



# Spirit of Flight

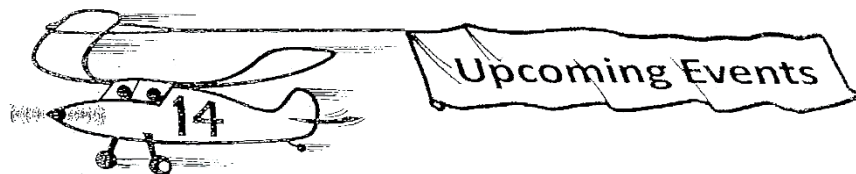
**Experimental Aircraft Association**

**Chapter 14: San Diego, CA**

**July 2019**



*Scott Renne returns to EAA in his Pipistrel Motor Glider after a Young Eagles Flight. Photo by Lista Duren 6/8*



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**July 13<sup>th</sup>—Young Eagles Rally**

**July 20<sup>th</sup>—Aircraft Maintenance Tips with Meinolf Reuther**

**August 10<sup>th</sup>—Young Eagles Rally**

**August 13<sup>th</sup>—No AAC Meeting**

**August 17<sup>th</sup>—John Schaper on Light Sport Aircraft 2019.**

**September 10<sup>th</sup>—AAC Meeting. 1530 at MYF Terminal Building**

**September 14<sup>th</sup>—Young Eagles Rally**

# Chapter Briefing

## EAA Chapter 14 Members



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

**Week ending June 1:** Cold and rainy weather and three regular Tuesday-Thursday group members missing meant that there wasn't much activity during the week. Gene Hubbard was on work assignment in Washington D.C., and Jimmy Kennedy took his motorhome to New Mexico and then to Wyoming to visit family. He'll also visit the "potato eater" Chuck Stiles who is in Idaho. On Saturday though, there was lots of activity at the Chapter. There was a good turnout of 25 people for free coffee and donuts, hosted by Director Trinidad López. Besides regular visitors, there were a number of new faces and fly-ins. Trinidad reported: "Conversations were interesting and lively, and everyone seemed to relax and enjoy themselves." Among the attendees was member Trevor Pearson who brought along two friends, including a teenage boy. The boy spent some time talking to Mark Albert about Mark's RV-3 and learning to fly. Then he visited Ryan and got a ride in Ryan's Dragonfly. A good day for a budding aviator. There was a big turnout of over 30 people for Pete and Janeth's delicious lunch of homemade stew, rice, salad, rolls, and ice cream. Lots of hangar talk went on. Ralph Stadler reported that he is working on painting his Jodel and is about to install an ADS-B. Trevor Pearson is looking to buy a Piper Pacer but is looking for a hangar first.

**Week ending June 8:** During the week, Dan McCarthy and Ryan got some more take-off and landing practice in the Grumman. On Saturday, there were lots of Young Eagles and at first, only Pete Grootendorst was there to fly them.



*Pete and Janeth serve lunch. Janeth doing a quality check.*  
6/1

Fortunately, he was joined by Ted Krohn and Scott Renne to help out (maybe others as well). One welcome visitor was a previous Young Eagle, Roman Hendle. Roman is one of our Young Eagles who started coming to the Chapter when he was around 10 or so. He is now attending Southern Utah University studying aviation and engineering. He has his pilot's license and is working towards his instrument rating. He flew for many years with Ryan, and repeated that on Saturday with a ride in Ryan's Dragonfly. In a note Roman wrote: I am very excited to be back as a member and I'm looking forward to flying new Young Eagles and follow in Ryan's and all of the other pilots' footsteps." We're glad to have you back too, Roman, and really glad you've done so well following your aviation dream. Alan Sparkes did the honor of serving lunch to the hungry hoard – our standard fare of hot dogs for Young Eagles and cheeseburgers for the adults – plus salad and ice cream and other fixings. Member Wayne Tyson provided an update on his aircraft: "I am thinking of selling the Zenith CH 750/2 (Continental IO240 fuel-injected engine and new annual) again, and I might even sell the Highlander. Asking price undetermined; will negotiate based on the facts. The Highlander needs some work and a new condition inspection. I'm thinking of looking for a nice Luscombe or similar that will qualify as Sport (<1320 gross)."



*Another photo of Pete Grootendorst, this time as the first YE pilot to show up on a Second Saturday. 6/8*

**Week ending June 15:** Still weird weather during the week, but Saturday dawned bright and clear and about 22 members and visitors enjoyed Kevin Roche and his son David's warming breakfast of pancakes and waffles, sausage, and eggs made to order. They have breakfast down to a science. We had several new members and prospective members present. One teenage boy wants to be an aerospace engineer, and he is interested in WWII as well – so Ted Krohn's excellent talk on WWII in the Pacific was perfect for him. After his family was given a tour of our facilities, Ryan took him for a ride in the Dragonfly – the boy was one happy camper. And we were all happy campers thanks to John Walker's filling and tasty meal of brats, hot dogs, macaroni and cheese, beans, cheese slices, salad and ice cream – a real feast for just \$4.

