



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

May 2023



Gary List taxis with a Young Eagle at our April 1st rally. Photo by Nick Candrella. 3/5



Upcoming Events

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May 13th—Young Eagles Rally

May 20th—Pancake Breakfast and Flying Start Rally. No Program

June 10th—Young Eagles International Day. Rally and Workshop at the Chapter

June 17th—Pancake Breakfast and General Meeting: Ron Berinstein on "The REAL REASON Stall/Spin Fatal Accidents Occur!"

June 24th—Builder's Workshop. Bob Walker on building his Glasair II RG.

Chapter Briefing

EAA Chapter 14 Members



Chapter Activities: Information provided by Chapter members.

Week ending April 1: Dion Dyer is back in town and continues making last minute flights before his checkride. Nigel Worrall returned from his March trip to Arizona after another productive week working on his Arion Lightning. We regretfully bid good-bye to member Bob Soderquist who returned to Colorado. He certainly did a lot of work helping out various Chapter members, as well as assisting with Chapter projects. Great work ethic and skill set. He and Nigel spent time talking on his last day here and made plans to meet up at Oshkosh.

Main activity for the week was getting ready for and then putting on a special Young Eagles Workshop on Saturday, April 1st. Many, many thanks to all the volunteers who put forth so much effort getting ready for the event, participating in the event, and then cleaning up after the event. Young Eagles Coordinator Grant Rotunda will have more information in an article elsewhere in the paper. Here are just some quick mentions here that were shared. As always, Gary List and Jim MacKinnon did yeoman duty getting the place cleaned up for the event. Gene Hubbard finished up the blanks and Jim MacKinnon made sure the notches all were finished and ready for the build-a-box project. Trinidad Lopez, ably assisted by his long-suffering wife, Sharon, and Young Eagle volunteer Samantha Liebold (Bob Hitchcock's granddaughter) prepared food and served 100 people for lunch. Samantha also helped with the Young Eagles flight registration. Rich Allison and his friend Patrick Thunder cleared space in the hangars and set up tables and chairs for the teaching stations for the event; he also set up the Sims [simulators], loading the current updates and



CFI Patrick Thunder shows a Young Eagle how to level off after reaching cruising altitude on a simulator. 4/1



Hungry Young Eagles line up for cake and ice cream after lunch at the Young Eagle Workshop.

making sure they were functional for the event. After the event, he moved the tables and chairs back and boxed and secured the training materials. He shared this information: "Patrick Thunder and myself are both CFIs. Patrick is visiting from Arizona this weekend. We supervised and helped the YE operate the Sims while they were waiting for their flights. There was a high demand by the children and even the parents tried out the Sims to see how they worked. The kids got to operate the new EAA Redbird Sim that has a G1000 panel and the Precision Flight sim that has the standard six pack display. They learned how to do takeoffs and landings and got to see how the instrument displays and



Samantha Liebold helps Trinidad and Sharon Lopez prepare and serve lunch for a hundred people at our April 1st Young Eagle Workshop.

understand why the pilots use them for flight. Many of the children's legs couldn't reach the rudder pedals to steer on the ground but quickly figured out other means to get off the ground. The YE especially enjoyed the Redbird sim because it had a more familiar "video game display"; they also liked that the display looked like something from a jet aircraft. The Young Eagles had a wonderful time and the sims were occupied to the very end until we shut down the operation at the last flight of the day. It was an awesome event. Trinidad and Grant executed a very well organized event for such a large turnout. It was great to get young children exposed to aviation and good opportunities for their futures."

Week ending April 8: The Chapter was quieter this week after all of the activity last week – but members were still down working on their projects or visiting their planes. Jonathan Robbins was back after a couple of weeks away – had to visit the Meyers right away. Spring has definitely sprung, along with rabbits who hide in the hangars (and relieve themselves), especially in Hangar 3. Ryan worked on cleaning the floor to get rid of any hiding places in Hangar 3 and tried other various methods, including a rabbit

repellant spray around the perimeter, to make them feel unwanted. Any suggestions are appreciated. Member Nick Pipitone shared the sad news that long-time member Rod Grove had passed away. He was very noted in aviation circles in San Diego, and both Nick and Joe Pribilo had worked for Rod at GM.

