



Spirit of Flight

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

February 2021

**Bob Johnson
1930-2021**



2	Chapter Briefing	Chapter 14 Members
3	President's Message	Gene Hubbard
3	Remembering Bob	Jim MacKinnon and Chuck Stiles
4	Gone West—Bob Johnson, 1930-2021	Donna Ryan
5	The Globe Swift	Reese Wolff
5	Upcoming Programs	Kerry Powell
6	Ryan's Vortex Generators	
6	Flying Leatherneck Aviation Museum	George Haloulakos
7	Girl Scout Cookies for EAA-14 Members	
7	New Members	Donna Ryan
8	Marketplace	
8	Erratum: A Swift is Not a Cadet	
9	Around Chapter 14	Photos from Chapter Members

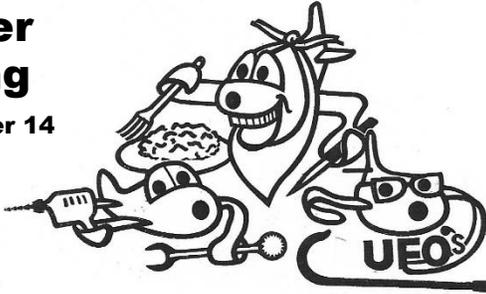
Bob Johnson entertains Chapter members with a trumpet performance at the Awards Banquet, which he organized for years

UPCOMING EVENT

February 20th—Chapter Meeting on Zoom,
John Schaper: FSO Update and Light Sport Aircraft. Watch for an invitation.

Chapter Briefing

EAA Chapter 14
Members



Brown Field - Suspicious Activities: Andy Swartz, the Airport Manager for Brown Field asked us to share the following information:

In an effort to promote safety and security on the airport, we ask all tenants to be vigilant of suspicious activity. In the event that you observe an activity on or around the airport, that seems out of the ordinary, please report your concerns immediately. During normal business hours you can contact Airport Operations at 619-424-0455. If you are reporting the matter after hours you can contact anyone of the agencies listed below. Do not attempt to approach, or apprehend anyone behaving suspiciously, but observe their activities and report them as soon as you can.

Thank you for your vigilance.

San Diego Police Department:
619-531-2000/ 858-484-3154

Transportation Security Operations Center:
877-456-8722

TSA SAN Coordination Center:
619-321-0100

Chapter Activities: Information provided by Chapter members.

Week ending Jan 2: A number of members stopped by the Chapter over the week to enjoy the great weather, do a bit of physically distanced conversation, and enjoy some flying. The Serendipity Club plane got its normal busy workout, as did a number of the planes hangared on Old Charlie. Other members worked on their planes. The core crew of project builders/maintainers of Craig Cornford, Jimmy Kennedy, Gert Lundgren, Jim MacKinnon, Trevor Pearson, and Ryan were there multiple times during the week.

Week ending Jan 9: Trevor Pearson has been busy getting his plane ready for painting. He has made a makeshift "paint booth" – an enclosed box, big enough for him and a fuselage completely enclosed in plastic paint tarps to contain paint overspray. He has removed the old fabric-covering and recovered the damaged area, put on a layer of primer, and is now ready to paint. A small fire at Brown Field, quickly put out, was visible from the Chapter. It even created a little fire funnel.

Week ending Jan 16: Member Thomas William's Mooney will occasionally join the tie-down lineup. His Mooney sees a lot of travel, and when Thomas is in town, it now has a place to stay. Nice addition to our lineup. Member

