



Spirit of Flight

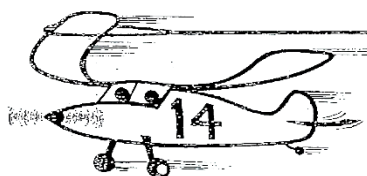
Experimental Aircraft Association

Chapter 14: San Diego, CA

September 2019



David Brothers' N2S-5 Stearman in flight. This is the plane that Mark Albert spent a couple of years helping to restore. Photo by Jim MacKinnon. 8/13



Upcoming Events

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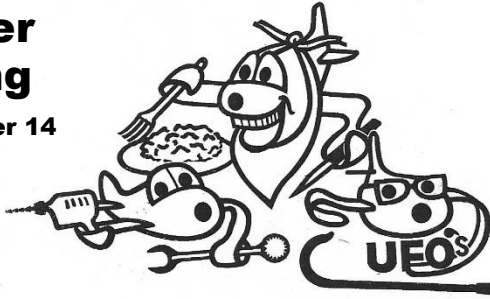
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- September 10th**—AAC Meeting. 1530 at MYF Terminal Building
- September 14th**—Young Eagles Rally
- September 21st**—Rob Reddeg on SOCAL TRACON Briefing
- October 5th**—Young Eagles Rally at Ramona Air Fair, 0900-1600 at 2450 Montecito Rd, Ramona
- October 12th**—No Young Eagles at SDM
- October 19th**—Torbjorn "TC" Corell on Avoiding Wire Strikes
- November 9th**—Young Eagles Rally
- November 16th**—Rhon Williams on Electric Aircraft
- December 14th**—Young Eagles Rally
- December 21st**—Shairrie Van Duzer on Loss of Control

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Aug 3: Good weather brought out a crowd of close to 20 members for lunch and conversation. Stu Strebig, assisted by Trinidad López and Lista Duren, fired up the grill and served hot sandwiches, along with a variety of salads – always a hit during hot weather. Jimmy Kennedy and Kevin Roche, back from Oshkosh, joined the crew. “Sploshkosh” as it was called for the first day or so because of the rain, came through again with some great planes, great talks and displays, and best of all, great conversations with fellow aviation buffs. Gene Hubbard, in town from a work assignment, was also a welcome sight. Toni Rodriguez, one of our Young Eagle members was also present, along with a friend (Toni has been at the Chapter almost 4 weeks in a row). Toni scored a ride with Ryan in the Dragonfly.



Lunch on a First Saturday. Thanks to Stu Strebig with assistance from Trini and Lista. 8/3

Week ending Aug 10: During the week, Ryan flew back to Dallas to help Dion Dyer drive some items back to San Diego (including a canard Dion had picked up for Ryan). They had intended to make some stops along the way to look at planes, but timing didn't quite work out. They made the 1,400 mile trip in just under 24 hours – great travel time. Dion is looking to buy a plane for some cross country flights from Dallas to San Diego – first though he is still working on getting his license. On Saturday, a large group of Young Eagles and their parents descended on the Chapter and were welcomed by Ashley Lopez and her great crew of pilots and ground crew. Most stayed for an excellent lunch of cheeseburgers and hot dogs prepared by Alan Sparkes, assisted by Gary List and Richard West.



Alan Sparkes runs the grill for a flock of Young Eagles, assisted by Gary List and Richard West, barely visible in the background. 8/10

Week ending Aug 17: Jimmy Kennedy shared some information from his visit to Oshkosh. Although rain before the event caused some muddy fields, the weather cleared up; humidity wasn't too bad and it was sunny. He noted a milestone: our own Director and Life Member Kevin Roche received an award for 15 years of volunteering at Oshkosh, mostly in the Warbirds area. A well-deserved honor. Jimmy said it was really hard to pick some of his favorite sights, but the F-35 display was really heart-stirring - especially when they were flying 100 feet above the ground. He also noted a wide variety of planes and cars, including a bizarre camping bus/truck combination. In other news, we're making progress on our lease option. Chapter member Dion Dyer finished his draft of our response to the appraisal done on our leasehold and it should be sent to the City soon. We really appreciate his expertise and willingness to help out despite a very busy schedule. On Saturday, Kevin Roche, David Roche, and Gene Lenard manned the always popular pancake/waffle breakfast – to the acclaim of those enjoying the “good eats”: eggs made to order, blueberry pancakes or waffles, and sausage. After breakfast, many diners wandered out to look over member Trevor Pearson's newly acquired Piper Pacer – a beautiful plane that he just purchased and flew down from St. George, Utah. Nice addition to our lineup! After the General Meeting, Ron and Mary Ann Shipley provided a welcome summer lunch of hot dogs, BBQ beans, potato salad, chips, and ice cream – one of our teenage members went back at least three times for more. Beautiful weather – sunny and breezy – perfect for lots of hangar talk and watching the planes go by.



Another Shortwing at the Chapter! Trevor Pearson poses with his newly acquired Pacer. 8/17



Larry Rothrock helps Shopkeeper Trinidad Lopez fold a new batch of Chapter merchandise. 8/24

Week ending Aug 24: At the last board meeting, Larry Rothrock asked about looking into the possibility of getting some landing mats for use at the hangars. Pete Grootendorst found that the Border Patrol had some to give away and on Thursday, Pete hooked the Chapter trailer up to his truck and he, his son-in-law Chris, and Ryan went to pick them up. Each mat weighs 120 and several were bundled together, for a weight of 240 pounds each. Leverage was obviously the way to go to get each mat onto the trailer, but it got harder as the pile went down – no fun in the sun. Once the trailer tires could hold no more, the haul was taken to the Chapter to await off-loading by a work party. More will be coming. If so, the Border Patrol said they would furnish a fork-lift next time. Saturday was sunny with a nice breeze and Chapter Store Coordinator Trinidad López and Director Larry Rothrock were busy adding new items to the Chapter store. At lunch time, member Dan McCarthy, his wife Cristy, daughter Gabby, and son Vincent fired up the grill for hamburgers, hot dogs, potato salad, salad, and watermelon – a real banquet to those members who enjoyed it all. Ryan took out his Dragonfly and gave a ride to a visitor who had only flown in a Cessna before – helping to handle a Dragonfly proved to be an exciting challenge. Our response to the appraisal of the lease option was delivered to the City. Michele King, our helpful City contact noted she was impressed with the detail in the document.

Week ending Aug 31: On Tuesday, Pete Grootendorst and his truck, with Bob Zubeck and Ryan supplying the muscle, made another trip to the Border Patrol to pick up some more landing mats. This time, they had the use of a forklift, and



Landing Mats, courtesy of the Border Patrol, and facilitated by Pete Grootendorst. These will help keep mud out of some of our hangars. Thanks Pete! 8/31

the job was much easier and neater. On Saturday, Director Jonathan Robbins, assisted by “[Junior Chapter Morale Officers](#)” Sydney and Charlotte Robbins, served lasagna, garlic bread, salad, and ice cream to the group who braved the warm but breezy Labor Day weekend weather. It was great to see President Gene Hubbard back after a long out-of-state work assignment. He promptly got back to work on his Nieuport. Several other Chapter regulars were vacationing or visiting out of town – Dion Dyer to North Carolina, Ron Shipley to Alaska to enjoy a cruise, Ted Krohne in Oregon, and Gene Lenard to parts unknown.

General Meeting:

Vice President Gene Lenard opened the meeting and welcomed over 40 Chapter members and guests. He asked new members to introduce themselves, mentioned progress being made on our proposed lease option, and invited all in attendance to stay for lunch after the meeting. Member Wayne Tyson mentioned that he needed an instructor for assistance with his Zenith and asked those present to contact him if they knew of someone who could help.

Safety: Pete Grootendorst mentioned the recent incident involving a Stearman at Brown Field. Such incidents usually involve braking, although that may not have been the issue here. He related a similar experience he had many years ago. While he was receiving instruction in the plane, he heard the instructor say “brakes”, although the instructor had said “No brakes” – and the braking caused the plane to end up on its nose.



