



Spirit of Flight

**Experimental Aircraft Association
Chapter 14: San Diego, CA**

October 2023



Ron Shipley's Alon Aircoupe on display at the Miramar Air Show. B-29 "What's Up Doc" in background. Early morning photo by Ron Shipley



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October 7th—Young Eagles Rally

October 9th-16th—Ford Trimotor visit at MYF

October 21st—Pancake Breakfast and General Meeting

November 4th—Young Eagles Rally

November 11th—Young Eagles Movie / Star Gazing Event at Chapter 14

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

All Month: Work continued on utility upgrades for the SDM tower. Lots of big equipment digging holes in the ground.



Workers begin to dig a trench across the EAA access road for a new utility line. Construction work continued all month.

Week ending Sept 2: It was an unusual rainy week, and even though it was drizzling on Saturday, there was a very good crowd for lunch served by member Adam Li (Titan Tornado II). He put out a big spread of pizza, salad, and ice cream – perfect on an overcast day, which later turned to sun. Allan Osborne, Bob Osborn's son, was in town. He always makes sure to drop by when visiting from back east. It was nice to see members Gene Lenard and Dan McCarthy present, and

Member Adam Li prepares our First Saturday lunch of pizza, salad, and ice cream. 9/2



member Chase Franzen, one of our dedicated Young Eagles pilots, brought along a Young Eagle to enjoy the pizza. Nigel Worrall and Bob McCall joined for lunch as well, and spent time talking about their Arion Lightnings. Nigel was also interested in canards and enjoyed sharing information with Varieze owner Tim Johnston about them.

Week ending Sept 9: Trevor Pearson's Piper Pacer is down for its annual and Trevor was busy getting it ready for inspection. We needed an up-to-date picture from the air of our facilities and Jim MacKinnon nicely volunteered to take some photos. Ryan provided the plane and Jim took some great shots. We used one of them in our poster for the upcoming end-of-summer BBQ invitations that we sent out to neighboring EAA Chapters and local pilot groups. We had an excellent turnout for Young Eagles day. Fifty-one kids were flown with nine pilots and lots of ground volunteers keeping everything running smoothly. As usual, Trinidad Lopez and his ever-supportive wife Sharon provided hamburgers and all the fixings to the Young Eagles and our guests.

Week ending Sept 16: The week started out really hot, but it turned nice and cool as the week wore on. That made people look forward to a hot pancake breakfast. Pancake maestro Kevin Roche was off to the Reno Air Races, but director Stu Strebig did an excellent job turning out pancakes for the line of eager eaters. Thanks, Stu, for stepping up to help out. After the Monthly Meeting, members stayed around to watch some increased activity on the field, and several stayed for the directors meeting. Immediately before the directors' meeting, our Ray Scholar, Samantha, along with her CFI, and her mentor, member Bob Hitchcock, discussed her training and how funds would be disbursed. Happy to report that Samantha is making good progress.



Stu Strebig steps in to flip Third Saturday pancakes while our normal pancake chef was gadding around at the Reno Air Races. 9/16

Week ending Sept 23: Fall weather seems to bring out the urge to go traveling. Gert Lundgren is back from his trip, eager to get into his RV12iS once again. Nigel Worrall is off on a trip to down under and Dion Dyer is off on a three-week trip as well. Dion's Tailwind is in a hangar in Dallas finally, but getting to fly it has been very challenging; Dion reports the weather in the Dallas area has been really bad. During the week, co-chairs Larry and Joe were very active getting ready for the Ford Tri-Motor visit. The plane will be displayed in Crown Air facilities at Montgomery-Gibbs airport and Larry reports it is a beautiful facility. We still need volunteers to help out from Thursday through Sunday for the visit. Please contact Joe Russo at russo.joseph5477@gmail.com if you can help. After a

drizzly cold Friday, Saturday was beautiful and a number of members were down to work on their planes or just talk planes. Ron Shipley made a short trip back from visiting in Kentucky to display his beautiful Alon Aircoupe at the Miramar Air show – well deserved invitation to have it be displayed up there.