**Week ending June 22:** Uncertain June, gloomy weather again – in fact, it even rained on Thursday. Ryan used the time to begin the process of putting a Volkswagen engine on his Titan. On Saturday, a small group finally got to enjoy sun around lunchtime, as well as enthusiastically partake of Ted Krohn's excellent lunch of make your own ham and cheese sandwiches, coleslaw and chips, along with the always appreciated ice cream. In a note from long-time





*Ryan takes a third-Saturday attendee for a ride in his Dragonfly. 6/15*

member Cecil Ogles, he mentioned that he is now 89. He stated, “while I can’t get down to the Chapter as much as I would like, I enjoy reading the newsletter and hearing about what is going on at the Chapter. My first trip to Oshkosh was in 1975. I was co-chairman for aircraft registration at Oshkosh for a number of years. My last trip was back in 1994. My wife and I used volunteer at the Chapter 14 fly-ins held at Ramona back in the 70’s and 80’s. We also helped prepare lunches at Brown Field when we first got our lease and hangar. From 1966 to 1980, I rebuilt 3 basket case Pipers: PA15, 17 & 20. I had some one-time STCs for larger engines and fuel systems in the 15 & 17. I also maintained my son’s Maule M-5 for the years he owned it.” Thanks, Cecil for sharing this information – we really appreciate your support of EAA 14 for these many years.

**Week ending June 29:** During the week, Vice President Gene Lenard met briefly with the city’s Real Estate representative Michelle King to discuss the recent appraisal of the lease option area we might exercise. Chapter member Dion Dyer provided a very helpful review on the appraisal and his comments will form the basis for the written response we will be making to the City. We really appreciate his assistance and expertise. As President Gene Hubbard commented, “The Chapter has a lot of resources that aren’t directly related to aviation!” The other big event for the week was the visit by the FAA ACE (Aviation Career Education) camp. This was the first time our new Young Eagles coordinator, Ashley Lopez, headed our Young Eagles program – but she was ably mentored and

assisted by our longtime coordinator Mark Albert. We are very grateful he continues to be involved in the program. Close to 23 kids took to the skies with our great group of volunteer pilots. After the flights, the kids, along with members and visitors, enjoyed a special lunch hosted by Trinidad and Sharon Lopez consisting of POGGI hamburgers, hotdogs, and fries, along with cake and ice cream. Trinidad reported: “We had an excellent turnout and everything went smoothly. The kids and parents from the FAA ACE Camp seemed to have a great time. There were 46 hamburger and 4 hot dog lunches served. The sight, sound, and smell of the POGGI burger cooking to convince most of them to choose the hamburgers. In addition to the food we served, the parents brought bagels, cookies, and brownies. There was lots of good food to go around. Jonathan’s daughter Charlotte was our cashier and she kept a close eye on the money box. She did a fantastic job. The FAA ACE Camp group was polite, helpful, and truly seemed to enjoy the activities. I can’t recall ever seeing so many smiling faces.” After lunch, Ryan gave a couple of Eagle flights, including one to David Roche, the son of our pancake breakfast hero Kevin. Ryan reports that David did very well at the controls. And lastly, in a very fitting tribute to the benefit of our Young Eagles’ program, Roman Hendle (see info under June 8), who started our Young Eagle’s program way back when he was 10 or so, flew his first group of Young Eagles himself. Great job, Roman!



*Campers from the FAA ACE program participate in the “Build-a-Box” project. 6/29*

*Four-Cycle Titan.  
Ryan used the quiet  
fourth Saturday to  
install a VW engine.  
6/22*



**General Meeting:** Vice President Gene Lenard opened the meeting and welcomed over 40 Chapter members and guests.

**Safety:** Pete Grootendorst commented that he and Larry Rothrock had attended the runway safety meeting for pilots held at Brown Field. Good news: Only 2 runway incursions had occurred last year. Pete made two suggestions to improve runway safety: 1) Keep grass cut close to the runway so that runway signs aren’t obliterated, 2) Ask tower personnel on ATIS to slow down when they speak as many

student pilots train out of Brown and this would be of assistance to them.

**Young Eagles:** Mark Albert commented that we have flown 99 kids so far this year, even though we had to cancel two Young Eagle dates because of bad weather. On June 9, Chapter pilots flew 22 kids. He mentioned he would be stepping down as Young Eagles Coordinator, but would be staying on to help mentor our new Young Eagles Coordinator, Ashley López.

**AirVenture - Oshkosh:** Gene Lenard talked about the upcoming AirVenture event at Oshkosh. A majority of the audience had attended Oshkosh at least once, but member Dennis Bender had gone 47 times! – a real record.

**Membership:** Donna Ryan announced we have 162 members and encouraged visitors to join.

**Simulator:** Larry Rothrock asked for feedback on the need for a new simulator.

**Maintenance Reminders:** Meinolf Ruther provided some reminders on what to do during inspections. He showed a picture of a crack in his aircraft's tire, which he wouldn't have seen unless he had moved his plane a few feet as part of his inspection. He showed a picture of another plane which had a crack on the underside of the plane near the engine compartment – it had only been duct-taped, and the duct tape was coming off (probably the area hadn't been cleaned prior to putting the duct tape on and oil had gotten into the duct tape). He also mentioned to be cautious when using pressure washers. He showed a picture of a brake assembly. The guide pin for the brakes was rusty – and it had happened because of power washing. This problem wouldn't show up for a while – but it was certain to occur.

