



Spirit of Flight

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

January 2020

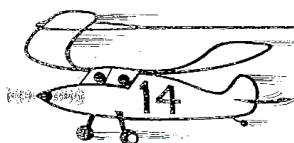


Pete Grootendorst returns from a Young Eagles mission. Photo by Nick Candrella. 12/14

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Upcoming Events

January 11th—Young Eagles Rally

January 15th—SDM Pilots' Meeting at 1600 in the
SDM Terminal Conference Room

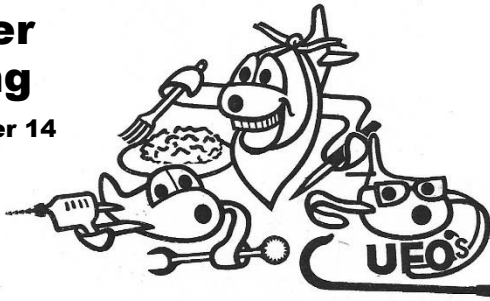
January 18th—Ron Berinstein on Is Best Glide Speed –
BEST?

January 18th—Ray Cote Celebration of Life at 1530 in
the Air & Space Museum Annex, Gillespie Field. 335
Kenny St. El Cajon, CA

March 7th-8th—ELSA Repairman Class. SDUA
Clubhouse at John Nichol's Field, 13531 Otay Lakes
Road, Jamul, CA

Chapter Briefing

EAA Chapter 14
Members



Brown Field: Brown Field Airport Operations will be hosting the first pilots' meeting of the year. It will be on Wednesday, January 15, 2020 at 1600 local at the Brown Field Terminal Conference Room.

Chapter Activities: Information provided by Chapter members.

Week ending Dec 7: Chris Constantinides and his wife Laura took a flight up to the mountains to see the snow. They said it blanketed the mountains up by Julian and around. Another advantage of flying – he got to see the snow without being turned back by the Highway Patrol because of having no chains. Ryan and Donna Ryan visited the home of member Gert Lundgren and his wife Ingela to take a look at the beautiful RV-12 Gert is building in his garage. The workmanship is of exceptional quality – no surprise since Gert has been a structural engineer for many years. But it isn't just brain power – he has real construction skills. He has kindly agreed to provide some information on the build process for the newsletters. Look for it on page 5. Gary List is back from his vacation to Hawaii. The cold snap we've been having was probably a shock to the system after enjoying Hawaii's balmy weather. Bob Osborn's glider has a new home – a gentleman in the Otay Mesa area will be using it for display – nice it has a happy and appreciated home. Member Craig Cornford spent several hours on Sunday working on his Bushby Mustang that is tied down at EAA 14. We had a good turnout for Saturday's lunch provided by Larry Rothrock: corn dogs, refried beans, macaroni salad, and green salad.



Hangar Manager Chuck Stiles samples Larry Rothrock's corn dogs at lunchtime on a first Saturday. 12/7

Week ending Dec 14: Uncertain weather meant we didn't have many visitors during the week to the hangars except our faithful regulars, but Saturday saw a good turnout of Young Eagles under the direction of our YE coordinator Ashley López. Everyone agrees Ashley is doing a great job. Previous Young Eagle, now Young Eagle pilot Roman Hendle was in town from university and rented a plane to take out his share of Young Eagles. Joan Werner and her granddaughter Kaitlyn were present. Kaitlyn has been a long-time Young Eagle, and her brother Tristan is currently attending university for advanced pilot training. Kaitlyn is deciding which university to go to as well – she's thinking of a career in aerodynamics. Trinidad López and wife Sharon put on a great spread for members and Young Eagles: cheeseburgers, hot dogs, beans, macaroni salad, chips, eggnog and cookies – a true holiday feast.



Week ending Dec 21: On Sunday, Chris Constantinides in his Turbo Arrow and Gleb Dorogokupets and friends in the Club Piper both took to the skies to enjoy the nice flying weather; Craig Cornford was stuck on the ground working on his Bushby Mustang renovation and Ryan was checking out his Dragonfly wiring to make sure all was in order. On Tuesday, several Chapter members met with Jorge Rubio, the new Interim Deputy Director of the Airports Division, and Michele King from the City Real Estate Department to discuss our lease option. Another meeting will be scheduled to address some remaining issues with the appraisal report. On Saturday, we had a good turnout for pancake breakfast, with Kevin Roche manning the grill for pancakes, eggs, and sausage, and Chuck Stiles handling three waffle irons simultaneously – both chefs are experts in their field and the results were much appreciated by those partaking of the feast. After an excellent program talk and lots of socializing, a good turn-out for lunch enjoyed the bacon cheeseburger provided by the Ryans' daughter, Tania Miranda. Even the speaker talked about anticipation for the meal as the smell of bacon frying and onions grilling accompanied the talk. Potato salad, macaroni salad, and lots of ice cream rounded out the meal.

Week ending Dec 28: Cold weather didn't stop Craig Cornford (Bushby Mustang), Jimmy Kennedy, Gene Hubbard, and Jim MacKinnon (all 3 with Nieuports), and Ryan (Dragonfly), from working on their respective aircraft. Rain came just as forecast on Monday and Tuesday. On

Thursday, strong winds unsettled one of the T-hangar doors; however Chuck Stiles was present and wrestled it into submission. Saturday saw beautiful weather – sunny, clear, chilly but not too cold, and no wind. And it saw the return of Gene Lenard, sporting an extra-long beard, but with the same twinkly eyes. He put on a fine end-of-the-year lunch of roast chicken, potatoes and salad. It was really nice to see him after a long absence. Ron Shipley offered Ryan a first flight in Ron's Alon Aircoupe. Ryan was impressed – as who wouldn't be by Ron's award-winning aircraft.

General Meeting: President Gene Hubbard opened the meeting and welcomed over 40 Chapter members and guests. He asked new members to introduce themselves and invited all in attendance to stay for lunch after the meeting.

Safety: Pete Grootendorst stressed the need to keep logbook entries of time to show currency in aircraft. He reminded members that 90-day currency is required when flying a passenger.