A young attendee leads the Pledge of Allegiance at the start of the September membership meeting. 9/23



Week ending Sept 30: The week started out with beautiful weather with last minute preparations being made for an End-of-Summer BBQ on Saturday. But as the week wore on, rain was being forecast for the weekend, putting a real crimp in deciding how best to deal with the bad weather forecast. Finally, President Trinidad Lopez decided it would be a go, although instead of a summer BBQ with corn on the cob and watermelon (hot weather food) we would have more of a fall menu, with roasted chicken, ham, ribs, rolls, vegetables, beans, potato salad and cake. Thanks to food donations from members and the energetic work of Trinidad and his wife Sharon, the feast was put out waiting to see if anyone would show up. The weather forecast was not conducive to fly-ins, but we ended up serving over 45 lunches, even with the prospect of bad weather – so a good turnout from our local members despite the weather gods being against us. As usual, our simulator got a workout.



Chapter President Trinidad Lopez reviews the past year and upcoming events at the September membership meeting

General Meeting: As always, our meeting opened with the Pledge of Allegiance. President Trinidad Lopez usually asks guests or new members to give the Pledge, but this time, we had a young boy lead the group – word perfect with a flawless presentation. Well done. Trinidad then opened the meeting and welcomed Chapter members and guests. He talked about our Membership campaign to reach 200 members by the end of the year. He also reviewed upcoming events, including an End-of-Summer BBQ, Moonlight Dinner/Dance, and a Young Eagles (and interested adults) Movie and Stargazing Night. Vice President Larry Rothrock provided an overview of the upcoming Ford Tri-Motor visit and encouraged those present to both take a ride on the plane, as well as serve as a volunteer during the event. Kerry Powell, our Program Director, then introduced our speaker for the month, Brandon Gonzalez. See a short overview of his presentation, [Getting What You Want From ATC](#), on page six.



Full house for our 5th Saturday barbeque, in spite of poor weather. 9/30



President's Message

Hello Everyone,

October is here and this month our Chapter will be hosting a very special schedule of events.

We started off the month by hosting our Chapter Young Eagles day on the first Saturday. The weather was clear and hot, but by the end of the day we had flown 36 kids. Thank you to our Young Eagle pilots, volunteers, and to our Young Eagle coordinator, Grant Rotunda. Together they make this wonderful program such a success.

The second week of this month our Chapter will be hosting the EAA Ford tri-motor which is on a national tour. The event is scheduled for October 12th - 15th at Montgomery Field. We need at least 12 Chapter members and Young Eagles to volunteer to help. Please contact Joe Russo at 858-349-1956 or me if you are able to help us with this event, or are interested in purchasing tickets.

The third Saturday this month, our Chapter activities will continue with the normal Pancake breakfast, General Meeting, and an excellent program speaker.

Coming soon, we will also be hosting a number of special events. We are planning a Young Eagles outdoor movie night and stargazing party. We will also be hosting a special moonlight dinner and dance. Information for these events will be sent out in a special email.

Since we have reached October, now is probably a good time to review our Chapter progress and accomplishments. We have accomplished most of the EAA requirements for superior Chapter operations and activities. This means we are well on our way to being designated as an EAA Gold chapter for next year.

Our highly successful Young Eagles program now has over 9,000 flights and continues to inch ever closer to the 10,000 mark for number of kids flown.

Our Chapter membership currently stands at 181. Just 19 more memberships and we will reach our 200 member goal. This would make it the highest level of membership for our Chapter in about 10 years. To help us reach this goal we will be offering \$10 memberships through the end of the year, and a free lunch to anyone who signs up for a new membership and to any member who helps sign up new member.

Great job everyone.

Clear skies,

Trinidad Lopez



Seen at SDM

Photos by Jim MacKinnon



Zach Kessler's "new" Cessna 150



Pat Cooley's Aeroprakt A-32



Sling LSA



Tim Johnston's Varieze



September Young Eagles Report

Grant Rotunda

After taking the month of August off for a relaxing summer vacation, the Young Eagles program was back in September in full force. On Saturday, September 9,

our dedicated pilots and ground volunteers supported 51 Young Eagles who came out to the chapter to participate in the day's flying activities, including 28 receiving their first flight. A record attendance in recent memory! This was not possible without pilots: **Shon Alexander, Chris Constantinides, Chase Franzen, Bruce Hill, Marty Jansen, Ted Krohne** and **Jonathan Robbins**. Most pilots flew three sorties, and **Chris** even flew four sorties, to ensure all Young Eagles received a flight.



