

Spirit of Flight

Experimental Aircraft Association
Chapter 14: San Diego, CA

July 2023



2023 Ray Scholar Samantha Liebold poses in front of Bob Hitchcock's Mooney. Photo by Grant Rotunda. 6/17



Upcoming Events

July 15th—Pancake Breakfast and Membership Meeting. Program TBA

July 22nd—Annual Barbeque and Fly-In. Join us for roast chicken and ribs

August 5th—First Saturday Lunch

August 12th—NO Young Eagles Rally this month

August 19th—Pancake Breakfast and Membership Meeting. Program TBA

September 2nd—First Saturday Lunch

September 9th—Young Eagles Rally

September 16th—Pancake Breakfast and Membership Meeting. Program TBA

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Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending June 3: June Gloom was on display for the week, making member Stephen Larew's hot Saturday lunch even more of a treat. He served hamburgers to order, with all of the fixings, plus potato salad, chips, and dessert. An appreciative group certainly enjoyed the food and friendship. Thanks, Stephen!



Stephen Larew runs the grill for a hot lunch on a gloomy day. 6/3

Week ending June 10: Preparations were underway for International Young Eagles Day during the week. President Trinidad Lopez hopes to make the trailer more usable. The first portion of the trailer will serve as a library and a conference area. In this area, we will be able to display laptop presentations, including those requiring internet access. The second room will be repurposed as a workshop, especially for Young Eagles. To get started on this upgrade, Donna Ryan and Ryan moved library books into the first portion of the trailer. Nigel Worrall and Ryan cleaned out a number of boxes and storage units. Jonathan Robbins installed a new WiFi node to the trailer and he and Trinidad Lopez positioned a donated TV by the north wall. Grant Rotunda noted he would be able to use one of the YE Chromebooks to display material from the internet with the connection. But he mentioned we would eventually need a stronger WiFi connection, especially to get our 3D printer to function again. The Chapter is very fortunate to have volunteers who can help out with all of the different duties/updates that need to be done to keep us functioning. Thanks to all of you. Grant Rotunda also went through all the numerous bits of back office work to get pilots and volunteers set up for this special Saturday event. But all for naught. June Gloom and a wet marine layer prevented the planned activities from taking place. Grant Rotunda sent out an early notification to all concerned and rescheduled the



Chapter members enjoy our monthly pancake breakfast before the 3rd Saturday General Meeting. 6/17

event for next week. But members were still busy doing ground activities. Kevin Roche and his son David came down to check out supplies for next week's pancake breakfast. Jonathan Robbins and Gary List were going through the procedures getting an annual done on the Meyers Aero Commander. Gert was getting his biannual flight review. Jimmy Kennedy and Jim MacKinnon continued to make great strides on their Nieuport project and Ryan's changes to his E-Racer project are progressing well.

Week ending June 17: June Gloom hung around for the first part of the week, but it didn't stop our normal Tuesday/Thursday group from working at the Chapter. Then the sun shone brightly on Saturday – and it was an extremely busy day. The International Young Eagles Day was rescheduled to this week because of poor weather last week so that meant lots of young people and their parents, plus the regular and tasty hamburger/hot dog/ fries and all the trimmings prepared by Trinidad and Sharon Lopez. But, in addition, it was our regular General Meeting day, so we also had our excellent pancake breakfast prepared by Kevin Roche and his son David, plus an extremely important program talk. Great aviation day. One highlight was the announcement of Samantha Liebold as our selection for the Ray Scholarship for 2023. Flanked by her parents, President Trinidad Lopez made the announcement. Afterwards, standing next to our Young Eagles Coordinator Grant



Young Eagles Coordinator Grant Rotunda (left) and President Trinidad Lopez (right) congratulate Samantha Liebold (center), our 2023 Ray Scholar. 6/17

Rotunda, she got her first “official” Young Eagles flight by her grandfather, member Bob Hitchcock. Nice to see the love of aviation continue in the family. Gleb Dorogokupets stopped by as he is back in San Diego – really nice to see him and looking forward to his helping out again soon.

Week ending June 24: Some great news. Dion Dyer now has his Private Pilot’s License (PPL) and plans on flying his Tailwind to San Diego as soon as Texas weather permits. During the week, Nigel Worrall provided assistance to Ryan as they worked on the E-Racer’s retractable gear and some of the instrument wiring. On Saturday, Bob Walker, proud builder of a Glasair II RG, shared information about how he did it to a group in Hangar I. He talked about completing the project, showing pictures of the build progress and explaining how the process worked from start to successful airworthiness inspection. He also talked about using the new FAA task-based flight test in lieu of the 40 hour fly-off. Thanks so much, Bob, for sharing your time, the valuable information, and your beautiful aircraft.



