



Spirit of Flight

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

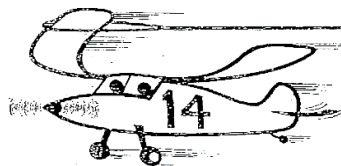
July - August 2020



Ryan Flores and Family. Ryan Flores, our Ray Foundation Scholarship recipient and longtime Young Eagles volunteer, poses with his family just before starting his first flight lesson on June 9th.

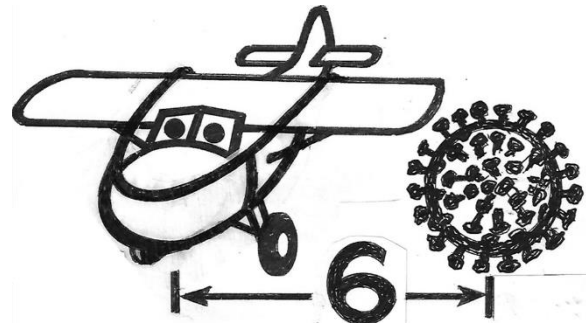
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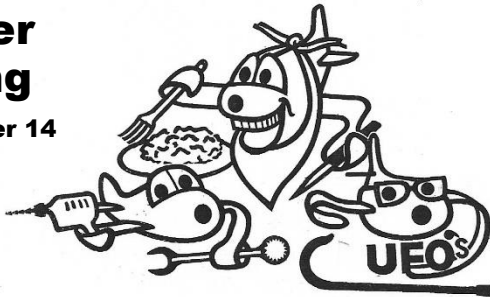
Upcoming Events

No activities scheduled due to COVID-19 social distancing rules. Stay safe.



Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending June 6: Beautiful weather meant more members down at the Chapter to work on their projects or planes, to get some flying in, or just to look at planes taking off and landing. Mark Albert, Jimmy Kennedy, Jim MacKinnon, Ryan, and Ron Shipley were working on their planes. Gary List and Richard West were also spotted at the Chapter. Gert Lundgren reported that his long-awaited RV12iS Avionics kit arrived. It came in a big organized set of wires. He says it looks like a six-month project and he welcomes anyone who wants to help. Gert lives fairly close to the Chapter so if you feel like lending a hand just let him know. Jonathan Robbins and Chris Constantinides took advantage of the wonderful weather to go flying several times. John Collins stopped by – he needs an annual on his plane.



Gert Lundgren's RV-12 avionics kit that arrived in June. He says that it's in an organized set of wires. You couldn't prove it by me!

Week ending June 13: Craig Cornford, Jim MacKinnon, and Ryan were all working on their planes. Past member Dan Gerdes contacted member Mark Albert about donating a wing rack for an RV-14 to the Chapter. Mark talked to Ryan who drove up to Ramona to pick it up. While there, Dan donated an engine hoist as well. Thanks so much Dan for thinking of us – the donations will come in very handy.

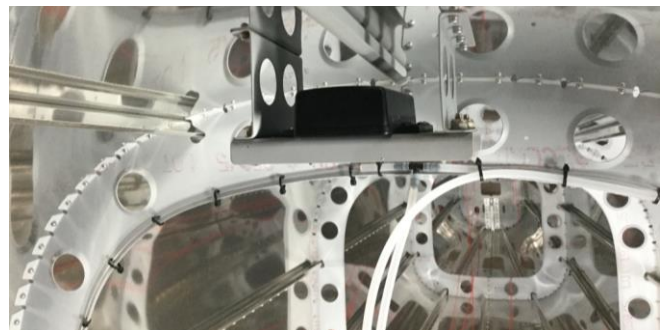
Week ending June 20: Lots of flying this week: Chris Constantinides, Ashley Lopez, and Jonathan Robbins all took flights. Dion Dyer was in town for a couple of weeks doing



RV-14 wing rack and engine hoist donated by Dan Gerdes. Both of these are must-haves when assembling a plane. Thanks Dan!

some research on his Cavalier project. He took a flight with a friend and fellow Serendipity Club member Ross Kovalskii in the Club Piper. Jim Wright made several visits to the Chapter. Mark Albert worked on his RV-3 – he is looking at battery options. Ed Watson reported in. He had moved to Escondido to be closer to family and promptly began making a new garden. The “soil” was filled with lots of 1 and 2 inch rocks, requiring lots of compost and cow manure. However, the hard work is paying off: lots of carrots, zucchini, cucumbers, peppers, onions, Anna apples, nectarines and plums. The tomatoes are almost ready. His gray water system is helping with watering this garden paradise. And last, some good news for Craig Cornford. All of his hard work on restoring his Bushby Mustang II is paying off. It is so far along that he was ready to have a DAR take a look at it – hopefully in a week or two. He has a DAR already lined up. Best wishes, Craig.