Chris Constantinides gets the prize for flying the most (4) YE sorties at the September rally, ensuring that all Young Eagles received a flight.

A dedicated base of Young Eagles also regularly provide ground support and include: **Kiley Everett, Noah Cortezano, Bekk LeBlanc, Samantha Leibold** and **Charlotte Robbins**. These volunteers are youth who got started in the Young Eagles program and now actively give back each month. Very rewarding to see!

President **Trinidad Lopez** and his wife **Sharon** prepared lunch of burgers, hot dogs and fries for the Young Eagles and families. Also, a big thank you to **Nick Candrella** who took photos of the day's events and any others who helped throughout the day I may have missed.

Additionally, the Palomar Airport Association invited the chapter's Young Eagles program to participate in their Youth Aviation Day at McClellan-Palomar Airport on Saturday, September 23. Young Eagles coordinator **Grant Rotunda** set up a booth for the event, gave a short presentation on the program, and then answered questions from youth and parents about how to get involved in future Young Eagles activities at the chapter. They had a great turnout and we even saw some regular Young Eagles at the event as well!

You may have recognized that all three computers are now fully functional and seamlessly running flight simulators in the Young Eagles Nest. Chapter member and Young Eagles pilot Shon Alexander graciously donated his time to upgrade the PCs that were older than most of the Young Eagle participants! This was also not possible without the generous donation from Skye Turner and his company Ingolo Technologies who provided several pieces of hardware to bring the computers up to speed. Shon also provided an updated graphics card and now all three PCs are reliably running X-Plane. A very big thank you to Shon and Skye!



Young Eagles practice their flying skills on the simulators in the Eagles' Nest. Thanks to Skye Tuner and Shon Alexander for donating and setting up the computers.

The next Young Eagles event is scheduled for Saturday, November 4. We will also celebrate Charlotte's birthday this weekend! The November event is moved to the first Saturday of the month because we will host a movie night under the stars on Saturday, November 11. The evening will consist of dinner, a movie and popcorn and then stargazing with chapter members providing telescopes to use. We hope you come and check out the event as the pace will be a bit slower than a normal Young Eagles rally and provide an opportunity to socialize and relax.

Grant



Hangar 1 during the YE rally—Left to right: talk, chess, and pilot signoffs.



Brandon Gonzales

Getting What You Want From ATC

Short Summary by Donna Ryan

The following information is based on a talk given by Brandon Gonzales, who works at Palomar Airport (CRQ), as an Air Traffic Controller Specialist (ATCS), gave a very interesting and informative talk as part of our monthly General Meeting. Brandon has been an ATCT (Air Traffic Controller Towers) for 14 years, a pilot for 29 years, a CFI for 22 years, and has extensive experience in pilot outreach and Aviation podcasts. He is also a two time crash survivor (an interesting upcoming program). The following information is based on slides and comments that Brandon shared at our General Meeting. He pointed out that it costs money when you are flying and you want to get as much as you can out of the experience – one way to do this is by working efficiently with the ATC. He encouraged questions during the presentation and the audience certainly benefited from Brandon's thorough presentation.

He first outlined why it was beneficial to be at the meeting to learn more about getting what you want from the ATC:

- Step up Your Game
- Make it easier
- Get some ATC insight
- Improve safety
- The pancakes (Brandon has spoken at the Chapter before and knows about all the benefits of speaking at our Chapter!)

Next he gave the standard short summary of the service ATC provides:

- Prevent a collision involving aircraft operating in the system
- Provide a safe, orderly, and expeditious flow of air traffic
- Support National Security and Homeland Defense missions.

He summed up what a controller does with the phrase: "The rapid application of logic."