General Meeting Talk: Program Chairman Kerry Powell discussed upcoming programs and then introduced our speaker for the month, Shairrie Van Duzer. See a summary of Shairrie's talk, Preventing Loss of Control Accidents, on page 7.

President's Message



Gene Hubbard



Short press mess this month—too much real news. If you're into New Year's resolutions, resolve to fly more—most of us don't get in the air anywhere near enough. Get your BFR, update your medical or Basic Med currency, whatever it takes. Most of our programs qualify for the coursework part of a BFR, so all you need is to go flying—that's what we're here for, right? Shairrie Van Duzer, reminds us that flying is a very perishable skill (p. 7).

Or learn more about your plane, or the one you might buy someday. SDUA is hosting a 2-day LSA Repairman / Inspection course in March (p. 4) and Gert Lundgren has started sharing photos from his RV-12 project (p. 5).

Oh, and get your membership renewal in (pp. 8, 14). I don't want to nag.

Gene Hubbard



Please join us as we Celebrate
the Life of

Raymond K. Cote

May 14, 1925 - October 29, 2019

Saturday January 18, 2020 @ 3:30 PM

Food and refreshments will be served

**The Air & Space Museum
At Gillespie Field
335 Kenny St.
El Cajon, CA 92020**

At the Missile





Young Eagles Report

Ashley Lopez

Our last Young Eagles day took place on December 14th. We had a bit of a slow start due to a low ceiling but had a great event once it burnt off. In total, our pilots

flew 21 Young Eagles who had a wonderful time. Thank you to pilots Chris Constantinides, Ron Shipley, Jonathan Robbins, Ted Krohne, Pete Grootendorst, and Roman Hendle for making this event possible. Also, a special thanks to Roman for joining us. He made a great effort to be in San Diego on his first day off from his university in Utah. Previously a Young Eagle, he will join us whenever possible on school breaks and borrow a rental, so thank you Roman! Airplanes that flew this event included a Piper Turbo Arrow, Aircoupe A-2, Luscombe 8E, Baron B-55, Grumman AA, and Cessna 172 brought by their pilots respectively.

Additionally, I'd like to thank our ground volunteers Nick Candrella and father-son team Ryan and Pedro Flores. Nick was great help with photos and registration, Pedro with setup and ground control, and Ryan with the Young Eagles briefing and pre-flight. You all are very dedicated volunteers to our Chapter's program, and we couldn't do it without you.

At this event we also set up a cookie decorating table for our Young Eagles. I baked several trays of sugar cookies the night before, most of which were of course airplanes. There wasn't a great selection of airplane cookie cutters available online, so I used my desktop 3D printer to make some instead. The designs we ended up using included the SR-71 Blackbird, B-2 Bomber and a generic fighter jet. At the end of the event, I also took a plate of these holiday airplanes to ATC as a thank you from our program.

Thanks again to everyone who volunteered their time with us in December, I know it can be an especially busy time of year. Next month our Young Eagles day will be on January 11th. Unfortunately, I will not be able to attend since I will be visiting relatives in Canada. Luckily Mark has graciously volunteered to substitute for this event so make sure to come say hi to him. I'm sure that this event is in great hands and will be lots of fun.

Happy New Years!

Ashley Lopez



*Ted Krohne loads Young Eagles into his Baron for a flight.
12/14*



LSA Repairman / Inspection Course at SDUA

By Al Sayder – EAA 14 Member

Do you want to be able to make repairs to your LSA (Light Sport Aircraft) or ELSA (Experimental LSA), as well as perform the annual Inspection, and sign it yourself? If so, we have a great opportunity right here in San Diego.

Rainbow Aviation will be offering a two day course here in San Diego the weekend of March 7 and 8, 2020, 9:00 am to 5:00 pm, 16 hour total. There will be an exam at the end of the course, comprised only of the material studied during the class. The cost is \$425 cash (or \$20 more otherwise).

According to the Rainbow Aviation website
https://rainbowaviation.com/?page_id=3997:

“Successful completion of the LSA Repairman Inspection course, allows you to apply for an FAA Repairman Certificate for any Experimental Light Sport Aircraft which you own or one you purchase in the future. Once the aircraft is listed on your repairman certificate, you are allowed to do the condition inspection each year. You do not have to be the builder. You simply have to have successfully completed the 16-hour training course for LSA Repairman Inspection. There is no expiration date on the certificate of course completion. You do not need to currently own an ELSA.”

The course will be held at the SDUA (San Diego Ultralight Association) Club house at John Nichol's Field, 13531 Otay Lakes Road, Jamul, CA 91935. Having the course held here in San Diego saves you money – you won't have to pay any airplane tickets, hotel or car rental fees. But the biggest advantage will be saving you money on doing your inspections yourself.

This course is still open. To apply, just email info@rainbowaviation.com to add your name to the contact list. Please contact EAA 14 member Al Sayder at al@sayder.com or (858) 488-9911 for mor information.



Ron Shipley taxis out to fly a Young Eagle. 12/14



Gert Lundgren



Ingela Lundgren

RV-12 Takes Shape

Interview by Donna Ryan

What makes a person decide to build an airplane? In member Gert Lundgren's case, he had thought about it for some time, but the final decision came from reading an inspiring story about an Australian man who flew his RV4 around the world twice.

Being around the Chapter with other aircraft enthusiasts helped as well. Back in early 2015, Ryan was working on an unusual engine mount and attachment system for his Sparrowhawk aircraft – but he was not sure if it was a good solution.

Member Ed Watson mentioned he had a friend who was a structural engineer who might be willing to take a quick look to see if it looked reasonable – and that engineer turned out to be Gert Lundgren. Gert had over 40 years experience in structural analysis and engineering, software development, design, and fabrication, much of it in the aerospace industry. He agreed to stop by the Chapter one day just to do a simple overview - but that quick overview turned into a full-scale stress analysis, one that proved very helpful to Ryan. Later, when the Chapter needed to do a structural analysis of Hangar 3, we called upon him and his associate Hugh McCutchen to help us out – which they willingly and very professionally did.