**Health Reminders:** "Doc" Gene Lenard gave a few quick health reminders to keep us active and flying: watch your diet (cut down on red meat and processed food), get enough sleep, don't watch TV or other electronic devices that contain blue light at least an hour before going to bed.

**General Meeting Talk:** Program Chairman Kerry Powell discussed upcoming programs and then introduced our speaker for the month, Ted Krohne. See an account of Ted's talk on page 7.



*Young Eagle with the pedal Corvair. 6/29*

## President's Message

Gene Hubbard



June was a big month for Chapter activities, starting with our Coffee and Doughnuts get-together on the first. First Saturdays are usually pretty quiet, especially in rainy weather, but Trini's event brought a couple of dozen members and visitors to the hangars to drink coffee and tell lies. This is going to be a regular event. Join us next time.

Mark Albert's YE column on the next page tells about our two rallies in June, our regular Second Saturday one and the FAA ACE camp at the end of the month. We've been running the box-building activity for several years now; this time Gary List and Jim MacKinnon organized it, but quite a few Chapter members helped out. See the photo on page 13 to figure out who. Coffee never hurts either. Way to go out on a high note, Mark! Now you might have time to work on your carburetor...

Then there was Ted Krohne's third Saturday presentation on the Battle of Midway. I missed hearing the presentation, but I have to say that editing Donna's summary on page 6 was like drinking from a firehose. Ted knows his material and even after nearly 80 years, the lessons still matter. The world can turn on a dime, for better or for worse, depending on which side you're on.

In the background, we continued to move toward expanding our leasehold and preserving our facility until 2035. There are some bumps along the way. Many thanks to Gene Lenard and especially Dion Dyer for helping us to navigate them. It's gratifying to see how much talent we have within the Chapter and how many members are willing to step up when needed.

*Gene Hubbard*



*Changing of the YE Guard. Retiring YE coordinator Mark Albert with incoming YE coordinator Ashley Lopez.*





## Young Eagles Report

**Mark Albert**

June was a busy month for the Chapter 14 Young Eagle crew. We held two Young Eagle events in June starting with our regular YE event on

June 8th followed by a special event on June 29th to help fly some kids attending the FAA ACE (Aviation Careers and Education) camp. This is a yearly event for us and it is great to help support this cause.

Pilots Pete Grootendorst, Ted Krohne and Scott Rene flew 22 YEs on June 8th and pilots Tom Burton, Pete Grootendorst, Fred Lieder, Jonathan Robbins and Roman Hendle flew 18 YEs on June 29th. To prove our efforts are not fruitless it is important to point out the Roman is a result of the Chapter 14 Young Eagle program. Roman joined the Young Eagles in 2011 and now is quite happy to pay it forward and fly YEs. A special thanks to Roman for helping this Saturday. We look forward to seeing him more often.

June 29th also included some special programs to introduce the kids to aircraft and aircraft building. Thanks to Jim McKinnon and Gary List for staffing the build-a-box event. I saw a number of kids willingly participating and no blood, good job guys. Also to Jamie Williamson (another Young Eagle) for helping set-up, clean-up and assist with the Young Eagle flights. Also, Pedro and Ryan Flores for their continued help in the many aspects of the program. Nick Candrella on the registration computer and last but not least Ashley Lopez who has offered to become the new Young Eagle Coordinator starting in July. I hope you help Ashley as much as you helped me.

While not leaving the YE program I will just transition to some new duties. I enjoy working with the kids and it is great to see kids like Jamie complete his first solo and Roman return to fly YEs. We always need pilots and ground crew so if you want to lend a hand, Ashley is the person to talk to.

I also want to express my appreciation to all the pilots and ground crew who help with the success of this program throughout my tenure. There are a lot of moving parts to our program and without your help I would have been really stressed out. Thanks to you all. And to Ashley, you will do a great job and it would be my pleasure to help when you need it.

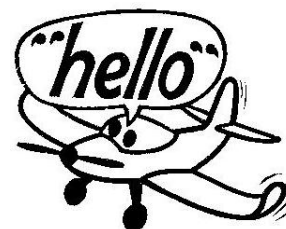


*Mark Albert*

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

**Tim Berthiaume** likes planes and, especially experimentals (he has definitely come to the right place). He likes fishing, and traveling, as well as singing. He states he is glad to help out where needed – great volunteer spirit. Director Alan Sparkes persuaded Tim to go to Oshkosh for the first time – hope he has a great time.

**Ashley Lopez:** Many of you already know Ashley as she frequently helps her dad, Director Trinidad Lopez, with Chapter lunches and activities. She just graduated from UC Riverside with a degree in business and information systems – but best news for us is that she will be our new Young Eagles Coordinator under the mentorship of Mark Albert. Ashley is a student pilot and helps her dad perform maintenance on their Piper Cherokee. She works at the USS Midway's Youth Education program, focusing on the ship's history and operation, along with the Aviation merit badge class specifically for the Boy Scouts. She'll be a great fit for our Young Eagles program.

**Jeff Moersch** has a Rutan Long-EZ and has the following ratings: ATP MEL and SEL.

**Perry St. Laurence** is a private pilot with multi-engine and instrument ratings. He is an A&P, with 40 years airline and general aviation experience. His Grumman Tiger will be tied down at Chapter 14 soon.