He shared a slide from the AIM outlining the priorities for an ATC:

- The air traffic controller is responsible to give first priority to the separation of aircraft and to the issuance of radar safety alerts, second priority to other services that are required, but do not involve separation of aircraft and third priority to additional services to the extent possible.

He then reminded pilots what their job is: being responsible for and being the final authority as to the safe operation of that aircraft. Thus, "in an emergency requiring immediate

action, the PIC (Pilot-in-Command) may deviate from any rule in the General Subpart A and Flight Rules Subpart B in accordance with 14 CFR section 91.3."

One slide discussed how pilots and controllers should work together: "In order to maintain a safe and efficient air traffic system, it is necessary that each party fulfill their responsibilities to the fullest. The responsibilities of the pilot and the controller intentionally overlap in many areas providing a degree of redundancy. Should one or the other fail in any manner, this overlapping responsibility is expected to compensate, in many cases, for failures that may affect safety."

He also added this thought from the AIM in section 4-2-1 b:

- The single, most important thought in pilot-controller communications is understanding. It is essential, therefore, that pilots acknowledge each radio communication with ATC by using the appropriate aircraft call sign. Brevity is important, and contacts should be kept as brief as possible, but controllers must know what you want to do before they can properly carry out their control duties. And you, the pilot, must know exactly what the controller wants you to do.

Brandon then went on to discuss radio communication. The key to effective communication is to listen before you transmit! Especially if you have just changed frequencies, pause, listen, and make sure the frequency is clear. Brandon shared a CFI comment: "Monitor the frequency before you speak."

He then shared five actions that require a proper read back everytime:

- Runway Hold Short
- Runway assignment/Taxi route
- Restrictions (altitude, speed, etc.)
- Approach
- Vector vs. direct

However, he mentioned that you don't need to repeat every single word verbatim or every component of a traffic call or sequence.

One of the slides directly dealt with traffic calls. It pointed out there are only two traffic calls: 1) Looking/searching, and 2) Traffic in sight. You must visually observe (not just see them on Foreflight on iPad, or an ADS-B etc.) You may be instructed to "maintain visual separation."

Next topic was clearances. There are three main points to remember:

- Don't accept a clearance you can't/don't want to comply with
- Don't accept it and then not do it
- Advise what you CAN do.

And if you don't understand, ask!!! Good responses include, "Say it again slowly" or "I don't understand." Don't just do what you thought you heard. Brandon pointed out that while the ATC must use the proper phraseology the first time, they can use plain language to explain. Finally, "Don't let anybody give you attitude for asking."

Brandon mentioned that pilots sometimes avoid talking to the ATC because they think they will get into trouble. However, the truth is that you keep out of trouble by talking to ATC as you can learn about traffic advisories, special use airspace, weather avoidance, and B, C, D, airspace violations.

He next covered two examples on how best to communicate with the Tower. If you are just making a standard arrival, it is sufficient to give all your information all at once, e.g. "Tower, N12345, 10 north, landing with Foxtrot."

However, if you have a request, it is best to give initial information, e.g. "Tower, N12345" and then wait for response.

At the end of his talk, Brandon shared his pet peeves:

- Turning base without a sequence
- Doing a touch and go when cleared to land
- Asking for unreasonable things at a bad time
- CFI not intervening soon enough or "letting it go too far."

He ended the presentation by sharing some good references for working with the ATC:

- AIM/PCG
- 7110.65
- CFI
- Mentor
- Aviation Podcasts
- Talk2Tower.com
- Plane English

During the talk, Brandon dealt with questions from the audience on runway incursions and wake turbulence among other topics.

Info for Pilots

Dan McCarthy

Here are two local items you might find useful:

I was just getting a Leidos flight briefing and I was surprised to hear the Mission Bay Vortac is broken again. Check it out, it's out of service until March 31st of 2024!