In the process of helping out both times, Gert enjoyed the atmosphere at the Chapter, and he and his very supportive wife Ingela began attending the Chapter General Meetings. Before long, he really caught the flying bug, and became a licensed pilot in 2016. He started renting planes to go on the Chapter fly-outs, but for someone with his background, it didn't take him long to decide he could build his own plane. As Gert said, "I felt that I needed to know more about the plane I was going to fly. Being a structural analyst with many years of work in that field, I thought I would have a good chance to put an airplane together myself." In late 2017, he began the exhausting process of deciding which plane to build. Because he would be building the plane in his garage, and maybe even keeping it at the house until he found a hangar, he needed a plane with removable wings. At the Chapter he heard about and saw some nice looking RVs, and decided he would build an RV-12 from a kit.

He ordered the first kit and got to work in February 2018. Although he hasn't kept real records, he believes he has around 1,600 hours so far. Working in his garage has been very useful in being able to work on the project for short periods at a time. Like any homebuilder, he is also very grateful to family and friends for their help. His wife Ingela has helped throughout the project, careful labeling and keeping track of each part. His son got him started by

helping to build the vertical stabilizer. His neighbor Hugh Winthrop helped him handle the structure numerous times. His friend Hugh McCutchen, who participated in the analysis of the hangar rafters, helped him install the engine, and many other tasks. At this point, Gert has completed 4 kits, with the fifth is in progress. The final kit, for the avionics, has yet to be ordered.

When asked what has been the hardest part of the project so far, he mentioned getting into the tight spots – any homebuilder can relate to that. He knows he has put in more than 10,000 rivets so far, and the most useful tool has been a pneumatic squeezer.

The stabilator, fin, rudder and flaperons (11 feet long) are ready for painting, with the wings next. The engine has been installed in the fuselage. We'll be sharing some pictures of these in another issue. However, for this month, Gert kindly shared some of the pictures which he has taken throughout the process to show to the examiner. These are just a few – there many more. As could be expected of someone with Gert's background, the steps are meticulously cataloged. Gert has cross-referenced each of his photos to a specific section and page of the RV-12 drawing package. The purpose is to help the examiner connect the drawings with the picture. Gert believes he has around 6 more months before the plane comes down to the Chapter for final preparations for the first flight. So far it looks like it is going to be a real showpiece – we look forward to seeing it and appreciate getting a quick look at in progress.

The following photos document construction of the RV-12 vertical stabilizer, rudder, stabilator, and tailcone.