Week ending April 15: Typical Spring weather – cold and blustery, then rain, then clear and sunny – all in the space of one day for days on end. But our hearty members still like visiting the Chapter. Ryan and Nigel Worrall worked on the brakes on the KR-2 and Nigel also assisted Tim Johnson with the nose gear of his Varieze. Jimmy Kennedy continues the long, slow process of applying and ironing fabric to the wings of his Nieuport and Jim MacKinnon continues working on his Nieuport as well. On Saturday, lots of people came to enjoy the excellent pancake breakfast provided by Kevin Roche and we had a full house to benefit from an excellent presentation from Kay Sundaram for our General Program.

Week ending April 22: Ryan continued Spring housecleaning in the trailer, Hangar 2 and Hangar 3. Jonathan Robbins found an issue (and a solution) for issues with our Redbird Simulator – help is on the way. An acquaintance of Duane Shockey drove all the way from Idaho to pick up the engine, prop, and back seat from Gene Hubbard's Tri-Pacer which he had donated to the Chapter. The Chapter very much appreciates Gene's donation. A thank you is due as well to Flyout Coordinator Francisco Muñoz for all the work getting a group ready for a flight to Borrego. Lots of happy pilots and passengers took off. Perfect flying weather this weekend.

Week ending April 29: Jonathan Robbins reported that our newly donated Redbird simulator has been repaired and upgraded to allow iPad use. Thanks, Jonathan, for getting this done. Along with our regular builders, Trevor Pearson was busy with maintenance on his Piper Pacer. Ryan continued efforts on Spring housecleaning in the trailer and Hangar 3. And our indefatigable President, Trinidad Lopez, assisted as always by his wife Sharon, was busy preparing the free member appreciation lunch on Saturday with a menu consisting of ribs, hamburgers, hot dogs, steak fries, corn on the cob, baked beans, and dessert. What a feast! It



Trinidad and Sharon Lopez prepare the Member Appreciation Lunch. 4/29

was delicious and a number of our members enjoyed it. Thanks to you all for your support of the Chapter!

General Meeting: President Trinidad Lopez opened the meeting and welcomed Chapter members and guests. He mentioned upcoming events and encouraged members to attend our Member Appreciation lunch on the last week of the month. Kerry Powell, our Program Director, then introduced our speaker for the month, Kay Sundaram. See a short overview of her presentation, "Technology in the Cockpit" on page 5.



President's Message

Hello Everyone,

We are now well into Spring, and with the promise of better weather ahead our Chapter activities will be getting into full swing. Our calendar of activities is filling up quickly with some new and different events planned for the months ahead.

Included in the Spring events are a number of firsts for our Chapter. This includes our first ever Young Eagles workshop hosted in April, our first ever Eagles Flying Start event being hosted on Saturday, May 20th, and our first ever Builders Workshop being held on Saturday, June 24th. We will also be hosting our Chapter celebration of Young Eagles International Day on Saturday, June 10th. This event will include both Young Eagles flights and another Young Eagles Workshop.

These events are intended to help make additional opportunities available to the youth and adults participating in our Eagle and Young Eagle programs, and direct the Chapter events back closer towards the core purpose (Aviation-Education-Socialization) of the EAA.

We also have a number of social events planned. They include a Chapter barbecue and fly-in planned for July, a Chapter swap meet, a Young Eagle movie night, and a late summer dinner and dance. Flyouts this summer include Catalina Island and a campout to Oceano Airport in August.

I want to thank everyone who graciously donated their knowledge and time to help make these events possible. I encourage all of our members to consider volunteering at our upcoming Chapter events. We welcome everyone's help.

Clear skies,

Trinidad Lopez

**Airspeed, altitude, or brains —
you always need at least two.**



April Young Eagles Report

Grant Rotunda

On Saturday, April 1st, the chapter hosted its first Young Eagles Workshop for 11-17 year old youth to learn about aviation in a social setting at a local

airport. The day started with a welcome brief before the participants split into three different groups and began rotating around the stations set up for the program.