**Kerry Powell, Program Chairman**

Descriptions from the announcement on [faasafety.gov](http://faasafety.gov):

**July: Aircraft Maintenance Tips with Meinolf Reuther.** Retired A&P Meinolf Reuther shares his expertise with real world examples of aircraft maintenance issues.

**August: Light Sport Aircraft 2019.** John Schaper from the San Diego FSDO will talk about Light Sport Aircraft, E-LSA and S-LSA, Maintenance, Repairman and each type of qualification. At the end, we will have time for Q&A and a San Diego Flight Standards update.

# WWII in the Pacific

## 12/1941-6/1942

### Summary by Donna Ryan

*The following information is based on the program talk given by Ted Krohne.*

EAA Chapter 14 Director Ted Krohne provided a fact-filled, very interesting talk on WWII in the Pacific from December 1941 to June 1942. Ted is a graduate of the U.S. Naval Academy and serves as a docent on the Midway Museum—so this subject, much of which centered on the Battle of Midway, was right up his alley.

To begin his talk, he provided some background on what lead to Japan's initiation of the war in the Pacific. At the end of the 1800's many of the European nations had colonies in Asia – and the United States wanted to be a part of that. Thanks to Admiral Perry, we became involved with Japan, so involved that when the Emperor decided to modernize his military forces, we partnered with Japan to provide them with a large number of left-over cannons, etc. from the Civil War. Later England worked with Japan to supply them with the latest in ship-building technology, including iron-clad ships. Japan used its new-found military force to do a sneak attack on the Russian Navy in 1904-1905, destroying over half of its fleet and setting up control of Port Arthur at the tip of Manchuria. In WWI, Japan was an ally and England gave it a further sphere of influence in Asia. However, in 1937, Japan invaded Manchuria and China, alarming the Western powers. In 1939, the U.S. put an embargo on any shipment of military supplies to Japan. By 1941, Japan controlled vast swathes of Asia and decided that by making a sneak attack on the U.S. base Pearl Harbor in Hawaii, we would be neutralized.

On December 7, 1941, Japan attacked, inflicting the following casualties: 4 battleships destroyed, 8 damaged, 188 aircraft destroyed on the ground, 2,403 killed, 1,178 wounded. In a later note mentioned the following: "During the Pearl Harbor sneak attack, 4 battleships were indeed sunk and 8 damaged, but we were able to refloat 3 of those sunk, repair them and use them in later engagements. Only the Battleship "Arizona" was not repaired. It is a permanent Memorial today in Hawaii to the many men who lost their lives when it "turtled" and sank to become their eternal resting place." There were near simultaneous attacks on Guam, Wake Island, Philippines, Malaya, Singapore and Hong Kong. Red areas on the map show the extent of the Japanese Eastern frontier by March 1942.

Ted spent some time talking about the Doolittle Raid in April 1942 and the obstacles it faced. Sixteen B-25s took part, launched from the USS Hornet. The original plan was for them to launch 400 miles away and then bomb Tokyo and other locations on Honshu Island. But a Japanese cargo ship spotted the Hornet, and the planes had to launch from 600 miles to ensure success before Japan could react. The Raid was a strategic victory and caused Japan to lose its



*Extent of Japanese Eastern Frontier, March 1942*

sense of invincibility. However, it strengthened its resolve to expand even farther.

Japan wanted to sink the U.S. carriers it had missed at Pearl Harbor: the Yorktown, Enterprise and the Hornet. It also wanted to strengthen its position in the South Pacific by invading and occupying Port Moresby, New Guinea. But by this point in the war, we were able to read Japanese code better and we learned of the attempt. We engaged in the Battle of the Coral Sea on May 4-8, 1942. It was the first battle fought where ships never came within sight of each other and it was the first one in which we were able to check a major Japanese advance. Japan lost one light carrier, with 2 heavy carriers damaged. The U.S. lost the carrier USS Lexington and the USS Yorktown was badly damaged. Indeed, the Japanese thought it was destroyed.

After that battle, Admiral Yamamoto devised an overall plan to prevent American aircraft from reaching Japan by capturing Midway, Kiska, and Attu islands. He wanted to put Midway behind the "ring of steel." There were several phases: 1) Carrier force under Vice Admiral Nagumo would suppress forces on Midway and find U.S. carriers that hadn't been destroyed in Pearl Harbor. 2) Yamamoto would bring up a battleship group to destroy U.S. carriers and prepare Midway Island for Japanese landings; 3) Vice Admiral Kondo would lead forces to capture the island. 4) Invade the Aleutian Islands to nullify American Dutch Harbor forces and establish Japanese control.

Ted showed a chart with the Order of Battle.

Asset	Japan	U.S.
Fleet Carriers	4	3
Battleships	11	0
Cruisers	16	8
Total Combatant Ships	>78	>50
Carrier-based Aircraft	303	261
Land-based Aircraft	~50	~100

Land-based American aircraft were based on Midway Island, while Japanese aircraft were based on Wake Island, then under Japanese control.

Ted added the following information later to clarify warship descriptions: "Jeep carriers" are war ships that have an air

wing of less than 30 aircraft, "light carriers" are warships that have an air wing of less than 50 airplanes and "fleet carriers" of that period would carry 75-85 aircraft. Airplanes of that era were smaller than today's counterpart. For instance, USS Midway (CV-41) (the largest warship in the world when commissioned) initially carried 136 aircraft in 1945. When she was decommissioned in 1992, her air wing was about 72 aircraft and her decks were "full."

