



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

January 2021



Culver Cadet in the SDM Pattern. A very advanced plane from the 1930s. Photo by Jim MacKinnon. 12/29

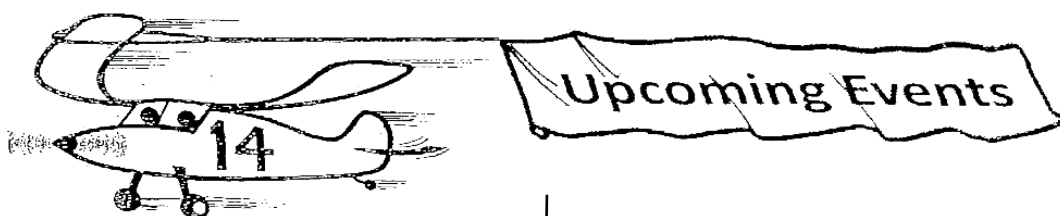


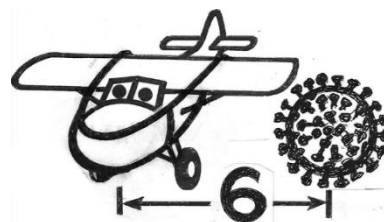
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February 10—IMC Club Meeting on Zoom.
18:30. Enroute Icing Scenario.

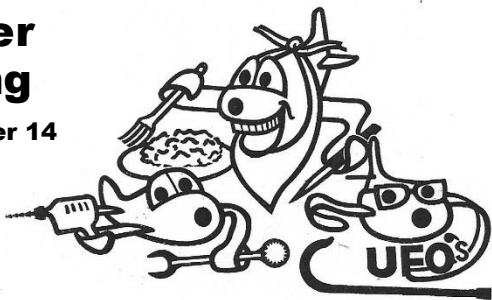
February 20th—Chapter Meeting on Zoom,
Program TBA. Watch for an invitation.



Stay Safe!

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Dec 5: Sunday saw Ray Scholar Ryan Flores and Trinidad, Sharon, and Ashley Lopez all hard at work painting the Eagles' Nest and adding some wall covering. It's looking very good. Thanks so much!



Ryan Flores and Ashley Lopez install wall panels in the Eagles' Nest. Not clear who is in the back supervising. 11/29

More Young Eagles news. EAA National reported that Microsoft had donated a limited number of free Flight Simulator software programs and that Chapters were encouraged to apply to get one. We applied for the software and we were selected. Ashley Lopez reported that she was able to get a cyber Monday special on 2 gaming PCs that are capable of running the new software very well. The cost of the PCs will be covered by 2019 YE credits which can be used towards flight simulators. They should be delivered mid December and she looks forward to setting them up for Young Eagles and to installing the new flight stimulator program. Thanks to all our Young Eagles pilots who do such a fine job in introducing young people to aviation – your efforts went directly to our YE credits which in turn enabled us to be able to buy more PCs for the Eagles' Nest. Well done everybody!

More work around the Chapter: Mark Albert reported that one of the doors to Hangar 3 was almost impossible to close – he and Gary List had to really wrestle it to secure it. On Thursday, Ryan climbed up the 12 foot Chapter ladder to see what might be causing the issue. Previous fixes to hangar door problems had involved jacking up a portion of the hangar and then inserting shims/plates in to get the top rollers moving. However, this was now causing problems. The gap at the top where the doors meet was now wider than it was at the bottom and the doors were misaligned

vertically. This “fix” needed to be undone and the bottom track and concrete needed to be taken up and repositioned as the ground had also heaved and the hangar posts had sunk. Of course, due to the design of the hangar, repairing 1 door meant repairing 3 doors – so triple the fun. On Friday, after a lengthy search throughout the hangars for a jackhammer and the proper extension, Gene Hubbard got to work digging up the concrete under the track. He spent over 2 hours on Friday and several more on Saturday breaking up the concrete. Horrible task – we are very grateful to Gene for applying muscle and endurance to work on this problem.

Chapter President Gene Hubbard uses the Chapter jackhammer to remove damaged Hangar 3 door tracks. You didn't know that we had one, did you? 12/4



Week ending Dec 12: Airplane news: We were wondering where Dan McCarthy's plane was as we hadn't seen it tied up in its usual spot on the ramp. He reported that it had been down for repairs – first the airspeed indicator, then the directional gyro, then he had a Garmin GPS navigator installed, and on and on. He hopes to be back soon and in the air.

