

Spirit of Flight

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

April 2023



Gert Lundgren's RV-12 doing touch-and-go's during flight instruction. Photo by Jim MacKinnon. 3/5



Upcoming Events

Table of Contents

Page Topic/Author

2	Chapter BriefingChapter 14 Members
3	President's MessageTrinidad Lopez
4	Wind and Weather.....Summary by Donna Ryan
6	YE's—Full Circle.....Bruce Hood
6	New Members Donna Ryan
6	Upcoming Programs.....Kerry Powell
7	Building the Arion Lightning Classic – Phase 4.....Nigel Worrall
11	Flying Start—Coming Soon!.....Donna Ryan
12	March 18 Board Meeting.....Donna Ryan
12	Marketplace
13	STEM Cels Photos by Nick Candrella

April 15th—Pancake Breakfast and General Meeting: Kay Sunderam on “Tech Savvy in the Cockpit.”

April 22nd—Flyout to Borrego Valley Airport

April 29th—FREE Chapter Member Appreciation Lunch

May 13th—Young Eagles Rally

May 20th—Pancake Breakfast and Flying Start Rally

June 10th—Young Eagles Rally

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

Chapter Briefing

EAA Chapter 14 Members



Chapter Activities: Information provided by Chapter members.

Week ending March 4: Member Dan McCarthy is always encouraging acquaintances to get involved with flying. One of his newest converts – Xavier. Apparently, all of Xavier's relatives back east are pilots, but he never had the chance living out here. Dan arranged for Xavier to get an Eagle flight with Ryan. Well, the flight convinced him to finally get started and he signed up for ground school at the Aerospace Museum. On a cold Saturday, Jonathan Robbins put the lawn sweeper sled together that had been donated by Billy Lopez. Ryan then hitched it up to his van and tried it out. While it will need more additions to make it work for rocks (it was primarily for grass and leaves), it may be a solution for keeping our tarmac clean of FOD. Member Kris Frost (Grumman) had kindly volunteered to do lunch on a windy, cold Saturday and he made the perfect meal for it. He had smoked pork shoulder roasts for 13 hours – and then served up pulled pork sandwiches and fixings for a hungry group who arrived for lunch. All present announced it was excellent! Kris is a great pit master!



Kris Frost prepares pulled pork for lunch on a cold, windy First Saturday. 3/4

Week ending March 11: Busy week down at the Chapter. Eagle Michelle has been flying in Gert's RV12iS; Xavier was present studying for ground school. Gene Hubbard donated a Corvair engine to the Chapter. Ryan promptly made a motor mount for the engine and he and Nigel Worrall began the process of bringing it back to life. Member Bob Soderquist escaped the snow in Colorado and stopped by. He is a mechanical whiz and immediately started work on the Corvair engine as well, helping to adjust

the hydraulic lifters amongst other tasks. Pancakemeister Kevin Roche and son David stopped by to check out the pantry for the upcoming Saturday's pancake breakfast. Jimmy Kennedy and Jim MacKinnon kept busy on their Nieuport projects, and Joe Russo reports steady progress on the Stits. We heard from past Young Eagles Coordinator Hermes Hernandez. He is in Rhode Island right now going through officer Candidate School and is heading to Pensacola, Florida in May for flight training. He hopes to be able to visit San Diego in between trips and he will be sure to stop by the Chapter to say hello. Unfortunately, there was no Young Eagles event on Saturday because of the rainy weather, but they have a special event on April 1 to look forward to: a combination Young Eagles event, and a special STEM Workshop program.



Former Chapter 14 president Bob Hitchcock and his daughter Samantha visited the Chapter to learn more about our Ray Scholarship program. 3/18

Week ending March 18: Another busy week for Chapter members. Nigel Worrall has made another trip to Arizona to continue work on his Arion Lightning. Read his progress report elsewhere in the newsletter. Gary List replaced the translucent ceiling panels in the bathrooms, and noticed that we may need to do some roof repairs on the trailer. He very kindly offered to get started on this – Gary is one of our main volunteers and we can't say thank you enough for all of his hard work. Speaking of volunteers, Gene Hubbard obtained some metal blanks to use for the build-a-box project for the YE workshop and began cutting them up for use. Ryan and Bob Soderquist continued work on the Corvair engine. On Saturday, Joe Russo helped Jimmy Kennedy with his Nieuport wings. As usual, Kevin Roche and son David put on an excellent breakfast that hit the spot on a sunny, cool day. As noted last month, EAA 14 was awarded a Ray Scholarship for 2023 and member Bob Hitchcock and his granddaughter Samantha met with Trinidad Lopez, Larry Rothrock and other pilots to find out more about the program. Heard from member Harris Hartman. He had moved to a smallish town in Texas and is really enjoying it. Weather has been good and he bought a



Jimmy Kennedy cleans his Nieuport upper wing in Hangar 2 in preparation for covering. 3/18

nice spread for his horses. He was very pleased with how friendly everyone was there – and prices are good too. One example: instead of having to buy hay for the horses, they get all they need from pastureland – he stated his family are “horse people” and he’s found a little bit of paradise for all of them.

Week ending March 25: Two very generous donations were recently received from Gene Hubbard: his beautiful Nieuport 11 project, and his 1958 Tri-Pacer PA 22-160. The first is being sold as a project and the second is being sold in three different parts: engine core, wings and empennage, and fuselage. See ads on page 12. To get the Tri-Pacer ready for sale, Ryan and Bob Soderquist began disassembling the aircraft. It was a busy week down at the Chapter once the rain finally stopped. Mike Stelmach worked on the Grumman, and the Serendipity Club members were out flying. Ryan and Bob Soderquist kept working on the Corvair engine. It is now on a stand. Lots of work to actually get it going; a prop has been added for test purposes – and it is now running! As always, Gary List was busy doing chores around the Chapter, assisted by Jim MacKinnon (who also found time to work on his Nieuport). Several pilots took to the sky in their planes, including Ron Shipley (Aircoupe), Gary List (Meyers 200), and Tim Johnson (Varieze). Joe Russo and Gene Hubbard were busy working on their aircraft or in the hangar. The rain caused a big pothole in front of Ryan’s hangar – took three sacks of concrete to fill it in.



