Two days as a movie set. The producers of "The Last Ship" television program descended on SDM for two days to shoot their season finale for the year. Over a hundred people and a dozen or so 18-wheelers of props, equipment, and facilities. Two days later, they were gone without a trace. 3/21/17.*



- Many Chapter members attended the City's Master Plan Open House meeting, overwhelming any other groups that were present, and we stated our interests and concerns to the planning personnel. Our large crowd demonstrated that, as President Gene Hubbard said, "If anyone is going to stand up for light aircraft, it's going to be us."
- Serendipity Cessna 170 experienced a ground loop at Taos airport – no injuries, but the plane was a write-off.
- UFO Gaggle held each 5th Saturday complete with speaker and special lunch hosted by Bob Johnson and his son Dan.
- Rich Czarniecki received the Hunsaker Trophy.
- Held an Oktoberfest celebration at the Chapter for our 61st anniversary as a Chapter.
- Awards Banquet held at Casa Machado.

#### Newsletters:

- Articles included: "I am not an LTA Pilot" (Navy Lighter Than Air pilots working with balloons, powered airships); Pilots 'n Paws program; Update on Tobias Burch's Carbon Cub project (took 450 hours to build the left wing); History Photos Now on Website; January Chiriaco Summit run; Jim Wright's trip to McKinnon Airport in Sandy, Oregon and the role it played in the improvements and modifications of the Grumman McKinnon Goose; Richard West's account of "Movies in the Eagles' Nest"; Summary of talk on "Using an iPad in the Cockpit"; summary by Chuck Stiles of the filming of the TV show "The Last Ship"; summaries by Pete Grootendorst of the Brown Field Pilot Meetings; a Young Eagles trip to the Red Bull Races; listing of our library books on the website (over 1,450 hard-cover books); Summary of John Mahany's talk on his forty years of aviation experience in a "What I did/What I learned" format; visit by Gene Hubbard to Wiggins airport in Mississippi; Ed Watson's wind tunnel; Getting to Know our Young Eagle Pilots (Ron Shipley); Chris Puntis' account of "Winging It Over Germany."; "So there I Was": account by Gene Lenard of tripping in his hangar and hitting his head on the asphalt. Lesson learned: Keep all floors and other work areas clean and free of debris!; Mark Albert's visit to Chapter 292 in Independence, Oregon; "All You Need to Know About Making Lunch – But Were Afraid to Ask."
- Ongoing Articles: Dennis Cullum's "Chapter Checkpoints" (regrettably, the last issue was in December); Donna Ryan's "The Way We Were" (year by year account of Chapter 14 activities); Gene Hubbard's "President's Message"; Mark Albert's "Young Eagles Report"; Board Meeting Minutes; Marketplace; Upcoming Programs, New Members

#### Numbers:

- Award Banquet: \$20 per person
- Membership 188
- Young Eagles flown: 366

## Don't Delay—Renew Today

### Donna Ryan, Chapter 14 Secretary

Thanks to all of you who have already renewed your membership for 2020. Your support enables us to help keep general aviation alive in San Diego County when there are so many pressures weighing on its future. Through your participation we are able to maintain our fine facility at Brown Field, where we offer monthly seminars on aviation-related topics, Young Eagles flights, an extensive aviation related library, and a place to meet with like-minded aviation enthusiasts. Obviously the greatest asset of our Chapter is our members. Together, they represent years of aviation experience, ranging from gliders to helicopters to homebuilts to general aviation to jet fighters. We encourage you to remain a part of this enthusiastic and knowledgeable group. Your membership helps pay for our lease, our supplies and the facility maintenance, as well as our outreach to the community. Please help us by renewing your membership in EAA 14. It takes just a minute but it pays dividends for your Chapter throughout the whole year.

Use the Membership form included in this newsletter and then mail it back to us, along with your payment, to EAA Chapter 14, 1409 Continental Street, San Diego, CA 92154-5707. You can also drop the form and your payment off at the Chapter; put your packet in the *Payment/Form* slot of the *Hangar or Membership Payments* lock box next between the lunch counter and chapter Store inside Hangar 1 or in the mail box outside of the small door to Hangar 1.

You may prefer to renew using PayPal. To do so:

1. Access your personal PayPal account.
2. In the upper menu, select Tools, then at the dropdown menu, click Send Money.
3. Enter email address: [Eaach14@gmail.com](mailto:Eaach14@gmail.com)
4. Enter payment amount: \$25.00 (\$5 for Young Eagles)
5. At the "Add a Note" option, enter "2020 membership for [your name]"
6. Send the payment.

We appreciate and need your support. Don't delay - renew today.

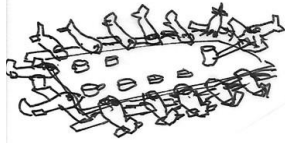


*Chuck Stiles inspects damage from a windstorm that overturned Dennis Cullum's hangar, fortunately with no damage to his RV-3 inside. Chapter members secured the plane while it was still raining and had the hangar repaired within a few weeks. 1/20/2017*

# January 2020 Board Meeting

**Donna Ryan, Chapter 14 Secretary**

*Provisional Minutes – Pending Board Approval*



The meeting was called to order by President Gene Hubbard at 12:55 pm on January 18, 2020.