Samantha Leibold (granddaughter of **Bob Hitchcock**) assisted with check-in and **Philip Lankford** and his grandson **Alex Lamb** manned the gate to direct traffic to the parking area. **Bob Hitchcock** and **Tom Rodabaugh** presented a ground school type lesson on aerodynamics in Hangar 1 while **Duane Shockey** and **Tarynne Mingi** presented a lesson on various aircraft types and parts of an airplane in the library. Hangar 3 was set up for hands on activities with **Gene Hubbard** leading a sheet metal box building project while **Antonya Takahashi** and **Shon Alexander** provided support at a glider building station and activities for other younger participants. Taking full advantage of the fleet of simulators and PC flight sims in the Eagles' Nest, CFIs **Rich Allison** and **Patrick Thunder** provided guidance and informal flying instruction to the Young Eagles. Finally, **Nick Candrella** documented the activities with lots of photos and videos. At the end of the day, 17 Young Eagles officially participated in the workshop with a lot of positive feedback from parents as well as some areas to improve on for the next event.

Execution of the Young Eagle Workshop was not possible without all of the preparatory work leading up to the event. A big thank you to **Ryan** for clearing space in Hangar 3 for the activities, **Gene Hubbard** for acquiring the sheet metal and cutting the blanks, **Jim MacKinnon** and the San Diego Air & Space Museum Gillespie Annex for notching the aluminum blanks and the Friday set up crew of **Marty Jansen**, **Trinidad Lopez**, **Duane Shockey**, **Gary List** and **Rich Allison**. An additional thank you to **Trinidad** and **Sharon Lopez** for preparing and serving lunch for the



Francisco Munoz and Kiley Everett process paperwork in the Eagles' Nest

participants and volunteers. There were other chapter members assisting throughout the day in various capacities and a big thank you to them as well.

In addition to all of the activity that took place with the Young Eagle Workshop, the Chapter also hosted a rescheduled Young Eagle Rally on the same day due to the rainy weather in March. The rally was the largest yet since we began flying YES post COVID with 44 Young Eagles, including 30 first flights, taking to the skies. Young Eagle, and regular volunteer, **Kiley Everett** gave the welcome and safety brief and then headed out to the flight line for a full day of marshalling aircraft into and out of the ramp. Thank you to pilots **Tom Burton**, **Chase Franzen**, **Bruce Hill**, **Marty Jansen**, **Gary List**, **Abraham Talerman** and **Milamae Zamora** who flew a marathon day of flights, including after lunch, to make sure all of the Young Eagles got a chance to fly! Word is quickly getting out about Young Eagle events at the Chapter and registration for the May event filled up in less than a week.

If these two events make you feel like you're missing out on all the action at the Chapter, you are! If you are interested in volunteering with the Young Eagles program, we are always looking for pilots, ramp/ground crew, lunch servers, and members to talk to parents and answer questions and serve as ambassadors for the chapter. Our next event is Saturday, May 20, so come on out!



Activity on the ramp during the Young Eagles Workshop. 4/1

Technology in the Cockpit

Short Summary by Donna Ryan

The following information is based on a talk given by Kay Sundaram

Many in the audience were acquainted with our speaker for the month, Kay Sundaram, from her long time work with AOPA, especially with their safety and “Rusty Pilots” programs. She is the founder of the STEM Aviation Academy organization based in Carlsbad which is committed to encouraging high school students to pursue a career in or a passion for aviation. A Cessna and Cirrus Instructor, she has been a GA pilot for over thirty years and holds a variety of ratings, including CFII, MEI, AGI, and IGI.

Her talk provided an overall view of tech tools for the pilot. It was not designed to provide specific tech tool analysis or instructions. This summary represents just a portion of the information shared by the speaker.

Kay began the talk by displaying some of the panel mounted or handheld devices useful in the cockpit, including one of the most important: a carrier containing a full set of easily identified batteries for each device.

She then stressed one of the primary points of her talk:

The best place to get training on tech devices is on the ground in the cockpit.

Don't wait until you're in the air to try and figure out how to handle your device. And don't think that you are proficient in handling it because you know where information is in a device. Time yourself to see how fast you are at certain tasks and how fast you move between one stroke and the next.

There are obviously benefits to using technical devices: reduces the workload so you can focus on safety and efficiency, acts as an emergency backup, and provides lots of resources for you to get up-to-date info on weather, or traffic. They are also very useful in such areas as flight planning, and even monitoring the performance of your engine. Kay went over the types and general prices of the Apple iPad and iPad mini (make sure it is cellular), and Garmin, but mentioned there were other brands as well. She also mentioned the need for an ADS-B Receiver and a Com or Nav/Com radio (it's very helpful to get ATIS even before you start the engine).