Stearman on its nose. 8/13.

Maintenance Reminders: Meinolf Ruther commented on the need to do a mag check even if the limits look OK. The August 2019 edition of Flying magazine mentioned a fatal crash where there was a failure of the coils in both magnetos. The FAA noted this issue might not have been predicted during an annual. Meinolf strongly suggested doing a 1600 rpm check when the engine is hot to identify limit issues on the magnetos (problems may not show up when the engine is cold).

General Meeting Talk: Program Chairman Kerry Powell discussed upcoming programs and then introduced our speaker for the month, John Schaper, FAA/Team Program Manager. See a summary of his talk, Light Sport SLSA/ELSA on page 10.



President's Message

Gene Hubbard



This is a big newsletter. Here are some highlights.

In the minutes from the August Board meeting (p. 15) the Board noted that we've just about finished setting up our big South Bend mill, donated by the Air & Space museum. Along with the equipment we already have, and proximity to Industrial Metal Supply, we can build almost anything. Replica rotary anyone? But without proper training and control, it's easy to damage either the equipment or yourself, so we need someone who can help us put together training and procedures. Jim Wright has been giving us advice—if we're serious about setting up a machine shop, we need a manager/organizer. Any takers?

Take a look at Reg Finch's article on owning a MiG-21 on p. 5. It's similar to an article that he recently published in EAA Warbirds. If you missed his talk at the Chapter about 15 years ago, this article will fill you in.

Check out our regular features: the "Chapter Briefing" (p. 2) and "Way We Were" (p. 12). Back in 2012, we were just building the Eagles' Nest and starting to fill up our previous lease expansion. And our Gee Bee pedal plane was new back then. Thanks to Gene Lenard and Dion Dyer for spearheading our current negotiation for expansion. And Larry Rothrock, Pete Grootendorst, and others for obtaining steel landing mats from Board Patrol to help keep our planes out of the mud.

Read Donna Ryan's notes on "How Can I Help?" on p. 9 and the opening-up checklist on p. 15. We've always depended on our volunteers to keep the Chapter running and looking good. Some of the people who used to do more than their share aren't with us anymore, so we need everyone to pitch in.

Gene Hubbard



Remember when the Eagles' Nest looked like this? So do I. Photo from 2012.

Young Eagles Report

Ashley Lopez



Last month the chapter's monthly Young Eagles event took place on August 10th. Luckily we unexpectedly had beautiful weather and were able to start the program right away. Throughout the day our pilots flew nineteen Young Eagles, who were very excited to be there. We also had a few familiar faces return and others ask for youth memberships. Thank you to Chris Constantinides, Ted Krohne, Scott Rene, Ron Shipley, Roman Hendle, Jonathan Robbins, and Gil Rud for volunteering as pilots. Additionally, I'd like to thank Pedro and Ryan Flores, Gleb Dorogokupets, Nick Candrella, and Ed Watson for their support on the ground. Thanks again to everyone that participated, your efforts make these events possible. We have an amazing group of volunteers.

In October we will be flying Young Eagles out of Ramona during the Ramona Airfare instead of our regular monthly event. This event will take place on Saturday, October 5th from 9am-4pm at 2450 Montecito Rd, Ramona, CA 92065. Last year's event was a great success and we should have a very exciting day.



Ashley Lopez



Very Young Eagles re-enact the 1932-1947 National Air Races. The Gee Bee hasn't got a chance! 8/31

Those Were the Days, My Friend!

Reg Finch

It was actually all Hoot (Bob) Gibson's fault. Yes, the Astronaut. He wrote a great article for EAA's "Sport Aviation" magazine in 1993 About the MiG-21 he was flying out of Houston, Texas.

Having been an aviation junkie since the age of four and being interested in anything with wings on it, I was impressed with his comment that the airplane was simple and easy to fly. In other words, it might actually make tentative sense for a private owner operator to own one of these high-performance jets. But having a Folland Gnat jet already under restoration as well as a Fairchild PT 19 and a few others, I was not in the market for any additional airplanes, or so I thought! When I saw an advert for a bank auction in Burlington Vermont for 2 MiG-21s a few years later I remembered the article. Curiosity got the better of me and I flew out from San Diego just "to take a look." At the hotel bar that night I met a fellow who had been looking at the airplanes all day and had done a lot of research on the mechanical condition of the two MiGs and the requirements to get them in good flying condition. They had actually been flown by Dean Martin. No, not that Dean Martin! This fellow was an importer of European warbirds and an entrepreneur of sorts. These airplanes had been imported before "the Curtain" came down under mysterious circumstances on a moonless night and using whispers and synchronized watches!

The next day I saw both airplanes before the auction and gave them a good inspection. One was a single seater and the other was a two-seater and the better looking of the two. They were both a little rough around the edges, but mechanically decent. In the afternoon the auction started with two other bidders for the two-seater. The fellow from the bar was representing someone from Santa Maria, California, who was at the other end of an open phone line, and a gentleman who owned his own company in Illinois. The prices were ridiculously low and being a sucker for a bargain I disengaged my brain and raised the price \$1,000. The other guy in the room quickly raised me \$1,000. The guy on the phone soon gave up. Now there were only two of us. My opponent was a little older but not very experienced in warbird aviation. I thought to myself: I do not need another jet and he looks like he would really like to have the airplane. So, after we raised each other a few more times, I thought I would just let him have it. When it came time for him to raise me he did not. It turns out he was having exactly the same thoughts as I, only a little sooner! After I realized what I had just done the brain reluctantly kicked back in! I now have two jets! What am I going to do with two jets! The San Diego Flight Museum of which I was president had room in one of its hangars. After a few phone calls, I decided it would be much safer and cheaper to transport the plane by truck than to try and fly it across the country with a qualified pilot, if such could be found! Not a bad decision considering my first choice was killed in a



Reg's MiG-21 at SDM in January 2008. Dennis Cullum was in the back seat in this photo.

MiG-21 on a contract aggressor flight near Vancouver, Canada a few months later. This segment of aviation has its fair share of jet enthusiasts that don't always have the technical bent or experience. So, you have to be really careful about letting someone fly your airplane.

After selecting a trucking company versed in transporting large aerospace items, such as Saturn 5 rockets, I got to work removing the wings and the horizontal stabilizers. A week later with the help of a local aviation enthusiast familiar with the MiG we hoisted it all on a "low boy" flatbed truck. Dean Martin, ever the wheeler dealer, had a hangar full of MiG parts he wanted to sell me. He also had a large vat of "MiG Pilot" Vodka and "Patio Gin" in there. He gave me a case of Vodka and opened the lid on the huge vat. The fumes knocked my socks completely off and I immediately realized this scientist had built a potential bomb here. I did not buy any additional Vodka but did buy a full set of manuals and several tires. Several months later the place mysteriously blew up destroying all the MiG parts and everything in the building. Thankfully, no one was seriously injured, just a few singed eyebrows and some "What the hell" ... expressions frozen tin time. But there went a potentially valuable MiG parts source. I had told him of my concern earlier, but he did not think it was really a problem, and not being from Vermont I was not expected to know about such things anyway!

A week later the truck arrived at our hangars at the Brown Field airport with the MiG and the parts all intact. Aided by some Divine grace and local aviation aficionados we got the plane off the truck and into the hanger, closed the door and went to the Airport Café for a little well-earned celebration!

Now the restoration could begin. We had to get the plane re-certified to "Experimental, exhibition" class at the local FAA FSDO. It had been certified "Experimental, Research and Development" in Burlington but it would be more appropriate to certify it under the "Exhibition" sub class since we intended to use it to go to airshows mostly.