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

Directors and officers absent: Pete Grootendorst (excused).

Guests: Mary Ann Shipley, Gary List

## Board Decisions

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

- December Board Meeting Minutes reviewed and approved (with addition of the name Chuck Stiles included as a Director present). Kerry Powell/Chuck Stiles: passed.
- Treasurer's Report reviewed and approved. Kevin Roche/Chuck Stiles: passed.
- Director have a limit of \$2,000 for expenditures without prior approval of the Board. Larry Rothrock/Stu Strebig: passed.
- Motion to adjourn. Alan Sparkes/Kevin Roche: passed.

## Action Items

*Previous:*

- Larry Rothrock will explore the possibility of obtaining a new grant for a new flight simulator (pending).
- Trinidad López will contact the Borrego Airport to see if the first Saturday in February or March will work as fly-out/camp-out dates (pending).
- Kerry Powell is putting together comments on what content we would like to see on the website and how we will host it/redesign it (closed). See Old Business for additional information.
- Jimmy Kennedy and Ron Shipley will see if additional electrical outlets can be added to our kitchen counter (pending)

*New:*

- Kerry Powell is activating the new website hosted by SiteCorp using the basic template provided by EAA National. (pending).
- Gene Hubbard and Larry Rothrock will review the financial feasibility of exercising the Lease option and present recommendations to the Board (pending).

## Old Business

*Lease Option:* **Gene Hubbard** and **Larry Rothrock** reviewed the recent meeting held with **Jorge Rubio**, the interim Deputy Airports Director and **Michele King**, the

airport real estate agent and the options we have available to us in moving forward. The Board will review the financial feasibility of exercising the lease option based on City comments.

*Web site:* On January 14, the Chapter discovered that our EAA 14 website had been hacked by pharmaspam. On the same day, **Donna Ryan** and **Kerry Powell** attended an EAA National webinar on the new EAA National template that will be hosted by SiteCorp. Both Donna and Kerry, along with Treasurer **Ron Shipley**, had previously reviewed beta sites using the new template. All agreed that this was a good option for EAA 14. While most new Chapter sites wouldn't be up and running until the end of March, Donna asked if our request could be expedited because of the hack on our site. EAA National was most responsive and set up the template and sent the required links to make our new site operational. Kerry Powell will begin inputting additional information. He also disabled options on our old site that were infected and instead provided simple information on contacts and a Young Eagles link. This ensured that the Search option for our site worked correctly.

*Hangar Insurance:* **Donna Ryan** reviewed recent discussions she has had with EAA National on Chapter insurance. Because of the large size of our site, we are considered a "special" Chapter and several questions remain outstanding.

*Ray Scholarship:* **Trinidad** reported that we had been approved for the matching Ray Scholarship. A candidate has already been selected. A mentor needs to be selected for the scholar. The mentor will guide the scholar throughout the process of obtaining his license. Together the mentor and scholar will choose appropriate flight instruction. The Board agreed on one candidate to serve as mentor and Trinidad Lopez will contact him to see if he agrees. The scholarship funds will cover all aspects of the process towards becoming a pilot within 1 year, including aircraft rental, ground school, instructor, headset etc. The Board agreed that the local Young Eagle personnel should take the lead in this program in deciding on a mentor and flight instruction.

## New Business

*Expenditure Limits:* Treasurer **Ron Shipley** asked if there were any expenditure limits he should observe when requests for reimbursement are given to him. While the Hangar Manager and the Young Eagles coordinator have pre-set monthly expenditure limits, it does not appear that there are current expenditure limits for directors. Board approval is normally required for any expenditure outside of normal expenses, such as lunch supplies or newsletter printing. **Alan Sparkes** and **Chuck Stiles** mentioned that the system has worked well for many years – and noted that "if it ain't broke, don't fix it." However, the Board felt that some kind of limit for expenditures would be useful. **Donna Ryan** mentioned that any emergency motion could be made to the Board via email if necessary. **Larry Rothrock** proposed a limit of \$2,000 without prior Board approval and the motion was passed.



*Brown Field Pilots Meeting:* **Larry Rothrock** and **Gary List** discussed the contents of the recent Brown Field Pilots Meeting. They mentioned the informative talk given by **Cindy Dunn** on requirements concerning local Brown Field wildlife.

President **Gene Hubbard** adjourned the meeting at 2:05 pm

Submitted by **Donna Ryan**

## SDASM Ground School

**Ross E. "Rossco" Davis**

Join us at the San Diego Air & Space Museum for Private Pilot Ground School on Saturdays, 10:15 – 3:15 pm, February 22 – April 11 2020!



What is Private Pilot Ground School?

Ground schools help people acquire the knowledge they need to become safe and competent pilots, while also preparing them to take the Federal Aviation Administration (FAA) Knowledge Test required for a Private Pilot certificate. A ground school provides a structured learning environment and personal interaction with qualified instructors and is preferable to home-study courses for many people.

Why choose ground school at the San Diego Air & Space Museum?