More airplane news: Thanks to lots of hard work by Gary List, Richard Kalling's Colt was made ready for sale and was sold to a man in Arizona. Randy Lee put the wings on his Loehle and it is now tied-up outside – looks like an airplane! Also now tied down outside is Ryan's Diamond Katana. With help from Mark Albert and John Collins both wings were put on the plane. On Saturday, there were a number of visitors at the Chapter, including several fly-in visitors from Gillespie and Montgomery airports. The Serendipity Club held its monthly meeting in Hangar 3 – the Club plane has been getting lots of use. Work on Hangar 3 continued. Ryan removed the shims/plates at the top of the hangar doors and got the doors to be aligned properly at the top. He hauled away the chipped concrete and smoothed out



Randy Lee's Loehle Mustang on the flight line, now with its wings on and looking like a real airplane. 12/12



Ryan repairs the concrete under the Hangar 3 doors, cleaning up the mess that Gene made the week before.

the area. He also inserted some new metal tracks to determine where new concrete needed to be poured. He also had to put in or replace some stops in the other doors.

Week ending Dec 19: A number of visitors and members stopped by during the week including Kevin Roche and his son David. We sure miss their blueberry pancakes also served piping hot with sausage and eggs – really hope to be enjoying those again soon. Gert Lundgren has started moving his RV-12 into Hangar 3 – the wings are there, but he has just a bit more to do before the fuselage comes down. It will be a beautiful addition to our Hangar 3 display. Ryan spent more time pouring concrete for the doors in Hangar 3, which first necessitated digging up and cleaning out the rain water trench from years of accumulated sand and dirt. Mark Albert sold his RV-3 – Devin Acklin's Long-EZ will be taking its place. The Club Piper was busy as always – it has been beautiful flying weather. Ryan has done several high-speed taxis and aborted takeoffs in his Diamond Katana – he reports he is very pleased with handling and the performance. Jim Mac Kinnon continues to make progress on his Nieuport; Jimmy Kennedy went down to Trevor Pearson's hangar to see Trevor apply fabric covering. Jimmy was suitably impressed and thinks he is now ready to get some practice in himself.

Week ending Dec 26: Variable weather didn't stop some members from working on their plans and projects. The Club Piper saw different members set off on flights. Ron Shipley and his wife reported they are under the weather – hope to see them again soon. Gene Lenard and his family are all well – he has been busy in his garden and enjoys sharing the fruits (or vegetables) of his labors. A number of visitors/members flew in or stopped by on Christmas Eve, Christmas, and the day after Christmas. Christmas Day was especially good flying weather – clear and mild – great time to be in the air.

President's Message

Gene Hubbard



I'll start with the bad news: At press time, we haven't been able to identify a speaker for a January Zoom meeting. Kerry usually finds a rabbit in the hat, but not this month. But things look good for a February meeting—more information when it becomes available. Let Kerry know if you have ideas or suggestions for meeting topics.

Remember that Chapter 14 has an affiliated IMC club. They're currently using Zoom too, and their next meeting is on Wednesday, February 10th. Go to the "Seminars and Webinars" page on FAASafety.gov and search for Select Number: WP09102799. Register in advance to get WINGS credit.

Let me close by adding my thanks to everyone who has contributed to the Chapter over the past year, even when we haven't been able to meet in person. The wind, the rain, and the rabbits don't go away just because of COVID. We still have maintenance to do and bills to pay.

Gene Hubbard

Thanks for the Donations

Donna Ryan, EAA-14 Secretary

Throughout the year the Chapter is very grateful for the donations that members and friends make to the Chapter – whether it is their time, Young Eagles' flights, various tools or parts, or money. And this December has been no different. In last month's newsletter we mentioned that we were automatically renewing your Chapter membership for 2021 at no cost as many of you were unable to enjoy the benefits of EAA 14 for most of 2020 due to health restrictions. But since our bills still need to be paid, we asked that for those who could, we would appreciate monetary donations to help us out – and as always, many of you have responded. We really appreciate your donations, not only of your regular membership fee, but of extra funds as well. It has really helped and we are very grateful.

We also wanted to mention another welcome donation. One of the attendees at our IMC meetings works for GoPro, which has a program where employees can recommend a charity who might benefit from one of their products. He asked if we would like one of their cameras – we, of course, said yes, and we are now the proud owners of a Hero 9 GoPro camera. We may raffle it off, or we may keep it for members to check out. It was an out-of-the- blue surprise – and very welcome.