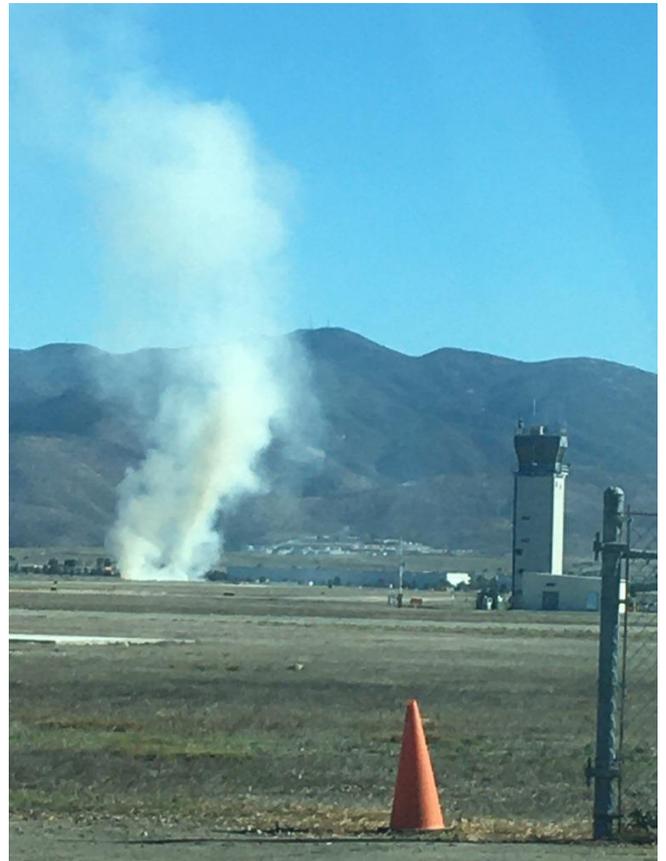


Gert Lundgren with his nearly-completed RV-12 in Hangar 3. Gert and Ryan spent a couple of weekends in January getting the wings to fit right. 1/2

Sebastian Seimer had an opportunity to travel around Utah for a month – and he took it - lots of adventures. We're looking forward to hearing about them. Scott Renne reported he has sold his Pipistrel Sinus Motor glider. It was always a crowd favorite as he flew in to fly Young Eagles.

Also on Saturday, Pete Grootendorst's wife Janeth and daughter Linda Sorensen stopped by at the Chapter for a few minutes to donate some books and magazines.

Week ending Jan 23: Ryan decided to add vortex generators to his Dragonfly to make it safer to fly in rainy



Fire Funnel at Brown Field



Janeth Grootendorst and Linda Sorenson socially distanced in Hangar 1. 1/16

weather. It turned out to be a long process. He cut one inch strips of aluminum on the Chapter shear. Then he drew a template on the strips to cut the individual pieces – a total of 60 (he made extra for any replacements). Then he placed the pieces on a screen and sprayed them white to match the plane. Finally he attached them to the plane with clear silicone. He took the plane flying in the rain and he reported great handling – the end result was worth all the time spent.

Week ending Jan 30: Extremely windy conditions, hail and rain greeted the Chapter at the first part of the week. Thankfully, no damages were reported to either planes or hangars. Cold weather continued throughout the week, but the core group of builders/renters continued work on their planes. Randy Lee, owner of the 5151 Loehl on the Chapter flightline, has been under the weather – best wishes for a speedy recovery. We received the sad news that Life Member Bob Johnson passed away on Thursday, January 28th. He was a valuable member of the Chapter for many years and we will really miss his sense of humor, wide-ranging aviation knowledge, and generosity of spirit. Please see the article on Bob on page 4.



Trevor Pearson shows off his paint booth, useful for getting paint onto his Pacer and keeping it off everything else.

President's Message

Gene Hubbard



This issue is about Bob Johnson and Bob Johnson was all about flying. I found that out soon after I joined the Chapter over 20 years ago. PA-22s aren't supposed to stall but Richard Kalling once told me how Bob was able to persuade his Colt to stall, sort of, during a BFR—as I remember, it's full-up elevator AND fly into your own wake. Most, if not all, of my flights in the First Flight Champ were with Bob—he would answer questions and give advice, but didn't grab the controls and say I was doing it all wrong. On my last flight with him in the Champ, he claimed that he never touched the controls. Not surprising, Bob was one of our EAA Flight Advisors.

When Bob was coordinating the United Flying Octogenarians (UFO) the membership criterion was to have pilot-in-command (PIC) experience over age 80. Bob made a blanket offer to prospective UFOs that if anyone needed the PIC time, talk to him and they'd go flying in the Champ.

I'll stop talking now. We're going to miss Bob at the Chapter. If you didn't know him, Jim's and Chuck's stories below say a lot about what he was like.