!SAN 09/111 Mission Bay, San Diego, CA (MZB)
Navigation VORTAC **unserviceable** Sep 18, 2023
1600Z (09:00 PDT) to Mar 31, 2024 2300Z (16:00 PDT)

A lot of times I at least have Montgomery Field as an alternate if the marine layer comes in and gobbles up Brown Field, especially at night, but I just noticed this in the Leidos flight brief:

!MYF 09/011 Montgomery-Gibbs Executive, San Diego, CA (KMYF) Service pilot controlled lighting runway 28 right recision approach path indicator unserviceable Sep 18, 2023 0059Z to Oct 30, 2023 2359Z Estimated.



Kerry Powell, EAA-14 Program Director

October 21: Gary Shank, Emergency—Avoidance, Preparation & Execution. A fun and informative look at an airlines pilot's tips and training on emergencies. Topics include avoiding emergencies, preparing for the unavoidable, and successfully executing emergencies. Subjects include:



Gary Shank

- Flight Planning
- Actions to minimize the likelihood of an emergency
- Ground and in-flight emergencies
- ATC communications
- Checklist vs. memory items
- Time-critical emergencies
- Most common emergencies in the most commonly operated airplanes

Gary Schank is a recently retired Boeing 737 Captain with Delta Airlines. For over 29 years, he has flown Boeing, McDonnell-Douglas and Airbus airliners all over the world. Type Ratings: Boeing 737, Airbus A-330, DC-9, EMB-145, CE-500, SA-227. Captain Schank was an Instructor/Line Check Airman for the airlines and is also a Certified Flight Instructor (CFII-MEI), a FAAsteam Representative, an owner of a Bonanza A-36. Captain Schank has published aviation articles in international aviation magazines and has spoken at many aviation events including EAA AirVenture Oshkosh. Gary Schank is also a member of Flying Musicians Association and is a practicing attorney.



In-Hanger Aerobatics. Jimmy Kennedy suspends his Nieuport 11 upside down to make it easier to cover and paint. 9/30

MOSAIC – Expanding Light Sport

Short Summary by Donna Ryan

The following information is based on a recent EAA National webinar given by Tom Charpentier and Rob Hackman.

Many general aviation aircraft owners and pilots are interested in the NPRM (Notice of Proposed Rulemaking) being circulated by the FAA called MOSAIC. The acronym stands for “Modernization of Special Airworthiness Certification.” EAA National is very interested in this subject as well as it directly affects many of its members and so a webinar was presented to deal with the topic. Special note: The information presented here is based on the NPRM as it stands and does not reflect what the final rules may turn out to be.

The webinar was presented by Tom Charpentier, EAA Government Relations Director and Rob Hackman, EAA vice president, Government Affairs. The webinar was extremely timely as the FAA is soliciting comments on the proposed rules until October 23, 2023. The webinar was also very informative as it cleared up a number of misconceptions on what the new rules might be. The following information is based on the slides and comments presented during the webinar.

One of the first points the presenters wanted to stress was that there are three aspects of the proposed rules:

- Redefinition and expansion of the Light Sport Aircraft category
- Expansion of Sport Pilot privileges
- Changes to the Light-Sport Repairman Maintenance rating

These are all related, but they are different; it is important to realize these are 3 separate rules.

The webinar began with a history of what led up to the proposed rules today. It all started in 2004, which was the first time that pilots were allowed to fly normal, fixed wing aircraft without a medical certificate. After the rule was implemented, the FAA and the aviation community knew there was more to be done and beginning in 2014, many conversations were held on implementing changes to light sport. This included the “Permit to Fly” concept, which is similar to concepts already existing in other countries dealing with aircraft not quite certified, but definitely airworthy. EAA National was heavily involved with the discussions. In 2018, the FAA was having to deal with many updates, and light sport changes were bundled with these changes in a 2018 FAA Reauthorization. However, due to a variety of factors, MOSAIC was eventually pared down to just deal with light sport updates.

Table 1 describes the current and proposed attributes for Light-Sport Aircraft presented in the webinar.

The proposed changes for Light-Sport Aircraft can be summarized as follows:

- “Clean” stall speed (V_{s1}) of 54 knots calibrated
- Maximum level flight speed (V_h) of 250 knots calibrated
- Limited to four seats
- Removal of limitations on retractable landing gear, in-flight adjustable propellers, and powerplant type
- Removal of aircraft type specification – allows helicopters, gyroplanes, powered-lift, etc.