In a year that has brought many disappointments, we are very grateful for a number of acts of unexpected generosity. Thank you so much. We look forward to seeing all of you soon and sharing our love of aviation.

Open Season on ForeFlight

Summary by Donna Ryan

The following information is based on the Zoom program talk given by Mike Jesch.

At our December General Meeting, Mike Jesch gave an excellent talk on using the popular and very useful integrated flight application, ForeFlight. Mike has been teaching ForeFlight for iPad for several years and he noted that it was an incredibly powerful tool that can make flying much safer. Many of you have heard Mike speak at the Chapter before; his talks are always informative and useful, and this presentation via Zoom was no exception. Mike has years of experience as an aviation captain; he noted that during the pandemic he has been doing a lot of long-haul flying, piloting a Boeing 787. While he uses a professional Jeppesen aviation tool on the 787, he uses ForeFlight for his personal aviation. Jeppesen now owns the Foreflight application and Mike can already see some enhanced capability since the acquisition.

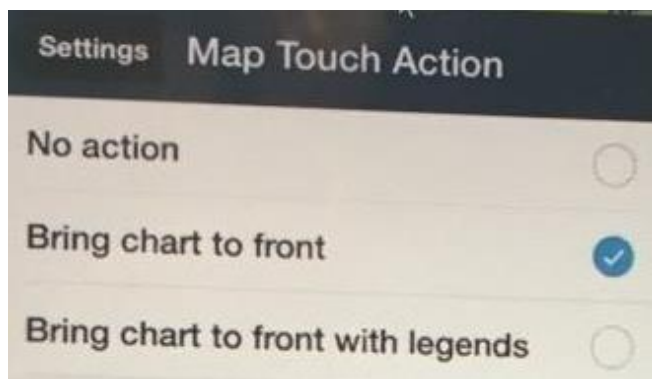
Mike demonstrated a variety of ForeFlight's features and showed how to navigate the program. This summary covers only a portion of the talk, as well as some screen shots showing the ForeFlight screens. The session was recorded, and we hope to have it on our Chapter website soon. Starting out with a sectional chart, Mike discussed the various menu options available on the screen area.

Choosing ForeFlight Settings

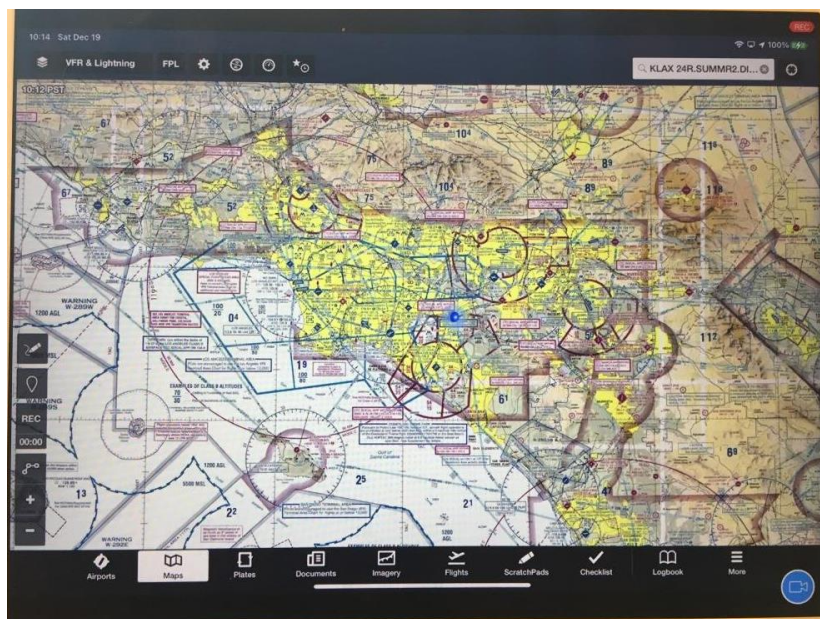
Mike noted that by clicking the gear icon at the top of the chart, you'll be able to make changes to your settings. He clicked on several options and showed how they displayed. He then clicked on Map Touch Action, and selected both the Bring chart to front and then Bring chart to front with legends options to show how these choices could be used.