The Japanese had superior numbers in many cases. Our carrier-based aircraft at Midway included the TBD Devastator, the F4F Wildcat, the SBD Dauntless. PBY Catalinas from Midway patrolled north and south looking for the invasion fleet. The U.S. also had land-based aircraft at Midway: the Army's B-17 Flying Fortress and B-26 Marauder, the Marines' F2A Buffalo, and the Navy's Avenger. The Japanese had several aircraft types, including the Nakajima B5N "Kate" torpedo bomber, and the Mitsubishi A6M "Zero" fighter, light and with a big engine, capable of 325 mph. All ships involved operated under strict radio silence to avoid detection, making coordination difficult or impossible during the battle.

The Battle of Midway lasted from June 3-7, 1943. Ted traced the events leading up to the battle.

- May 14: Midway was determined to be a target. American cryptographers were able to determine the date and location of the planned attack.
- May 27: Japanese force of 157 combatant ships and 558 aircraft leave Japan. However, this was typhoon season and bad weather slowed the fleet down.
- May 28: The USS Enterprise and USS Hornet sail for Point Luck, about 325 miles NE of Midway.
- May 30: The Yorktown sails for Point Luck. Maintenance personnel had said it would take 90 days for the Yorktown to be repaired, after the Battle of the Coral Sea, but Admiral Nimitz gave the team 72 hours, and the task was miraculously done by 1,400 assigned to the effort.
- June 3: A PBY from Midway spots the Japanese fleet
- June 4: The battle begins.

Ted provided a detailed account, sometimes minute by minute, of the battle. Only a few highlights are listed here.

- 0430 Japanese launch first strike against Midway Island with 118 aircraft (total) from 4 carriers.
- 0445 Midway Island launches aircraft towards the Japanese carrier fleet coming from the NW
- 0600 Midway launches anything that could fly and carry weapons after radar picks up incoming Japanese aircraft
- 0710 Midway based aircraft strike Japanese forces, but there were no hits.
- 0715 Japanese aircraft strike Midway Island, still believing that our carriers were in Hawaii.

- 0810 Second Midway force attacks Japanese force. Though we did not have hits, our attacks meant that the Japanese were unable to recover or launch aircraft.
- 0900-1300 U.S. carrier forces attack Japanese forces.
- 1020 Japanese carriers get attacked by 26 American dive bombers from the SW and 16 from the NE. Japanese aircraft too busy shooting down torpedo bombers at low altitude and strafing survivors to respond. Three carriers are ablaze and doomed. War in Pacific changes direction.
- 1700 Surviving Japanese carrier attacks and eventually sinks Yorktown, but is destroyed by American dive bombers from Yorktown and Enterprise.

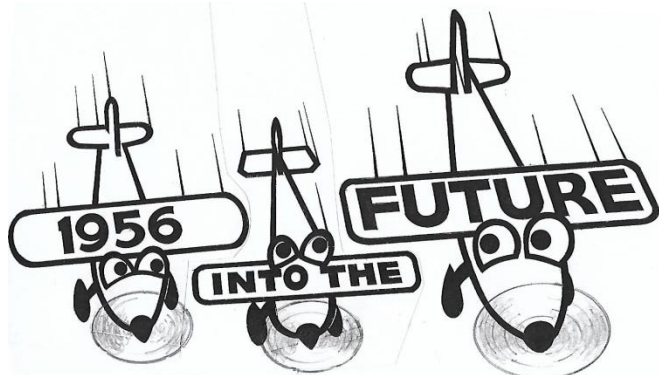
By June 6, Yamamoto had instructed his forces to turn away from Midway. At the same time, he canceled the Alaska campaign and recalled the carriers headed for the Aleutians.

In the Battle of Midway, the Japanese Navy lost 4 fleet carriers, 1 heavy cruiser, 248 aircraft and more than 2,500 pilots and mechanics. It lost momentum and never recovered from the loss of ships, aircraft and highly trained people. It lost naval aviation superiority in the Pacific and from then on, it went on the defensive. It cancelled plans to attack Hawaii. Winning the Battle of Midway shortened the war in the Pacific by at least a year. In addition, President Roosevelt could now implement a "Europe First" policy and more men and supplies could flow to European theaters rather than to the Pacific. U.S. surface forces continued to operate from Hawaii, instead of Bremerton, San Francisco, and San Diego. U.S. submarines continued to operate from Midway instead of the West Coast of the United States.



*Program Director Kerry Powell (left) introduces speaker Ted Krohne at the Chapter meeting. 6/15*





## The Way We Were: 2010

**Donna Ryan**

### General

- Officers/Assignments: President: Larry Rothrock; Vice-President: Joe Russo; Secretary: Donna Ryan; Treasurer: Gary List; Newsletter Editor: Donna Ryan; Hangar Manager: Ryan; Young Eagles: Jesse Clark
- Pressure mounted to have a security fence around Brown Field because of a recent runway incursion by an intoxicated fellow who drove onto the runway to greet helicopters at night.
- Bill Moore donated his MiniMax to the Chapter.
- Authorized a \$100 scholarship for a young person to attend summer camp at the San Diego Aerospace Museum.
- Received a \$10,000 grant from the Ruben H. Fleet foundation for use in our community aviation program. Portion of the grant went to a certified, FAA approved instrument flight simulator. Members would be able to log official IFR time on the system.
- With the rest of the funds from the grant, the Board decided to improve the space between Hangar 1 and Hangar 2 and make it into a Young Eagles and Eagles area, complete with slab and a secure enclosure.
- Need for a new metal storage shed was identified.



