

Spirit of Flight

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

February 2022



Indian Navy MH-60R practices landings on 26L while a C-172 lands on the right. Photo by Jim MacKinnon. 1/14



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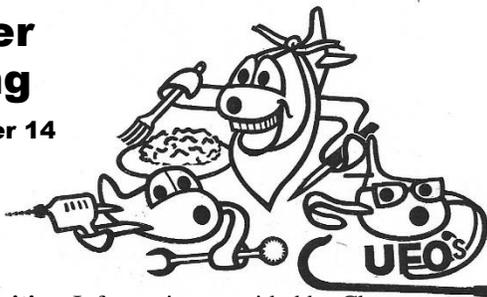
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**Chapter re-opening delayed due to
COVID 19 resurgence**

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Jan 8: Cold start of the year, but members were either flying or working on their planes and projects, or just visiting. Jonathan Robbins took the Meyers on an overnight trip, Craig Cornford flew his Bushby Mustang II to Las Vegas and back and Chris Constantinides was taking short flights as usual. Craig is working hard on getting his plane ready for painting – lots of elbow grease involved. Mark Albert and Trevor Pearson stayed busy in the hangar, and Jimmy Kennedy and Jim MacKinnon made steady project on their Nieuports. Members Bob Hitchcock, Bernie Rand, and Kevin Roche stopped by to visit. Ryan has started rebuilding his O-200 engine, the one he intends to install in his Diamond. By installing C-85 pistons in an O-200 he will end up with higher compression. However, the head of the C-85 pistons need to be modified in order to fit the O-200. Gary List started out the New Year like we all should – giving the kitchen a good cleaning. We constantly benefit from Gary's efforts. Please give him a hand – there is lots to do in keeping up the maintenance on the Chapter.

Week ending Jan 15: Gert Lundgren is back from his visit to Sweden – glad to be back where it is a bit warmer. New member Grant Rotunda came down and got a tour of the Chapter by Ryan – talked to Gert about the joys and challenges of building an RV. A visitor from Montgomery who has an RV-6 stopped by as well; he joined in the discussion about RVs. He hopes the Chapter opens again soon. So do we! Gene Hubbard stopped by for a visit and



Chuck, Jimmy, and Joe hold a conference outside the Playboy hangar.



Chuck and Jimmy discuss use of a surface grinder in Jimmy's Nieuport hangar.

some work on his projects. Joe Russo has been very busy in his hangar working on his project.

Week ending Jan 22: Chuck Stiles blew into town from Idaho – glad to be where it is a bit warmer – but he has lots to do while he is down here. First task was doing some upkeep on his hangar – he was ably assisted in that by Luke Gambrill, who was in the area for work. Both of them threw themselves into reorganizing the hangar and donating some items to the Chapter. Next task was to encourage and assist Jimmy Kennedy on the Nieuport. Gert asked Ryan for help with some of the ADs for the RV12iS. Jim MacKinnon's Nieuport 11 is sporting a new engine mount. Mark Albert and Jim Wright stopped in to visit – nice to see a group at the Tuesday/Thursday lunch table again. Craig Cornford is busy making final preparations to paint his plane – hopefully it will be done by the end of the month.

Week ending Jan 29: Our annual hangar inspection by the City will be taking place soon and several tenants are busy doing some early spring cleaning. This has resulted in a number of donations to the Chapter – we need to weed through and identify what we'll keep and what we'll sell at the next Chapter swap meet. Devin Acklin, Craig Cornford, Gert Lundgren and Ryan also took part in a cleanup of Hangar 3. In between, Ryan kept working away on the O-200 engine. He removed the O-200 pistons. Nigel Worrall stopped by to help remove the pistons from a C-85 engine. Dion Dyer is back after an extended holiday.

As people start renewing their membership, we are getting input from members on how they have fared recently. Several had COVID-19 and don't ever want to get it again – even cases that don't require hospitalization are difficult to go through. Some of our members, unfortunately, experienced death of family members. We extend our sympathy for their losses. It has been tough for so long for so many people – we look forward to hearing that things are calming down enough that we can formally reopen.



President's Message

Hello Everyone,

This week spring weather has arrived, and with the sunshine we hope it finally helps to bring an end to this now almost 2 year long

chapter closure.

We had hoped to reopen the chapter in January, but the Omicron variant of covid-19 hit San Diego on December 10th and by the end of the month covid cases had increased by 15 fold. This necessitated that we cancel all of our chapter activities and delay our planned reopening.