Here Mike has switched over to the Los Angeles TAC chart and zoomed into the LAX approach area. The gear icon circled at the top of the screen accesses ForeFlight system settings, such as the meaning of gestures like touch, pinch, or expand.



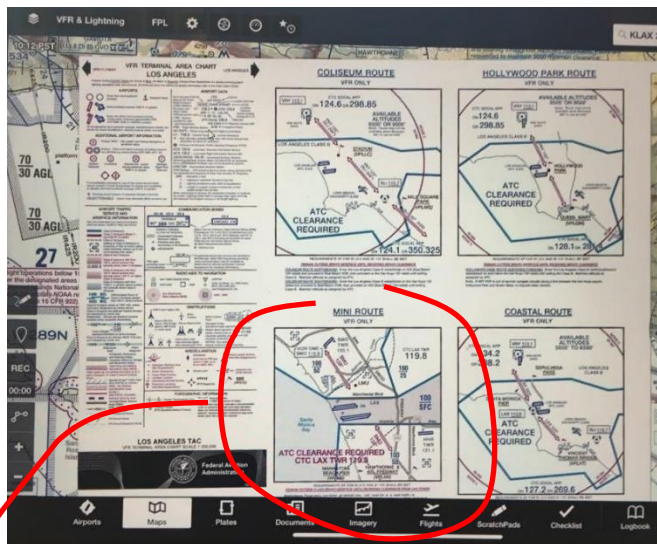
Mike selects the action associated with touching a point on a chart. Options range from doing nothing (good for bumpy air) to bringing the chart to the front and displaying its legends. That's something you can't do with a paper chart.



Mike began his demonstration by displaying a portion of the Los Angeles Sectional on his iPad using ForeFlight.

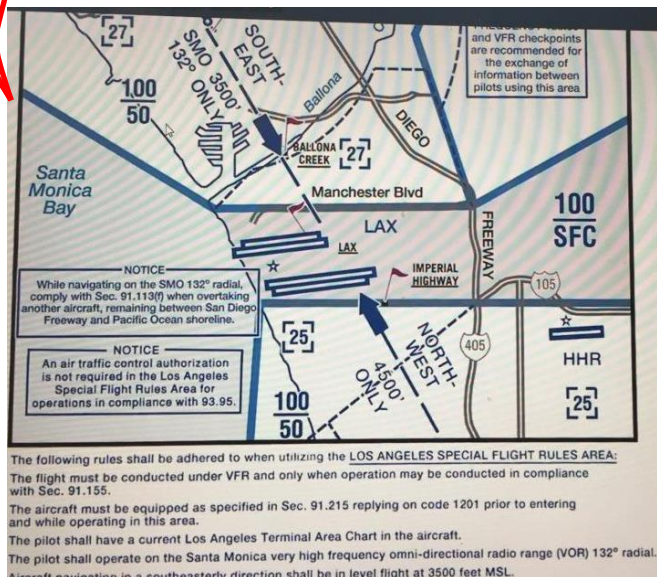
Choosing a Chart

Using the Special Flight Rules over LAX information for the demonstration, he showed how we could select a specific route from the LA TAC chart. He selected Mini Route.



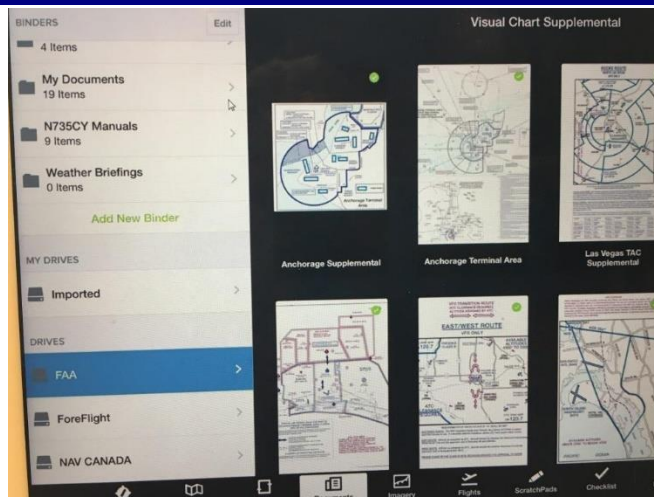
Here, Mike displays the LAX VFR transitions from the Los Angeles TAC.

We could then see the specific flight rules for that route right on the page.