Week ending June 27: Gert Lundgren shared a picture of the installation of the magnetometer on his RV12 – wonderful workmanship as always. Ryan continued making adjustments on his Titan which necessitated yet another weight and balance, this time assisted by John Collins. He's been spotted doing a series of aborted takeoffs down the Brown Field runway. Dion Dyer is back in Texas, but he reported that after much sleuthing he was able to track down the 94 year old builder of his Cavalier project – a necessary step for FAA paperwork. He also noted that he just missed



Magnetometer installation in Gert Ludgren's RV-12. It's the black box in the upper center. Reflections of the bulkheads on the inside of the Alclad skin make for interesting patterns.

out on a great Tailwind deal – he has been after one for some time. Chris Puntis sent a photo of a Long Eared Owl hatchling. He mentioned that “an unexpected benefit of the lockdown, for us, has been the increase in wildlife activity in our area. At the beginning of March we were privileged to see a Long Eared Owl hatch and raise two chicks in a pine tree adjacent to our property. Later we had a visit from a curious bobcat and a very sleek coyote so it seems that even the wildlife realizes that these are different times.” Checked in with Bob Johnson. He took a fall a few weeks ago, but is slowly improving. He sent his greetings to all and wished all fellow pilots good summertime flying.



Long-eared owl hatchling near Chris Puntis's property. Soon he will be experimenting with aviation!

Week ending July 4: Bright sunny weather saw a number of Chapter members stopping by for either a flight or to work on a plane. Working on their planes or visiting were Mark Albert, Jimmy Kennedy, Gary List, and Richard West. Jim Wright flew in; Chris Constantinides and Ross Kovalskii took to the skies. Ryan continued making adjustments to his Titan; he also took the time to put new heads in his Dragonfly. Ryan also worked more on the ramp in preparation for the delivery of his newly purchased Diamond Katana from Canada. Dan McCarthy only needs three more hours until he gets his license – and he was down awaiting a meeting with his CFI so he could whittle that time down. Craig Cornford is still busy making final updates to his Bushby Mustang II. Ashley Lopez, our Young Eagles coordinator took her solo long distance trip to Thermal on Tuesday. Parents Trinidad and Sharon Lopez waited at the Chapter during her flight. Bob Zucker visited, along with his grandson Rowan DeGree. Bob is looking for an aircraft project to work on with Rowan, who is a budding engineer. Jimmy Kennedy mounted the gas tank made by Rob North into his Nieuport project. Kaityln Werner, who has been a Young Eagle for almost a decade, sent a thank you note to the Chapter. All of the Young Eagles pilots, particularly Ryan and Ron Shipley, helped encourage Kaitlyn to follow up on her dream of a career that was aviation related. Well – it paid off. She just graduated from high school and is leaving for Kent State University in Ohio to pursue an aeronautics major. She wrote, “I am incredibly

grateful for the continuous support from . . . everyone at EAA.”

Week ending July 11: Good weather brought members to the Chapter to work on planes or projects or to go flying. Ross Kovalskii, Ashley Lopez, and Jonathan Robbins all got some flying in; Mark Albert and Craig Cornford worked on their planes; Trevor Pearson and Jim Wright helped out with various chores around the Chapter. Al Boyce, a hangar neighbor of Larry Rothrock, very kindly donated a large number of magazines to the Chapter. He had collections of Aviation Consumer, Light Plane Maintenance, and American Bonanza Society newsletters dating back many years. Thanks a lot, Al, for thinking of us. The big activity of the week was the arrival on Tuesday of a Diamond Katana DA20-A1 purchased by Ryan from a man in Quebec, Canada. Ryan has written an article about the issues in bringing a plane across the border. Look for it soon in the newsletter. Ryan has been busy for several weeks building a ramp that could be used to offload the plane. He also built a stand for a cable winch to safely winch the Katana down the ramp. Alan Sparkes and Jimmy Kennedy showed up early to help unload the truck – good thing too – the truck was also two hours early. The seller had built wing racks to prevent them from getting damaged during the long trip. They had to come off first and Ryan disassembled the shipping frame. Then the group began the process of unloading the wings, tail, and finally the fuselage. The winch system and ramp worked great and everything was unloaded within an hour and a half. During the rest of the week Ryan began the process of putting the plane back together. Jim Wright provided a much needed pair of hands as the horizontal was being reassembled and Craig Cornford helped with some magneto timing tests.