She stated that ease of use is one of the most important points to consider for your purchase and she recommended actually handling the devices in a store, at an air show, or in a friend's aircraft to see if it works for you. Get to know the layout of the key buttons. Then take the manufacturer's free workshop, usually online, and ask a CFI to work with you on its use and shortcuts. Most important, she stressed once again, is that your first real session for using the device should be in an airplane on the ground – not when you are flying.

Besides learning the apps on the ground, Kay stressed the need to reacquaint yourself with various pilot guides, such as your POH (Pilot's Operating Handbook), your avionics information manual, and the pilot's guide for the tool you're using (Foreflight Mobile, Garmin Pilot, etc.).

Kay next discussed the activities relevant to three stages when using technical devices. Here are some key points.

At least five hours before flying

- Ensure all apps have been updated and are working correctly
- Make sure all downloaded data are present
- Check that the route is loaded and that you have reviewed the charts
- Make certain your devices are fully charged

In the plane (on the ground)

- Make sure all devices are operational
- Secure all devices so that there is no chance they could fall on the floor (potential hazard – roll under the pedals and jam)
- Confirm you are really locked into the correct satellites
- Set screen to minimum brightness (helps prolong battery)
- Verify none of your tech gear will interfere with any of the controls
- Once again, make sure you have backup batteries and any adapters.

In-Flight

- Monitor device battery level, temperature
- Make any updates to route

Kay wrapped up the talk by giving a short overview of the STEM Aviation Academy. It relies on volunteer pilots to fly interested young people. She encouraged our members to help out with the Academy if they could. Contact her at kay@stemaviation.org



Kay Sundaram talks about using technology in the cockpit at our April membership meeting. 4/15

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.

Shon Alexander holds a private pilot's license and flies EAA 14 Young Eagles.

At our April 1st Young Eagle events, several parents and Young Eagles joined the Chapter:

<u>Young Eagle</u>	<u>Parent</u>
Max	Mark
Kelton	Johanna
Alex	Phil

We are very grateful for their interest and support. Several parents mentioned some specific ways they could help out the Chapter, including STEM related skills for Young Eagles workshops and a variety of backgrounds in aviation. All the parents were very supportive of their child's interest in aviation – and the kids themselves listed aviation careers, aviation history, and just plain flying as what led them to become members. These are great new additions to our Chapter!



Kerry Powell, EAA-14 Program Director

May 20: No program due to Flying Start Rally

June 17: Ron Berinstein, The REAL REASON Stall/Spin Fatal Accidents Occur!

Stall dynamics, and how to tell in advance which wing will drop first and why. We will discuss a few real accidents and what would have saved the fatally injured pilots. Plus, revealed will be the rare, but very dangerous type of stall that all too often is ignored. It requires a totally counter-intuitive method to recover from it

Ron Berinstein CFII - FAA WINGS Pro - FAASTeam VNY FSDO Lead Rep - is a veteran safety speaker having presented hundreds of seminars throughout the LA Basin and San Diego. He is affiliated with Santa Paula's CP Aviation; flies aerobatics and is the Director/Webmaster for the aviation education and safety website, SCAUWG.ORG, which is visited by thousands monthly, and though independently diverse, is produced on behalf of the Southern California Airspace Users Working Group.

June 24th: Bob Walker will talk about building his Glasair II RG at our Builders Workshop.



Bob Walker's Glasair II RG



Here is a sneak preview of Bob Walker's Glasair II RG. Last we heard, Bob was expecting to receive his airworthiness certificate on April 29th and bring his aircraft to SDM for phase I flight testing soon after that. Bob will speak about his building experience at our Builder's Workshop on June 24th.

Quarterly Pilots Meeting

Summary by Donna Ryan

On April 19, 2023, the Quarterly Pilots Briefing was held via Zoom. Present were a number of airport personnel and users as well as a representative from the San Diego Zoo Wildlife Alliance. This summary covers only a portion of the information presented at the Briefing.

Mark Demetris, Air Traffic Manager Brown Field was unable to be present, but Mike Bridwell of MYF ATCT provided some information concerning MYF, as well as general information applicable to all pilots.