Covid cases in San Diego are now quickly falling and we hope this gives us the opportunity to reopen the chapter next month. Our chapter board of directors are meeting to consider the reopening and we will report back to you as soon as possible. This makes our third attempt to reopen, and we hope the third time really is the charm.

Clear skies,

Trinidad Lopez



2020 Ray Scholar Ryan Flores prepares for his checkride. More photos next month!



Closeup of Indian Navy MH-60R seen on cover. 1/14

January Chapter Information

Due to the Omicron surge in January, we did not hold any formal Chapter events, including a formal Board of Directors meeting. However, the Board of Directors dealt with the following items via email and telephone calls. Like all of you, we hope at least some of our usual Chapter activities will resume in February.

Flyouts: Rich Czarniecki has sold his plane and won't be coordinating flyouts anymore. He did a great job and a number of members enjoyed taking to the skies as a group. However, Francisco Munoz, one of our Chapter members, has volunteered to be the next Chapter Flyout Coordinator. Thanks so much, Francisco. We know you'll do a great job.

Signs: Apparently the new entrance to Brown Field won't be in place in the Spring, as was once hoped – so, Trinidad Lopez will go ahead and order the signs the City had approved. This will make it easier for visitors to find us.

Lease options: We may make a draft proposal of how we would exercise our lease option, with the understanding that portable hangars would be allowed on the option and that no permits would be necessary. This would serve as a beginning point of discussion when meeting with the City.

Facilities Inspection: On February 10th, EAA Chapter 14 will have its annual facilities/hangar inspection. Because of health restrictions, it has been some time since an inspection has been performed. Representatives from the City, Brown Field Airport Operations, and the Fire Marshall will be conducting the inspection.

Membership Drive: Our 2022 Membership campaign is already underway. We really appreciate those of you who have already taken the time to complete your renewal.

Ray Scholarship: Trinidad Lopez, Chapter President and Ray Scholarship Coordinator has turned in our application for having another Ray Scholar. Both our 2020 and 2021 Ray Scholars should have their check rides in February – it has been a long journey because of COVID issues – but they're always there!

Copperstate Fly-In: The Chapter received notification that the Copperstate Fly-In/Buckeye Air Fair is back. It will be held at Buckeye Municipal Airport, KBXK, from February 17 – 20.



Kerry Powell, EAA-14 Program Director

March 19 -- Rescheduled from February: Andy Schwartz, Brown Field Airport Manager and Jorge Rubio, Deputy Director, Airport Management talk about plans for Brown Field



Charlotte in her Young Eagles staff uniform

Girl Scout Cookies for EAA-14 Members

EAA Chapter 14 Director Jonathan Robbins is the proud father of a Girl Scout who is engaged in the yearly Girl Scout cookie campaign. Many of you know Charlotte Robbins, otherwise known as one of our Chapter Morale Officers, as she was frequently with her dad down at the

Chapter during the pre-COVID days, and even held her birthday party there. The cookie campaign has already started. Get your orders in soon!

Charlotte wants to let all her loyal Girl Scout cookie customers at EAA 14 know that she is standing by to take orders online and make in-person deliveries of cookies during this cookie season of January 30th - March 13th (you can pre-order). During this time of social distancing, the order process features contactless delivery and payment!

Use the link below 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!

Charlotte's ordering webpage:

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

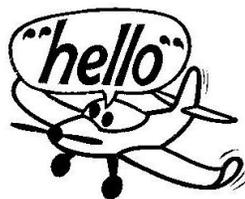
New Member

Donna Ryan

Welcome to **Grant Rotunda**, 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.

Grant holds Commercial ASEL/AMEL ratings and is interested in 3D printing and running. But what we are most interested in is that he is working on a Van's RV14 – we really hope to see some pictures and hear about the progress soon.

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



Don't Delay – Renew Today!

By: **Donna Ryan**



Thanks to all of you who have already renewed your membership for 2022. Your support enables us to help keep general aviation alive in San Diego County when there are so many pressures weighing on its future. Through your participation we are able to maintain our fine facility at Brown Field, where we can offer monthly seminars on aviation-related topics, Young Eagles flights, an extensive aviation related library, and a place to meet with like-minded aviation enthusiasts. Obviously the greatest asset of our Chapter is our members. Together, they represent years of aviation experience, ranging from gliders to helicopters to homebuilts to general aviation to jet fighters. We encourage you to remain a part of this enthusiastic and knowledgeable group. Your membership helps pay for our lease, our supplies and the facility maintenance, as well as our outreach to the community. Please help us by renewing your membership in EAA 14. It will take just a minute but it will pay dividends for your Chapter throughout the whole year.