Week ending July 18: Gary List is now a member of the Airports Advisory Board! Thanks, Gary for volunteering your time and speaking up for the general aviation community. Mark Albert has been polishing the aluminum on his already nice-looking RV-3. Now it is looking even better. Jimmy Kennedy spent time hooking up his gas tank and putting instruments on to his Nieuport. The Serendipity Club plane gets a near constant workout, with various Club members taking it for flights and trips. Randy Lee made progress on his recently purchased Loehl 5151; Ryan began the slow process of getting acquainted with his new Katana.



Loading ramp for the Katana. Ryan constructed this ramp from scaffolding and landing mats donated by the Border Patrol. We always knew that they would come in handy.



Shinier and Shinier. Mark Albert has been hard at work competing with Jonathan Robbins for the most reflective plane at the Chapter.

Week ending July 25: Jonathan and Ashley got some flying in during the week. Ashley is also planning on doing some maintenance and updates in the Eagles' Nest. Along with a stand for the 3D printer, and more storage space, she'd like to use the space to display and establish stem-related projects as well. Great ideas! Working on their planes were Craig Cornford, Jimmy Kennedy, Randy Lee, and Ryan. Bob Hitchcock lent his expertise to Ryan as he traced down a broken magneto wire and stayed until the magneto timing was complete and successful. Thanks so much, Bob, for all your help. Seen around the Chapter helping out with Chapter projects were Gary List, and Richard West.

Week ending July 31: Member Luke Gambrill from Virginia was in town on business and stopped by the Chapter for a visit. He needed to pick up some parts he had left in his dad's (Chuck Stiles) hangar when Luke flew his Christen Eagle back to Virginia. Gary List cleaned the kitchen and then rewarded himself with a flight in his Colt. Ryan put new brake linings in his Katana. He also converted his nose wheel from a 4 inch to 5 inch wheel.



Ryan's winch stand, constructed to ease the Katana off the semi-trailer. There's a photo of it in action on p. 6.

President's Message

Gene Hubbard



Congratulations to Ashley Lopez, our Chapter 14 Young Eagles Coordinator, for completing her long cross-country training flight. This is a big step toward getting her pilot's certificate. Ashley is also planning on using our down-time to

make some improvements to the Eagles' Nest, for when we're able to resume our Chapter events. Plans include getting our 3-D printer running for demonstrations (remember her 3-D printed airplane cookie cutters?), fixing the ceiling, and reworking the storage. We've always had a challenge in keeping Young Eagles entertained when they aren't flying. Ashley is planning to expand our program to include some more general Science, Technology, Engineering, and Math (STEM) activities in addition to our formal flying program. If you have ideas, or would like to assist, we need all the help that we can get.

I hate to have to keep saying this, but organized Chapter activities are still suspended and we don't have a projected re-opening date. However, as you see from the Chapter Briefing notes and Ryan's article on his new Katana, we're still open and our members are still making progress on their projects. We're all hoping to re-start our organized activities as soon as possible, but no sooner. Vince Lombardi is credited with pointing out that "hope is not a strategy." He should know. Build airplanes. Fly airplanes. But most of all stay safe.

Gene Hubbard

Ray Scholarship Update

Trinidad Lopez

Back in June, we consulted with Ryan Flores, our Ray Foundation scholarship recipient, and his parents to interview and select Paul Chapman for Ryan's flight training. Paul, a CFI at First Flight, is very enthusiastic about the scholarship program and working with Ryan to accomplish his goal of becoming a Private Pilot.

We made sure that everyone was aware of the Covid-19 precautions necessary and received assurance they would be followed at all times during flight and ground instruction. Ryan completed 13 hours of flight instruction and also managed to complete and pass his written test.