Mike began by mentioning that LTAs (Letters to Airmen) are found in the same place as NOTAMs at <https://pilotweb.nas.faa.gov/PilotWeb/>. He noted this in reference to the Soledad Departure option and stressed that the ATC can't ask if you want this option; a pilot needs to request it. The option is found in the LTA and is also published in the Chart Supplement, Special Notices section (page 463, CS-SW-23Feb2023). This procedure was established to mitigate IFR departure from Montgomery; a pilot departs westbound VFR and then transitions to IFR with climb clearance. This option helps to reduce delays due to traffic from Miramar.

Ground Control

Some welcome news: they will be getting more controllers soon. Currently in addition to controlling ground traffic and often combined with Clearance Delivery, Ground Control assists the local controller(s) in scanning the airport environment. With more controllers, pilots will soon see Clearance Delivery stand alone more often.

Special request: Please pre-file IFR flight plans, including local San Diego airports.

ICAO Aircraft Types

Both MYF and Brown use International Civil Aviation Organization (ICAO) Aircraft types.

- Know your ICAO type designator, they're not always obvious. Some examples:
 - PA28 by itself is not an ICAO designator. It's PA28A, PA28B, PA28R and so forth for various models
 - All Apaches are PA23 and all Aztecs are PA27, even though Piper calls the Aztec a PA-23-235 or PA-23-250.
 - Most Mooneys are M20P or M20T
- When incorrect types are input, then the approach controller can receive a wake turbulence error for sequencing aircraft.

When requesting flight following, provide full call sign, type, cruising altitude, and destination.

Radio Etiquette

- Ensure your receiver volume is turned up
- Listen to frequency PRIOR to transmitting

- Don't make requests when controller has just ended a transmission that requires a read-back by the pilot, e.g. clearances, runway assignments, etc.

Outbound Tips

- Minimum info needed for Ground Control and Local Control (Tower):
 - Type
 - Full call sign
 - ATIS code
 - Position
 - Intention
- Be specific on type of pattern work: e.g. touch-and-go or taxi back?
- Call when you are ready for departure and have access to the runway
Have complete understanding of Line Up and Wait (LUAW) instructions
Use Proper initial call for departure. Example: at MYF state "...N562W at kilo and golf with ATIS Hotel, ready to taxi, request . . ." Don't run your words together and just say "... N562WKGH, ready to taxi" with no additional information.
- For MYF, prefer pilots call:
 - On the uncontrolled portion of TWY K approaching TWY G
 - Out of parking approaching TWY J
 - Out of parking holding short of TWY H from transient
 - Spots 1 through 6 (new paint scheme)

More Departure Tips

- If Tower controller gives different departure instruction/approval than expected or requested, advise ATC immediately.
- For MYF, do not fly up the final approach course when departing east to join V66 or intersect RYAHH.
- Avoid crossing final at arrival altitudes.
- Permission is not needed for frequency change when outside Class D airspace.
- Do not depend on traffic advisories from tower outside Class D – this is strictly workload permitting.
- Do not make low altitude/early crosswind turns unless instructed (Tower anticipates turn within 300 feet of pattern altitude).

Arrival Tips

- Be accurate on position reports, e.g. over Mt. Helix vs 2-3 miles north of Mt. Helix – misreporting can cause confusion and affect the planned sequence.
- Report abeam if you have not received instructions or landing clearance.
- Do NOT assume you are #1 and turn base

- If planning a full stop, please advise the tower. If making an unplanned full stop, advise as soon as possible.
- Wait for or request frequency change to Ground Control.
- Please don't linger after exiting a runway. Call as soon as you're given the frequency change.
- For MYF only:
 - Get permission to exit RY28R/28L onto RY23
 - Do not join H unless instructed/approved by the controller or aircraft is too large.
 - Do not stop on Runway 23 if unsure where to exit, expedite to next exit point
 - Preferred exit onto Taxiway E
 - Do not turn onto a crossing runway without ATC approval

Read-Back Issues – Causes Extra Transmissions

- No pilot read-back
- Read-backs without call sign
- Pilots must read-back runway assignment and hold short instructions with call sign. Don't need to read-back taxi route.
- Unacceptable read-backs:
 - Holding Short Of The Left
 - Holding Short Of The Parallel
 - Holding Short
 - Taxi Via ... (but doesn't read-back departure runway assignment)