Mike selects the "Mini Route" through the Special Flight Rules area, flying directly over the LAX runways. The rules underneath the map are exactly the same as on a paper TAC.

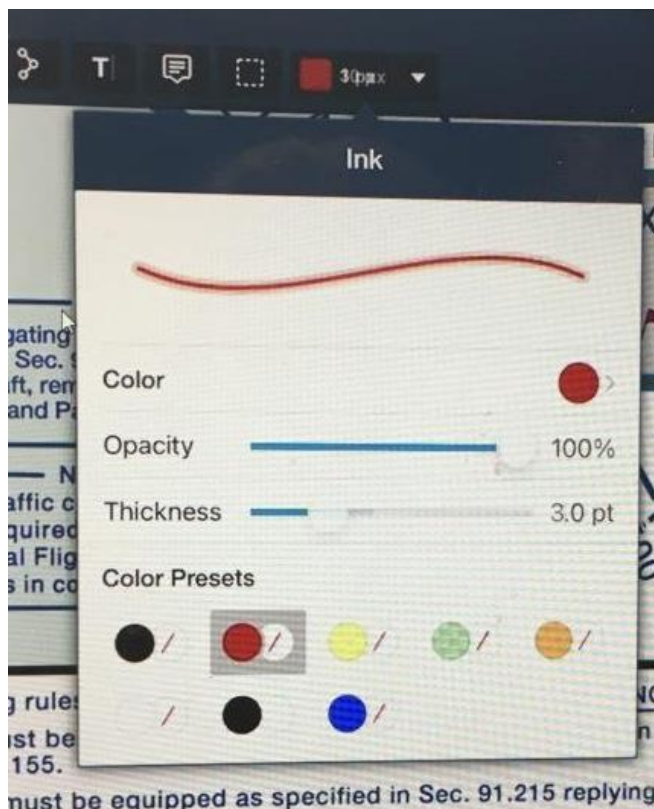
Next he showed how by selecting Documents at the bottom of the screen, then selecting FAA, you can see a wide variety of documents you have chosen to use when flying.



Part of flight planning is to select the charts that you need to have handy in the cockpit. ForeFlight keeps them at your fingertips without having to unfold and refold paper.

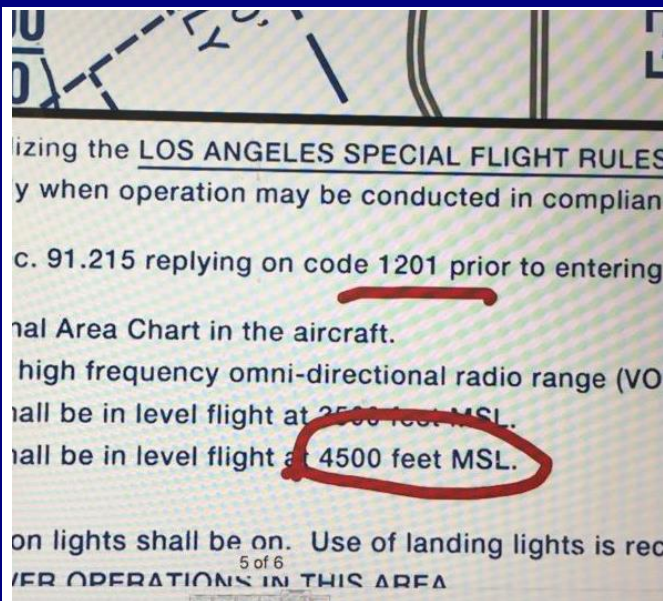
Annotating Charts

The app also lets you highlight important information on charts. You can choose line color and thickness as shown below.



We're still looking at the "Mini Route" transition over LAX, but we want to make really sure that we remember the transponder code and altitude. We'll highlight them with a virtual thick red pen.