SECT 6, VERTICAL STABILIZER

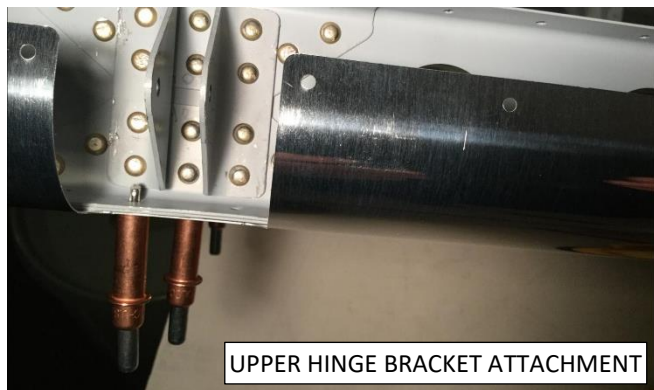


UPPER HINGE ASSEMBLY:
EMBEDDED SPHERICAL BEARINGS

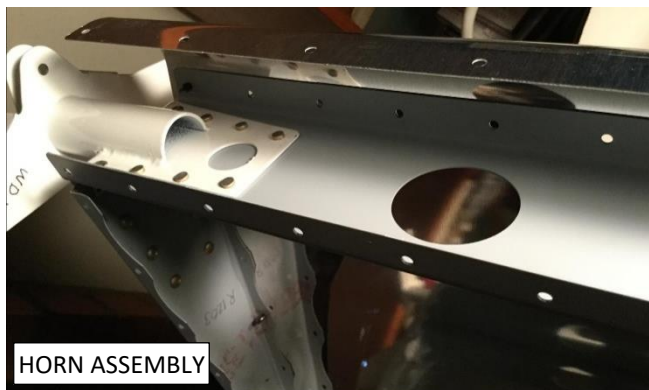


SKELETON ASSEMBLY

SECT 7, RUDDER



UPPER HINGE BRACKET ATTACHMENT

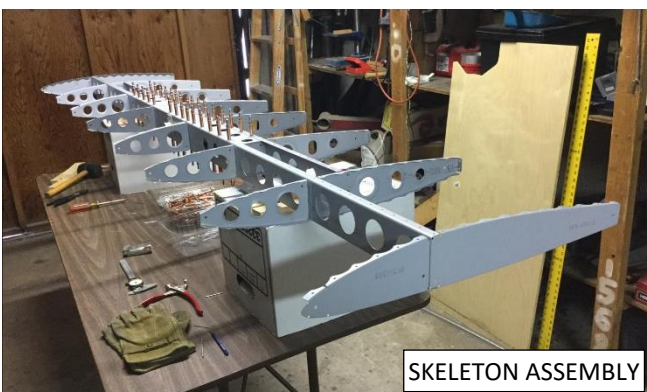


HORN ASSEMBLY

SECT 9, STABILATOR

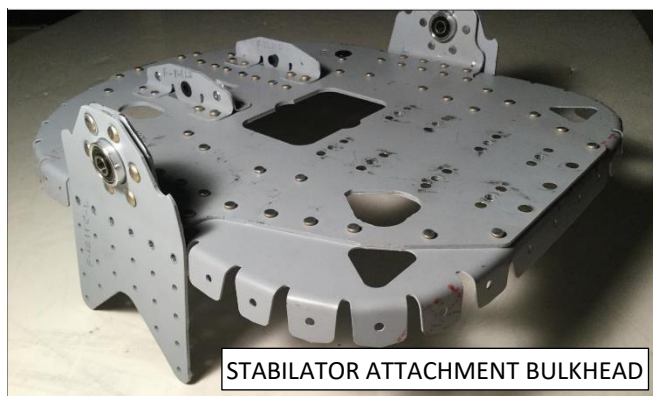


FWD AND AFT SPARS: HORN INSTALLATION

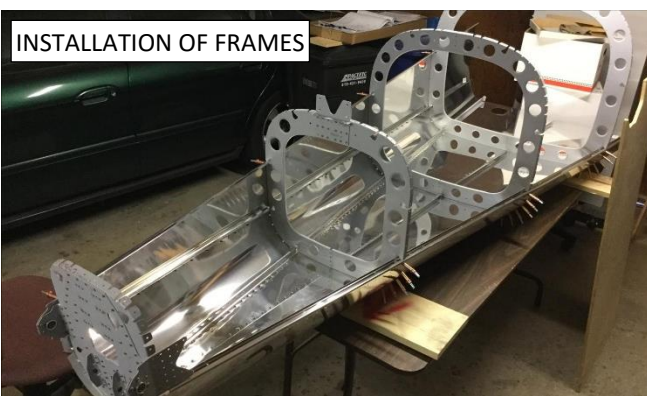


SKELETON ASSEMBLY

SECT 10, TAILCONE



STABILATOR ATTACHMENT BULKHEAD



INSTALLATION OF FRAMES



REAR BULKHEAD ATTACHMENT
(NOTE SOLID RIVETS)



UPPER SKIN AND VERTICAL
STABILIZER ATTACHMENT

Preventing Loss-of-Control Accidents

Summary by Donna Ryan

Notes on 12/21/19 talk by Shairrie Van Duzer

EAA Chapter 14 enjoyed an excellent talk by CFI-I Shairrie Van Duzer on Preventing Loss of Control (LOC) Accidents. Shairrie is a FAA Safety Team representative, as well as a member of SAFE (Society of Aviation and Flight Educators). Flying since 1991, she is a G-1000 instructor involved with groups such as the Civil Air Patrol and Angel Flights for many years. An energetic and knowledgeable speaker, she thoroughly engaged the audience, as evidenced by the number of questions during and after the presentation. Here are highlights from her talk.

Shairrie explained that pilots never plan to lose control, but it happens all too frequently. The National Transportation Safety Board (NTSB) Chairman noted that “More general aviation pilots and passengers die from accidents involving loss of control in flight than any other single factor.” LOC is defined as “an aircraft’s unintended departure from controlled flight, which can be due to a variety of reasons, such as pilot distraction, loss of situational awareness or weather.” Shairrie added that it had been on the NTSB’s “Most Wanted List” since 2012 and she provided some statistics to back up the concern. Between the years 2000 to 2014, of the 4,850 general aviation fatalities, 1,194 perished because of LOC.

Why does a pilot lose control of a perfectly functional airplane? Almost all instances involve the pilot’s ADM (aeronautical decision making). One of Shairrie’s slides, labeled Loss of Control & ADM, provided a graph of some of the contributing factors (percentages are approximate based on the chart lines).

- Unprofessional attitudes: 46%
- Pilot Technique: 20%
- Visual Perception Misjudgment: 18%
- Improper Operation of Equipment: 7%
- In-flight judgment or decision: 5%
- Unknown causes: 4%.

Shairrie reviewed some of the hazardous attitudes pilots might exhibit at times.

- Anti-authority (don’t tell me)
- Impulsivity (do something quickly!)
- Invulnerability (it won’t happen to me)
- Macho (I can do it)
- Resignation (what’s the use?)

She also listed the characteristics of a truly rogue pilot:

- Socially adept and manipulative
- Highly skilled
- Liars
- Out to “prove themselves”
- Personal agenda trumps all others
- Divisive
- Above the rules

- Lack of conscience, no remorse or apology
- High self-perception, superiority
- Driven

Shairrie shared a quote from pilot Patty Wagstaff: “Flying is a very perishable skill.” She reminded the audience to continually seek to improve skills and knowledge, and to review the basics. One of these basics was remaining current on all types of landings. The audience had a spirited discussion on when a great landing begins. Although LOC can occur during any phase of flight, it generally occurs during maneuvering and approach. Thus, Shairrie spoke at some length about stabilized approaches, especially those that include wind, botched landings, and go-arounds. Initial steps should include:

- GUMPS completed.
- Maintain a constant-angle, glide-path toward a predetermined aiming point on the runway.
- Maintain a specified descent rate.
- Maintain a specified airspeed.
- Make small corrections (don’t make one abrupt, strong correction; instead make small corrections, and if that doesn’t work, make more).
- Remove variables.

Scenarios that include cross wind landing increase the workload of a pilot. Shairrie listed some mechanisms to counter such a situation.

- Learn to forward slip at altitude with an instructor.
- Weather into the wind at low altitude.
- Using the rudder to align the aircraft to the runway.
- Lower the windward wing to keep the aircraft centered.

Another slide gave some hints to better handle botched landing and go-arounds. Remember: you have to be ready for a go-around, especially if dealing with grass or dirt.

- All approaches must be considered potential missed approaches and landings as potential go-arounds.
- Preparation involves assuming the landing can be botched or an unseen hazard might come into view.
- The proper procedure of altitude, smooth power increase, right rudder to counter the P-forces, change to approach flaps and gear retraction (if retractable) followed by observing for a positive rate of climb.
- Once you have landed, do a post flight review.
- Replay the flight mentally.
- Reconstruct the flight with different variables.
- Reflect on potential pitfalls during the flight where your response can be improved.
- Take a look at establishing new personal minimums.

Throughout the talk, Shairrie shared hints on preventing LOC.

- In a small plane, if go to full power, don’t need to rush and do it abruptly. Take your time, and check if oil temp etc. is going up as you make your move.
- When you plan your flight, also plan one emergency field to another emergency field.