One of the reasons for new Light Sport Aircraft rules was to get new planes on the market. In addition, a Light Sport Pilot can fly anything that meets the Light Sport Aircraft definition. The new rules enable the pilot to fly at an appropriate rating. Table 2 summarizes the differences

Table 1. Current and Proposed Light Sport Aircraft Attributes

Aircraft Attribute	Current	MOSAIC (July 2023 NPRM)
Aircraft Class	Airplanes, gliders, LTA, PP, WSC, kit-built	Any
Max Seats	2	4 seats for airplanes, 2 seats for other types
Max weight	1,320 lbs for land-based, 1,430 for amphibious	N/A (around 3,000)
Max stall speed clean (V_{s1})	45 knots	54 knots for airplanes, 45 knots for others, if applicable
Max airspeed level flight (V_h)	120 knots	250 knots
Powerplant	Single reciprocating engine	Any
Propeller	Fixed	Any
Landing gear	Fixed (except glider/water)	Fixed or retractable
Commercial activities	Flight training	Flight training, aerial work
Alterations	All alterations approved by manufacturer or person approved by FAA	Minor alterations allowed without authorization from the manufacturer or person approved by the FAA

between current and proposed Light Sport pilot requirements.

Next the speakers discussed current and MOSAIC requirements for the proposed Sport Pilot privileges. As part of one of the slides on current Sport Pilot privileges, it mentioned one could fly in Echo and Gulf airspace and with endorsement in Bravo, Charlie, and Delta airspace.

Important note: if you currently have a Private Pilot's license and you are stepping down from it to a light sport license, you don't need endorsements because you have already been trained in dealing with G, C, and D airspace.

The proposed changes for Sport Pilot can be summarized as follows:

- May fly any aircraft meeting the new LSA definition, even if the aircraft is certified in another category (e.g. Standard, E-AB, etc.)
- Remain limited to one passenger (2 occupants total)
- With proper endorsements, could fly aircraft with retractable landing gear and constant-speed propellers
- Permitted to fly at night with a third-class medical certificate or BasicMed
- With appropriate ratings, could fly helicopters and powered-lift aircraft that are built under LSA with "simplified flight controls"

The presenters touched lightly on changes to the Light-Sport Repairman rule. There are no changes proposed to the Light Sport Repairman Inspection course, but training courses

required may change for Light Sport Repairman Maintenance to make them more useful.

While there are some changes to the rules which will need to wait for the future, EAA is pleased with the overall and the specific proposals in MOSAIC. They believe they will have a positive impact on General Aviation. During this comment period, EAA National is evaluating and discussing with industry groups certain areas to see if more can be done. Some areas of analysis are:

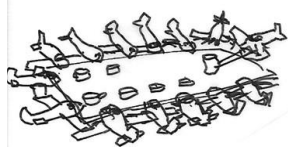
- The V_{s1} of 54 knots calibrated airspeed for aircraft
- The medical requirements for adding night flying privileges
- The limitation of Sport Pilots to carrying a single passenger
- Changes to the proposed Light-Sport Repairmen Maintenance courses

If you want to make a comment to the FAA on the proposed rules, you have until October 23, 2023 (date subject to change). Submit comments at www.regulations.gov (Docket FAA-2023-1377). The presenters mentioned that "comments and suggestions supported by well-thought-out safety justifications have the highest impact." There is more information at www.eaa.org/mosaic

The presenters mentioned that after the review period, the fastest that the final rules can be put in place is probably 12 to 24 months, and that is if everything goes smoothly (no government shutdown, no issues with election, etc.).

Table 2. Current and Proposed Light Sport Pilot Requirements.