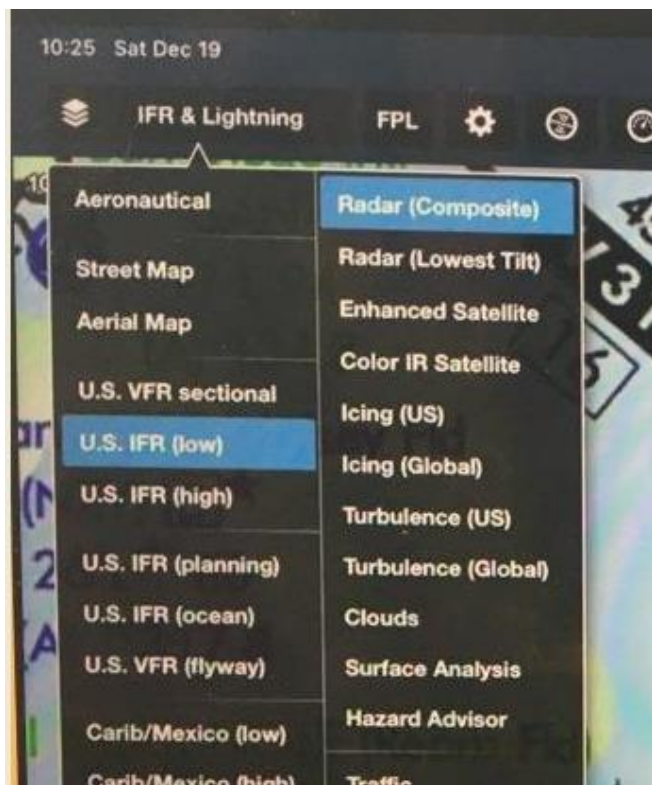
Then you can highlight information useful to you.



Highlighting critical information, such as the transponder code and south-to-north transition altitude makes it easy to verify data while keeping eyes outside the cockpit.

Weather

Mike spent quite a lot of time discussing how ForeFlight can help weather. Here's a screen shot of how you can choose RADAR for example, but there are lots of other options.



This screen selects a composite radar display overlaid over an IFR chart.

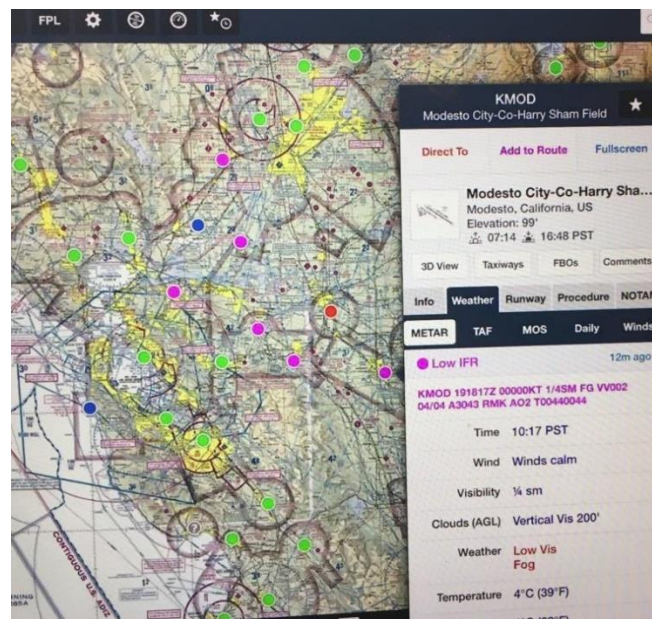
He then showed how the app could help you identify the potential weather in your intended destination. Prior to

looking at a chart, he shared a legend with weather layer color coding.

Weather Layer Color Coding	
Weather Overlay	Color coding
Flight Category	<p>LIFR: Magenta. Ceiling less than 500 feet and/or visibility less than 1 mile.</p> <p>IFR: Red. Ceiling 500 to less than 1,000 feet and/or visibility 1 to less than 3 miles.</p> <p>MVFR: Blue. Ceiling 1,000 to 3,000 feet and/or visibility 3 to 5 miles inclusive.</p> <p>VFR: Green. Ceiling greater than 3,000 feet and visibility greater than 5 miles; includes sky clear.</p> <p>Unknown: gray question-mark</p>

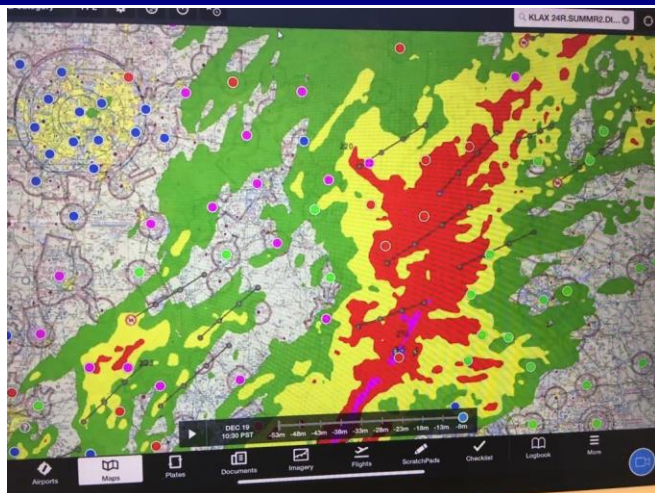
Legend for the airport display. Each airport gets color coded according to its flight category.