Ryan’s E-Racer on its trolley in Hangar 3, facilitating work on its retractable landing gear.

General Meeting: President Trinidad Lopez opened the meeting and welcomed Chapter members and guests. He mentioned upcoming events and introduced our nominated Ray Scholar: Samantha Leibold. Kerry Powell, our Program Director, then introduced our speaker for the month, Ron Berinstein. See a short overview of his presentation, “The REAL REASON Stall/Spin Fatal Accidents Occur” on page 7.

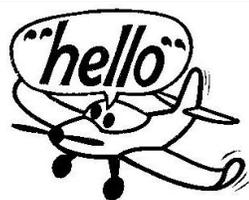
New Members

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.

Brenda Achieng has her PPL and is actively working towards getting her commercial license. She is enjoying



using the Chapter simulator, along with her fellow new member, Yvonne Khasira.

Tazio Bucciarelli is a student pilot, with a C177 RG (always great to have a plane to fly in while you’re getting your license). He is interested in the Estrella Warbird Museum in Paso Robles, CA. Maybe he’ll give us a write-up on the Museum and its contents.

Jeremiah Gomez, along with Dave Pinegar, another new member, just purchased the Sonera 2L which had been donated to the Chapter. We look forward to hearing from both of them about how the project is going.

Yvonne Khasira, along with Brenda Achieng, another new member, has her PPL and is actively working towards getting her commercial license. She also is benefiting from using the Chapter simulator.

Zachary (Zack) Klessner is a new renter at the chapter with his Cessna 150F. He is definitely interested in the pancake breakfasts and the fly-outs. We look forward to seeing him at both.

Fahti Othman is rated PPL, CFI, and CFII. He is one of the fine instructors at First Flight. We certainly appreciate his expertise.

Dave Pinegar, along with Jeremiah above, is one of the partners in the Sonera 2L which had been donated to the Chapter. This plane was really pretty when it was new and no doubt these two should be able to bring it back. Looking forward to seeing it and hearing it soon.



From the Horse’s Mouth

Mr. Ed(itor)

Trinidad is out of town and can’t write his usual column, so I’ll remind you of upcoming events and make a plea for newsletter content. This month, in addition to our regularly scheduled pancake breakfast and general meeting on the 15th, the Chapter is serving roast

chicken and ribs at our annual barbeque and fly-in on the fourth Saturday, July 22nd. Local EAA chapters and pilot groups are also invited. Watch for e-mails with details.

As a newsletter, the Spirit of Flight is dedicated to publishing local content and photos. I don’t use other chapter’s articles or photos from the web. That means I need photos and stories from our members. Nowadays, nearly everyone carries around a camera in their cellphone all the time. Take some aviation-related photos and send them to me for the Spirit! A couple of photos and a text description and I’ll publish them. Let everyone know what’s going on around the Chapter and with our members!

Gene Hubbard

Spirit of Flight Editor



June Young Eagles Report

Grant Rotunda

June Gloom tried its hardest to spoil the 30th annual celebration of International Young Eagles Day on Saturday, June 10, and brought some light rain and IFR conditions to Brown Field. As a result, June's Young Eagles rally was rescheduled to the following weekend and on June 17 we were finally greeted with sunny skies and summer like weather.

Kiley Everett and **Charlotte Robbins** began the day with the YE welcome and safety brief to the participants while pilots **Chris Constantinides**, **Chase Franzen**, **Marty Jansen**, **Jonathan Robbins**, **Ron Shipley**, **Jim Sierens** and **Abraham Talerman** all preflighted their airplanes in preparation for flights. 32 YEs flew on Saturday with 20 taking their first flight. Several Scouts with Troop 1194 San Diego – Imperial Council also participated in the day's events as they work towards their Aviation merit badge. **Shon Alexander** provided ground school type instruction to the Scouts earlier in the week and continued learning on the chapter's simulators while they waited for their flights. Finally, **Ron** also provided two Eagle Flights to participants that were scheduled to fly during May's Flying Start event, but were not able to due to the weather. They both enjoyed their first flight and were thankful to finally take to the skies.

In addition to the normal flying activities, the chapter hosted additional STEM activities in celebration of International Young Eagles Day. Chapter member **Stephen Larew** set up a static drone display with several commercially available drones for the YEs to look at. His display was a hit throughout the day with many YEs and parents wanting to know more about the drones.