Our nationally recognized Education Department and King Schools™ have worked to build a curriculum superior to a traditional ground school. Unlike most "Informal" (FAA Part 61) Ground Schools, our instructors are on-site and available for questions and feedback during class. The extensive resources of the Museum add a unique dimension to this learning experience, with interactive applications of classroom material. Our staff includes FAA Certified Instructors, veteran pilots, and credentialed teachers—all providing a well-rounded and comprehensive approach to learning the essentials of flight.

More information at

<http://sandiegoairandspace.org/education/ground-school>



**Kerry Powell, Program Chairman**

**February:** **Rob Reddig** from TRACON returns with an update on Southern California airspace. Rob has visited Chapter 14 several times, always with new information and a lively Q&A at the end.

## Marketplace

**2009 Smart Car donated to EAA 14.** 11 engine, automatic. Mercedes dealer checked it out and reported it to be in good health. A/C, heater, radio etc. all work well. Spotless interior, excellent exterior; 10,149 miles on the odometer. Only issue is separation of a factory seam on the soft top at the windshield. Investigating if this could be repaired using same technique as making repairs on a fabric aircraft. Car will be sold to the highest bidder with a reasonable price. Car will be advertised to Chapter members first for one week. Relevant price info: Clean trade retail with this low mileage: \$5,937. Clean trade-in: \$4,012. Average trade-in: \$3,462. Text or leave voice mail: Ryan at (858)229-4875. Additional pictures available.



**Engine for sale:** Continental 0-470-7B (E-185-3). O SMOH. Rebuilt 1982. Documentation. Located in Ramona. \$9,000/offer. Text or call Dave at (619) 987-6398 (1911)



*C-130s departing SDM. 1/8*

## EAA Chapter 14 Membership Application/Renewal

Please Print Legibly

Current Member					
Name		E-mail		EAA National # /Exp Date	
Emergency Contacts (Name and Phone)					
Please check the box if there have been no other changes in your details since your last renewal. Otherwise, please update the applicable fields below. <input style="float: right;" type="checkbox"/>					
New Member/Updates for Current Member					
Name (Mr., Mrs., Ms.) <i>Please Print</i>				Name to Use on Badge	
Street Address			E-mail		
City	State	Zip	Spouse/Partner Name		
Home Phone	Cell Phone		Work Phone		
Year of Birth	EAA National #/Exp Date	Occupation		Retired – Yes/No	
Emergency Contacts (Name and Phone)					
FAA Ratings – Licenses Held		A/C Project		Aircraft Owned/Home Field	
Special Skills You Can Contribute to the Chapter					
Special Interests					
Payment Information					
New Member: <b>\$35</b> (\$22.50 after July 1)		Renewal: <b>\$25</b> (due Jan 1 <sup>st</sup> )		Youth (under 18): <b>\$5</b>	
Payment Enclosed \$ _____ Make checks payable to EAA Chapter 14.			Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707		

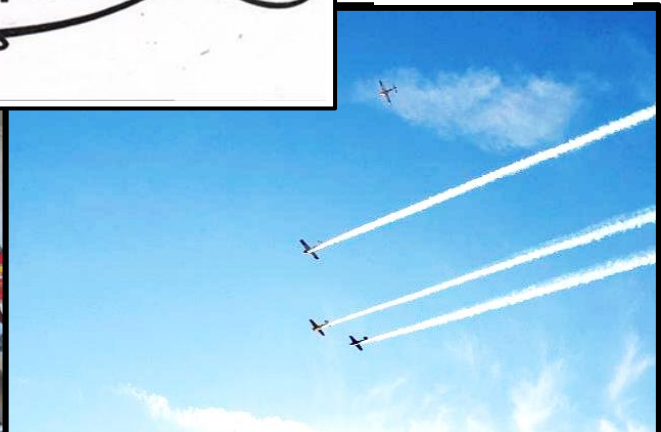


# **Around Chapter 14**

Photos by Chapter Members



Jim MacKinnon tries to figure out another part of Graham Lee's Nieuport plans.



Missing Man flyby at SEE in honor of Ray Cote. 1/18



Boeing L-15 Scout, probably being flown by Ray Cote around 1947. This photo was displayed at Ray's memorial.



Brett Stephens departs from the Bermuda Dunes fly-out in his "new" Luscombe. 1/25



Audience for Ron Berinstein's talk on "Is Best Glide Speed BEST? 1/18



C-130s operating at SDM. 1/8

# February 2020

## 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.

## 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. 3<sup>rd</sup> Saturday

## Hangar Phone:

619-661-6520

## Contact:

Donna Ryan (Chapter Secretary)

(858) 273-4051. Leave voice mail or text.  
[eea14contact@gmail.com](mailto:eea14contact@gmail.com)

Director Name	Phone #	Email
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Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
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Trinidad Lopez	(619) 661-7117	bajaassy@aol.com
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Jonathan Robbins	(619) 572-5087	snibbornoj@gmail.com
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Alan Sparkes	(619) 463-2648	alspa700@mac.com
Chuck Stiles	(912) 661-0486	hangarmanagereaa14@gmail.com
Stu Strebig	(619) 346-9788	trail2texas@yahoo.com

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