*Ron Shuler with the Cassut 111 that showed up unexpectedly at SDM.*



*Young Marines from Miramar stand at attention at a Young Eagles event.*

- A donation was made for \$2,000 towards a Young Eagles area in memory of Clark Friedgen.
- Paul Hanson spearheaded a project to build an observation deck using only donations and volunteer labor. The project was to be on the top of Hangar 3. Project was later put on hold.



*Gerry Boughner holds a fabric covering workshop in Hangar 1. Gene Lenard, Gary Adelian, and Alan Sparkes look on.*

- Ron Schuler and Roy Van De Bogart encased the door balance weight in Hangar 1.
- Continued efforts to obtain a permit for the row hangar.
- Kerry Powell became Program Coordinator.
- Chris Puntis identified source for an AED (defibrillator): Gene Lenard filled out the grant papers and served as our Chapter representative.
- Ron Shuler volunteered to put down rocks/granite/sand on the road leading into the Chapter and to ensure we have drain pipes underneath it.
- Need for a concrete Master Plan for our leasehold became more urgent. Committee was to meet and identify phases of the plan.
- Purchased a cordless microphone for use by General Meeting speakers.



*Not an accident! Paul Hanson tips his "Offshoot," now a biplane, on its nose to paint the bottom of the lower wings.*



- Old computer was moved into Hangar 1 to get better connectivity and oversight.
- Board was tasked with thinking about the future of the Chapter and identify steps on how to get there.
- Board identified need to verify that specific classic aircraft are on site when people ask us to sign off on their presence for tax purposes.
- Two skylights were installed in Hangar 1.
- Gutter pieces in good condition that were on low usage parts of Hangar 3 were moved to high usage areas. Prices for new gutters were quite high.
- Safety Director reported problems with runway intrusions (an automobile almost collided with an automobile). New signs put up warning pedestrians to stay behind the sign on the north end of our parking ramp.
- Hawaiian shirts with the EAA 14 logo on them were ordered for the Chapter store.
- New coke machine was purchased; compressor from the old machine was switched into the new machine with the desired result: the coin dispenser worked and the drinks were cold.
- Mark Albert and Chris Puntis presented some excellent ideas on how to get more publicity for the Chapter.
- Publicized need for dogs at the Chapter to be leashed and under control at all times to prevent accidents (one ran in front of a prop as pilot was starting his plane).
- A Board Meeting was held at the Chapter rather than at Montgomery Field.
- Jimmy Kennedy restrung electricity for the simulator and the audio system.

#### **Events**

- Some of the program topics: Demonstration on how to use an AED was given by the Project Heartbeat manager (a victim of cardiac arrest has only 6-9 minutes of revival time, but 73% can be saved using the AED); applying fabric cover to an aircraft wing; flying from Lock Haven, Pennsylvania to Air Venture to San Diego in a 1939 Piper Cub; All Things Aeronca (history of the Champ, Chief,

and Scout models); Precision Airmotive fuel injection systems and FADAC equipment; SoCal VFR Corridors for Dummies; unmanned aircraft development (Global Hawk); Bob Johnson spoke about a crash in San Vicente Mountain and the subsequent rescue (he also outlined preplanning, equipping, and carrying a survival kit); Paul Hanson's Offshoot; model aircraft (speaker brought a number of models, including a large F18 turbine model jet which cost \$5,000. They were a big hit.); a representative of Champion Aerospace Inc. talked on spark plug design and maintenance; a presentation by Trio Avionics which produces autopilots, servos, and displays for experimental, LSA, and war bird aircraft.

- Over 150 Young Eagles were flown, including two large groups of Navy Sea Cadets.
- Young Marine group from MCAS Miramar came in for special Young Eagles flights.
- Frank Himmerich received special award for flying 500 Young Eagles in his Cherokee 235.



*Gene Lenard's "new" Luscombe. In 2010, he wrote a newsletter article on "Why a Luscombe?"*

- Pete Grootendorst noted the new plastic flight certificate must replace the older paper ones - paper ones would not be legal. He also reported that Flight Service Stations have been closed and suggested joining AOPA for advisories regarding cross country flight and ATC assistance.
- Mark Albert officially became a pilot.