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

1. Access your personal PayPal account.
2. In the upper menu, select Tools, then at the dropdown menu, click Send Money.
3. Enter email address: Eaach14@gmail.com
4. Enter payment amount: \$25.00 (\$5 for Young Eagles)
5. At the Add a note option, enter "2022 membership for [your name]"
6. Send the payment.

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



Hangar Cleanup. Devin, Craig, Gert, and Ryan Hangar sort "stuff" in preparation for our next Chapter swap meet.

Buying a Used Homebuilt

Short Summary by Donna Ryan

The following information is based on a webinar given by Vic Syracuse during EAA National Homebuilders Week

There was a wealth of excellent webinars presented the last week in January by EAA National. One of the topics covered the many items to look for when buying a used homebuilt. This webinar was presented by Vic Syracuse, who has lots of credentials to provide this information: 11-time aircraft builder, DAR for Atlanta MIDO, EAA Tech Counselor, 9900 hours in 73 different types of aircraft, long-time columnist for KitPlanes and Sport Aviation, and owner of Base Leg Aviation in Georgia. The following summary covers just a few of the highlights of his talk – it definitely does not include all of his many excellent recommendations. To see the entire presentation, it will be archived on the EAA National website for EAA National members.

Vic began his talk by pointing out that buying an amateur-built aircraft can be very attractive: good performance, maintenance can be less expensive (not always), faster adoption of new technologies, and there is a great support community. But there are pitfalls too. He pointed out that even though today's kits meet the 51% rule, that means much of the resulting aircraft can be left to the builder in such crucial areas as engine installation, avionics and systems – and not all builders really have the skills to do this. A potential buyer needs to find out who did the building and what their skill level was. Some builders made unknowing mistakes. Others use unsupported engines – not always a bad idea, but who did the homework to make sure they were safe for the new plane? In addition, since you can't see a lot of areas in the plane anymore, because they are covered up, make sure you get to see pictures taken during the build process. And he made the following important observation: "Paperwork/logbooks are just as important as the aircraft and not always understood by owners."

Vic stressed the following overall points to observe prior to beginning your search:

- 1) Spend time looking – don't just buy the first plane you see.
- 2) Always get a thorough pre-buy inspection by a person knowledgeable & experienced with the particular type of aircraft and engine (you may need two inspectors).
- 3) Do not get emotionally attached to the plane until you have completed a pre-buy inspection.
- 4) Explore acquisition costs (travel, ferry pilots, pre-buy costs)
- 5) Planes that have been in salt-air or that have been sitting for a long time or if they have only had ground run-ups done on them may have extra issues.
- 6) Realize that an Airworthiness Certificate is applicable only if you also have the Operating Limitations paperwork.

7) Make sure you fit in the plane!

Vic gave the following suggestions for getting started:

- Fly sample aircraft if possible before settling on the type of aircraft you want.
- Talk to owners about their planes and find out what they might have done differently.
- Join type-forums and post that you are looking to buy and are seeking advice.
- Review your top 3 choices of planes for such items as safety record, builder/customer support, and manufacturer websites.
- Identify "needs" versus "wants". Some areas to consider: Fly solo or with friend or family? VFR or IFR? High wing or low wing?
- Be realistic about your budget, including insurance, fuel availability, hangar cost (make sure you can find one close to your house), engine/prop choices etc.
- Search trade publications to get ideas on price of the aircraft.

Once you have found some planes you might be interested in, contact the seller. During discussions, here are some of the items you want to cover (the following list does not include all of Vic's points):

- Have a checklist for reference when speaking with seller to make sure you discuss all important areas.
- Ask for copies of logbooks and paperwork such as Operating Limitations.
- Inquire about any modifications to the aircraft and how they were tested, such as alternative engines or higher HP engines, increased gross weight, extended-range fuel tanks.
- Ask if the aircraft has been dormant for any length of time?
- Have all SB's been completed? These are mandatory for SLSAs and E-SLAs.

When you actually go see the plane, there are more items to check off. Here are just a few:

- Are all controls reachable, labeled, and working?
- What is the condition of canopy and windows (crazing, cracks, holes)?
- Is the plane airworthy? Are there signoffs for such airworthy items as the condition inspection, Phase 1 completion, transponder 24 month check, if needed?
- Are circuit breakers labeled?

When you take a flight in the aircraft, pay attention to the following (more items were listed in the presentation):

- Does it start easily? Any grinding noises?
- Brakes and steering feel normal?