Pothole in front of Ryan’s hangar. 3/25

General Meeting: President Trinidad Lopez opened the meeting and welcomed Chapter members and guests. Kerry Powell, our Program Director, then introduced our speaker for the month, John Mahany. See a short overview of his presentation, Weather and Wind, on page 4.



Orange Crush Seaplane—One of Homer Ogles creations. We have the plans in our library!



President’s Message

Hello Everyone,

This past Saturday our Chapter hosted a Young Eagles day and our first ever Young Eagles Workshop. The turnout was truly impressive, with over 100 people in attendance. I want to thank all of the volunteers and pilots who helped make this one of our best Chapter events yet. The Young Eagles Workshop events will be held throughout the year with the next one being scheduled in celebration of International Young Eagles day on June 10th.

This month our Chapter activities will continue as we host a pancake breakfast and Chapter presentation on the third Saturday of the month. We also have a Chapter Flyout to Borrego Valley Airport planned for the 4th Saturday.

Our Chapter will be having a special event on the 5th Saturday of the month. We will host a **free** Chapter member appreciation lunch. Why not take this opportunity to come down to the Chapter?

I would like to remind everyone that Chapter applications for the 2023 Ray Aviation scholarship will continue throughout this month. I encourage our Chapter members to consider nominating a young person for the scholarship.

Next month our Chapter will participate in the inaugural EAA Learn to Fly week May 15th to the 20th. This program aims to educate and inspire adults to learn to fly. It also includes an Eagle flight. We will be hosting the Flying Start event at the Chapter on May 20th.

We are working on beginning a monthly builder’s workshop program at the Chapter. We need volunteers with aircraft building skills to make presentations about their experiences in building aircraft. Passing along knowledge and experience to fellow members and new builders is truly what the EAA is intended to be. To help make people comfortable, the presentations will be informal and I encourage everyone to participate.

Clear skies,

Trinidad Lopez



Board of Directors’ Meeting in Hangar 1. 3/18

Wind and Weather

Short Summary by Donna Ryan

The following information is based on a talk given by John Mahany

John Mahany, MCFI, has spoken at EAA Chapter 14 before, and as usual, his presentation was fast paced and informative. It also provided WINGS credit. The information below is based on the excellent PowerPoint slides that John shared, as well as his comments. This article is just a short overview; the actual presentation contained much additional information.

He began by sharing several slides about the cause of weather: solar radiation and the uneven heating of the earth's surface (landmass vs. water), combined with the earth's rotation. He then mentioned a study of general aviation weather related accidents that showed that wind was linked to 50% of the weather related accidents.

However, before going into a discussion of wind, John reminded the group that weather in the summer is hot and especially in the mountains, a pilot needs to be concerned about high density altitude. He encouraged all to look at their own aircraft POH performance chart and add 20% to this so a pilot can easily gain altitude safely. He recommended taking off in the morning for mountainous terrain. He also stressed the importance of looking at temperature, altitude, wind and how they affect the limit for the airplane you fly in before making a decision to go/no go.

The majority of the talk concerned wind. He stated, "Wind is simply air moving from a place of high air pressure to a place of low air pressure. The greater the difference in air pressure, the stronger the winds." His talk addressed headwinds, tailwinds, crosswinds, and windshear. Here are some highlights from the talk.

Crosswinds

John shared this crosswind rule of thumb.

- 5-7-9 rule (trigonometry applied)

- IF the wind is 30 degrees to the runway, 50% of the wind speed is the direct crosswind component.
- IF the wind is 45 degrees to the runway, 70% of the wind speed is the direct crosswind component
- IF the wind is 60 degrees to the runway, 90% of the wind speed is the direct crosswind component

John reminded the group that every certified aircraft is tested and the maximum demonstrated crosswind component is published in the AFM/POH.

Several slides showed information from the FAA Airplane Flying Handbook. See points below.

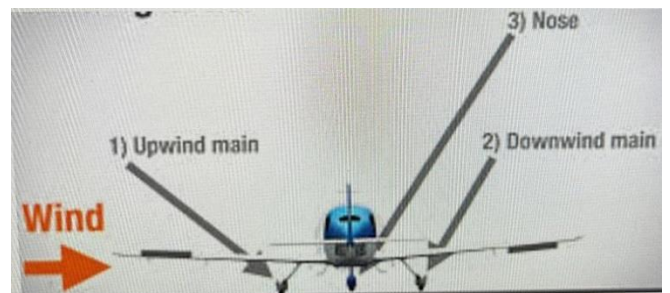
- Common errors in the performance of crosswind approaches and landings are:
 - Attempting to land in crosswinds that exceed the airplane's maximum demonstrated crosswind component



John Mahany talks to the Chapter on "Wind and Weather" at our March membership meeting. 3/18

- Inadequate compensation for wind drift on the turn from base leg to final approach, resulting in undershooting or overshooting
- Inadequate compensation for wind drift on final approach
- Unstable approach.
- Crosswind landings are a little more difficult to perform than crosswind takeoffs, mainly due to different problems involved in maintaining accurate control of the airplane while its speed is decreasing rather than increasing as on takeoff.
- Although the crab method of accomplishing a crosswind landing may be easier for the pilot to maintain during final approach, it requires a high degree of judgment and timing in removing the crab immediately prior to touchdown.
- The wing-low method is recommended in most cases, although a combination of both methods may be used.

John stated that while there is a debate on the best way to do crosswind landings, one recommended way is to put upwind main down first, then the downwind main, and finally the nose.



Touching down in a crosswind. A recommended approach is to touch down with the upwind main wheel first, followed by the downwind main and finally the nose wheel.

After discussing the challenges of a narrow runway, John stated he typically aims for the upwind 1/3 of the runway. When flaring to land, as speed and control are diminished, the airplane will usually drift onto the runway centerline (caveat: "it's nice when it works.") He also stressed that having an underpowered aircraft makes dealing with

crosswinds even more difficult. In addition, you don't want to land halfway down the runway.

John reiterated that even though your aircraft POH provides a demonstrated crosswind component, the question always is: what is the level of your proficiency? He encouraged all present to continue to practice to stay current and proficient.