We got the wings and horizontal stabilizers back on and went through the whole airplane, checking, repairing and up-grading. I was blessed with staunch and talented volunteer help. The local Navy was the source of some

excellent technicians. For instance: We needed to re-arm the ejection seats with new cartridges. We had fortunately acquired 2 sets from Dean Martin before he blew everything up. A couple of Navy ordinance technicians came from North Island on the weekend and went to work on them. They normally serviced F-18 Hornet ejection seats but had no trouble with the MiG Seats. They had them checked, re-armed and re-installed in a matter of hours. Truly amazing.

After 3 years of fairly continuous effort the jet was ready for the FAA inspection and certification. The inspection took a whole afternoon and we passed without major raised eyebrows.

The MiG 21 is a fairly high-performance jet fighter-trainer. It lands fast, takes-off fast and does everything fast. It has a very small wing. A top speed of Mach 2.05 and nearly a one to one thrust to weight ratio, meaning it can climb straight up. How do you get trained and rated on something like that? I had military experience flying fighters in the RCAF in the early sixties, but it is now 2000. I had been flying the line for American Airlines since 1964 and in 2000 I had just retired from flying the DC-10. The final approach of the DC-10 is about 150 knots depending on the weight. The MiG approaches at 210 knots, bleeding back to 185 kts over the fence, flaring at 175 kts with touch down at 165 kts. It is not that big a difference but needs to be anticipated. I was fortunate to have a flight engineer in my crew on one of my flights who was a part time U.S Marine Reservist. He had access to the F-18 simulator at MCAS Miramar. He was able to arrange for me to get a couple of hours where I flew the F-18 sim as though it were a MiG 21, using MiG procedures and numbers. I practiced forced landings, which started at 15,000 feet over the end of the runway. The throttles, which I used together as one, would be at idle with speed brakes out and a 30-40 degree bank turn to downwind (low Key) and descending pretty fast. Slowing to 250 kts the gear is lowered and at 225 kts the flaps go down. Now the MiG / F-18 is really coming down like a rock. The turn is maintained until lined up with the runway. When I am satisfied that I can make the landing without touching the throttles I apply full power, clean up the plane, go into afterburner and pull straight up with hair on fire just before reaching the end of the runway at 400 kts. Whee!!! At 15,000 feet roll out and do it all again. Flying a high-performance jet is the most fun you can have on this planet! Period!

But I still needed an FAA check ride in the actual airplane. Who is qualified to do that?? Here is where the FAA proved they are here to help and were able to put me in touch with two Astronauts: Robert (Hoot) Gibson and Charlie Precourt who were supposedly qualified. Charlie was the Chief Pilot Astronaut at NASA Houston and was available only because we were waiting for the Russians to finally launch Zvezda, which is the power station and nerve center of the Space Station. It is actually an upgraded Mir. Charlie flew a training flight for a "Mission Specialist" from Houston to Miramar in a T-38. We drove him to Brown Feld and we briefed mutually. I gave him all the differences of our MiG and also the local flight procedures. He gave me a good

briefing on his experiences on the MiG. We took off to the West with me in the back seat on a combination test and familiarization flight. After turning east, the engine fire warning light came on. I had very little time to experience my first flight in the MiG and had to get involved with the fire warning procedure which is fairly simple. If the fire warning is false, we can throttle back and return to land; if the fire warning is real you step outside (eject). We saw no sign of fire and the light went out when we throttled back. So we came back to Brown Field and landed uneventfully. One main gear strut did not compress properly after touch down. So one wing was low and it was impossible to taxi and it was even difficult to tow the plane with our tug. Charlie was riding on the wing and started jumping up and down trying to unstick the strut, but to no avail. I was walking next to the tug and yelled to him: "You have spent too much time in space Charlie. You are still too weightless!!" The strut did compress on its own before we arrived at our hangar. We got the "MiG Pilot" vodka out of the freezer, where once it is chilled to 19 degrees Fahrenheit, it becomes thick and syrupy. Charlie knew all the Russians toasts from his time at Baikonour and Star City in Russia. As is the Russian custom we would stand in a circle and make a toast before taking a sip of our syrupy vodka. Nastrovya!! He would make his toasts in Russian and then give us the English translation. He spoke fluent Russian and French without any noticeable trace of an American accent. They spend 6 months learning the language as part of the Astronaut training program. A month later we had trouble shot and corrected the fire warning system. It is a super sensitive system that even a microscopic vapor would trigger. The Russians had launched Zvezda in the meantime and the Space Station ball is now in our court. Charlie is no longer available but busy with the launching of the US portion of the ISS. The Shuttle Commander of the first docking with MIR several years ago, Robert (Hoot) Gibson, (Charlie was the co-pilot on that flight) is now working for Southwest Airlines and available between his line trips. He flies out from Tennessee.

We fly the MiG in the morning, swap seats and I fly the check ride from the front seat. This is my first flight in the MiG from the front seat, but I am very familiar with it



Boy Scouts check out Reg's MiG in August 2003

having spent many months re-placarding, converting and changing instruments. The FAA insists on the altimeter being in feet. I was able to get 2 U-2 altimeters that would allow the MiG to zoom climb to 80,000 feet and beyond and have a functioning altimeter. I removed all the "Fire Control" systems including the radar range finder that was blocking forward visibility. Now we were able to actually see out the front! Before you had to look out the sides to land at 200 mph!! And you thought Lindbergh had it bad! This facilitated that first flight greatly because the visibility around the airport was just a little over a mile in glare and haze even though it was reported as VFR. The airplane is also very straight forward to fly. It does everything a little faster than I am accustomed to and the only other thing needing to get used to is rolling out of 45 degree bank turn on final. When you think you are lined up with the runway, you actually have to turn another 5-10 degrees to allow for the very high angle of attack. That is a characteristic of any highly swept delta wing.

A month later we are at MCAS Miramar showing off our new toy to long lines of interested visitors. "Da, my father flew these out of Murmansk" is one of the comments in a heavy Russian accent I heard". "I shot one of these down in Vietnam "is another. Interesting questions and great fun, as were the parties at the "O" club afterwards. Yakov, the loud and crazy KGB agent, hung out there. He sounded legitimate, but a few years ago he would not have been so loud or as obvious. But it is the year 2000 now and the cold war is over. But what is he doing at the O club, the home of "Top Gun"? I never did find out. He did not get any secrets out of me either!! Not that I had any! It would be easy to stop the story here, but it leads to other stories and opportunities.

The following year we were flying around NAS North Island on a photo shoot with the "Pacific Flyer" Piper Queen Air. Bill Todd in the back seat was calling out our airspeed as we were flying dangerously slow even with the flaps down at 175 knots. The Queen Air could not fly any faster. In fact, they burned a cylinder on one of the engines trying to keep the speed up for us. Flying steady formation below the minimum maneuvering speed did not allow me to even shoot a quick glance at the airspeed. I relied entirely on the photo ship to maintain my minimum speed and on Bill's call outs. A few years ago, a MiG 21 flying around North Island (NASNI) would have been unceremoniously shot down! How things change, seemingly overnight! Those beautiful pictures were used in a couple of other magazines as well.

Shortly thereafter we were the center of attraction at NASNI during the "Speed Week" car races. They would always have some aircraft on display at the entrance to the temporary track on the large taxiways. The base CO, Capt. Tony Gaiani let it be known we would be welcome to put the MiG on display. Incurable airplane nuts do not need to be asked twice!! The approach into NASNI from over the beach and the Del Coronado hotel is an unforgettable experience. It is one of the most beautiful approaches in the world and I have flown into some exotic places! After touch down a "Follow Me" truck appeared and we were paraded

around the field. Most people on base had never seen a real live MiG-21 before except perhaps in the HUD! We were parked next to the last flying F-14 which was on its way to the Honolulu Airport Museum. Carlos Zermano, one of our staunch volunteers, found a Theatre poster of the movie "Top Gun"! We mounted it on a board and placed it between the two former adversaries. This attracted the local news media of course. But no movie contract! Drat!!