Stephen Larew displays his commercially available drones as part of the STEM activities on June 17.

However, the highlight of the day was **Samantha Leibold**, granddaughter of **Bob Hitchcock**, receiving the EAA Ray Aviation scholarship. Sam is a longtime chapter member and volunteer with the YE program and her application and resume were very impressive. The EAA Ray Aviation scholarship provides up to \$11,000 for Sam to pursue her Private Pilot certificate. We look forward to seeing her progress through her training. Congrats again Sam!!

President **Trinidad Lopez** and his wife **Sharon** prepared lunch for the Young Eagles and families and **Charlotte** helped serve everyone's favorite ice cream for dessert. Also, a big thank you to the ground volunteers who helped make the day successful including: **Tony** who helped with set-up/tear down, **Sam** who helped welcome participants to the chapter as well as setup and lunch, **Sydney Robbins** who helped with overall ground support and others who helped throughout the day I may have missed.

The next Young Eagles event is scheduled for Saturday, September 9, as we are taking the month of August off for summer break. I hope to see you in September!

Box Making in Michigan

Gene Hubbard

A couple of months ago, Chapter 865 in Niles, Michigan ("Home of the Heath") was looking for a STEM activity to go along with their annual pancake breakfast and fly-in. When I mentioned that Chapter 14 ran a box-making project at STEM events, giving kids a chance to learn some basic metalworking skills, several members got interested. After some discussion, one person said that he could get the aluminum blanks and some tooling; another said that he had some rivets he could contribute, and I agreed to coordinate the process and provide instruction. The fly-in took place on June 25th, and several participants went home with handmade containers, along with some new exposure to metal bending, drilling, and riveting.

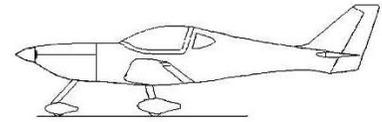


Gene Hubbard helps a participant position a box in the press brake at Chapter 865's annual fly-in.



Building the Arion Lightning Classic – Phase 5

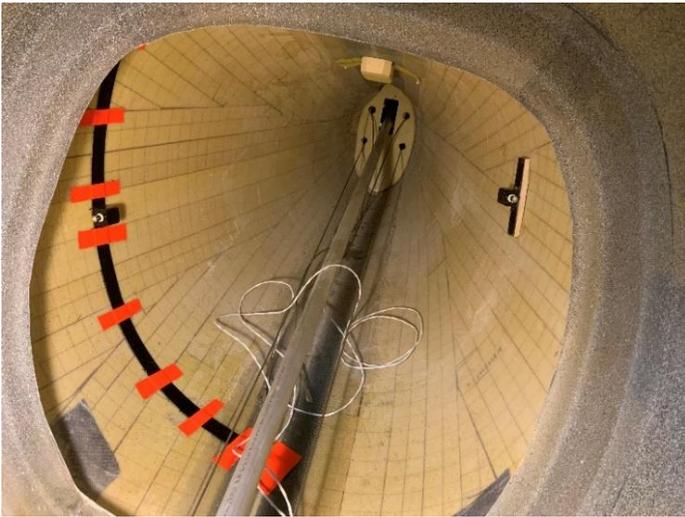
By: Nigel Worrall



At the end of May I made a short visit to Arizona and while I was there, I exchanged the flap motor for one with position monitoring. The motor was slightly bigger so I had to make up a whole new set of brackets. This took most of the day. ▶



◀ The next day I began working on installing the antennas and the elevator servo for the auto pilot. The transponder antenna is on the right and the comm antenna on the left. The foam block on the ceiling will be the remote compass mount.



I went back at the end of June for a full week this time. It was a scorcher:



– and the facility just had a swamp cooler – but I still made some tangible progress on the plane.



I made up mounts for the seat rails . . .



. . .and floxed them into position.



Next, the seats were trimmed to size and fitted.