Gusts

John briefly touched on wind gusts. The general rule of thumb for wind is to add half the steady wind speed plus all the gust factor to your approach speed, not to exceed 20 knots. This gives you more control. You might also consider using less flaps under these conditions. He also mentioned some points from Aviation Safety Magazine concerning speed control on landing:

- Many pilots correctly add to their approach speed in windy conditions, but then they don't slow down in the flare.
- Then with too much speed, they attempt to land and because they have too much (speed) energy and they can bounce, which can lead to Loss of Control.
- Be ready to Go Around!!
- Question: How is your airspeed control on landing?

Tailwinds

John reminded the group that a headwind will increase the airplane performance by shortening the takeoff distance and increasing the angle of angle of climb. However, a tailwind will decrease performance by increasing the takeoff distance and reducing the angle of climb.

He mentioned that per the CE 172 POH, takeoff distance for operations with tail winds, up to 10 knots, you need to increase distance by 10% for each 2 knots. Thus with a 10 knot tail wind, the takeoff distance will increase 50%. Sobering thought: what are the effects of a high density altitude takeoff with a tail wind (especially at a one way airstrip in the mountains?) The odds are against you.

Note: The same statistics go with landings with a tail wind. In addition, if the tail wind is more than 10 knots, there is no takeoff performance data, so you are on your own. Really consider if you want to do this.

Wind Shear

Wind shear is a change in the wind direction or speed within 2,000 ft AGL; this can present danger to aircraft, especially at landing. Wind shears can be caused by unstable atmospheric conditions, squall line or cold frontal passage, thunderstorm/convective activity, or an inversion layer.

Wind shear indications include sudden gain or loss of airspeed or altitude or a sudden change in heading. It is more dangerous on takeoff as there is less room to recover.

John shared this wind shear recovery technique:

- **Aggressively pitch up! 10-15 degrees!**
- **Add full power!**
- **Do NOT Change Configuration**
- **Leave Flaps and Gear Alone!**
- **Pitch for airspeed, don't stall**

Final Advice

John stressed that all pilots should review their personal minimum regarding wind. When is it too windy for you? Many pilots are not proficient with crosswinds because they don't get enough practice. John's solution: "Practice, practice, practice! Look for windy conditions, and take a competent instructor with you!"

Flying His Cessna 150 to Oshkosh 2022

This portion of John's presentation was very interesting to those planning an Oshkosh trip this year. He shared tips gained from flying his Cessna 150 to Oshkosh in 2022. Main points:

- Began planning the trip months in advance, including stops, distance, estimated hours between stops, approximate fuel burn, costs.
- Since he would be flying a Cessna 150, he knew that speed, range, takeoff and climb performance would be more limited than with other aircraft.
- Planned a fuel stop about every 2 hours as he had only 22.5 gal usable fuel. Always made sure he had reserves.
- Opted for the "southern route"
- Tried to avoid remote, unattended airports
- Did not want to camp or sleep on the FBO couch.
- Did not fly at night – stopped by 6 pm, got a hotel and avoided flying fatigue.
- Used Foreflight, plus Sectionals and TAC Charts (didn't use WingX much)
- Used www.1800wxbrief.com and www.airnav.com for info.
- Called Leidos 1-800-992-7433 daily once *en route* to get standard and "update" briefings
- Used a Sirius XM Weather Receiver

Recommended Reading

- Weather Flying - Bob Buck
- Severe Weather Flying - Dennis Newton
- Flying the Weather Map- Richard Collins



YE's - Full Circle

Bruce Hood, EAA-01 YE Coordinator

The March 8 EAA National ChapterGram contained an article about how our EAA 14 Young Eagles program intersected in a good way with EAA 91's Young Eagle program. Here is an edited excerpt from the article written by Bruce Hood, newsletter editor, and Chris St. Germain, YE Coordinator of EAA 91.

When EAA Chapter 91 concluded its 2022 Young Eagles season on October 15, it had an interesting occurrence. This month saw two pilots fly Young Eagles for the first time. They are both 19 years old, and had been frequent Young Eagles themselves.

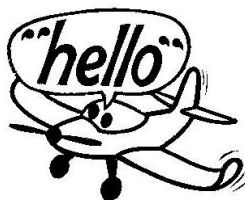
Flying his first Young Eagle was Ryan Flores who came to the chapter just a few months ago. Ryan's family transferred to the Kansas City area from San Diego where he and his father, Pedro, were active with Chapter 14. Chapter 14 hated to see the Flores family leave, but Chapter 91 is happy to be their new home. Ryan was Chapter 14's first Ray scholar, earning his private pilot certificate at 17 years old. Once in Kansas City, Ryan wasted no time getting checked out at a local flight school and learning the airports and airspace of the Kansas City area.

We've all heard the expression, "It's a small world," and in aviation, that world is even smaller. For example, a former Young Eagle of Chapter 91 is Greg Bradbury, now Capt. Bradbury, who flies a KC-130 tanker for the U.S. Marines. Greg took numerous Young Eagles flights with Chris St. Germain, always bringing a different friend along with him. It was obvious Greg had that aviation passion, and the Chapter sponsored him to Air Academy twice. Greg stayed in touch with Chris as he earned his private certificate, attended a service academy, and during military training and deployments. Greg and his wife have four children and are currently stationed in San Diego. Do you see where this is heading? Greg contacted Chris asking how to get his two oldest kids a Young Eagles flight. Chris pointed him to the Young Eagles Day website, and in 10 minutes they were signed up with EAA Chapter 14. Greg later reported that the kids had a great time, and perhaps that event rekindled the Young Eagles spark in him. Greg soon asked about being a Young Eagles pilot, and Chris advised him on that. Greg flew his first Young Eagles a week after Ryan, but at Brown Field with — guess who — Chapter 14! Yes, a small world!

New Members

Donna Ryan

Welcome to David Sekel, our new member for March. Dave is an instrument rated SEL who owns a PA-28/140. He is working on an RV-12; he and RV12iS owner Gert Lundgren will have lots to talk about!



Kerry Powell, EAA-14 Program Director

April 15: Kay Sunderam, Tech Savvy in the Cockpit. Kay Sunderam has long been an advocate of the use of technology aids in the cockpit including, but not limited to computer tablets and aviation software apps.