Pilot Requirements	Current	MOSAIC (July 2023 NPRM)
Aircraft Privileges	Airplanes, gliders, lighter-than-air (LTA), powered-parachutes (PP), weight-shift control (WSC), kit-built, gyroplanes	Airplanes, gliders, LTA, PP, WSC, gyroplanes. Some helicopters and other types with simplified flight controls.
Max Seats	2 (2 occupants)	4 (2 occupants)
Weight	1,320 lbs (land), 1,430 (sea) amphibious	N/A (around 3,000 lbs)
Max stall speed clean (V_{s1})	45 knots	54 knots for airplanes, 45 knots for other types if applicable
Max airspeed level flight (V_h)	120 knots	250 knots
Powerplant	Single reciprocating engine	N/A (for airplanes, only single engine rating available)
Propeller	Fixed	Fixed, ground-adjustable, automated, or manually controllable-pitch with endorsement
Landing gear	Fixed (except glider/water)	Fixed or retractable with endorsement
Pilot endorsements	N/A	Manually controllable-pitch prop, retractable gear, complex, night
Medical	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn	State-issued driver's license, most recent medical not denied/suspended/revoked/SI withdrawn, current FAA medical certificate or BasicMed required for night only
Limitations	Day VFR at or below 10,000 MSL	Day or Night VFR at or below 10,000 MSL (night requires endorsement and a current FAA medical or BasicMed)



September 16, 2023 Board Meeting

Donna Ryan, Chapter 14

Secretary

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, September 16, 2023 beginning at 12:22 p.m.

Directors and officers present were: Jimmy Kennedy, Ted Krohne, Trinidad Lopez, Kerry Powell, Jonathan Robbins, Larry Rothrock, Grant Rotunda, Donna Ryan, Stu Strebig, Nigel Worrall. Directors and officers absent were: Gene Hubbard (excused), Ashley Lopez, Gert Lundgren (excused), Francisco Muñoz, Kevin Roche (excused), Ron Shipley (excused), Alan Sparkes. A quorum was present for the meeting. Rich Allison, Gene Lenard and Gary List were guests.

Board Decisions

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

- July 2023 Minutes and August 2023 Email Minutes were reviewed and approved. Stu Strebig/Grant Rotunda: passed.
- Treasurer's Report reviewed and approved. Stu Strebig/Kerry Powell: passed
- Approve the dispersal of Ray Scholarship funds in the amount of \$2,102.50 prior to receipt of funds from EAA National to cover invoices submitted by First Flight for Samantha Leibold, our EAA 14 Ray Scholar. Stu Strebig/Grant Rotunda: passed.
- Maintain a Chapter checking account balance of approximately \$30,000, with excess funds to be transferred to the Navy Federal Credit Union for a 14 month CD. Stu Strebig/Jimmy Kennedy: passed.
- Authorize a payment of approximately \$250 for a City Exhibition permit for the Ford Tri-Motor visit. Larry Rothrock/Ted Krohne: passed.
- Appoint Rich Allison as a director to the EAA Chapter 14 Board of Director effective immediately. His name will also appear on the upcoming election slate. Donna Ryan/Ted Krohne: passed.
- Motion to adjourn. Stu Strebig/Jimmy Kennedy: passed.

Old Business

Lease Option: **Trinidad Lopez** and **Larry Rothrock** reviewed the status of the lease option. **Larry Rothrock** and **Gene Hubbard** will review a list of City approved appraisers to identify ones who can possibly be used in an appraisal update.

Gravel Driveway/Asphalt Paving: **Trinidad Lopez** reviewed the progress made on improving the driveway (rock base delivery and smoothing), as well as the pothole repairs **Gary List** and others have been doing. He reviewed

possible priorities in asphalt repairs, with the area around Hangar 1 being the highest priority, followed by the area in front of Hangar 3.

Ray Scholarship: A meeting consisting of our Ray Scholar (**Sam Leibold**), her CFI (**Chelsea Tofan**), her mentor (**Bob Hitchcock**), **Trinidad Lopez**, and **Grant Rotunda** was held immediately before the Directors' Meeting. The meeting reviewed student progress, EAA National requirements, and payment schedule. A motion was passed during the Board Meeting to disburse funds immediately for invoices submitted by First Flight; funds have already been approved by EAA National and should arrive in our checking account soon.

New Business

Excess Checking Account Funds: The Board agreed that \$30,000 was sufficient to meet operating expenses for 6 months and that excess funds should be transferred to the Naval Federal Credit Union to be put into a 14 month CD.