We did the Yuma, Arizona airshow a couple of times and did not blow any tires which almost seemed the norm at NASNI and March AFB. The good quality Russian tires were impossible to find so we had to use the Czech ones that did not stand up to even moderate braking. We finally figured out we could turn off the nose wheel braking system and that solved the problem albeit at the expense of a slightly longer landing run. The nose wheel braking system was very effective so I did not turn it off unless we had a good long runway. The MiG also had a landing drag chute that would shorten the landing run. But, because it was so difficult to repack, we never used it and I never came close to really needing it.

At March AFB open house I spent the whole show on my knees working on the nose wheel. The nose tire had disintegrated on landing. We had not learned about the turning off the nose brake yet. This time the wheel itself was damaged as well and would have to be replaced. Where do you get a nose wheel for a MiG-21 in California on the weekend?? The military does not provide any assistance, parts, tools or even a kind word at airshows, so you have to be totally self-sufficient. The air show God had taken pity on me as I was on my knees trying to wrestle the nose wheel off. Steve Miller, a kindly spectator offered to help me. He also had a truck and I knew the March museum had a static MiG-21. We wasted no time and raced to the other side of the field and smooth talked the director into a loan of the wheel so that we could at least get back home. We pulled the swap even though the new wheel was an earlier model without antiskid brakes. Steve and I worked like mad fiends but could not finish before night fall. We left the plane at March and went home planning to return as soon as possible to fly the plane out. While in San Diego I wondered if the Air and Space Museum static's MiG-21 had the more modern nose wheel, and if they would trade for a repaired one and a little cash. For \$200 I got to pull the trade for an exact copy of our nose wheel, and it was not a loan but a sale. After two more nose wheel swaps Steve and I were ready to fly home. Four nose wheel and tire swaps in 10 days and we were glad to be back at Brown Field once again.

I have done many different types of flying but none more enjoyable than a ride for my good friend Steve Edde. Steve had terminal cancer and he always showed a strong interest in aviation. He was an Industrial Engineer and organized the final closure of NAS Alameda in the Bay Area. He was a jolly fellow and always upbeat. A connoisseur of good food and fine wines who could entertain the kids with stories and songs. "I left my harp in Sam Clam's disco" was one of his spoofs on Tony Bennett's famous song: "I left my heart in

San Francisco” . After the MiG ride where he got to do a lot of flying, he could not stop thanking me. I felt very humbled and privileged to have had the opportunity to do the ride he always wanted. I told him I was the one who should be doing the thanking. He died six months later at the “House of Hope” in Santa Monica. We knew his days were numbered but were still shocked when he passed.

We gave many rides to our dedicated volunteers, whose purpose was always to keep a look out for other traffic in this busy, busy class B airspace. We have made many friends and met interesting people. I have learned a few lessons, but I am not really any wiser! The happenstance purchase of the plane at the auction turned out better than I could have ever imagined. To have a courageous and understanding wife is essential. She worried every time I flew. To have selfless and talented volunteers and friends is also essential. People like Phil Gale, Mike McKenna, John Vallengunga, Carlos Zermeno, Bill Todd, Loren Larsen, and several more. A good dose of good fortune goes a long way too. I am very grateful for the trip. What a trip!! Thank you Lord!



EAA's Culver PQ-14B Cadet at AirVenture. The drone version of the more familiar taildragger designed by Al Mooney. A couple thousand PQ-14s were used under radio control for anti-aircraft target practice during WWII. Most got shot down.

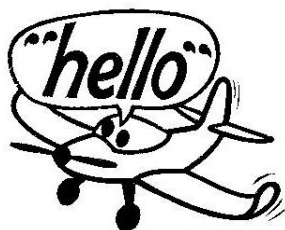
New Members

Donna Ryan

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

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

Vagmi Padmanabham is our newest Young Eagle member, having joined after participating in the August Young Eagles event. We look forward to his continued growth in the exciting field of aviation.



Kerry Powell, Program Chairman

Descriptions from the announcement on faasafety.gov:

September: SOCAL TRACON Outreach. Rob Reddeg returns with an update on the Southern California airspace. Rob has visited the chapter several times, always with new information and a lively Q&A session at the end

October: Avoiding Wire Strikes. Torbjorn “TC” Corell, was instrumental in the development of a Wire Strike video, “Surviving the Wires Environment”, together with Helicopter Association International (HAI) that was launched in 2008. To date over 22,000 copies have been distributed of this safety video.

TC started his career as helicopter pilot in the Swedish Army and eventually flew for United Nations Protection Forces during the Bosnia conflict. He also flew in West Africa for United Nations

TC is currently the Chief Pilot for Southern California Edison and has been with the company for 14 years. He has 12,800 hours of flight time in Helicopters with experience in the utility industry, search and rescue, military, EMS, firefighting and has flown in many different countries across three continents. He has been in the aviation industry for 28 years and holds commercial, instrument, and CFI ratings, all in helicopters.

TC served on the board of directors with Helicopter HAI for 9 years and was elected Chairman for the 2016/17 fiscal year. He is the only utility pilot to ever reach that position. He also served as the liaison between HAI and Utility Patrol and Construction Committee (UPAC) for 9 years.

November: Electric Aircraft: Survey, Applications, and Tradeoffs. Rhon Williams

December: Loss of Control: Shairrie Van Duzer.



Jimmy Kennedy keeps an eye on the Warbirds at AirVenture.

How Can I Help?

Donna Ryan

Say you've got a really pretty RV aircraft. You keep it shiny clean, follow a strict maintenance schedule, keep current with any updates that are required – you do all the things that a good owner of a fine plane should do and you're proud to show it off.

But what if life gets in the way? The plane isn't washed and cleaned as often as before, stains on the seat aren't removed, oil isn't changed as frequently as it should be, limits aren't tested when recommended. What's the result? Maybe you're not so anxious to show off your plane anymore – or maybe the performance isn't as good.

Well, the Chapter is just like that RV. It needs care and attention to keep it looking good and running fine. Many of you have asked how you can help out – and we really appreciate and need that. Often it is the small jobs that pay big dividends in terms of the Chapter looking good and being healthy for our members and guests. What are some tasks that take just a few minutes? Here are just a few that can easily be accomplished in under 15 minutes each:

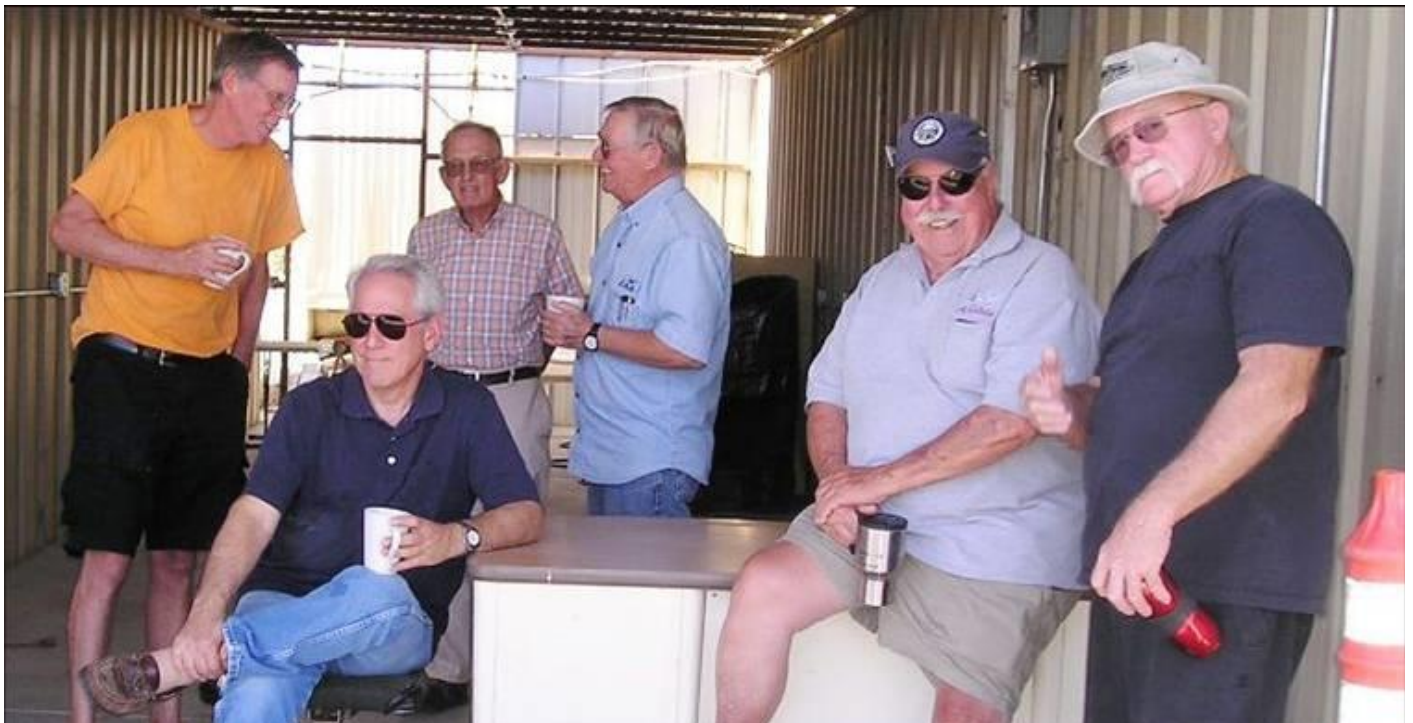
- Use a broom to sweep cobwebs off the hangar door or under tables.
- Use a broom to sweep the hangar floor or the ramp outside Hangar 1.
- Take a paper towel and wipe the cobwebs off the magazine containers, or the desk tops and trophy case.
- Take a mop and wet mop the kitchen floor or the bathroom floor.