Then he showed how the color coding translates to a weather map display (not a good idea to fly in areas with blue, red, or magenta circles).



Here, Mike displays flight categories (VFR, Marginal VFR, IFR, Low IFR) for all airports in the Los Angeles area, along with the Modesto METAR translated into plain English. It's foggy.

One useful option is using radar data to look at serious weather along your route. A series of dots serves as a prediction on which way the storm is moving. You can set it to show the weather in motion: 10:30 am, 10:35 am etc. This information is updated every 5 minutes, but the data itself is not real time; it represents what the weather was 20 minutes or so earlier, as it takes time to scan the data, correlate it etc. So never use the data to determine if you could fly through a break in bad weather. By the time you get there, the clear section might be gone. Mike cautioned to use this data as a strategic tool only – not as a tactical tool.



Composite radar data along with the airport display. Everybody is VFR to the upper left, but there's some pretty serious weather just to right of center. Remember, this is history, not a prediction.

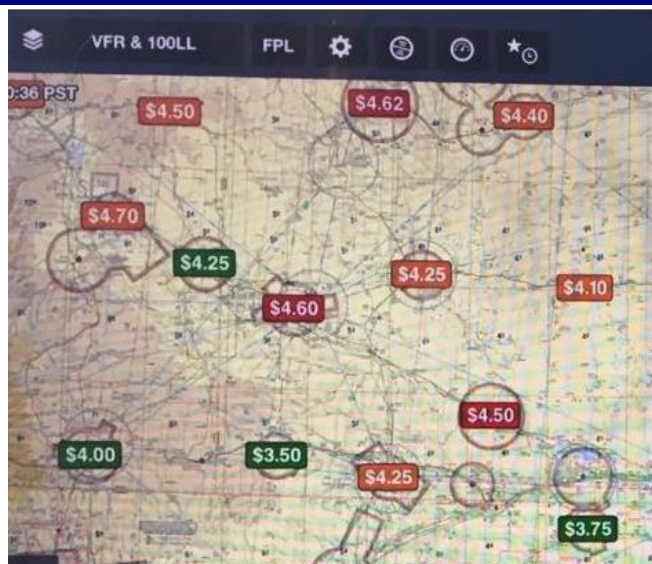
If you want to see wind barbs, these are available too.



Wind barbs overlaid on the sectional. For the most part, the winds are under 15 knots. But have fun with the magenta one on the lower left!

Other options are also available, including temperature, visibility, and ceiling. One of the most useful is the price of gas at various locations along your route. The green options represent the best prices.

The app has many more features available and Mike demonstrated the following: charts, briefings, airport diagrams, construction notices, hot spots, and NOTAMS. He showed how the display differs depending on which setting you select: classic text, graphical pdf, or graphical html. He filed a sample flight plan and also discussed how



Gas prices along the route. Is it going to be a \$100 hamburger or a \$200 hamburger?

you can save the information you have collected into a legal briefing, associated with your tail number, so it can serve as legal proof in case of accident.

Some miscellaneous suggestions: Purchase an iPad that is not dependant solely on wifi – that way you can file your plans or get notifications anywhere you are. Make sure your iPad stays cool; one pilot he knows keeps a package of frozen peas along with a cold pack in a cooler for an emergency (always have fans as well). Open a VFR flight plan before you take off; you may not be able to do it in-flight because of internet connection. Practice using ForeFlight before you get in the air – you can connect Foreflight to a simulator to get even more practise.

Special EAA National Activity

Donna Ryan

If you are an EAA national member (and hopefully you all are), there is an exciting week long virtual event coming up on the EAA National website. It will be held from January 26-30, 2021 and is entitled EAA Homebuilders Week. The start of the event coincides with the 68th anniversary of the first Experimental Aircraft Association meeting on January 26, 1953. The website explains, “Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to builders everywhere through free and interactive webinars. Topics covered include workshops on sheet metal, welding, and wood; aircraft designs from a variety of industry leaders; part selection when building; buying secondhand; and more.” Log on to [Homebuilders Week \(eaa.org\)](https://www.eaa.org/homebuilders-week) to learn more and to register. Here is a link to the schedule. [Homebuilders Week Schedule \(eaa.org\)](https://www.eaa.org/homebuilders-week/schedule) It sounds like an event no homebuilder wants to miss.