In July, Ryan continued his flight instruction adding 14 hours to his total. He has made steady progress towards preparing for his soon-to-be first solo. When Ryan does complete his first solo it will mark completion of the first two milestones under the Ray Aviation scholarship program. We are also scheduling a meeting with Mark Albert, Ryan's mentor, for the flight portion of instruction.

Trinidad Lopez



Diamond Katana. Public domain photo.

A Diamond in the Rough

By: Ryan

I've been interested in a Diamond Katana aircraft for almost 15 years. Designed and built in Canada beginning in 1995, they are a low-wing, 2-seat training aircraft with a European motorglider heritage. Providing excellent visibility, and a tricycle landing gear, they have an excellent safety reputation and reasonable insurance rates. With a 20-gallon fuel tank, the first A1 Katanas have a Rotax 912 engine. However, the C1 model replaced the Rotax with fuel injected Continental engines. However, they are hard to find, or if they are advertised, the price is always way beyond my budget.

I kept trying to find one though, even putting a Wanted ad in Barnstormers for one. I received replies, but the price was either too high, or the responders were just scammers, offering one for a great price, but with no real plane behind the offer. I had almost given up, but then, back in March, I was contacted by a man in Quebec, Canada who was offering one at a good price. They speak primarily French in Quebec, and there were definitely language barriers as we texted back and forth, but at least he was sending me pictures of a Katana (the scammers would frequently send me a picture from random ads on the Internet for different model planes; I guess they figured I wouldn't notice).

This plane had been purchased by an aviation leasing company in the United States right after it had been built. However, it was later sold to a man in Canada in 2007 and it went back up to Quebec. The new owner took out the Rotax engine and put in a Continental C-85. The plane apparently flew like a charm, but the engine conversion was not recognized in Canada without a lot of paperwork and so the plane was never registered. This was no problem as it was used just for pleasure flying in a rural area. A second man from Quebec purchased the plane in 2015, but never bothered to go through the registration process either as he was also using it locally (he was in a rural area as well).

As we texted back and forth, and after viewing lots of photos, I realized this might be a plane worth seeing and I was set to make the trip up to Quebec to take a look at it. Well, COVID-19 took care of those plans. Not only could I not renew my passport, but I couldn't even get into Canada

unless it was an emergency – and even then I would be quarantined.

So there it was – promising, but seemingly beyond reach. My wife, Donna, encouraged me not to give up and she began digging through the FAA requirements for importing a plane, and the Canadian requirements for exporting a plane. She researched information on the AOPA website, as well as the Canadian equivalent, COPA, and talked to representatives of COPA and Transport Canada (the FAA equivalent) for more hints. Armed with this information, she decided to call the airport manager at the tiny town where the plane was hangared to see if 1) there actually was a Diamond Katana there and 2) if they had a mechanic who could do a pre-purchase inspection. She had taken French in college, but soon found out that Canadian French was way different than continental French. However, through a friend of a friend of a friend she found someone who was raised in Quebec and could understand the dialect. This person talked to the airport manager and found out good news: the plane was real. This was a huge relief. In addition, the seller was a great example of Canadian friendliness and help. Besides all of the texts and photos, he made a walk around video of the plane, plus one where I got to hear the engine running. Though the plane needed to have some fiberglass work to cover the heads of the Continental engine, it basically looked good. And it was a flying aircraft.

I decided it was time to get serious about purchasing the plane. I did a title search through AOPA (always an excellent idea for any aircraft purchase) and got back lots of information on the paper trail of the plane. One bit of unwelcome news was that there was a lien on the plane from way back when it was first sold to a leasing company in the U.S. Donna tracked down the original leasing company and the bank that held the loan and after lots of back and forth finally got a Release of Reconveyance signed (fancy words showing that the lien had been paid off).



Ryan's new Katana while still in the semi. Commercial trucking was the only way to get the plane across the border during the Covid pandemic.