- Put away dishes and silverware left in the drying rack. Scrub down the rack and tray.
- Using a wipe and antibacterial spray, wipe down the microwaves, or stove tops, or the podium and sign in table, or the kitchen counter.
- Clean the mirror over the sink.
- Clean out coffee pots and wipe down the coffee area.
- Clean the kitchen or bathroom sink.
- Pull out a few weeds from cracks in the pavement.

For those of you with a bit more time, and some maintenance skills, there are always small items that need doing. Example: Part of the railings at the top of the stairs to the bathrooms needs replacing. If you can do the job, just do it – it doesn't need to look like Norm Abrams of "This Old House" fame completed the task. It just needs to be secure and smooth, so splinters don't get into our hands. Bring your own tools, or if you need some, the Chapter should have all the basic tools to get a job done. Just ask one of the Directors or Chapter builders. Or you can use the weed whacker to cut down the weeds close to our hangars, especially during fire season.

We'll be publishing some more articles on how you can help the Chapter in future newsletters. But for now, please make it a goal to help out at least once a month with one of these small tasks. We thank those of you who already do a lot in terms of setting up and cleaning up, especially on the second and third Saturdays. And for those of you who want to help, but weren't quite sure how to get started, hope this gives you some ideas.

Just like that proud owner of the pretty RV, we want to be proud to show off our Chapter – we hope you are too.



Eagles' Nest almost complete in 2012, so it's time for coffee. Left to right: Jim MacKinnon, Joe Russo, Dennis Cullum, Larry Rothrock, Jimmy Kennedy, and Chuck Stiles.

Light Sport SLSA/ELSA

Summary by Donna Ryan

The following information is based on the program talk given by John Schaper

John Schaper, the FAA Team Program Manager at the San Diego Flight Standards District Office (FSDO), gave a detailed, informative and really helpful talk on Light Sport Aircraft (LSA), especially as regards to regulations, inspections, and maintenance. With over 50 years involvement with aircraft maintenance and engineering, John was well positioned to give out accurate and specific information regarding this fast growing portion of general aviation. Prior to getting into the meat of the talk, John shared accident/incident statistics so far this year. The San Diego area has had 5 accidents, and 12 incidents – the region's best record in 10 years.

Note: this summary of John's talk does not include all of the information provided by John and it only covers general aircraft – not float planes, gliders, gyroplanes etc. John left a variety of handouts dealing with LSAs which are available at the Chapter. This summary just scratches the surface of the government requirements and may not apply to your specific situation, so be sure to look at the actual regulations. See the references at the end of this article for more information.

John began the talk with the FAA's definition of a light sport aircraft, drawn from regulation 14 CFR 1.1. An LSA is an aircraft that, since its original certification, has continued to meet the following:

- No more than 1,320 pounds for an aircraft not intended for operation on water
- A maximum airspeed of 120 knots in level flight
- A Velocity Not to Exceed (VNE) of 120 knots
- 45 knots stall speed
- Seating capacity no greater than two, including the pilot
- Single engine
- Fixed or ground adjustable propeller
- A nonpressurized cabin
- Fixed landing gear

John then gave a brief overview of 14CFR § 21.190 which is the rule covering the certification of Special Light Sport Aircraft (SLSA). He listed 4 specific items of interest:

- Must issue a Pilot's Operating Handbook (POH) or equivalent
- Must issue maintenance and inspection procedures
- Must have a data plate with make, model, serial number, class, date of manufacture and consensus standard used
- The manufacturer will issue Safety Directives and Safety Alerts to correct unsafe conditions and have a continued airworthiness system that meets the current consensus standard

John provided additional information on consensus standards. These are established by the American Society for Testing and Materials (ASTM) and accepted by the FAA. Each standard is given a designation and the designation is changed from time to time. Each standard is published in a FAA Notice of Availability (NOA). He noted that they cover all aspects of the aircraft and each section is covered by a separate standard. One of his slides listed some of these standards.

John spent some time discussing Airworthiness Directives (AD). Yes, they do apply to LSA, and you must also comply with Safety Directives (SD) and Safety Alerts (SA). A SD is the equivalent of an AD and addresses safety concerns. They are established by the industry consensus standard and the manufacturers. A SA is used for unsafe conditions that require immediate action. Note: If the aircraft has a certificated engine, certificated propeller or certificated appliances, then ADs do apply. There is nothing to stop the FAA from issuing an AD against an LSA. If owners want to keep their airworthiness certificate valid, they must comply with any AD/SD/SA that apply.

Next up for discussion were the responsibilities of an owner or operator. John noted that no person may operate an aircraft that has a special airworthiness certificate in the light sport category unless the following have occurred:

- Maintained applicable provision of Part 43 and maintenance and inspection procedures developed by the manufacturer or a person acceptable to the FAA.
- Performed a condition inspection every 12 months.
- Complied with all applicable ADs, SDs and SAs
- Each alteration, after the aircraft's date of manufacture, must meet the applicable and current consensus standard and have been authorized by either the manufacturer or a person acceptable to the FAA. If it is a major alteration produced under a consensus standard, then it also has to be performed and inspected in accordance with requirements. And if it is performed on a type certificated product, then it also has to be recorded in accordance with § 43.9 and retention requirements in 14 CFR § 91.417.

If you as an owner don't want to accomplish these ADs, SDs, or SAs, then you'll lose your special airworthiness certificate and become eligible to apply for an ELSA (which will bring additional operating limitations). But if you continue to fly – then you are in violation of the FAR and you'll be subject to legal action.

If you are a pilot on a LSA, you must have a POH and the aircraft's equipment list to determine the necessary equipment to operate the aircraft. You also have to brief the passengers that the aircraft doesn't meet the airworthiness standards of an aircraft certificated with a standard airworthiness certificate.

Next up was a discussion of inspection and maintenance of an SLSA. John noted that the inspection and maintenance of a light sport aircraft can be done by a repair station, an A&P mechanic or a repairman. For an ELSA (experimental

light-sport aircraft), holders of a light-sport aircraft inspection rating may perform the annual condition inspection of a plane that is owned by the holder, is an experimental aircraft and is the same class of aircraft for which they received training. Anybody can perform the maintenance on an ELSA, although it is obviously wise to utilize someone well-versed in aircraft maintenance.