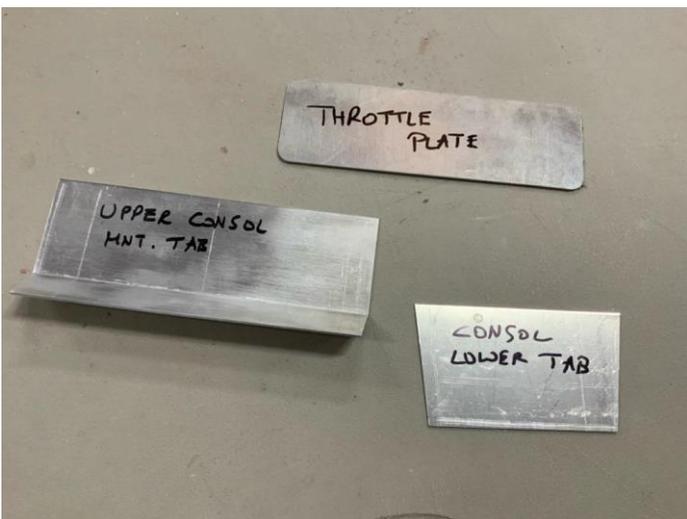
The canopy gas strut hinges were mounted to the glare shield.



The cabin heat and carb heat system were finished . . . -



. . . and mounted to the muffler.



◀ I made up several pieces of the console while waiting for the floc to set. I see a lot of work involved to get all those pieces to fit. But so far it looks good.

Final day, I started work on what will become the baggage area. ▶



Yes, I have reduced a lot of aluminum sheet to shavings and I have put a lot of fiber dust into the air. But it is coming along though – and I'm very pleased with that. Next time a floor support beam will be put in place the floor panels will be cut to size and fitted.

The REAL REASON Stall/Spin Fatal Accidents Occur

Short Summary by Donna Ryan

The following information is based on a talk given by Ron Berinstein

Ron Berinstein has spoken at EAA Chapter 14 several times before, and as usual, his presentation was fast paced, informative, and eye-opening. It also provided WINGS credit. The information below is taken from the PowerPoint slides that John shared, as well as a few of his comments (the presentation moved along quickly, so my notes were woefully incomplete). This article is a very short overview; the actual presentation contained much additional information. Along with 91 PowerPoint slides, he showed several videos. If you see Ron's name as an upcoming speaker, make sure you are down at the Chapter to hear the program in person.

Ron began with a hard-hitting message and examples. In each case he stated that the accident happened BEFORE the pilot flew the plane. How come? Many times it came down to pilot ego. Maybe the pilot didn't feel the need to do pre-flight planning: "I've been there, done that, I'm good." Or maybe the pilot had "hazardous attitudes." Ron discussed several: impulsivity, feeling of being invulnerable, macho, anti-authority, resignation or even "Yes, accidents happen, but only to someone else."

Ron next shared some sobering statistics of who is at risk:

- 1/3 of stall/spin accidents involved pilots with more than 1,000 hours
- Median experience: 400 hours
- Most at risk: the pilot who has logged fewer than 1,000 hours, and the pilot is on a daytime flight, in good weather, in the pattern, and either turning or climbing.
- In addition, a study from the Transportation Research Board noted that of the 513 CFIs and 28 DPEs who participated, 94% relied on literature for Stall/Spin information and 98% admitted no ground instruction and a mere 2 spins (1 in each direction).
- Stall/spin related accidents accounted for approximately one-quarter of all fatal general aviation accidents.

Take away points:

- We need a lot more training. And it isn't just about learning how to stall. It's about learning how to recognize what circumstances might cause a stall and how to avoid or recover from them. Think about situations that may happen.
- We also need to realize that the spin characteristics of various popular airplane designs are different, so just because you are trained in one aircraft doesn't mean you are proficient in a different aircraft.



A good crowd gathers in Hangar 1 for Ron's talk. 6/17

Several of the slides referenced the FAA Advisory Circular AC 61-67C. You can just enter the title in your internet browser and read the entire circular. Some of the points Ron discussed included the following:

- Aircraft weight, center of gravity, configuration, and the amount of acceleration used in a turn should be considered.
- Significant load factor increases are sometimes induced during pull up after recovery from a stall or spin with large and aggressive control reversals.
- Forward CG gives more stability because of the resulting additional downforce from the tail, but less efficiency and a higher stall speed.
- An Aft CG will give greater efficiency (airspeed) but less stability, and increased problems with stall/spin recovery.

After asking "what flight control is our UP control," Ron engaged the audience in a brisk, often surprising, and enlightening interchange on the different roles that power, ailerons, rudder, and elevator all play in stalls.