Marketplace

ZENITH CH750 STOL • PRICE REDUCED • \$58,975 OBO • LIGHT-SPORT AIRCRAFT FOR SALE! • Built by legendary award winning builder Marv Vanderpool in 2013. Incredible build quality like no other. TT: 72hrs. Mattituck Continental IO-240 125hp. Whirlwind Ground Adjustable Prop. Better Ergonomic Dual Stick Option. Upgraded Nosegear Fork. EarthX Lithium Battery (New2020). GTX-320A Transponder. ICOM A210 Comm. Unpainted beautiful exterior. Beautiful custom interior. Michelin 8.00x6 Tires. Vortex Generators. Last Annual by A&P Nov 2019. Amazing slow speed handling. Light Sport Compliant. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (11/20)



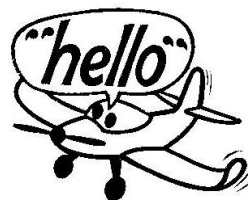
Highlander - JUST Aircraft • PRICE REDUCED • \$55,950 OBO • LIGHT- SPORT AIRCRAFT FOR SALE! • TT:~700hrs. Rotax 912ULS. 3 Blade - Ground Adjustable - KIEV Prop. Dynon Avionics Skyview. Grand Rapids EIS. Vortex Generators. Good payload capacity. Light Sport Compliant. Not in annual. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (11/20)



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.

Hermes Hernandez is a private pilot, instrument rated. Active duty military, he is willing to work hard and learn. While interested in all things relating to general aviation, he is especially interested in the home built community. He's definitely come to the right place. We look forward to meeting him in person soon.

Stephen Larew is a private pilot who has ordered a Zodiac CH 650 kit to build. He plans on picking it up at the factory the first week in January; meanwhile he is actively studying the plans and contacting other Zodiac owners and builders. He can help out with software defined radio and is very interested in drones.

Jorge Quiroga holds commercial multi-engine ratings and is working on an RV-7. He is about half done building an RV7 empennage. He needs to prime, assemble, and close the vertical stabilizer. The rudder and elevators are next, and he is interested in discussing tech specs and techniques with other builders. Is there anyone out there that can help him out? If so, text Donna at 858-273-4051 and she'll get you in contact with Jorge. He is interested in running, biking, as well as travel to foreign countries. He can help out with project/financial planning and management - valuable skills when working on an aircraft project!

Jerrid Stottlemvre is an active duty pilot with a variety of ratings: Commercial – ASEL; Helicopter. Instrument airplane and helicopter. CFI/CFII airplane and helicopter. His skills include BRFs, tailwheel endorsements, and he loves to work on planes. He is interested in restorations and helping with the Young Eagle program. He owns a Stinson 108-2 which you may have seen around Brown Field. We welcome him to the Chapter and hope to see him piloting some Young Eagles in the near future.



RV-8 in the pattern at SDM. Registered in Washington State, no other information.

Around Chapter 14



Craig Cornford makes a nice wheel landing in is new Mustang II. 12/29



Nice looking Super Cub in the SDM pattern. According to the FAA, it's an American Legend AL-18. 12/29



Looks like a Culver Cadet, but I can't read the registration number. 12/29



Navy Osprey practicing at SDM on a Saturday. 1/9



Mark Albert gets ready for one final flight in his RV-3 before delivering it to his buyer. 12/9



Jimmy Kennedy sits in his Nieuport project and makes airplane noises.

January 2021

Facebook

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

Chapter Website

<http://www.eaa14.org>

EAA Chapter 14 Memberships

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

General Chapter Information:

Donna Ryan (Chapter Secretary) (858) 273-4051. Leave voice mail or text.

eaal4contact@gmail.com

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Alan Sparkes	(619) 463-2648	alspa700@mac.com
Stu Strebig	(619) 346-9788	trail2texas@yahoo.com

EAA Chapter 14 (with answer machine) (619) 661-6520

Chapter Events

Open House at the Brown Field hangars:
every Saturday from 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

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