Mechanics face some special challenges. You must have a method of getting current manufacturer's data. Because of the process for certification of the LSA, the manufacturer controls the inspection, maintenance and repair of the aircraft. The current consensus standard applies. John suggested subscribing to the data, as they change and can cost hundreds of dollars. And what if the manufacturer is no longer in business? The continued airworthiness operation can't be maintained as the operation no longer exists and thus the LSA is no longer eligible for LSA status. The aircraft may be eligible for experimental certification (with limitations) though.

Some other things that mechanics need to think about:

- You are responsible for the maintenance of the aircraft in accordance with the manufacturers' data, not appendix D of part 43, not Advisor Circulars, etc. The manufacturers though may refer you to appendix D.
- You are responsible for compliance with the data on the operation limitations.
- If no repair data is available because the manufacturer went out of business, you must go to the Manufacturing Inspection District Office (MIDO) or FSDO for help.
- You must have access to the manufacturer's web site to receive your inspection, maintenance, and repair data.
- You must make a logbook entry when accomplishing an AD note on a certificated product, or Safety Directives, just as you would for a standard category aircraft. § 91.417(2)(v).
- You must perform a 337 if you make a major modification or repair to a certificated product. 43.1(d)(1)(2)(3)

During an annual condition inspection, John noted some of the requirements:

- Review the Operation Limitations for the aircraft you are inspecting
- The notation "Light-Sport" should appear in 2 to 6 inch letters
- Inspect all placards and markings to ensure they appear as required by 14 CFR § 91.9 and the associated system. As always, they need to function in accordance with the manufacturer's specifications and the FAA-accepted consensus standards.
- Obtain a current equipment list to ensure an appropriate and accurate check is made of all ADs, SAs and SDs that may apply.
- Must have manufacturer's data applicable to current consensus standards.

- Aircraft instrument and equipment installed and used under 14 CFR § 91.205 must be inspected and maintained in accordance with requirements.
- Noncompliance with the operating limitations will render the airworthiness certificate invalid. In addition, any change alteration or repair not in accordance with the manufacturer's written instruction will render the airworthiness certificate invalid.
- The annual condition inspection should be signed off in a statement that is worded "I certify that this aircraft has been inspected on (insert date) in accordance with the manufacturer's maintenance and inspection procedures and was found to be in a condition for safe operation." Record the aircraft total time in service and name, signature, certificate number and type of certificate held by the person performing the inspection.
- The aircraft must be continuously maintained in compliance with 14 CFR § 91.327 (b), which includes compliance with all ADs, SAs, and SDs that are applicable to the aircraft.

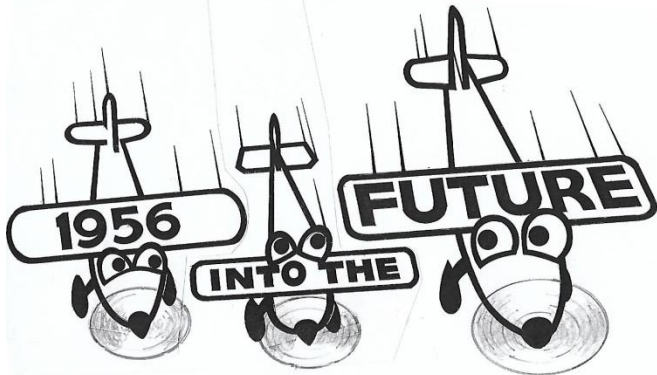
John noted that EAA National website contains excellent information on light sport aircraft. See <https://www.eaa.org/eeaa/aviation-interests/light-sport-aircraft>

He also provided helpful links to applicable FAA websites: https://www.faa.gov/aircraft/gen_av/light_sport/ and https://www.faa.gov/aircraft/gen_av/light_sport/media/LSA_Buyers_Guide_2019.pdf

John also provided a list of the various FAR for the light sport category (here listed in the order John provided): 1.1, 43.1, 43.3, 43.7, 45.23, 45.29, 65.107, 65.103, 65.85, 65.87, 65.101, 61.303, 61.423, 61.327, 61.321, 61.415, 61.45, 61.303, 61.325, 61.417, 61.419, 61.409, 61.311, 61.429, 61.5, 61.305, 61.315, 61.317, 61.403, 61.313, 61.101, 21.190, 21.181, 21.193, 21.191, 21.182, 21.175, 91.327, 141.39



Program Director Kerry Powell (right) presents August speaker John Schaper with a Chapter 14 ball cap after John's presentation on LSA rules and regulations at the August meeting. 8/17



The Way We Were: 2012

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
- Beginning in 2012, Buzz Gibbs donated several hangars to the chapter. He also provided some manpower, equipment to help with the dismantling and he even gave us the name of the tow truck driver that helped us with our move of several hangars.
- Old storage area between hangars 1 and 2 was designated as a new Eagles' Nest. Donations from several friends of the Chapter were made to help with the construction of the new Eagles space. One of the donations was made by Bob Friedgen, father of our late member Clark Friedgen, in Clark's memory.
- Mark Albert set up our Chapter Facebook page.
- Paul Christiansen set up our new Chapter website.
- Two members donated large "builder's tables" – 4 by 8 foot each, expandable to 4 by 16 feet with removable legs.



The future Eagle's Nest. Was storage, now one of the most popular places at the Chapter. Looks like Gerry Boughner's Gypsy Moth in the background.



New EAA logo and wings on the back of the trailer. Chris Puntis, Ryan, Rob North, Dennis Cullum, and Larry Rothrock. Larry Owen and Donna Ryan also helped with painting.

- Program Chairman Kerry Powell volunteered to be the FAA Safety representative for our Chapter. Thanks to his efforts, EAA 14 became authorized to grant knowledge portion WINGS credit for attendance at qualifying seminars conducted at our general meetings. He then began scheduling Wings credit talks at the Chapter.
- Chapter Kiddy Trainer was returned to service, after some welding by Ryan and lots of adjustments and assembly by Dennis Cullum.
- Sent out mass mailing to 200 EAA National members living close to EAA 14 encouraging them to stop by and have lunch (and hopefully join our Chapter).
- Rob North fabricated a new logo medallion to go with the wings on the trailer. Larry Rothrock painted the EAA logo on it. Larry Owen, Donna Ryan and Ryan repainted the wings on the trailer.
- Looked into prices for service pins, T-shirts, or patches to recognize 5, 10, 15 years of Chapter membership.
- Explored options for getting a Wi-Fi connection at the Chapter; one option was chosen and installed..
- Considered videotaping the speakers and keeping copies of the talks.
- Paid for defibrillator training for 5 chapter members.
- Bedrock and decomposed granite put down on driveway.
- Engine test stand donated.
- Started permit process again on the row hangar.
- Issues with cracks in asphalt and sealants used to fill them.
- New Chapter answering machine purchased.
- Membership form updated to include emergency contact information.
- Set up PayPal on the website for new and renewing membership dues.



Disassembly at MYF—the first stage of moving a hangar donated by Buzz Gibbs.

- Identified the need to reach out to high school students and the military as part of our membership drive, including contacting the Associated Student Body (ASB) at local high schools and advertising in the Navy and Marine newspapers.