End of summer BBQ: **Trinidad Lopez** and **Donna Ryan** discussed the upcoming end-of-summer BBQ. The Chapter insurance form has been completed. **Donna Ryan** will notify the Tower of possible extra traffic. Volunteers are needed.

Ford Tri-Motor Visit: **Larry Rothrock** reviewed needs for the upcoming Ford Tri-Motor visit, the primary one being for volunteers. Several directors signed up to help with the event. **Larry** explained the need for a check to be given to the City for an Exhibition permit for the Tri-Motor. The Board approved a motion to disperse the funds.

Full Moon Dinner Dance: **Trinidad Lopez** went over the planned activities for the Full Moon Dinner Dance. Alcohol will be available; **Trinidad** reviewed the use of alcohol at chapter approved events. **Donna Ryan** will prepare an insurance request to EAA National. The event will be held from 5 pm to 9 pm.

New Director Appointed: The Board approved a motion to appoint **Rich Allison** as a Director effective immediately and his name will also be placed on the ballot for the upcoming Board of Directors Meeting.

Young Eagles Movie Night/Star-Gazing Event: **Trinidad Lopez** discussed the upcoming event. The scheduled date coincides with a regular Young Eagles event; **Grant Rotunda** and **Trinidad** may make adjustments in the date. Snacks will be provided for both kids and adults. Each child must be accompanied by an adult. Adults with an interest in astronomy are welcome.

Holiday Party: Different options for a Holiday Party were discussed, including having a dinner at Casa Machado or the 94th AeroSquadron (**Trinidad** will check on the prices at Casa Machado, and **Larry** will get quotes for the AeroSquadron). Dates for the party were discussed.

More monitors or Larger Screen Needed in Hangar 1: **Larry Rothrock** pointed out it is difficult for people sitting in the back to see the one TV screen during presentations in Hangar 1. Two options: additional monitors could be

positioned in Hangar 1 or **Jonathan Robbins** mentioned that projection technology has improved significantly and might be useful.

Items Identified During the Meeting to be discussed next month

More monitors or projection equipment for Hangar 1, simulator rules.

The meeting was adjourned at 1:26 pm.

Submitted by **Donna Ryan**

New Members

Donna Ryan

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



Tristan Lerisse is a Private Pilot who is interested in getting an instrument rating, the Chapter Simulator, meetings, and sharing info with fellow pilots. Tristan works at First Flight and hopefully can point you in the right direction about their very helpful and useful business.

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



Bruce Hill (RV-8)



Marty Jansen (Piper Cherokee Six)

Young Eagles Roundup

Photos by Nick Candrella



Chase Franzen (Piper Cub)



Chris Constantinides (Piper Turbo Arrow IV)



Ted Krohne (Beech Baron)



Jonathan Robbins (Meyers)



Marketplace

For Sale: Mini 500 Helicopter (minus engine). The helicopter is complete and has never flown. Seller doesn't have the plans, but can put you in touch with the builder. Priced at \$10,000 or top offer. Highest bidder gets it. Call Frank at: (619) 449-1570 for details. The Mini is located at the Alturdyne Sheet Metal & Machine shop at 1405 N Johnson, El Cajon 92020. (Note: Alturair does their BD-5 aircraft).



For Sale: 1958 Tri-Pacer Parts– PA-22-160. Donated to EAA Chapter 14. Excellent workmanship. Wings, struts, rudder, horizontal, and elevator: Make offer. Email Ryan at rryan@san.rr.com and/or text at (858) 229-4875 to inspect the items and make offer.



For Sale: Nieuport 11 project. Excellent workmanship. Almost complete. Engine included. Donated to EAA Chapter 14. Selling project for \$7,500 or best offer. Email Ryan at rryan@san.rr.com for more information and photos.



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 Contacts

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Technical Counselors	Phone #	email
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Chapter Events

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

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

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

Hangar Phone:

619-661-6520

General Chapter Information:

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(619) 661-7117.
eaal4contact@gmail.com

Ryan (Hangar Manager)
(858) 229-4875 (text first)