Kay is an FAA Commercial Pilot and Multi-Engine Instrument Flight Instructor (CFI, CFII, MEI), FAA Advanced and Instrument Ground Instructor (AGI, IGI), PMI Project Management Professional (PMP), and holds degrees in Aeronautical & Astronautical Engineering from Purdue University (BS) and Stanford University (MS). Kay is a former AOPA "You Can Fly" Ambassador.

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 - FAAS Team 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.

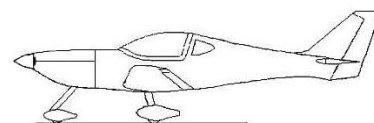


Jonathan Robbins assembles the lawn sweeper donated by Billy Lopez. We're hoping to use this to remove FOD from the Chapter 14 ramp. 3/4

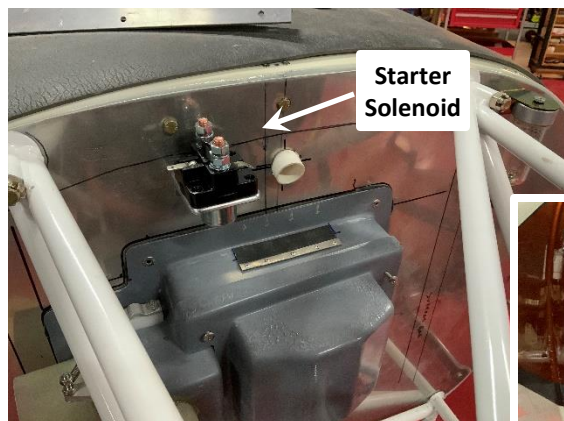


Building the Arion Lightning Classic – Phase 4

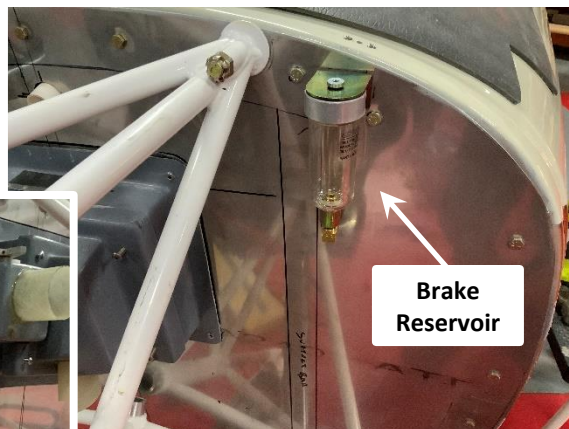
By: Nigel Worrall



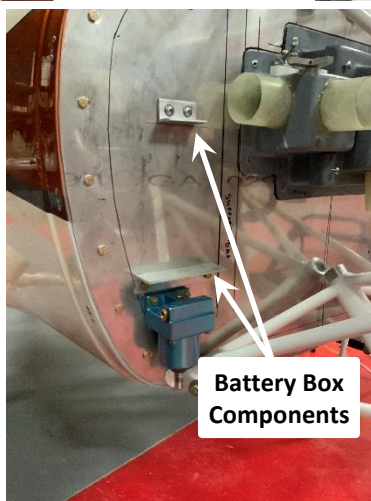
Another week of non-stop, long-day building adventure. But definite progress is being made on the many finishing details.



Starter Solenoid



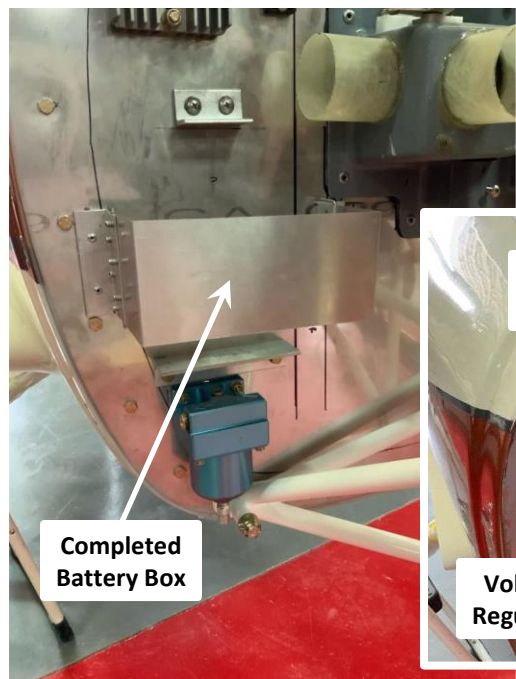
Brake Reservoir



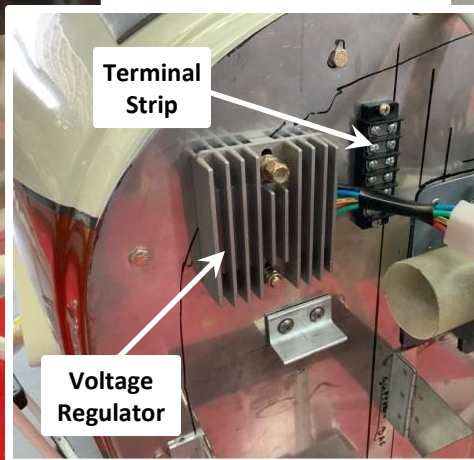
Battery Box Components

Day 1

The first day I mounted the brake reservoir, starter solenoid, and battery box and connected up the rudder cables.