While it is important to know the speed your plane stalls at, certain situations will cause this to vary. Ron then spent significant time discussing and demonstrating these situations, spending a lot of time on Angle of Attack (AOA). He stated it may be time to have an attitude adjustment about AOA. Some points:

- Stalls have nothing to do with the horizon. Relative Wind is always equal and opposite to the flight path, not the horizon.
- Sudden Climbs/Turns increase wing loading which in turn will increase Stall Speed.
- Three situations where the critical AOA can be exceeded: low-speed flying, high speed flying, and in turning flight.
- A pilot may not be aware that the critical AOA has been exceeded until the airplane yaws out of control toward the lowering wing.
- Your throttle is sometimes an unrealized AOA control. On approach, decreased throttle means increased AOA.
- To get out of a stall, reduce the AOA.

Ron spent considerable time discussing what actually happens during stalls, giving detailed demonstrations and comments on what happens. This slide describes the effects of a climbing, uncoordinated turn:

Let's Examine These Scenarios

Assume a climb with full power, the wings are level, and the pilot needs to apply right rudder to correct for all of the left turning forces.

With No Right Rudder:

- The ball will be off to the right side.
- The plane flies toward the ball
- Relative wind is angling from the right.
- The fuselage blocks a portion of the relative wind to the left wing.
- The left wing (with less lift) will stall first, and fall.

With Too Much Right Rudder:

- The ball will be off to the left side.
- The plane flies toward the ball.
- Relative wind is angling from the left.
- The fuselage blocks a portion of the relative wind to the right wing.
- The right wing (with less lift) will stall first, and fall.

Source: Mountain Flying LLC

He then went on to explain why stalling in the traffic pattern is so dangerous:

- Limited altitude for recovery
- Potential for a spin

He also explained the math behind stall speed, why ruddering is bad (not coordinating your turn with the aileron), and he demonstrated how a rectangular wing can start behaving like a sweptback wing because of the incorrect use of yaw; changing the stall speed completely. He also discussed in detail a very dangerous traffic pattern mistake: a skidding turn from base to final. Besides being caused by poor flying technique, the pilot could overfly because of a tailwind, distraction, or loss of situational awareness. And what results? Ruddering. Here's another eye-opening slide.



During the presentation about slip and skid (same thing), he mentioned it is very important to always feel centered and to identify what is actually happening to the plane at any given time. He recommended going up with a CFI, blindfolding yourself, and then, as the instructor executes different activities, try and identify just by the feel what is happening. The conditions below may help with your identification.

Towards the end of the presentation he outlined the types of stalls:

Stall Warning Signs:

Mushy Controls – less control w/ airspeed decay

Fixed Pitch Prop – less rpm

Less Sound of outside air

Buffeting

Uncontrollable Pitching

Vibration

Kinesthesia Senses of Direction & Speed

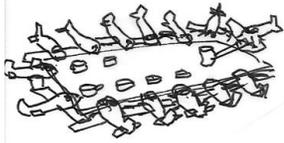
- **Power-off Stalls** (approach to landing stalls) include the following: the “crossed control” stall resulting from base leg turns to final (causing a skidding or slipping turn); attempting to recover from a high sink rate by using only pitch attitude; and improper airspeed control on final or elsewhere in the pattern.
- **Power-on Stalls** (departure stalls) occur particularly during “go-arounds.” Problem areas: nose-high trim setting (elevator trim stall), and premature flap retraction, also failure to maintain positive control during short field takeoffs.
- **Accelerated Stalls** can occur at higher than normal airspeeds due to abrupt and/or excessive control applications. They may occur in steep turns, pull ups, or other abrupt changes in flight path. They are often unexpected because of the high airspeed.
- **Secondary Stalls** may occur if the stall recovery is not made properly. It is caused by trying to hasten the completion of a stall recovery when sufficient flying speed hasn't yet been developed.
- **Tailplane Stall:** Ron mentioned that this type of stall is rarely discussed. However, to recover, you must do everything opposite of the normal procedure. (Note: This sounds like a particular area of personal research for all pilots.)

Ron ended with a lively discussion with the audience about situations that may cause stalls:

- Poor checklist management – c/g – flight path
- High speed ground effect run and steep pull up
- Night time take off with no horizon
- At pattern altitude, a power back while in a turn
- Slow flight on the downwind leg
- Distraction
- Crosswind causing you to overshoot turn to final
- Too high or too low on final approach

Final message: When do the real reasons for stall/spin disasters occur?

- Before the pilot even gets into the plane
- Pilot flight training and hazardous attitudes.



June 17, 2023 Board Meeting

**Donna Ryan, Chapter 14
Secretary**

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, June 17, 2023 beginning at 1:10 p.m.