*Channel 10 interviews Tristan Werner for International Young Eagles Day.*



*Sea Cadets eat ice cream while flying the simulator. This was before we built the Eagles' Nest.*

- Gary List installed cable-tiedown system across the end and side of ramp in front of Hangar 1
- Gene Lenard purchased a "new" Luscombe-8E.
- AAC Meeting held at the Chapter.
- Paul Hanson hoisted his Offshoot on its nose to paint the bottom of the lower wings.
- International Young Eagles Day – Channel 10 TV interviewed CFI Pete Grootendorst and Young Eagle Tristan Werner concerning our Young Eagles program.
- Huge Zeppelin NT airship was anchored south of our parking ramp for the Torrey Pines golf tournament – it was much larger than the resident MetLife blimp.
- A camp-out/fly-in was held at the Chapter and featured movie night and a guitar sign-along, plus breakfast and lunch. Unfortunately, the weather did not cooperate – it rained, there were 40 mph winds, as well as pea soup fog, so no fly-in guests spent the night. However, some members enjoyed the campout in their RVs.
- Joe Pribilo won a Champion Classic award with his Bonanza in a fly-out to Arlington, WA.
- A 1975 Mooney slid to a stop on 26L across from Hangar 1, with the wheels up and locked in the wheel wells. Chapter members lifted the aircraft and put it on the gear for tow to First Flight.
- Mark Albert, Kevin Roche, Jimmy Kennedy, Pete Grootendorst, Alan Sparkes, Don Wolf, and Gerry Boughner attended Oshkosh.



*Oops! Chapter members help out with a Mooney that landed wheels-up on 26L near Hangar 1.*

- Mike Wills died in the crash of his RS15 glider in Utah.

#### **Newsletter:**

- Some of the newsletter articles: Why a Luscombe? (story by Gene Lenard on why and how he purchased his beautiful Luscombe 8E); When in Doubt, Don't! (flying in bad weather); Idaho Mountain Flying (story by Mark Albert on his flying/camping trip to Idaho with Duane Shockey); Naked Gardeners and Eilmer (account by Chris Puntis of a flight in 1010 A.D. by monk Eilmer at Malmesbury, England – site is also famous for gardeners who garden "au natural"); two-part series written by Dennis Cullum on alternators; Trio Avionics autopilot products; Gene Hubbard detailed a Formula 1 race week as a crew member; solving alternator whine; Prepare to Survive (how to handle aircraft emergencies: hints about shelter, water, food, medication, basic items, signaling); Tower Chief reminders; an account written by "Sparky" Sparks about his Pietenpol Air Camper (he and his son flew two Pietenpols on a 15 day cross country trip to a Pietenpol fly-in in Brodhead, Wisconsin. Despite being plagued by a broken exhaust pipe mounts, a bad magneto, bad weather, he felt it was a beautiful trip and very educational); A&P certification program at Miramar College; Flying a Zeppelin out of Brown Field; "How I learned to Drill-out Pop rivets (Chris Puntis' s story of building a Sonex); Dennis Cullum's account of building his RV-3; Jerry Boughner's account of building the 80% Scale Tiger Moth; cross country soaring in a homebuilt sailplane.



*Sparky's KR-2 at SDM. Must be spring—the grass is green.*

- Recurring Articles: Presidents message; The Flying Report; New Members; Member Birthdays; Unclassified ads; Calendar of Events; Young Eagles Report; Board Meeting Minutes.

#### **Numbers**

- Awards Banquet ticket: \$30
- Printing 200 copies of the newsletter: \$55 (thanks to excellent discount secured by Kerry Powell)





## June 2019 Board Meeting

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

*Provisional Minutes – Pending Board Approval*

**Directors and officers present were:** Pete Grootendorst, Ted Krohne, Gene Lenard, Gary List, Kerry Powell, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Alan Sparkes, John Walker. Directors and officers absent were: Jimmy Kennedy (excused), Trinidad López, Jonathan Robbins (excused), Chuck Stiles (excused). Guests: Mark Albert, Tim Berthiaume, Stu Strebig, Jim Wright.

**Minutes:** A motion was made to approve the May Meeting Minutes. **(Ron/Ted: passed)**

**Treasurer's Report:** A motion was made to approve the Treasurer's Report. **(Kevin/Kerry: passed)**

**Airplane Disposition for Member:** Due to health issues, one of our members is no longer able to work on or care for two planes hangared at the Chapter. A Chapter member discussed progress; the issue should be resolved soon.

**Machine Shop:** **Jim Wright** made some recommendations on how to manage a possible machine shop here at the Chapter. He mentioned we might want to look at the one at Gillespie Field. Some key points: Members can only use machine shop equipment under supervision of a designated person and must have passed safety test. He stressed the need to train people before they can use the machinery – otherwise, they can damage themselves or the machinery. **Kevin Roche** raised the question of Chapter liability – does our insurance cover any accidents in a chapter-sponsored machine shop? **Gary List** will look into this. **Mark Albert** felt it could be a benefit in attracting new members. Several possible scenarios were discussed: someone manage the shop who is a general expert in the field or have someone to manage group of experts. **Alan Sparkes** mentioned he knew how to handle a number of the machines. Board then discussed where to put it. Several options were discussed: two containers that might be donated, Hangar 9, or the Hangar 6 space. We also need to decide what type of equipment we want to be in the shop, and we need to take an inventory of what we currently have. We also can see how other Chapters handle this type of activity. Board decided that **Gene Hubbard** could mention the need for someone to organize/oversee/manage a possible machine shop in the next President's Message in the newsletter.

**New Director:** **Stu Strebig** graciously agreed to serve as a Director. **John Walker** had to step down because of work pressures but hopes to be able to serve again next year. We appreciate his assistance.

**Lunch Supplies:** If a Saturday cook can't make it to the Chapter ahead of time to inventory supplies, **Alan Sparkes** suggested that the cook should contact the Chapter on Tuesday/Thursday to see what was in the refrigerator/freezer/pantry already. Ex. He bought a large

package of cheese for lunch, and then discovered we already had a large unopened package. Cooks can text **Ryan** on Tuesdays or Thursday and ask him to check supplies.