Misc Info

- Proper abbreviation of tail number is last 3 characters.
- State tail number in individual characters, not in group form.
- State ICAO approved call signs in group form, not individual numbers.
- Cancelling IFR helps SCT reduce delays/separation.
- Multiple approaches need to be conducted VFR; IFR approaches are typically restricted to full stop only.
- Watch "From the Flight Deck" video at <https://www.faa.gov/myf>

Burrowing Owls

Colleen Wisinski of the Burrowing Owl Recovery Program, part of the San Diego Zoo Wildlife Alliance, provided an interesting presentation about the Western Burrowing Owl, which our members and guests may observe when they come to Brown Field.



Burrowing Owls. These aren't at Brown Field, but ours look just the same.

She provided a number of facts about the owl, and its status as a species facing a variety of threats, notably loss of habitat, coyotes, ravens, and the use of pesticides. The owls are about the size of a water bottle, and are active day and night. They nest in underground burrows and prefer open, grassland habitat, especially with native grasses which are lower than invasive species and have more space between clumps. They eat insects, gophers, snakes, and other small mammals. Ground squirrels are very beneficial for the well-being of these owls, as the squirrels create burrows. Owls should not be a problem for aircraft as they hover over the grasses, however, they can collide with cars or trucks.

They tend to "decorate the outside of their burrows with dirt clods, golf grass divots, discarded toys – probably to advertise that a particular burrow is in use.

One of the biggest threats to burrowing owls is the use of anti-coagulant poisons that humans use to deter mice, rats etc. If the birds eat the mice that have been poisoned, then the birds die as well. One bit of good news for these small but mighty hunters is that they readily use artificial burrows which the Zoo Alliance provides if necessary. Here at Brown Field the owls use natural burrows, but the owls face a challenge. In 2016 there were 12 nests; in 2019, there were only 5.

How we can help:

- Prevent litter and microtrash
- Eliminate/minimize rodenticide use
- Keep vehicle speeds low, look out for owls
- Keep dogs away from owls
- Observe from a distance
- Notify Airport Operations immediately if you find a dead or injured owl.

MYF Info

- Airport Operations Office is normally open from 0600 to 1630 every day.
- Airport has acquired a new airport sweeper
- Expect airfield lighting computer replacement in late May

CAUTION:
**Aviation may be hazardous to
your wealth.**

- Upgrade to Gate 1 operator, card read, and security camera
- Spots 1-6 indicating geographic positions have been painted at: Bravo Taxiway, Executive Airpark near Taxiway Juliet, transient ramp both east and west entrances, Taxi-lane Kilo, and Coast West.

Brown Field Info

Andy Swartz, Brown Field Airport Manager, mentioned the following:

- Due to the heavy rainy season, there is a lot of deferred maintenance to address. Thus, pilots will see more personnel and equipment around. Please taxi slowly and moderate your speed.
- Grass mowing has begun – there's more mowing than usual because of the rains.
- Necessary repairs to signs and lights are occurring.
- Markings are scheduled to be refreshed.
- Because the Field accommodates military planes and a drop zone, be compliant with ATC instructions because we have a lot of fast, big aircraft.
- Aircraft beacon is back in service.
- Ensure gates close completely before driving on.
- Escort guests if you bring them to the airport to make sure they are safe and in the designated locations.

Donation Corner

Billy Lopez donated this swamp (evaporative) cooler to the Chapter. He plans to install it on the roof of Hangar 1 to make our programs more pleasant when we have to close the hangar door in the summer during presentations. We will all thank you when the Santa Anas start this summer!



Swamp Cooler donated by Billy Lopez.

ERRATA

Gene Hubbard, EAA-14 Newsletter Editor

In last month's newsletter, I made several mistakes in identifying pilots and volunteers in photos. Thanks to those who pointed out the errors. Here are the photos and corrected captions:



Chase Franzen climbs out in his J-3 Cub with a Young Eagle aboard.

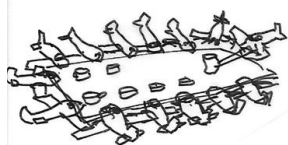


Marty Jansen loads up his Cherokee Six for a YE flight.