Gene Hubbard



Remembering Bob Johnson

Jim MacKinnon: In all my years of flying little airplanes, the most fun I ever had was flights in the Champ with Bob Johnson. We would putt putt out to Barrett Lake and see how much water was in it. Along the way I would practice my stalls, steep turns, slow flight, lazy eights. Bob would sit in the back and talk about "stuff". We'd fly over Barrett, and say, "Yep, there's water in it" and then putt putt back while I practiced more maneuvers. Every once in a while when I was struggling with one, Bob would say "Let me try that one" He take the stick and perform it perfectly. I would say "G\$@&!:/it", and we'd fly on. So make way for a stick and rudder man! Somewhere up there, a bunch of people are flying with Bob Johnson, and they be havin' some fun now!

Chuck Stiles: During lunch at the hangar, I could say something to him, like, do you remember the fold down radio antennas in the center of the windshield on the fifty's Buicks? Then set back and off he would go! I could listen to him for hours! I loved that old guy! We were scheduled to fly one day and the wind was blowing cross wind, hard. I tried to beg off and he said, O heck no, just makes it more interesting.

Gone West—Bob Johnson 1930-2021

EAA Chapter 14 Life Member Bob Johnson passed away on Thursday, January 28. A longtime member of the Chapter, he was generous with his time and knowledge, not only to the Chapter, but to individual members as well. Bob contributed many articles to the Chapter newsletter. One back in 2010 described landing in a snowstorm on the crown of a rolling hog pasture (a white-knuckle adventure aptly described “When in Doubt, Don’t” about the perils of “get-home-itis.”). Another article in 2013 talked about suddenly losing power over East Lake and making an emergency landing. “Subsequent tear-down of the C-65 engine revealed that the #2 piston had stopped at the top of the stroke and the wrist-pin had broken the pin bosses, resulting in the connecting rod banging around and becoming quite deformed.” A superb pilot, he wrote an article in August 2018 about an eventful second flight during a tailwheel endorsement for a student pilot. He had to take control for a harrowing landing when the right landing gear had collapsed – but thanks to his skills and years of experience, pilots and plane landed safely. He constantly provided short articles to improve pilot skills, including Frequency Etiquette, the Art of Hand-Propping, PCA! PCA! (Pitch Controls Airspeed, and Power Controls Altitude).



Bob cooks brats for lunch. Looks like Gerry Boehner and Keven Roche in the background helping out. Things were certainly different pre-COVID.

A former naval aviator, he continued with his love of aviation and instruction in civilian life, with COM, CFI, IFR, ME, and AGI ratings. Not only did he act as a CFI for many student pilots, but he also provided annual reviews and tail-wheel endorsements to many experienced pilots, frequently using the old Champ from First Flight. He handled our December Holiday Banquets for many years, and when we held a couple at the Chapter, he serenaded us with his trumpet. He also was the long-time leader of our local UFO (United Flying Octogenarians) group, not only arranging interesting speakers on aviation topics, but then always providing a home-cooked lunch feast, ably supported by his son Dan. One talk was by Gil Rud, onetime commander of the Blue Angels, and after the talk, Bob got a



Bob inspects the landing gear. It’s not clear what plane it is or where this photo was taken, but he’s wearing his EAA 14 windbreaker.

ride in Gil’s beautiful Cirrus. Bob wrote an article about the flight, called “From Stone Age to Space Age” and was like the proverbial kid in the candy store describing all the features on the plane.

A lifetime EAA National member, Bob was an ardent supporter of the Young Eagles program. Since he was also a docent at the Midway, he also arranged for groups of Flying Midshipmen and Naval Air Cadets to visit the Chapter and take flights provided by our Young Eagle pilots. He always made sure he was chef-in-charge that day and the attendees got bountiful lunches of hotdogs, buns, potato salad, beans, nachos, and ice cream to help remember their visit. He was a constant attendee at Chapter meetings, always willing to help out budding or experienced pilots, and many of our members relied on him for advice. He had a great sense of humor, lots of stories to share, and a love of people and planes. We will sorely miss him.



Dan and Bob after fixing lunch on a UFO meeting day

The Globe Swift

By: Reese Wolff



Reese Wolff's Globe, polished and on display in front of his hangar.