**Electrical Bill:** **Gary List** shared a copy of our recent electrical bill. It showed activity between the hours of 4 pm through 9 pm, hours for which we incur additional charges because of the new SDG&E Time-In-Use methodology. No one is usually at the Chapter then and Gary was concerned about the additional charge. Gary noted that when he has been there late at the chapter, he has noted that the lights have been left on in Hangar 3 and the Eagles' Nest.

**Paving Bid:** Member **Bob Chalfa** had shared a bid for paving our new lease option if it is approved. The Board had some question on the area covered and what exactly the bid entailed. This will be discussed at a later date.

**July Board Meeting:** The Board voted not to have a July meeting because a number of the Directors were going to be attending Oshkosh or had other outside engagements. There would not have been a quorum.

**Hangar 6:** **Donna Ryan** asked the Board to think about one group's offer to build a hangar in the Hangar 6 space.

**Current simulator:** The Board discussed different options for updating the GPS database on our current simulator and possible costs involved. A motion was made to update the simulator on either a one-time or an annual basis depending on price; **Gary List** will make the decision. **(Ron/Alan: passed)** The Board agreed that being able to use our flight simulator is an attractive member benefit.

**New Simulator:** The Board asked **Larry Rothrock** to look into obtaining a new grant for a new simulator.

**Need for More Member Involvement:** **Gary List** brought up the need for more member involvement and productivity in taking care of operational and maintenance issues. This can be as simple as members cleaning up after themselves after a meal, e.g. throw away your plates, cups, napkins, and water bottles. A facility this large with lots going on needs consistent and frequent maintenance; the same people shouldn't be doing it all the time. He gave an example: the doorknob on the men's restroom needed a simple fix to tighten a screw – but no one took the time to fix it, even though it gets lots of use. **Gene Lenard** and **Donna Ryan** acknowledged the need to both decide what needs to be done and then figure out how we can do it. **Donna** will write up a basic list of items needing recurrent or new attention, and share it with **Kevin Roche** and **Gene Lenard**. Once they have added any items, the list will then be shared with all Board members for additions or changes. Finally, recommendations will be implemented, some minor (e.g. placard signs on lunch tables to clean up after selves, reminder in Eagles Nest to turn off lights) and some requiring more effort (fixing movement on Hangar 3 doors).

**Adjournment:** **Alan Sparkes** moved for adjournment and **Pete Grootendorst** seconded the motion. Vice President **Gene Lenard** adjourned the meeting at 2:20 p.m.

Submitted by **Donna Ryan**

## Marketplace

**Projects for Sale** – Donated to Chapter 14. Contact Ryan at rryan@san.rr.com or text him at (858) 229-4875.



**Sidewinder Project**  
\$1500 or best offer. No logs.



**Dragonfly Project**  
\$1500 or best offer. No canopy No logs.



**Partially completed RV-10 Empanage**  
\$1250 or best offer.



**1835 cc VW engine**  
Single Ignition, top-mounted carburetor. \$1500 or best offer.



**Wanted: Tail Dragger Instructor.** Please contact Wayne Tyson at (619) 876-6761. He is hangared at Gillespie. He has a Zenith CH 750/2, and a Highlander. He is also looking for people to share stick time in his airplane. (1906)

**2003 Vans RV-9A.** TT 710 since everything new. exceptionally clean, well-built and equipped. GPS, nav-com, txnp, intercom, auto pilot, alt hold slider, ADS-B, strobes, etc etc etc. \$64,000 OBO. (619) 562-5311 or (619) 449-1855 (1905)

**Kid's Airplane for Sale.** contact Susan at (619) 784-9135. Asking \$300. (1905)



### Aviation Items for Sale.

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

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



*Retiring YE Coordinator Mark Albert delivers a final safety briefing in the Eagles' Nest. 6/29*



# **Around Chapter 14**

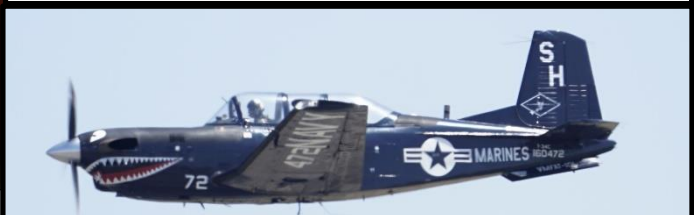
Photos by Chapter Members



Randy Lee and Rufus work on Randy's Matchstick Mustang. 6/8



A visitor with a Sonex. 6/15.



T-34C over SDM. 6/29.



The Chapter 14 Box Building Crew takes a break in front of Jim's Nieuport. 6/29



Fourth-Saturday chef Ted Khronne finds time to have lunch himself. 6/22

Richard Bunting's L-19 Bird Dog in 2010



Gene Hubbard explains the Teenie Too to a bunch of Young Eagles. 6/8



Lunch on a wet Saturday. 6/1

# July 2019

## Facebook

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

## Chapter Website

<http://www.eaa14.org>

### EAA Chapter 14 Memberships

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



*Short Skyvan about to touch down at SDM. Photo by Jim MacKinnon. 6/29*

### 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

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### Hangar Phone:

619-661-6520

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