Patrick Thunder gives simulator advice in the Eagles' Nest

It is said that two wrongs do not make a right, but two Wrights do make an aeroplane.



e-Mail Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

Note: a meeting was held via e-mail from April 17, 2023 to April 20, 2023. Directors and officers participating were: Gene Hubbard, Jimmy Kennedy, Ashley Lopez, Trinidad Lopez, Gert Lundgren, Francisco Muñoz, Kerry Powell, Jonathan Robbins, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Stu Strebis, Nigel Worrall. Directors not participating were Ted Krohne and Alan Sparkes.

Board Decisions

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

- Authorize the expenditure of not more than \$900 for the repair and upgrade of the donated Redbird, TD2 simulator. Jonathan Robbins/Donna Ryan: Passed
- Authorize the expenditure of not more than \$180 for the purchase of drive, memory upgrades, and battery to upgrade the donated laptop, as well as required software for PowerPoint presentations. Authorize the purchase of a Chapter Zoom License for one year at a cost of \$150. Subsequent licenses will be evaluated on a yearly basis. Kerry Powell/Donna Ryan: Passed

Submitted by **Donna Ryan**

Marketplace



For Sale: Nieuport 11 project. Excellent workmanship. Almost complete. Engine included. Donated to EAA Chapter 14. Selling project for \$7,500 or best offer. Email Ryan at rryan@san.rr.com for more information and photos.

You can only tie the record for flying low.

More STEM Cels

Here are a few more photos from our April 1 Young Eagles Workshop. We're planning another one on June 10th. Be there or be square!



Marty Jansen shows a Young Eagle how to plan a route on the wing of his Cherokee Six.



Gene Hubbard helps a Workshop participant in the Build-a-Box program.



Marty Jansen taxis his J-3 with a Young Eagle in the front seat.

Around Chapter 14

Photos by Chapter Members



Tom Burton taxis for a YE flight in his Arrow. 4/1



Abraham Talerman begins a YE flight in this Cessna 182. 4/1



Milamae Zamora flies a happy planeload of Young Eagles. 4/1



Trinidad Lopez flips burgers for the Young Eagles lunch. Sharon Lopez and Samantha Leibold in the background. 4/1



Hangar 3 activity station at the Young Eagles Workshop. 4/1



Good attendance at Kay Sandaram's talk on "Technology in the Cockpit" at the April membership meeting. 4/15



Operations tent activity at the Young Eagles Rally. 4/1



Chase Franzen's Cub on the ramp between Young Eagle flights at the April rally. 4/1

May 2023

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 Contacts

Director Name	Phone #	email
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(619) 405-7266	jk@kencomgraphics.com
Ashley Lopez	(619) 277-8518	ashleylopez8518@gmail.com
Trinidad Lopez	(619) 661-7117	bajaassy@gmail.com
Gert Lundgren	(619) 840-4403	3535lei@gmail.com
Francisco Muñoz	(619) 254-3344	fjmunozpilot@gmail.com
Kerry Powell	(760) 613-4389	kgpowell@roadrunner.com
Jonathan Robbins	(619) 572-5087	snibbornoj@gmail.com
Kevin Roche	(619) 249-1285	tkevinr@rocketmail.com
Larry Rothrock	(619) 507-4455	rothrock@znet.com
Grant Rotunda	(801) 865-2620	grant.rotunda@gmail.com
Donna Ryan	(858) 273-4051	rryan@san.rr.com
Ron Shipley	(619) 857-5201	ronaldshipley@cox.net
Alan Sparkes	(619) 463-2648	alspa700@mac.com
Stu Strebbig	(619) 346-9788	trail2texas@yahoo.com
Nigel Worrall	(858) 705-1986	swazinigel@aol.com

Technical Counselors	Phone #	email
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Dan Gerdes	(760) 449-4772	dan.gerdes@gmail.com

Chapter Events

Open House at the Brown Field hangars: every Saturday from 10:00 am to 2:00 pm.

Pancake Breakfast: 7:30-9:30 am, third Saturday of each month

General Meeting: 10:00 am, third Saturday of each month

Hangar Phone:

619-661-6520

General Chapter Information:

Trinidad Lopez (President)
(619) 661-7117.

eea14contact@gmail.com

Ryan (Hangar Manager)
(858) 229-4875 (text first)

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