When I was a young flight instructor, a pilot strolled into our flight school looking for a tailwheel instructor, because he needed a BFR in his airplane. It was a Swift. I was the only tailwheel instructor on duty that day, so away we went. I fell in love with that airplane that day, and decided that if I ever got to the point where I could buy my own airplane, I would definitely look for a Swift.

My airplane is a 1946 Globe Swift, GC-1B. Mine is serial number 387, so it's a Globe (as opposed to Temco) and it was originally an 85hp GC-1A. At some point, it was converted to a 125hp engine, and so the designation on the FAA registration is officially GC-1B, although my data plate still says GC-1A.

In the mid-1970s a gentleman bought 2 wrecked Swifts and turned them into what is now my airplane. While it was originally an 85hp airplane with yokes, a bench seat, a metal roof and 26 gal of fuel capacity, he converted it into what is known as a Super Swift. That means it has a 210hp Continental IO360, a sliding canopy, sticks and basically double the original fuel capacity. In the over 40 years he owned it, he flew it to 49 of our 50 states, including well north of the Arctic Circle in Alaska. It was on display at the Reno Air Races 5 times, and one of those years it was towed (in the middle of the night) through downtown to Harrah's Casino, where it was displayed. He took it to Oshkosh and Sun 'N Fun many times as well.

Finally, after over 40 years, he sold the plane. However, the guy who bought it ground looped it during his checkout...with the CFI onboard. After the ground loop, the insurance company totaled the airplane out, and George Snyder, the man I bought it from, purchased it from the insurance company and rebuilt it. George has been flying, restoring, buying and selling Swifts for over 30 years and I bought it from him last August. It wasn't quite done being restored yet, so I didn't get it home to KSDM until November.

The Swift is an airplane with more modifications available than perhaps any other GA aircraft. There are many different engine/cowling/canopy modifications available on the Swift, so performance varies, but I get about 170mph TAS on about 10.5gph. I have a little over 600 pounds of useful load and a 50 gal fuel capacity.

I have not had the chance to take any long trips yet, but I got the opportunity to fly it in the Vintage Aircraft Flyby over La Jolla during their Christmas parade. Being a Colorado native, and new to Southern California general aviation, I am looking forward to exploring all the cool airports and museums California has to offer.



Three-quarters view of the Globe.



Kerry Powell, Program Chairman

Descriptions from the announcement on faasafety.gov:

February: **John Schaper** will present an update from the San Diego Flight Standards District Office (FSDO) and also talk about Light Sport Aircraft (LSA) topics.

John last spoke at Chapter 14 in March 2019 when he and Tom Marquez gave an account of local accident investigations.

This meeting will be conducted on Zoom. EAA Chapter 14 members will receive Zoom meeting instructions via email. Non-members may attend by requesting Zoom access by email from Kerry Powell at: kgpowell@roadrunner.com.