Events

- Program topics included: Unmanned aerial vehicles (small and large); Flight Planning and Go/No-Go Decision Making; Density Altitude; Aviation Weather; SoCal ATC Operations and How We Can Help; Flying with GPS; Lost of Control in Flight; early aviator Moyer Stephens (associate of Howard Hughes and Jack Northrop); Using an iPad for General Aviation; Changes in the LA Terminal Area chart; Aircraft Maintenance.
- Work crews, with leadership by Chuck Stiles, erected the first of the hangars donated by Buzz Gibbs. Many chapter volunteers helped with the move, including John Alley, Jerry Boughner, Tommy Carroll, Ray Cote, Pete Grootendorst, Gene Hubbard, Bob Johnson, Tom Kelly, Jimmy Kennedy, Gene Lenard, Gary List, Jim McKinnon, Chris Puntis, Kevin Roche, Larry Rothrock, Joe Russo, Ryan, Ron Schuler, and Alan Sparkes.
- Many volunteers helped complete the new Eagles' Nest space. First step was to clear out the space between Hangar 1 and Hangar 2 (during the cleanup, a nest of 5 rabbits was found). Ryan put a roof over the area and put



Chapter 14 booth at Wings over Gillespie.

up sheet rock. Another group of volunteers helped with preparing the floor. Two large loads of sand were trailered in. Then the heavy lifters manned shovels, picks, etc. to lay down vapor barriers, unload and set up forms. Members helping out included: Jerry Boughner, Paul Hanson, Gene Hubbard, Gene Lenard, Gary List, Lynn Madden, Jim MacKinnon, Bob Osborn, Kevin Roche, Larry Rothrock, Joe Russo, Ryan, Ron Schuler, and Chuck Stiles. After all the hard work, Jerry arranged for the concrete pour – and the price included the company's crew smoothing the concrete – a real backsaver. Jimmy Kennedy completed the electrical work.

- Hangar 8 was built by Jerry Boughner, Jimmy Kennedy, and Joe Russo, with assistance from Tommy Carroll, Matt Noakes, and Alan Sparkes.
- The Fly-in/Drive-in, Walk-in, Beam-in/Camp out, organized by Joe Russo, was held at the Chapter, complete with two breakfasts, lunch, dinner, movie and overnight campout. Paul Hanson made a custom camping trailer for the event (resembled an old-time chuck wagon). Though the weather was poor, the hardy attendees enjoyed great food, music, and company, as well as popcorn and the classic movie "Wings."
- Emidio DelConte completed and flew his beautiful Kitfox.



Emidio Delconte and his new (in 2012) Kitfox.

- Ryan, with help from Ron Schuler and Tom Kelly, dissected his E-racer project, got it running and flying.
- Chuck Stiles worked on the Tailwind he had purchased from Paul Hanson.
- Gee Bee, the Kiddy Trainer made by Ron Miller, became an instant hit with the children.
- The Chapter held our first Eagles event – our pilots gave rides to 35 Eagles and Chapter members showed them around the facility.
- 26 Sea Cadets and 24 Flying Midshipman were flown as part of our Young Eagles program. One cadet commented that "this was the best day of my life."
- Each month Chapter pilots flew between 10-26 YE's – a great record of introducing young people to aviation.
- We participated in Wings over Gillespie. The following volunteers manned our booth and handed out information on the Chapter: Jerry Boughner, Jesse Clark, Roman Hendle, Richard Kalling, Gene Lenard, Jim MacKinnon, Kevin Roche, Ron Schuler.

- Mayoral candidates Carl DeMaio and Bob Filner spoke at the Chapter concerning their ideas for general aviation. We had a great turnout, and many members of the local aviation community attended. A freak Santa Ana twister blew down our garden shed and one of the box hangars the night before the meeting, but members rallied and got the mess cleaned up.
- Many outstanding aircraft were displayed weekly at the chapter, including a Cessna light-sport Skycatcher (all metal, roomy, two place, with a Continental O-200. Price was only \$175,000!).
- New Years Day fly-out to Chiriaco Summit was made by, among others, Dennis Cullum (RV-3), Mark Albert and Kevin Roche (Club Cessna), Duane Shockey (Cessna 170), Joe Pribilo (Luscombe) and Sparky (KR2)
- Composite workshop held to construct a modified Long-EZ fuselage which could be used with the flight simulator for training Young Eagles.
- Jesse Clark received the Ben Hunsaker Leadership Award for his outstanding work with our Young Eagles program.
- Ryan was presented with Life Membership in the Chapter for his 17 years as hangar manager, for building and flying experimental aircraft, for constructing and maintaining facilities, and for exemplifying what EAA stands for.
- Joe Pribilo received the award for best Beechcraft at the 54th Annual Cactus Fly-in at Casa Grande.
- Pete Grootendorst, Bob Johnson, and Joe Pribilo flew the Traveler to Bracket Airport at LaVerne for the meeting of active pilots 80 years old or over.
- Bob Johnson held an organization meeting for the United Flying Octogenarians (UFOs) in the San Diego area. Subsequent meetings were held quarterly, always with a special speaker and an outstanding Chapter lunch prepared by Bob and his son Dan.
- Long-time Director Ron Schuler passed away and a memorial was held at the Chapter – standing room only. Ron was a very active, talented participant at the Chapter

– a real font of aviation knowledge and always an entertaining and enthusiastic speaker.

- Long-time member Bill Chana passed away, well known for his many contributions to aviation, including the design, construction and flight testing of the Wee Bee.
- Life member John Watts passed away. Besides the many tasks he performed around the Chapter, he was a volunteer at Oshkosh for some 15 years in a row.

Newsletter

- Some of the newsletter articles: Prop strikes (lessons learned); Secondary stall in a Beechcraft Bonanza over the Pacific Ocean; Wings program; Golden West fly-in and Airshow at Yuba County Airport; The Hurricane of 1938: A rescue at Galloo Island in Lake Ontario; Cracked ailerons on a Pitts S-2A' Frequency Etiquette; a trip to the International Cessna 170 association fly-in at two remote airstrips in central California (few attendees, but beautiful, peaceful sites); Flying Rules in the 1920s; Cracked and Contact – Proper Engine Propping; Another Try (story of a harrowing flight during the Korean War where the author had to land with an unreleased bomb still hanging in the bomb bay); SP-1 Project (SP=Spare Parts – account of building a replica F-22 out of spare parts from different aircraft); Know Your Limitations; FAA MedXPress.
- President Larry Rothrock wrote an impassioned plea to encourage more members. He stated: “. . . with more members to pitch in we can have many more activities and programs. We could offer a ground school for young adults; we can set up a display airplane on a pylon at our entrance; we can reach out to schools and to our local military folks; we can re-invigorate the Ocotillo Camp-out /Fly-in; we can host building seminars—maybe sponsor a big Fly-in at Brown Field. And, most importantly, we can promote, protect and spread aviation.”

Numbers

- 230 Members
- Dues for new members raised to \$35 (\$22.50 for ½ year) to cover the increased cost of badges. Renewals stayed the same at \$25



Ryan's first E-racer getting the once-over by chapter members

August 2019 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The meeting was called to order by Vice President Gene Lenard at 12:55 pm.

Directors and officers present were: Pete Grootendorst, Gene Lenard, Gary List, Trinidad López, Kerry Powell, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Stu Strebig. Directors and officers absent were: Gene Hubbard (excused), Jimmy Kennedy (excused), Ted Krohne (excused), Jonathan Robbins (excused), Chuck Stiles (excused), Alan Sparkes. Guests: Mary Ann Shipley, Ryan.

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

June Board Meeting Minutes reviewed and approved. Kevin Roche/Larry Rothrock: passed. Note: No July Board Meeting was held.

Treasurer's Report reviewed and approved. Stu Strebig/Gary List: passed.

Add Director Contact information once again to the back of the newsletter. Ron Shipley/Stu Strebig: passed.

Motion to adjourn. Pete Grootendorst/Ron Shipley: passed.

Action Items

Previous:

Gary List will find out if our chapter insurance covers any accidents in a chapter-sponsored machine shop (pending).

Gene Hubbard will mention the need for someone to organize/oversee/manage a possible machine shop in the next President's Message in the newsletter (pending).

Larry Rothrock will explore the possibility of obtaining a new grant for a new simulator (pending).

Donna Ryan will make up a master checklist of tasks to be done around the around the Chapter and send out for Board review (complete).

Donna Ryan will compose a Preparing, Cooking, and Servicing Lunch document and send it to renters and directors (complete).

New:

Donna Ryan will write one of a series of "How You Can Help" articles for the newsletter. This first article will deal with tasks Chapter members can help with on Saturdays (complete).

Donna Ryan will add *Action Items* section back into the Board Meeting Minutes (complete).

Trinidad Lopez will finalize dates and activities for an October fly-out to Borrego.