- Use risk assessment tools, such as the IMSAFE (Illness, Medication, Stress, Alcohol, Fatigue, Emotion) Checklist, Flight Risk Evaluator, Risk Assessment Matrix.
- Focus on ADM in preflight planning and the use of Flight Risk Assessment tools (FRATs).
- Assess your personal minimums

In review, Shairrie noted that loss of control in-flight (LOC-I) results from situations in which the pilot should have either maintained or regained control of the airplane, but did not. To prevent these situations from occurring, follow these guidelines.

- Understand stall characteristics; practice recovery.
- Recognize stall variables: CG, loading, icing.
- Use conservative decision making & risk management.
- Manage distractions (keep a sterile cockpit).
- Practice emergencies with a professional.
- Maintain currency and proficiency in the plane you fly.
- Consider an AOA or ESP (Electronic Stability Protection – G500/600 Autopilot).

This was an excellent talk, presented in a lively and interactive manner. More importantly, it provided solid information as to how you, as a pilot can prevent Loss of Control.

New Members

Donna Ryan

Welcome to our new members.

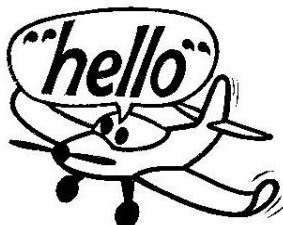
The information below comes from their membership application. Some people just include the essentials; others expand a bit on their experience and we always appreciate that.

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

Rowan DeGree is one of our youngest Young Eagles; he attended our December Young Eagles event with his grandfather Bob Zubeck and promptly signed up to be a member. Though he lives out of town, whenever he is in San Diego, he loves coming down to the Chapter with his grandfather and has been visiting for several years. He likes watching all of the planes and enjoys talking with our members, especially Bob Johnson.

Todd Peterson is experienced with both fixed wing and rotary wing. He is interested in kitplanes and owns a Yak 52.

Karl Zeuch is a student pilot with a plane hangared at Brown Field. No doubt he'll benefit from our excellent monthly programs on flying.



CHAPTER 14 **RE-UP!** Renew Your Membership Today

Donna Ryan, Chapter 14 Secretary

Last month we kicked off our membership renewal period for 2020 and we appreciate those of you who have already renewed. Obviously, our goal is to have you all renew. But why should you?

Most of us make donations to organizations that are important to us, whether we receive any direct benefit or not. Many of us attend a religious organization of some sort and drop some dollars in the collection plate. Many of us donate to alumni organizations, to fraternal organizations or lodges, or to environmental or humanitarian organizations. We don't make these donations because we "get our money's worth" in services, but because these organizations are important to us, because we think they do good work and deserve our support to keep on doing it.

We hope that Chapter 14 is important to you. Clearly, many of you do "get your money's worth" by coming down to the Chapter, enjoying breakfast or lunch with other airplane enthusiasts, listening to the programs, using the library or computers, getting help with a project. Undoubtedly you would want to be a part of the organization that provides that. But even if you can't come down to the Chapter as often as you would like, we hope that you back our mission to offer information and guidance to general aviation participants who build and/or fly aircraft for recreation. We also hope that you value our commitment to ensure the future of aviation by providing Young Eagles flights.

Your continuing support is vital to us. Please take just a few minutes to renew your membership. 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. Just put your packet in the membership slot of the Membership lock box next to the lunch counter in Hangar 1 or in the lock box outside of the door to Hangar 1.

While our PayPal option on the website is not currently operational, we now have a stopgap method to make your membership renewal payments using PayPal. This is for renewals only – not for new members.

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 "2020 membership for [your name]"
6. Send the payment.

If you need to make changes to your membership, e.g., new email address, house address, emergency contact, plane, etc., please send an email (rryan@san.rr.com) or text or leave a voice mail (858) 273-4051 so I can make the changes.

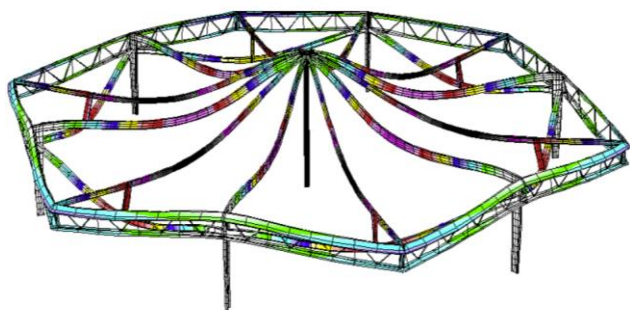


The Way We Were: 2016

Donna Ryan

General

- Officers/Assignments: President: Joe Russo; Vice-President: Richard Kalling; Secretary: Gene Hubbard; Treasurer: Gary List; Newsletter Editor: Gene Hubbard; Hangar Manager: Rich Czarniecki; Young Eagles: Mark Albert
- Continued improvements to the Eagles' Nest: new gaming computer for the flight simulator, custom table for the certificated flight simulator, and an improved ceiling. Young Eagles had the use of four Microsoft simulators.
- Continued effort to clean up Hangar 3; a number of instruments, wheel pants, and a large amount of other excess material and tools were offered for sale.
- Disposed of the donated Pazmany PL-2 parts
- A number of repairs were done around the facility, including fixing the Hangar 1 door hoist.
- Received \$1,500 from EAA National towards our Young Eagles fund (complicated formula based on the number of YE flights provided).
- Fire Marshall requested that aircraft suspended from the beams in Hangar 3 come down prior to a determination that the roof trusses were strong enough to bear the loads. We needed a structural analysis of the hangar to see if we



Excerpt from Gert Lundgren's structural analysis of Hangar 3 showing (highly exaggerated) deformation under the load of hanging aircraft. Gert's analysis showed that the structure is adequate to support a 1000 lb hanging load under the main rafter in each of the six hangar bays.