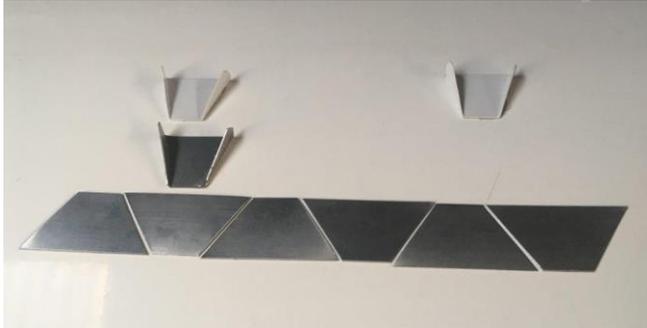


Navy V-22 about to levitate. 1/9

Ryan's Vortex Generators

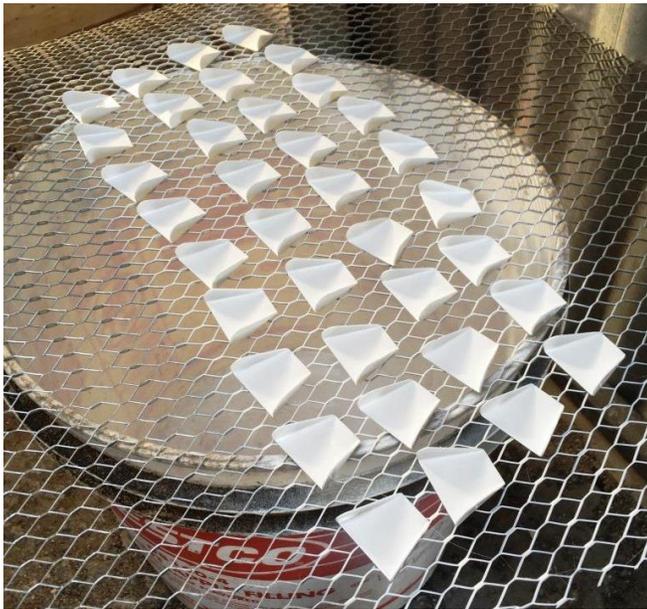
Vortex generators work by creating turbulence to mix fast moving (high-energy) air in the free stream with slow moving (low-energy) air in the boundary layer. With higher energy, the airstream is less likely to separate from the wing and reduce control authority or cause a stall.

These photos show how Ryan construct a set of vortex generators for his Dragonfly.



Step 1: Start out with a one-inch strip of aluminum. Then make a pattern and cut the trapezoidal blanks for the individual vortex generators

Step 2: Bend up the winglets on each side of the blank to get the characteristic snowplow shape. Lots of ways to do this but the easiest might be to mark the bend lines with a cardboard template, then bend them using a hand seamer.



Step 3: Spray the completed vortex generators to match the wing color. Ryan placed the VGs on a chicken wire screen to keep overspray from gluing them to the supporting surface.



Step 4: Attach VGs with clear silicone. Make some extra since there's a good chance that at least one will blow off the wing.

Ryan reports that adding the vortex generators to his Dragonfly wing improved aircraft handling, especially in the rain.

Flying Leatherneck Aviation Museum

George Haloulakos

The Flying Leatherneck Aviation Museum is a command center museum dedicated to preserving the heritage of US Marine Corps Aviation. Corps aviation is unique for its expeditionary nature that requires both fixed-wing and rotary aircraft to operate in very rugged terrain often in confined space. The use of purpose built aircraft having the capability of short take-off and landing capabilities is a characteristic of Corps aviation that is on full display with outdoor exhibits spanning World War II, Korean War, Vietnam War, Cold War, Desert Storm and the War on Terror.

Editor's note: George Haloulakos, a frequent contributor to the Spirit, is a docent at the museum. I have driven past it many times on Miramar Road and always assumed that getting on base to see it would be a hassle. In fact, the museum has its own entrance and welcomes members of the community.

Girl Scout Cookies for EAA-14 Members



Sydney and Charlotte in their Young Eagles Staff uniforms and standing in front of Dad's Luscomb.

EAA Chapter 14 Director Jonathan Robbins is the proud father of two Girl Scouts, both of whom are engaged in the yearly Girl Scout cookie campaign. Many of you know Sydney and Charlotte Robbins, otherwise known as our Chapter Morale Officers, as they were frequently with their dad down at the Chapter during the pre-COVID days, and even held their birthday parties there. The cookie campaign has already started and runs through March 4, 2021. Get your orders in soon!

Jonathan wrote: "Charlotte and Sydney wanted to let all their loyal Girl Scout cookie customers at EAA 14 know that they are standing by to take orders online and make in person deliveries of cookie orders during this time of social distancing. This year features contactless delivery and payment!

Use these links to place your order. Pay with a credit card/debit card, and be sure to enter if you'd like to donate cookies to the military through Operation Thin Mint and submit!

The cookies can be delivered right to you for the easiest cookie shopping!

Sydney's ordering webpage:

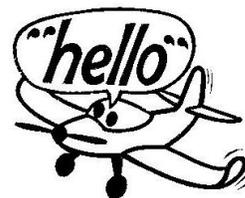
<https://digitalcookie.girlscouts.org/scout/sydney909042>

Charlotte's ordering webpage:

<https://digitalcookie.girlscouts.org/scout/charlotte439252>

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.

Patrick Cooley is an active student pilot who owns a Hummel H5. He is interested in light sport aircraft and can help out with carpentry and welding (very valuable skills around the Chapter).