Donna Ryan will send an updated list of director contacts to **Gene Hubbard** for inclusion in the newsletter (complete).

Pete Grootendorst will contact the Border Patrol for information on landing mats and obtain some if available (complete).

Someone should contact **Meinolf Ruther** to see about putting his maintenance suggestions into a PowerPoint or other digital format.

Gate access instructions need to be clarified and tested.

Directors will review the latest response to the lease option appraisal and send any comments to **Gene Lenard** (complete).

Old Business

Airplane Disposition for Member: The Chapter member working with the family on the disposition of the member's planes hangared at the Chapter discussed current status.

Hangar 6 Space – Building Hangar and Then Occupying It: **Larry Rothrock** reminded the Board that the EAA Chapter 14 Hangar and Tie-down Policy indicates that applicants may not donate or build a hangar and expect to occupy it; instead they may put their names on the waiting list and be treated the same as other applicants for possible occupancy of the space.

Facility Tasks: **Donna Ryan** sent a master checklist of tasks to be done around the Chapter to directors for review. Tasks would be broken down into smaller components and different portions would be emphasized in newsletter articles to assist Chapter members identify how they can help.

Donna Ryan will write an article for the September newsletter identifying one subset of tasks. **Gary List** prepared a list of ten items that he felt needed to be completed prior to the second and third Saturdays and asked that directors (or designates) sign up to complete these tasks. He felt that each task would take less than 15 minutes.

New Business

Add Director Contact Information Back to Newsletter: **Larry Rothrock** asked that director contact information be added once again to the back of the newsletter. Someone had been trying to contact the chapter about a possible hangar donation but did not know how to contact us. A motion was made to add the information back to the newsletter.

October Fly-out: **Trinidad Lopez** will finalize arrangements for a possible fly-out to Borrego. He will work with the Young Eagles Coordinator to arrange it on a date that does not interfere with the Ramona Air Fair Young Eagles activity.

Landing Mats: **Larry Rothrock** discussed obtaining some landing mats for the Chapter. He had been told by the Director of Airports that they work, and **Pete Grootendorst** stated they work well. **Pete Grootendorst** will look into contacting the Border Patrol (or the appropriate contractor) on how to obtain some for the Chapter.

Meinolf Ruther Information: **Larry Rothrock** mentioned it would be helpful to the Chapter if the maintenance information shared by **Meinolf Ruther** at some of our Chapter general meetings be put into PowerPoint or some other format. He suggested that someone contact Meinolf and ask if this would be possible.

Answering Machine: **Larry Rothrock** noted that we need a designated person to monitor our answering machine for any messages. The hangar manager or a designated Tuesday/Thursday attendee will perform this task.

Gate Access: **Larry Rothrock** noted that new information on the Brown Field gate access sign seems to conflict with how we used to grant gate access. This needs to be tested and information shared.

Lease Option: **Gene Lenard** discussed the most recent developments with our response to the appraisal on our request to exercise the lease option. He encouraged all directors to review the most recent response prepared by **Dion Dyer** and get back to him with any comments. He hopes to submit the response within a week.

Vice President **Gene Lenard** adjourned the meeting at 2:10 p.m.

Submitted by **Donna Ryan**

Marketplace

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)



Opening Up on Saturday

Here are some of the things that we need to do each Saturday morning whether it's for coffee & doughnuts, Young Eagles, the General Meeting, or just an ordinary weekend. No one person has to do them all; many hands make light work. While you're waiting for coffee, look around, see what's still needed, and please do a couple of these things.

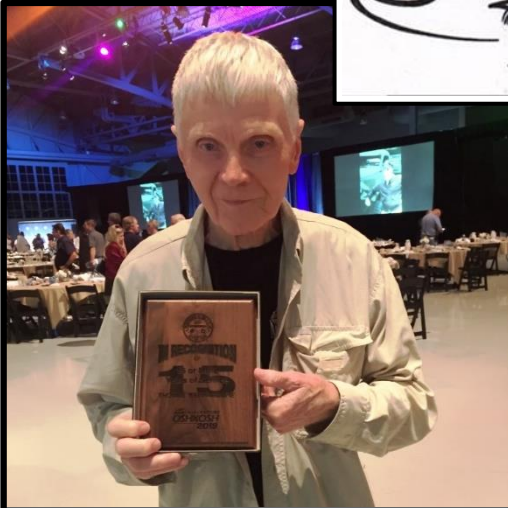
- Read Opening/Closing Task List.
- Use broom or paper towels to dislodge spider webs on chair & table legs, magazine bookcase, display cabinets.
- Sweep Hangar 1 floor.
- Put pedal planes out by the container.
- Put trash cans outside of Hangar 1.
- Sweep the ramp in front of Hangar 1 and Eagles' Nest.
- Put up flag.
- Make coffee and ensure pot is filled until after lunch.
- Remove and secure Hangar 1 plane.
- Ensure grill is clean.
- Wipe down kitchen counter with anti-bacterial wipes.
- Put up lunch tables (note: leave them far enough apart so people can get through).
- Put out tablecloths, if using (tablecloths are optional).
- Put up "Clean Up After Yourself" placards on all tables.
- Put out silverware (plastic spoons, forks, knives) box.
- Put salt/pepper containers on tables.
- Put out change box.
- Put out Used Towel bucket.



Ron Shipley sets a good example getting Hangar 1 ready for YE Saturday. Help him out! 8/10

Around Chapter 14

Photos by Chapter Members



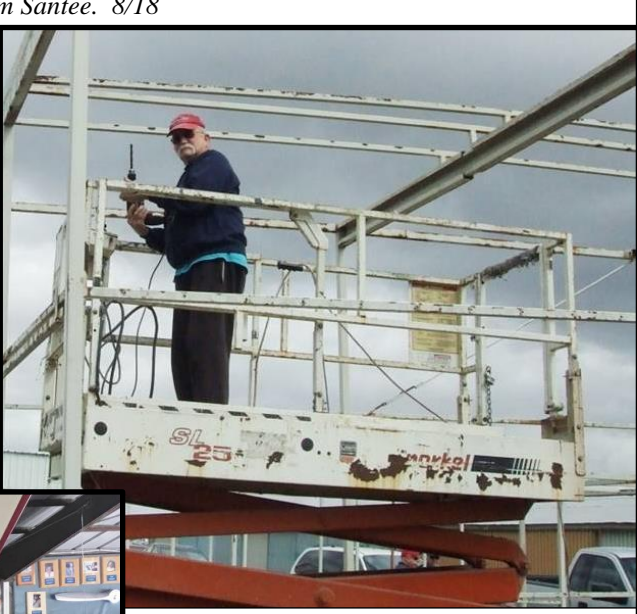
Kevin Roche shows off his award for 15 years of service at AirVenture.



Great Lakes from Santee. 8/18



Not just experimental aircraft at Oshkosh. Somebody's Vanagon wasn't big enough



Chuck Stiles on a scissors lift helping to assemble a T-hanger in 2012



Humor in the lunch line: Richard, Toni, Joe, Brett, and Gary share a laugh. 8/31



Stearman 911 headed back to the hangar after its mishap

September 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.

Contact:

Donna Ryan (Chapter Secretary)

(858) 273-4051. Leave voice mail or text.
eaal4contact@gmail.com

Director Name	Phone #	Email
Pete Grootendorst (safety)	(619) 370-4164	pjgrootend41@cox.net
Gene Hubbard (newsletter)	(858) 722-1918	nx421gn@gmail.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
Gene Lenard	(619) 442-4978	elenard@mac.com
Gary List	(619) 482-0227	glist@cox.net
Trinidad Lopez (merchandise)	(619) 661-7117	bajaassy@aol.com
Kerry Powell (program)	(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 Sparks	(619) 463-2648	alspa700@mac.com
Chuck Stiles (hangar mgr.)	(912) 661-0486	hangarmanagereaa14@gmail.com
Stu Strebis	(619) 346-9788	trail2texas@yahoo.com

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

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