So, paperwork was looking like it was lining up, but there was still a problem on how to get the plane. I couldn't get into Canada to fly it home, and a regular ferry pilot couldn't fly it out and into the U.S. either as it wasn't an emergency. Donna suggested that since commercial trucking between Canada and the U.S. was still operational, we could try to see if the plane could fit into a shipping container or enclosed trailer and have it shipped across the border. I worked with the seller and we determined that it would fit into an enclosed semi-trailer if the wings and tail were taken off. The seller recommended a trucking company he used for his business. I had originally planned on driving to wherever the company crossed the border and loading it on a trailer and bringing it to San Diego. However, the price for having the trucking company deliver it to San Diego was reasonable, so we made arrangements to do that.

Then it was time to find a customs broker to arrange all the paperwork. This is one activity that is not a DIY project. It took some time, but finally Donna found a company that could handle the paperwork and the last minute decision on where the Canadian company would actually cross the border (we chose a large company with multiple offices along the border).

It was finally time to pay for our purchase. At first the seller said to just send a cashier's check to pay for the plane, but that proved a hassle – FedEx or the USPS wouldn't even guarantee that it would get there within two weeks because of travel and quarantine restrictions. We finally settled on a wire transfer which went very smoothly.

Once he was paid, the seller and his son took off the wings and tail and made wooden wing stands for them to protect them from movement in the container. I went ahead and got hull and ground coverage on the new plane from the company that insures my aircraft (great company by the way – ask me if you need a recommendation).

So everything seemed good to go – we had a complete paper trail of the plane, it would fit into the container, we had a



The moment of truth—Alan Sparkes and Jimmy Kennedy help Ryan unload the Katana from the truck. Ryan is inside working the winch while Alan and Jimmy keep it on the homemade ramp. This is what teamwork is all about. It all worked!

shipping company, a customs company and the plane was paid for and insured.

But there remained the big issue of how to safely get the plane out of the truck and on to the ground. Brown Field doesn't have a loading dock. But I figured if we had a long enough ramp that would solve the problem. I had some steel tubing left over from a scaffolding project at my house so that would provide the strength for a ramp. Then I remembered we had landing mats that were donated by the Border Patrol. They were perfect for the job. It would be a long ramp, but I made it to be the height and width of the truck bed. I then decided to make a winch stand out of metal so that we could slowly winch the parts and fuselage down the ramp. I added the cable and I hoped that with some strong backs and a winch, the plane and the wings would be able to be offloaded with no problem. Best of all – the materials were available to me without spending any money – just my time welding up the ramp frame and winch stand.



Ryan with the Katana in the hangar checking it out. Before it flies again, he'll know every nut and washer in the plane.

On June 23, the shipping company arrived at the small airport in Canada (which had a loading dock) and the plane was safely loaded into the trailer box. It took two people to get the fuselage and the wings inside the box (the owner texted me that three would have been better). On June 24th, the plane passed the customs inspection, and on July 3rd, it started off on its way to its new home.

This whole process has been a real experience for me. I've never imported a plane into the county, never had to deal with language barriers, customs officials, or loan officers. I've never taken the leap of faith of purchasing a plane without physically seeing it or loading it myself on a trailer and transporting it home. Though it will require some work to get it back together the way I want, it looks like this "Diamond in the rough" will make another nice addition to the planes hangared here at the Chapter.

Boredom Buster

By: Donna Ryan

Looking for something new to do during this time of COVID-19 restrictions? One great option is the national EAA website. While there is a lot of useful information just for the general aviation-minded visitor on the site, if you are an EAA national member you have access to much more. Here are just a few options.



Webinar- Choosing and Using Tools for Your RV Build
April 29, 2020 | 620 Views
Greg Hughes from Van's Aircraft and Mike Lauritsen from Cleveland Aircraft Tools will help you better understand the options and prepare you for the choices. Additionally, they will review the use of some special tools.

Go to www.eaa.org/webinars. Click on [View Webinar Video Archive](#). Scroll down and you'll find a large selection of video seminars, called "Webinars" to choose from. EAA national staff, as well as subject experts, give several webinars each month which cover a variety of subjects. Here's a recent one: "*Choosing and Using Tools for Your RV Build.*"

The webinars are sponsored by Aircraft Spruce and generally last one and a half hours. You can sign up for them and watch them in real time, or you can select them later from the webinar archive list. There are many topics, including: *Amateur Built Condition Inspections, Critical RV Flying Skills; Operation at Towered Airports; Stabilized Approaches and Go-Arounds; Tips and Tricks Regarding In-Flight Videos; Vans RV Maintenance Gotchas; Staying Current: Where Rules and Skills Interact; Choosing Wheels and Brakes.* Scroll through the webinar list and pick one of interest to you. Make sure you have your EAA National member number handy – you'll need it when you click the go arrow to watch the webinar.