Completed Battery Box

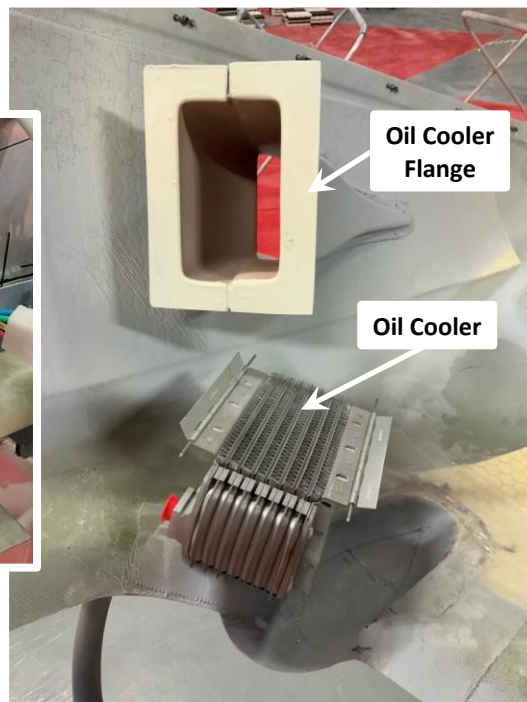


Terminal Strip

Voltage Regulator

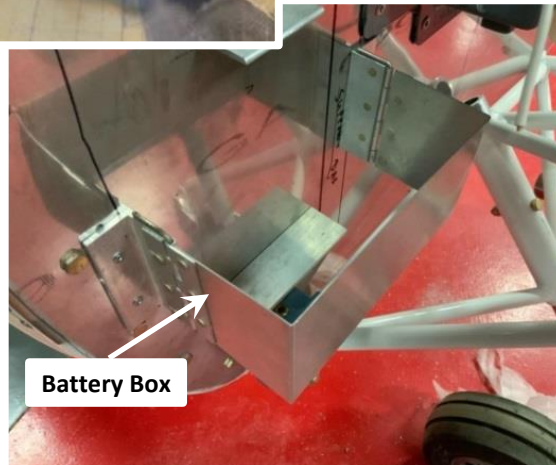
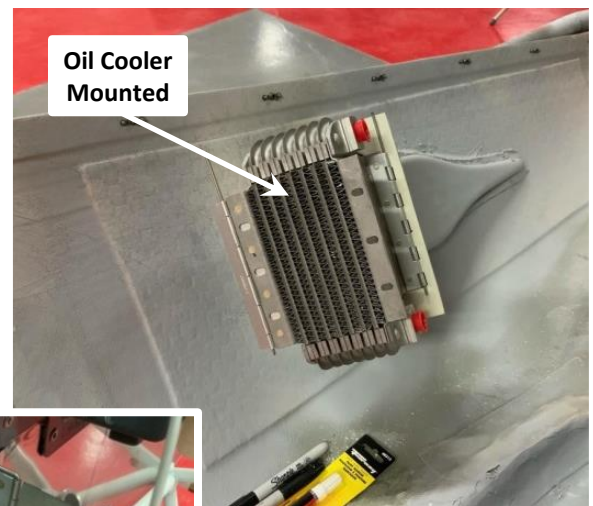
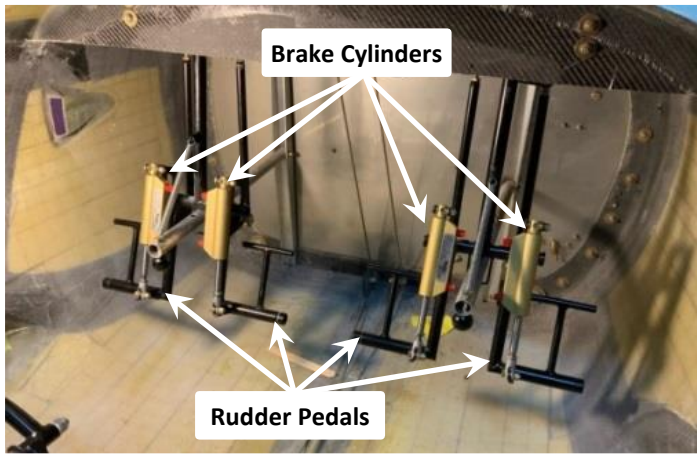
Day 2

The second day of work was very productive. I finished up the battery box. I then turned my attention to mounting the regulator and terminal strip. Next, I started work on the oil cooling system. Lots of detailed stuff being checked off the list.



Oil Cooler Flange

Oil Cooler



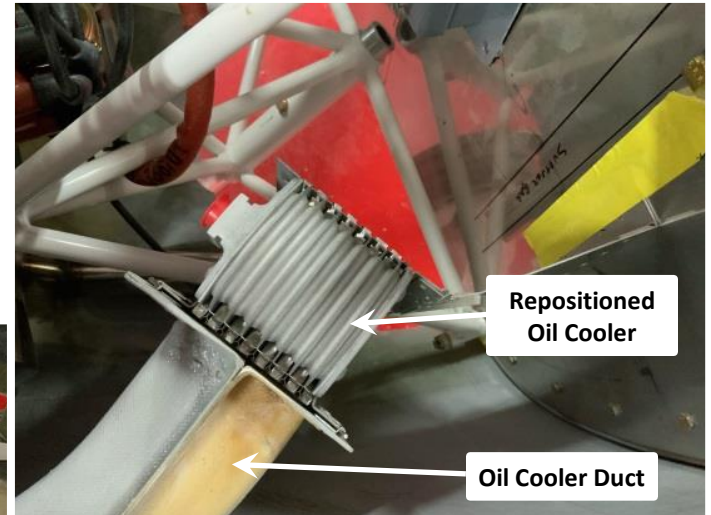
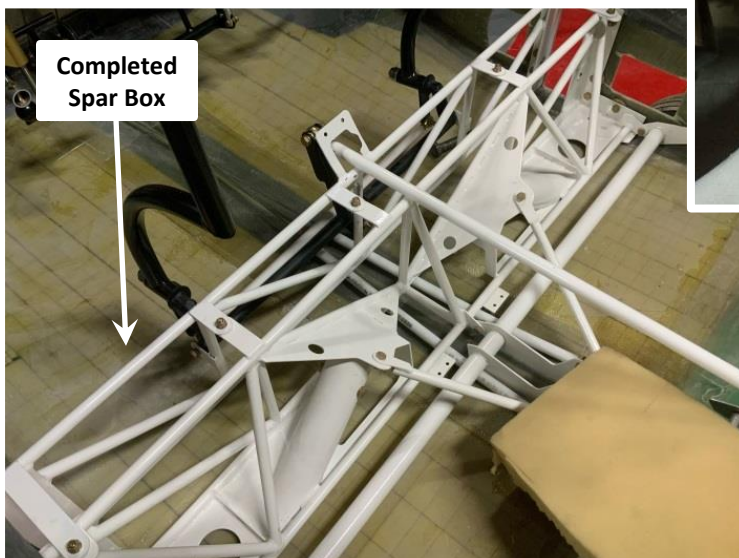
- Balanced up the rudder pedals, fitted the brake cylinders.
- Redid the battery box, replacing the pop rivets with squeeze rivets – looks much nicer.
- Mounted the oil cooler, now I need to do the firewall side.
- Mounted the master relay on firewall.