Dave Prizio, from EAA National, presents President Joe Russo with a plaque commemorating Chapter 14's 60th anniversary. 10/29/2016

- were in compliance. Member Gert Lundgren, a certified mechanical engineer, performed the analysis for the Chapter and went far beyond the original request with a review of the resistance of the hangar to wind and earthquake damage – 107 pages worth of finite element analysis with diagrams. Final determination: the beams are more than strong enough.
- Obtained a replacement power amplifier for the Chapter PA system.
- Donations: steel cutting bandsaw; large boxes of Pazmany PL-2 parts.
- Bob Osborne attached a magnetic pick-up device to the Chapter tricycle and trolled the ramp area to pick up FOD – an amazing amount of screws and nails was picked up. Suggested this should become an ongoing task.
- Continuing discussion on how to encourage more participation in Chapter activities, in particular the need for back-up members for the various committees and regular operations.
- Vern Edwards' Starduster, which had been hanging in Hangar 3, was sold, dismantled, and driven off to Alabama on a trailer.
- Ted Krohne and Ron Shipley became renters for two of the hangars that were recently put up on Old Charlie.
- Ron Shipley installed an alarm system in the Eagles list and the trailer library.
- Began renovation on the mowing tractor.
- At the end of the year, Rich Czarniecki resigned as hangar manager. Chuck Stiles, with Ryan as his assistant, agreed to assume the position.

Events

- Programs included: Pre-Flight and Pre-Buy Inspections; De-Myth-a-Flying (collection of myths that most pilots believe to be true, but aren't); Preventive Maintenance; Mike Melvill on Burning Rubber, Reaching Space, and



EAA 14 President Joe Russo, assisted by Charlotte Robbins, entertains us at the Chapter 14 60th anniversary celebration with Chuck Berry's "Nadine". 10/29/2016.

Winning the X-Prize; Shot down: The true story of the B-17 Susan Ruth and its crew when their plane was knocked out of the sky by the Germans in 1944; Aviation Weather; Skydiving and GA; How the Military Uses Airspace; Bridging the Gap Between Controllers and Pilots to Improve Safety; "It's all about De-Tail" – Mooney Aircraft; Density Altitude; Paws 'n Pilots (organization dedicated to air transport for dogs which are being relocated for one reason or another).

- Celebrated our 60 years as a Chapter. President Joe Russo commented: "Chartered in 1956 it has survived and prospered in those sixty years despite outrageously priced fuel, increasing flight restrictions, public indifference or growing intolerance of general aviation and over fifteen years of negotiating with the City for a new lease." A special Oktoberfest/swap meet celebration was held in October to mark this event. The band Joe Casa and the Del Prados played favorite oldies from the 50's, 60's, and 70's. Donna Ryan related the highlights of the history of Chapter 14 since its inception; this was accompanied by a series of slides of events covering the past years, illustrating the many activities, fly-ins, hangar building and so forth. Dave Prizio, representing EAA National, presented a plaque to honor the 60th anniversary of the chapter. Dennis Cullum received a reward as the longest continuous Chapter 14 member, participating in the Chapter for over 40 years.
- Hangars donated to the Chapter by Steve Prentice, Bert Bade, and Bob Golo – and erected by a stalwart team of volunteers, spearheaded by Chuck Stiles, Ryan, and Rich Czarniecki, and lots of assistance from Mark Albert, Gene Hubbard, Mark Loveland, and Jim MacKinnon.
- Flew 208 Young Eagles and Eagles for the year, including 50 Flying Midshipmen, each receiving individual stick time. Several other large groups came, including Sea Cadets who, in addition to flying, enjoyed a strength-of-materials demo and a build-a-box session.
- Chris Constantinides with his Turbo Arrow IV joined the group of regular Young Eagles pilots.

- YE Coordinator Mark Albert and his wife Sheena presented a catered thank you lunch in the Eagles' nest to our Young Eagles pilots.
- Chuck Stiles and Ryan resurrected an ancient Continental C-85 and got it started.
- Mark Albert began checking out, then renovating his newly purchased RV-3 and engine. He performed a weight-and-balance in October with everything within CG limits.
- Gene Hubbard completed the covering work on one of the Nieuports. He worked on rib-stitching and also attached the upper and lower wings to the fuselage.
- Ryan, with help from visiting member Bob Soderquist, worked on installing a Continental O-200 in his Sparrowhawk.
- Chuck Stiles revived an O-235 engine for possible use on the Playboy project; the noise from the maximum RPM test with the engine on the test stand caused plenty of attention. Ryan contributed to the noise by starting the Continental O-200 without any exhaust stacks installed.
- Jimmy Kennedy worked on parting out a derelict Mustang 2 and working on its Continental O-300 engine.
- Ryan worked on modifications to a KR-2 he purchased.
- Gabriel Ben-Or worked on assembling his Baby Great Lakes.
- John Collins purchased a Flybaby.
- Garry Adalian won awards for both "Best Custom Built Tube and Fabric" and "Best Plans Built" entry at the Copperstate Fly-in.
- Chapter pilots participated in the Challenge Air Fly Day held at Brown Field, a special fly day for children with special needs.
- Chapter pilots participated in the FAA ACE Camp.



Gene Hubbard marks rib stitching points on his recently recovered Nieuport upper wing while Allen Osborn and Kevin Roche look on. 11/12/2016

- The Chapter participated in the Ramona Air Fair, manning both a Chapter 14 booth and a YE booth.
- Flyouts included Chiriaco Summit, Hesperia, Fullerton, Riverside, Hemet, El Monte, Temecula, French Valley.
- Richard West showed aviation movies after 1st Saturday of the month lunch, starting out with “Those Magnificent Men in Their Flying Machines.”
- Awards Banquet held In Hangar 1 on a Sunday evening.
- A number of visiting aircraft graced our ramps, including the following: 1939 Taylorcraft, King Air, 1946 Globe Swift, Kitfox in pre WWII Navy markings, T-34 in Navy colors, Velocity, Long-EZs, VariEzes, full numerical range of RVs, J-3 cubs, old and new Mooneys and Cessnas, several Stearmans, SNJ, Buckers, and a stretched Thorpe T-18.
- UFO Gaggle was held each Fifth Saturday of the year. This consisted of a special lunch prepared by Bob Johnson and his son Dan, as well as interesting talks and videos.
- Bob Osborne’s 90th birthday was celebrated at the Chapter.