Don Ramm is rated commercial, multi-engine instrument. He notes that he is handy with a computer and that he teaches people how to fly formation; he is currently a check pilot for the T-34 Association. He leaves no doubt about his interests: "flying, talking about flying, hearing stories about flying, flying formation, telling people my favorite flying stories." Can't wait to hear some of these stories once we can meet again in person.

After a fellow pilot shared a copy of the Chapter's January newsletter with **Reese Wolff**, whose plane graced the cover, he stopped by at the Chapter and got a membership application from President Gene Hubbard. In response to our welcome letter to share information about himself and his plane, Reese very kindly shared the following: "I'm a Captain at Alaska Airlines in real life. I have been on the Airbus for about 12 years, and am currently in B737 Transition Training. Before that, I flew freight for about 18 years. I am a CFI, CFII, MEI and Tailwheel Instructor. I got Single Engine recurrent and Tailwheel Recurrent at First Flight." Reese also shared information about his Globe Swift aircraft hangared at Brown. See the article on the Globe Swift on page 5.



Beech F-33 heading back to Orange County. 1/16

Marketplace

ZENITH CH750 STOL • PRICE REDUCED • \$58,975 OBO • LIGHT-SPORT AIRCRAFT FOR SALE! • Built by legendary award winning builder Marv Vanderpool in 2013. Incredible build quality like no other. TT: 72hrs. Mattituck Continental IO-240 125hp. Whirlwind Ground Adjustable Prop. Better Ergonomic Dual Stick Option. Upgraded Nosegear Fork. EarthX Lithium Battery (New2020). GTX-320A Transponder. ICOM A210 Comm. Unpainted beautiful exterior. Beautiful custom interior. Michelin 8.00x6 Tires. Vortex Generators. Last Annual by A&P Nov 2019. Amazing slow speed handling. Light Sport Compliant. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (11/20)



Highlander - JUST Aircraft • PRICE REDUCED • \$55,950 OBO • LIGHT- SPORT AIRCRAFT FOR SALE! • TT:~700hrs. Rotax 912ULS. 3 Blade - Ground Adjustable - KIEV Prop. Dynon Avionics Skyview. Grand Rapids EIS. Vortex Generators. Good payload capacity. Light Sport Compliant. Not in annual. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (11/20)



Hangar Available at Riverside Airport. Port a Port Exec 1, 42' wide. For sale for \$16,500. Ground. rent is \$256/mo. Includes elec/trash/portafoo/security-lighting. Available March 1, 2021. Excellent condition.

Contact mikerox2500@gmail.com



Erratum

Last month I messed up pretty badly by mistaking Reese Wolff's Globe Swift (left photo) for a Culver Cadet (right photo). Really, they do look kind of the same—two wings, a propeller, those kind of things. According to Wikipedia, there's even an urban legend that the Swift design was based on a Cadet. It isn't true.

If nothing else, I should have remembered that Reese's plane is too shiny to be a Cadet since Cadets are made of wood.



Reese Wolff's Globe Swift GC-1B over Brown Field.



Culver TD2C-1—the military drone version of the Cadet flown by the Navy. They flew it by radio control when people were shooting at it. This is a US Government photo probably taken around 1945. As a drone, the plane would have been painted all orange.

Around Chapter 14



Craig Cornford makes another test flight in his Mustang II. 1/1



Alenia C-27J Spartan at SDM. The Army Special Operations Aviation Command operates seven of these. 1/13



F-5 Aggressor in front of Mt. San Miguel



V-22 Osprey practicing an approach. 1/9



Ryan tinkers with his Dragonfly. 1/16



Serendipity Cherokee prepares for another flight. 1/16



Jimmy Kennedy continues work on his Nieuport by getting ready to start covering. 1/16



Craig Cornford has the cowling off his Mustang II again. 1/16

February 2021

Facebook

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

Chapter Website

<http://www.eaa14.org>

EAA Chapter 14 Memberships

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

General Chapter Information:

Donna Ryan (Chapter Secretary) (858) 273-4051. Leave voice mail or text.

eaal4contact@gmail.com

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Stu Strebiger	(619) 346-9788	trail2texas@yahoo.com

EAA Chapter 14 (with answer machine) (619) 661-6520

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

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