Day 3

Day 4

Not too much progress today, but I did get the spar box all bolted together.

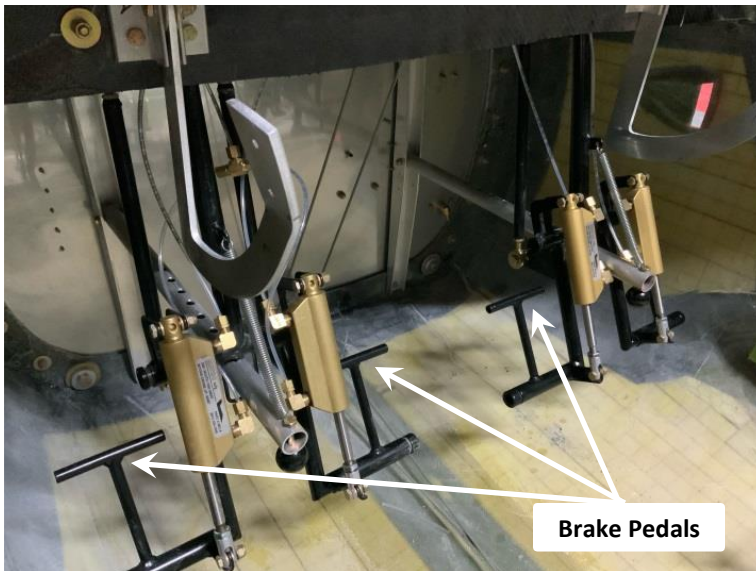
Unfortunately, I also had to remount the oil cooler, as the fiberglass NACA duct was built into the cowl too low, causing it to hit the engine mount. I raised the cooling radiator and also made up a plate to brace it on the firewall.



Day 5

More firewall work. Finished off mounting the oil cooler to the firewall and mounted the fuel pump. Plumbed in the brake pedals but am waiting on braided lines to connect to the wheels.

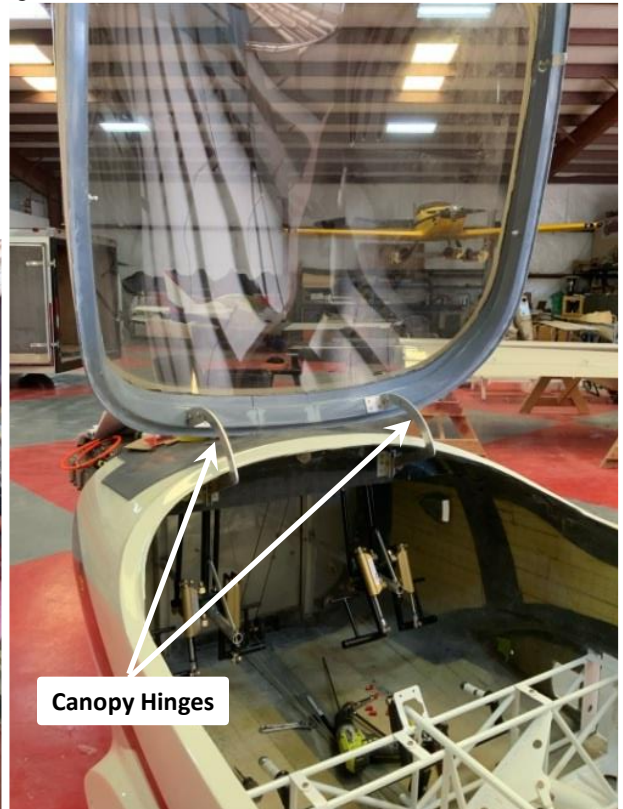
Test fit of the canopy and mounted the hinges. It fits well and goes up and down nicely. This is a big step, the canopy will be finished and painted by the next time I get there.