Gone West

- Member Ian Lansdowne passed away at 102.
- Long-time member Frank Himmerich passed away. A frequent Young Eagles pilot, he had a heart attack after returning from flying kids at one of our Young Eagles events. Dennis Cullum noted: “Frank had been flying Young Eagles since the inception of the program in 1992, not just with Brown Field, but also at other airports around the county, including Ramona and Borrego Valley. In addition to this volunteer work, Frank made many trips down into Mexico, ferrying volunteer physicians to remote areas to attend to local medical needs.” Mark Albert reported Frank had flown more than 700 Young Eagles.
- Long-time member and Chapter Director Jerry Boughner died. The Chapter newsletter commented: “He had contributed so much to our Chapter over the years, as a Young Eagles volunteer pilot in his Bonanza, plumbing expert, restorer of the Playboy project wings, builder of his Tiger Moth replica, and demonstrator of wing covering techniques, plus he was an aerobatics contestant in his home-built biplane.”

Newsletter

- Articles included: I Flew with the Wright Brothers (Bob Johnson’s account of flying with two very Young Eagles brothers named Wright); Tech Tips: Engine Storage Preparation, Soldering; summary of program talk on emergency landing practice; introduction to the EAA/IMC LLC, a subsidiary of the EAA. Objective: help pilots exercise their aeronautical decision-making process and to do so while on the ground, before getting into their aircraft; summary of the program talk on the importance of a thorough pre-flight and pre-buy inspection; introduction to another EAA 14 tech counselor, Bruce Hill; summary of program talk on some aviation myths; museum visit to the National Museum of WWII Aviation at Colorado Springs; account by Bob Johnson of the many people from around the world who have used a local Aeronca Champ to get a tailwheel endorsement. One gentleman from Switzerland was all checked out, but wanted to stay in the landing pattern. When asked why, he stated that in Switzerland, once you get your license they charge you \$35 per landing at ALL airports – he thought that would apply here as well.
- Other articles: Summary of the program talk on Preventive Maintenance; summary of Mike Melvill’s talk on a made-for-pilots discussion of the Spaceship One project; new member from Switzerland’s account of starting to build a Carbon Cub; visit to Cavanaugh Flight Museum in Addison Airport north of Dallas; flight by Chris Puntis in an ultra-light Icarus over the White Horse near Salisbury, England; visit to Museum of Flight – Scotland; Paso Robles Air Fest; exhortation to welcome new members and visitors; visit to Chapter 914 – Greenville TX; beginning of a series of articles titled “The Way We Were” about the history of EAA Chapter 14; visit to the Frontiers of Flight museum at Love Field in Dallas; summary of a recent Pilot Outreach meeting; local IMC Club activities.
- Each issue contained Dennis Cullum’s very detailed Chapter Checkpoints overview of Chapter activities, Mark Albert’s Young Eagles report, Joe Russo’s President Report, Kerry Powell’s Upcoming Program Notes, New Members, Marketplace, and Gene Hubbard’s Board of Directors Minutes.

Numbers:

- Award Banquet Cost: \$25 a person

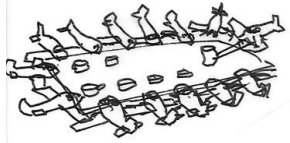


Bob Golo’s hangar donation leaving MYF for Old Charlie. 1/29/16

December 2019 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval



The meeting was called to order by President Gene Hubbard at 12:45 pm on December 21, 2019.

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

Board Decisions

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

- November Board Meeting Minutes reviewed and approved. Kevin Roche/Ron Shipley: passed.
- Treasurer's Report reviewed and approved. Kerry Powell/Alan Sparkes: passed.
- Authorize the removal of Larry Rothrock and Joe Russo as signers on the Chapter checking account and add Gene Hubbard and Ron Shipley as signers on the Chapter checking account. Kerry Powell /Chuck Stiles: passed.
- Authorize Trinidad López to head the proposed Borrego fly-out and to make all arrangements. Ron Shipley/Jonathan Robbins: passed.
- Motion to adjourn. Kerry Powell/Kevin Roche: passed.

Action Items

Previous:

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

New:

- **Donna Ryan** will prepare a letter to the bank handling the Chapter checking account to remove two previous signers on the account and to add two new ones (closed).
- **Trinidad López** will identify a new date for a possible Borrego Springs fly-out/campout (closed).
- **Trinidad López** will contact the Borrego Airport to see if the first Saturday in February or March will work as fly-out/camp-out dates (pending). See Old Business for further information.
- **Kerry Powell** is putting together comments on what content we would like to see on the website and how we will host it/redesign it (pending).

- **Kerry Powell** will see what options are available for temporarily activating the PayPal option on the website during membership renewal time (pending).
- To ensure EAA National liability coverage, **Donna Ryan** will advise EAA National to add the following daily activity to our list of approved activities: members are present daily at the Chapter working on aircraft (closed).
- **Jimmy Kennedy** and **Ron Shipley** will see if additional electrical outlets can be added to our kitchen counter (pending)

Reports

Safety: **Pete Grootendorst** stressed the need to keep logbook entries of time to show currency in aircraft. He reminded members that 90-day currency is required when flying a passenger.

Old Business

Lease Option: **Gene Hubbard, Jimmy Kennedy, Jonathan Robbins, and Chuck Stiles**, reviewed the recent meeting held with Jorge Rubio, the new interim Deputy Airports Director and Michelle King, the airport real estate agent. Another meeting will be scheduled to address some remaining issues concerning the appraisal.

October Fly-out: **Trinidad López** will contact the Borrego Springs airport to see if the first Saturday in February or March will work as fly-out/camp-out date. He will closely monitor the weather close to those dates to see if it will be suitable for the event. If it is, **Donna Ryan** will send out a mass email to members advising them that the event is on. **Trinidad** plans on driving over and bringing the food/equipment on the day for the event. The Board authorized **Trinidad** to make all arrangements and to contact EAA National for insurance purposes.

Web site: **Kerry Powell** will see what options are available for temporarily activating the PayPal option on the website as it is membership renewal time and some members prefer to use this option. He is not yet sure what course to take in regards to redesigning, hosting, maintaining the website.