Directors and officers present were: Gene Hubbard, Jimmy Kennedy, Trinidad Lopez, Kerry Powell, Jonathan Robbins, Kevin Roche, Grant Rotunda, Donna Ryan, Ron Shipley, Stu Streb, Nigel Worrall. Directors and officers absent were: Ted Krohne, Ashley Lopez (excused), Gert Lundgren (excused), Francisco Muñoz, Larry Rothrock, Alan Sparkes. A quorum was present for the meeting.

Board Decisions

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

- March 2023 Minutes reviewed and approved. Stu Streb/Kerry Powell: passed.
- April 2023 Email Minutes reviewed and approved. Stu Streb/Kerry Powell: passed.
- Treasurer's Report reviewed and approved. Stu Streb/Kerry Powell: passed
- Authorize up to \$1,200 for supplies and materials to refurbish the library space. Stu Streb/Kerry Powell: passed.
- Purchase required materials for the 99's project of repainting the Compass Rose if the project is approved by Airport Operations. Stu Streb/Jimmy Kennedy: passed.
- Motion to adjourn. Stu Streb/Kerry Powell: passed.

Old Business

Lease Option: **Trinidad Lopez** discussed the recent meeting with the City regarding our plans for exercising our lease option and erecting hangars. The Board discussed our plans for both events. Another meeting with the City is scheduled for next month.

Ray Scholarship: **Trinidad Lopez** announced that **Samantha Leibold** had been selected as our Ray Scholarship candidate for 2023. Paperwork has been forwarded to EAA National; Samantha will fill out the online application to complete the process. The Chapter needs a mentor for Samantha as she goes through the process to make sure she is progressing through her flight training in a comfortable manner. Several candidates were discussed. Trinidad asked that one person be designated by the time of the Board Meeting next month

Upcoming Activities: **Trinidad Lopez** discussed planned upcoming events. He stressed the need to have a variety of activities to appeal to different age groups and different interests. Planned activities include flyouts/campouts to Oceana in August and a nice spot along the Colorado River (close to the Nevada border and attractions) in the winter.

We plan on inviting local aviation groups and nearby EAA chapters to a fly-in/BBQ in July. Another plan is a dinner/dance in September/October.

New Business

Library Space Utilization: **Trinidad Lopez** discussed the plans to better utilize the trailer space. He hopes to use the first section as a library/conference space. A TV has already been placed in the trailer so that presentations can be presented, including access to the internet. He and **Grant Rotunda** would like to utilize the second section as a workshop/classroom. He hopes that we can obtain donations for tables and chairs and plans on putting up a door between section 1 and 2. The Board discussed the steps needed to make the space more attractive and usable. The Board authorized funds for the project.

Facility Maintenance/Funds: **Trinidad Lopez** mentioned how fortunate the Chapter is to have such a great facility, but that we need to stay on top of needed maintenance to keep it looking good and functioning well. He asked that an inspection be made of our facilities to see what needs to be done in terms of maintenance. Trinidad mentioned that the heavy rains have accelerated the need to have our entrance driveway repaired. He asked that we get a bid for how much it would cost to have the appropriate driveway gravel delivered to the Chapter. Hopefully we could use volunteer labor to grade the road and spread out the material.

Trinidad also discussed the need to have money set aside for doing necessary maintenance. The Board discussed several options for doing this and will continue the discussion next month.

Compass Rose project: **Trinidad Lopez** mentioned that Francisco Muñoz had talked with the 99's and they had discussed the possibility of the 99's repainting the Compass Rose at Brown Field, pending approval from Airport Operations. They have experience doing this at other airports. The Board authorized paying for materials for this project if it is approved by Airport Operations.

Free Wristbands to Airventure: **Grant Rotunda** noted that the Chapter received two free weekly wristbands to Airventure 2023 because of hosting a Flying Start event. These will be offered first to those pilots/ volunteers who participated in the Flying Start event. An applicant was later presented with the wristbands.

Items Identified During the Meeting to be discussed next month

- Maintenance project inventory
- Maintenance fund allotment
- Ray Scholarship mentor
- Door winch.

The meeting was adjourned at 2:20 pm.

Submitted by **Donna Ryan**



For Sale: 1958 Tri-Pacer Parts– PA-22-160. Donated to EAA Chapter 14. Excellent workmanship. Wings, struts, rudder, horizontal, and elevator: Make offer. Email Ryan at ryan@san.rr.com and/or text at (858) 229-4875 to inspect the items and make offer.

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 ryan@san.rr.com for more information and photos.



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

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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

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eaal4contact@gmail.com

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