Brake Pedals

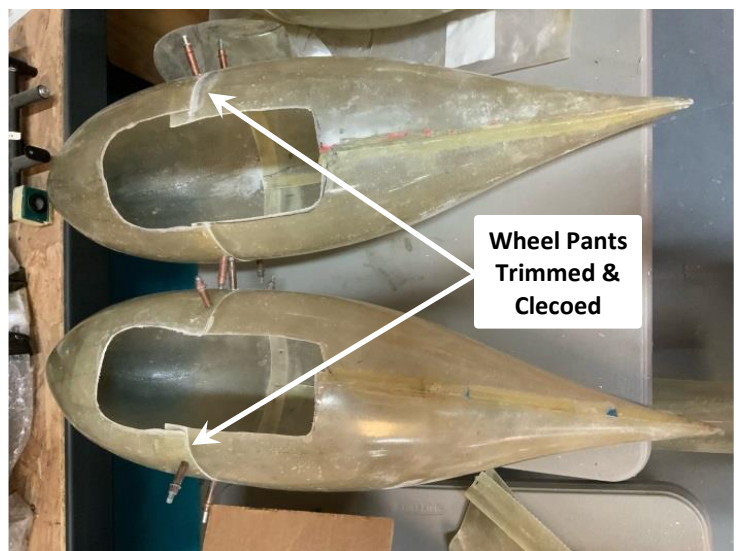


Canopy Closed and Fit



Canopy Hinges

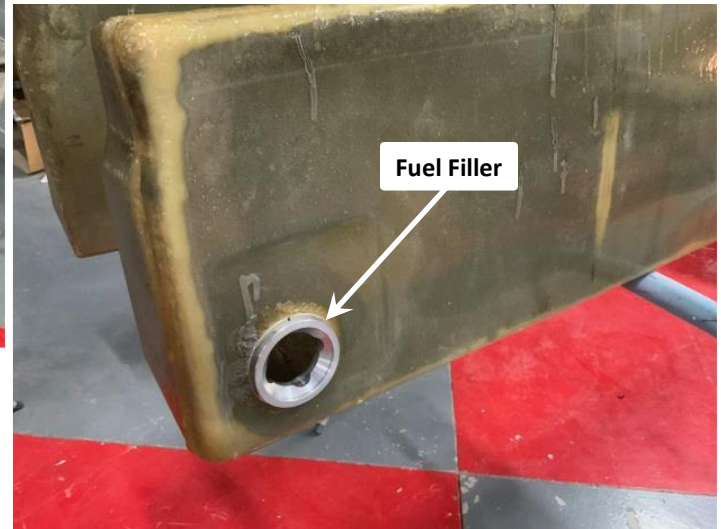
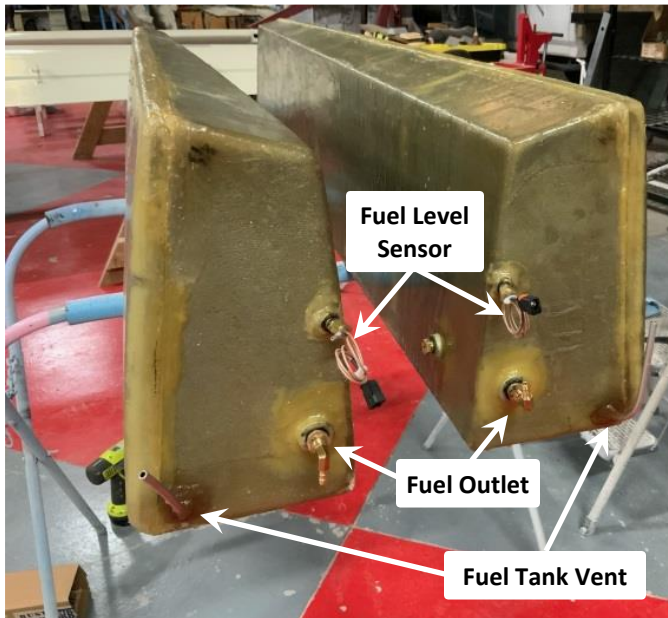
Started work on the wheel pants. I needed a change from measuring and drilling!



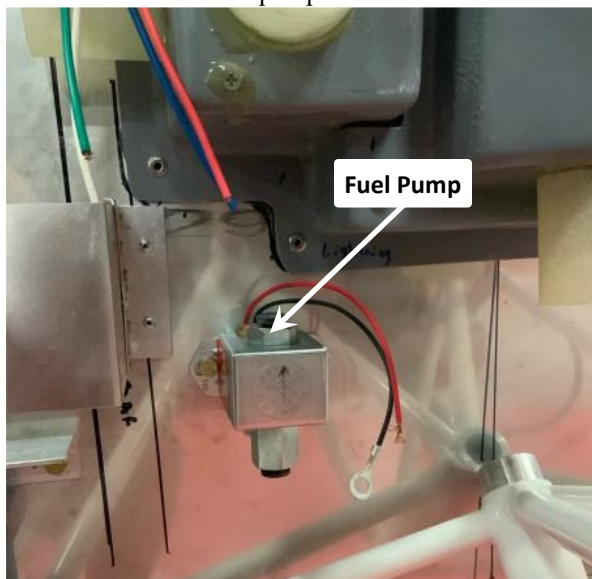
Wheel Pants Trimmed & Clecoed

Day 6

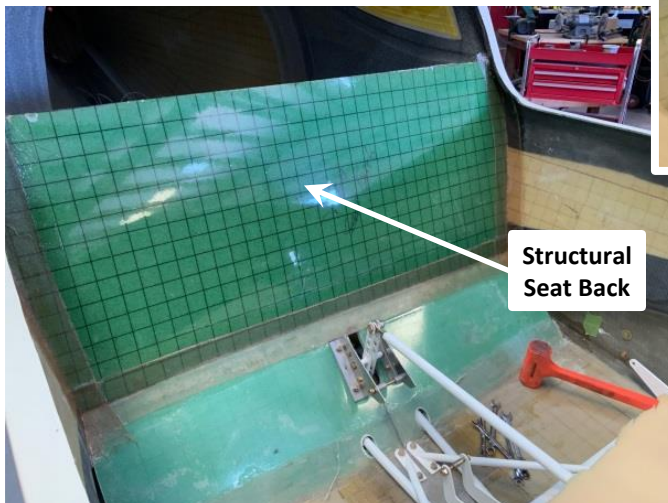
On the final day of this session, the fuel tanks were sloshed and fittings installed. The tanks leaked like sieves and required a layer of resin to help seal. Here are the fuel outlet, level sensor and vent.



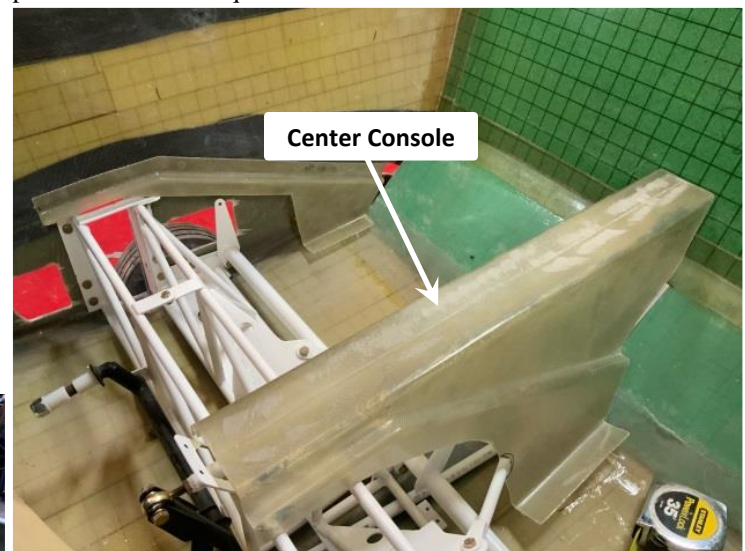
I also installed the fuel pump.. ▼



I glassed in the seat back. This part is actually structural and needs to be secure. ▼



Started work on the center console. This will require modification and careful trimming owing to the redesign of the stick mixer and placement of the torque tubes. ▼



Still lots to do, but overall this was a very productive week. Looking forward to another trip in April.

Flying Start – Coming Soon!