Hangar Insurance: **Donna Ryan** reviewed discussions she has had with EAA National on Chapter insurance. **Ron Shipley** shared a copy of his aircraft insurance policy; he had added EAA 14 as an additional insured. This example will be shared with Chapter renters. **Trinidad López** noted that we should notify EAA National that members are present daily working on their aircraft. This fact should be added to our list of approved activities (for insurance coverage). **Donna Ryan** will write to EAA National to add this activity.

Ray Scholarship: **Trinidad** reported that he hopes to hear in January about the results of our application for the Ray matching scholarship. Our application has been accepted.

New Business

Change in Signers to our Chapter Checking Account: The Board decided to remove **Larry Rothrock** and **Joe Russo** as signers on the Chapter checking account. **Gene Hubbard** and **Ron Shipley** will be added as signers. Donna Ryan will prepare a letter to the bank directing that the change be made. **Gene** and **Ron** will make arrangements to go to the bank to sign the applicable forms.

Electrical Work: **Gene Hubbard** mentioned that we now have an operating blast cabinet and also a dedicated extension cord arrangement to run the mill. He thanked **Jimmy Kennedy** and **Ron Shipley** for all their work on these projects. **Trinidad López** asked if we could add additional electrical capacity along the kitchen counter. We have run out of electrical outlets during some past special lunches. **Jimmy** and **Ron** will explore options.

Shop Manager: **Gene Hubbard** discussed the continued need to have a Shop Manager. See the June 2019 Minutes for a discussion on possibilities for a Chapter sponsored machine shop and the attributes of a Shop Manager. Gene mentioned that **Mark Albert** is interested in having such a shop and may be available, along with **Jim Wright**, to help set up a machine shop and serve as the Shop Manager.

Donations: **Gene Hubbard** mentioned he wants to make sure all donations to the Chapter (excluding monetary donations) are mentioned in the newsletter. If the item will be sold, it should be advertised for sale in a published newsletter for one week prior to it being sold.

Chapter Store Sales: **Trinidad Lopez**, our Chapter Store manager, asked that sales from the Chapter Store be recorded separately when an item is sold. He plans on putting stickers on Store items. When an item is sold, he asked that the person accepting the cash put the sticker in the payment box, along with the payment. The stickers will aid in tracking Chapter sales.

Holding Tank: **Gene Hubbard**, **Chuck Stiles**, and **Ryan** met to discuss the best solution for using the holding tanks and decreasing the number of cleanouts.

President **Gene Hubbard** adjourned the meeting at 1:25 pm.

Submitted by **Donna Ryan**.



Roman Hendle, formerly a Chapter 14 Young Eagle himself, prepares to taxi his rented Cessna 172 with a plane full of YEs. 12/14

Marketplace

Wanted: Looking for a builder who would like to complete this donated W.A.R. FW 190 project (a half-scale homebuilt replica of a Focke-Wulf W 190 fighter per Wikipedia). Have documentation and plans. Make offer. Text or leave a voice mail: Ryan (858) 229-4875. (1911)



Engine for sale: Continental 0-470-7B (E-185-3). O SMOH. Rebuilt 1982. Documentation. Located in Ramona. \$9,000/offer. Text or call Dave at (619) 987-6398 (1911)



Kerry Powell, Program Chairman

Descriptions from the announcement on [faasafety.gov](https://www.faa.gov/air-safety/programs):

January: Ron Berinstein, Is Best Glide Speed – BEST? What Can We Do to achieve the best possible results for a safe landing when engine power goes on vacation?

A forced landing off field is probably not one of most pilot's favorite thoughts, but if we are not prepared, we won't have a second chance! Most schools teach "Best Glide Speed" as a critical part of the survival equation; and well it is. However, is there more to the story? Is Best Glide always the Best answer?

Ron explores the factors you need to consider when making the decision to land off field with the expectation that no one will be injured. Upon thinking about it, THAT may be one of the MOST IMPORTANT goals any pilot can have!

Ron is a CFII & Aerobatic & FAA Wings Master Pilot. Hopefully, everyone will discover something that will improve their own pilot skills and knowledge bank.

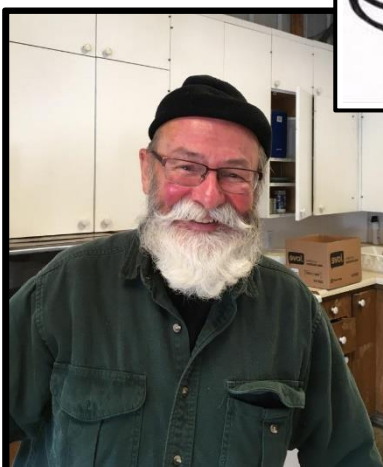
EAA Chapter 14 Membership Application/Renewal

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. 					
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: \$35 (\$22.50 after July 1)		Renewal: \$25 (due Jan 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		

Around Chapter 14

Photos by Chapter Members



Gene Lenard fixes lunch and shows off his new beard. 12/28



Ashley Lopez's 3-D printed cookie cutters. 12/14



Gulfstream G-IV touches down at SDM. 12/29



Chris Constantinides returns from a Young Eagles flight. 12/14



Full-Size photo of a Cruise Liner on a blimp. Maybe here for a bowl game? 12/29



Sharon and Trinidad Lopez take a minute off from cooking for Young Eagles. 12/14



Chapter members confer with interim Deputy Airports Director Jorge Rubio (left) and Michelle King (in red). 12/17



F-5 Aggressor aircraft at SDM waiting to engage F-18s. 12/3

January 2020

Facebook

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

Chapter Website

<http://www.eaa14.org>

EAA Chapter 14 Memberships

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

Chapter 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

Contact:

Donna Ryan (Chapter Secretary)

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

Director Name	Phone #	Email
Pete Grootendorst	(619) 370-4164	pjgrootend41@cox.net
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
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Chuck Stiles	(912) 661-0486	hangarmanagereaa14@gmail.com
Stu Strebig	(619) 346-9788	trail2texas@yahoo.com

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