- Heat and vents work properly?
- Clear radio and cockpit communications?

Vic spent a lot of time explaining the importance of the pre-buy inspection. He pointed out that the examiner should look at the following areas, among others:

- Engine
- Ignition systems
- Fuel systems
- Airframe inspection
- Any modifications? He noted that E-LSA aircraft, built from plans, have to be exactly the same as the kit – or you have to have a written permission to have made a modification. If the modification is not approved, then the plane is considered unairworthy and you aren't insured.

Vic then presented a number of slides that showed pictures of problem areas the pre-buy inspection might reveal. Since pictures are worth a thousand words, take a look at the presentation to see specifics. Some examples:

- If plugs and oil are dark, wet, or oily, that is a sure sign of blow-by. One reason might be from a valve guide problem and a top redo can be really expensive.
- Take at least the top cowl off to check for corrosion. Vic said: "Corrosion on the outside of the engine may indicate an unhealthy engine on the interior."
- Asbestos wrap
- Take a look at the oil filter if it has one – that indicates an active or inactive airplane. He noted: "A total time of 54 hours on a 10-year old airplane is not a good indicator."
- In passing he explained that there can be problems if the aircraft has been ground run instead of flown. Run up on the ground can cause corrosion because moisture will stay in the engine and create rust. He said you need to fly 20-30 minutes to get the temperature up above condensation point of water.
- Aging rubber components – some are hard and stiff because they are over their expiration date.
- Worn motor mounts
- Make sure all instruments are charging up
- Fuel cap problems (look for stains around it)
- Sump the tanks to make sure there is no water in the tanks
- Borescope the cylinders. Remember, compression is only one indication; with bad cylinders, you will burn oil, get blow-by, rust and scoring.
- Anything less than a reading of 60 on a cold compression check is a problem.
- Ask about any new airplane modifications.

- Check floor pedals – welds can crack.
- Tug on wires to make sure they stay attached.
- Especially on wood propellers, check for any damage. They should be oiled according to maintenance specs, especially if you will be flying in rain.

When you are satisfied that this is the plane for you, here are some final steps to take:

- Negotiate final pricing
- Determine the payment process
- Agree and sign the contract
- Notify your insurance company before you move the plane.
- Get the signed Bill of Sale
- Send in your Application for Registration to the FAA

Aging Rubber Components



Alternator Belt—Look for cracking between the teeth



Intake Hoses—Look for cracking on the ends of the hoses



Tires—Look for cracking in the tread grooves.

EAA Chapter 14 Membership Application/Renewal

Please Print Legibly

Current Member					
Name	E-mail		EAA National # /Exp Date		
Emergency Contacts (Name and Phone)					
Please check the box if there have been no other changes in your details since your last renewal. Otherwise, please update the applicable fields below. <input style="float: right; margin-right: 20px;" type="checkbox"/>					
New Member/Updates for Current Member					
Name (Mr., Mrs., Ms.) <i>Please Print</i>			Name to Use on Badge		
Street Address			E-mail		
City	State	Zip	Spouse/Partner Name		
Home Phone		Cell Phone		Work Phone	
Year of Birth	EAA National #/Exp Date	Occupation		Retired – Yes/No	
Emergency Contacts (Name and Phone)					
FAA Ratings – Licenses Held		A/C Project		Aircraft Owned/Home Field	
Special Skills You Can Contribute to the Chapter					
Special Interests					
Payment Information					
New Member: \$25 without badge (\$13 after July 1) \$35 with badge (\$23 after July 1) Renewal: \$25 (due January 1 st) Youth (under 18): \$5 Payment Enclosed: \$ _____			Make checks payable to EAA Chapter 14 Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707		

February 2022

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

Director Name	Phone #	Email
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Ashley Lopez	(619) 277-8518	ashleylopez8518@gmail.com
Trinidad Lopez	(619) 661-7117	bajaassy@gmail.com
Kerry Powell	(760) 613-4389	kgpowell@roadrunner.com
Jonathan Robbins	(619) 572-5087	snibbornoj@gmail.com
Kevin Roche	(619) 249-1285	tkevinr@rocketmail.com
Larry Rothrock	(619) 507-4455	rothrock@znet.com
Donna Ryan	(858) 273-4051	rryan@san.rr.com
Ron Shipley	(619) 857-5201	ronaldshipley@cox.net
Alan Sparkes	(619) 463-2648	alspa700@mac.com
Stu Strebog	(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
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

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