By: Donna Ryan

In an effort to get more people interested in flying, as well as becoming pilots, EAA National initiated a program called “Flying Start.” At the Chapter level, in the past, this program centered around providing “Eagle Flights” to interested adults and EAA 14 has been very active in this. However, EAA National also developed a formal workshop program to help prospective pilots learn more about getting their license. This program has the following components and objectives:

- Chapter hosted open house for adults with an interest in learning to fly.
- Opportunity for prospective pilots to meet CFI’s, flight schools, Chapter members, etc.
- A chance for the Chapter to provide Eagle Flights to local adults.
- An opportunity to encourage Chapter membership.

This year, EAA National, in conjunction with Sporty’s, is sponsoring a Learn to Fly Week, starting May 15. This week will begin with 5 days of at least 12 webinars, capped off with the actual Flying Start events on Saturday, May 20. Listed below are just a few of the webinar topics:

- Flight Simulators 101
- How to Pass the Private Pilot FAA Written Test in Less time
- How to Save Time and Money in Flight Training
- Getting Back into the Left Seat – No Matter How Long It’s Been
- Pass your Checkride – the Oral
- Pass your Checkride – the Practical

EAA Chapter 14 has perfect facilities to host such an event. Our Eagle Flight Leader is Grant Rotunda, with Trinidad Lopez and Francisco Muñoz as his assistants. For event insurance purposes, Eagle Flights pilots need to be a current EAA member, with currency and airworthiness requirements to carry passengers, and \$100,000 per seat liability insurance. To be successful, we will need ground volunteers as well to help with a variety of duties.

You’ll be hearing more about this event and how you can help as the event draws closer, but for now, be thinking of who you would like to invite to this event. All interested persons will be able to register online and will receive a variety of excellent information to help on their pathway to flight.

A typical event will run as follows:

- 8:30 am to 9:30 am
 - Meet and greet (designated Chapter greeter to ensure all guests feel welcomed)
 - Food (hopefully pancakes)
 - Opportunities to meet and talk with Chapter members

- 9:30 am to 10:30 am
 - Presentation and video
 - Q&A
- 10:30 am to 12:00pm
 - Meet pilots/assign aircraft
 - Provide Eagle flights

Participants who purchase Sporty’s Learn to fly course will get a free flight bag.

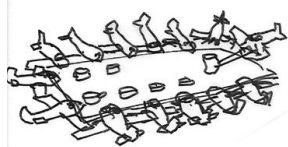


We will also be able to offer them a free 6-month EAA membership and a free 6 month Chapter membership. They are also eligible for reimbursement for FAA Knowledge Exam.

We’re excited about this great new opportunity to expand the flying community and look forward to your assistance and enthusiasm.



Bob Hitchcock's granddaughter Samantha meets with Trinidad Lopez and Larry Rothrock. 3/18



March 18 Board Meeting

**Donna Ryan, Chapter 14
Secretary**

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, March 18, 2023 beginning at 12:36 p.m.

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

Board Decisions

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

- February 2023 Minutes reviewed and approved. Stu Strebig/Francisco Muñoz: passed.
- Treasurer's Report reviewed and approved. Stu Strebig/Francisco Muñoz: passed
- Authorize the purchase of up to \$1,000 for roofing material to reseal the roof in the library. Stu Strebig/Francisco Muñoz: passed.
- Motion to adjourn. Stu Strebig/Alan Sparkes: passed.

Old Business

Ray Scholarship: **Trinidad Lopez** discussed an interview conducted with our first applicant for the Ray Scholarship and reviewed the timing for finalizing our selection.

Young Eagles Workshop: **Trinidad Lopez** went over the contents of the upcoming special Young Eagles workshop. He stated we need at least 6 volunteers to assist. An email will be sent out prior to the event to the membership asking for volunteers.

Flyouts: **Francisco Muñoz** discussed the upcoming event to Flabob on March 25.

Door Winch: **Gert Lundgren** had provided information to **Donna Ryan** concerning the door winch. He has found a supplier for the motor with a break, but is waiting for input on the remaining installation.

New Business

Meeting Laptop: **Trinidad Lopez** asked that **Kerry Powell** identify what equipment/programs we need for a Chapter computer to use during meetings. We also need to identify a safe location for it. **Alan Sparkes** indicated he had a fairly new laptop that might be suitable and arrangements will be made to get it to Kerry for analysis. Kerry said a big concern is getting someone to be able to use the equipment when he is not present; he needs to train someone. Trinidad thanked Kerry for all his hard work in arranging, setting up,

and running our general meeting programs – we really appreciate all of his hard work.

Roof Repair: **Gary List** reported that there were leaks from all the rain in the translucent panels in the bathroom and that there is the possibility of leaks in the trailer. He recommended rolling on rubberized sealer and the Board agreed with his suggestion. He volunteered to do the work. The Board passed a motion authorizing the funds for the repair. Trinidad mentioned we should do an inspection of other major structures as well and if needed, we may need to authorize additional funds.

Google Calendar: **Trinidad Lopez** developed a Chapter Google calendar to list all Chapter activities; this will eventually be available for the directors to share.

Items Identified During the Meeting to be discussed next month

- Ray Scholarship
- Door winch
- Flying Start program.

The meeting was adjourned at 1:01 pm.

Submitted by **Donna Ryan**

Marketplace



For Sale: Niuport 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.



For Sale: 1958 Tri-Pacer – PA-22-160. Donated to EAA Chapter 14. Selling airframe as parts only. Complete engine core - \$3,500 or best offer. Wings and empennage: \$3,500 obo. Fuselage: \$1,000 obo. Email Ryan at rryan@san.rr.com for more information and photos.



STEM Cels



Photos by Nick Candrella

Here's a preview of the photos from our combined STEM and Young Eagle event held on April 1st. Full report in next month's Spirit.



Tom Burton taxis out with a crew of Young Eagles in his Piper Arrow..



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



Ed Dahlkamp returns from a YE flight in his Cessna 182



Bruce Hill taxis for a YE flight in his RV-9A



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



Gary List taxis out with a plane full of YEs.



Some sort of discussion in front of Gene Hubbard's Pietenpol.



Mark Albert gives simulator advice in the Eagles' Nest

April 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
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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

General Chapter Information:

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(619) 661-7117.

eea14contact@gmail.com

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

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