On the Webinars page, look at the Browse Videos menu on the left side. You'll see lots of other categories to choose from. Shown below are just a few of the categories.

For instance, under *Hints for Homebuilders* you'll see a variety of 5-11 minute video clips showing how to do a variety of maintenance related tasks, as well as how to use the

tools to complete the tasks.

Many webinars and video clips deal with very specific topics. Here's one on "*Setting VW Engine Valve Clearance.*"

So, when you have the time, spend some time and read up on the information EAA National provides for EAA National members. Happy viewing!



Setting VW Engine Valve Clearance
March 16, 2020 | 694 Views
Tim Hoversten from the EAA staff demonstrates how to set valve clearance on the VW engine.

Donating to Chapter 14

By Donna Ryan

Do you have some aircraft parts you never got around to using? Or maybe some duplicate tools? What about a project that is just taking up space in the garage and you're no longer interested in finishing it? Or you may even want to ensure that your aircraft goes to a new good home?

EAA Chapter 14 would be the grateful recipient of cash, parts, tools, projects, or aircraft. And since we are an IRS-designated 501(c)(3) non-profit organization, such donations may be deductible by the donor.

Note: While many people just want to donate the items and aren't interested in a tax deduction, others do want to claim a deduction, especially for large ticket items. If so, the following five points are a quick overview. **Important:** These points do not claim to be official IRS pronouncements – they simply represent the general public understanding of some IRS rules for donors. Work with your tax professional to make sure you follow the specific government rules for donations. Remember – these rules apply only if you want to claim a deduction – if you are just gifting the item, drop down to the section [Cash/Checks/PayPal](#).

- 1) Cash, checks, real or personal property, aircraft, supplies, etc. given to EAA 14 are deductible by a donor.
- 2) A donor cannot claim a tax deduction for any cash, check or other monetary contribution unless the donor maintains a record of the contribution. Such records would include a canceled check, bank statement, or a receipt from the charity.
- 3) A donor cannot claim a tax deduction for any SINGLE (not aggregate) contribution of \$250 or more unless the Chapter acknowledges the gift, in writing, to the donor. A "thank you" letter from the Chapter will work. It just needs to say something like "Thank you for your donation of \$xx to EAA Chapter 14."
- 4) For donations of non-cash items (not cash or checks) valued at \$500 or more, donors need to complete IRS form 8283 and attach it to their tax return.
- 5) For donations of non-cash items worth more than \$5,000, donors must get a "Qualified Appraisal" and also include Form 8283 with Part B completed on their tax return.

Whether you want to claim a deduction or not, it's a simple process to donate to EAA Chapter 14. How does it work?

Cash/Checks/PayPal

- 1) Cash: A donation box is clearly marked in Hangar 1 of our facility. Just place the cash in the donation box.
- 2) Checks: Make out checks to EAA Chapter 14. You can place them in the donation box or mail your check to:

EAA Chapter 14
Attn: Hangar Manager
1409 Continental Street
San Diego, CA 92154

- 3) PayPal:
 - a. Access your personal PayPal account.
 - b. In the upper menu, select Tools, then at the dropdown menu, click Send Money.
 - c. Enter email address: Eaach14@gmail.com
 - d. Enter payment amount.
 - e. At the Add a note option, enter "Donation"
 - f. Send the payment.

Tools, Parts, Misc, or Projects

- 1) Contact the Hangar Manager to ensure we can accept the donation. Sometimes we just don't have room for the item, especially if it is a large project.
- 2) Currently, to contact the Hangar Manager, text Ryan at (858) 229-4875 or leave a voice mail. You can also send an email to eaal4contact@gmail.com. Ryan will arrange a time to drop-off or pick-up the items.
- 3) An unfinished project is generally considered "parts."
- 4) If you want to claim a deduction, make sure we come to any agreement on the value or the items ahead of time. The value is generally based on what similar items are selling for. For instance, with a project, you may think it is worth a lot, especially since you spent hours and hours of your life on it. But that may not be the market value. The value needs to be reasonable.

Aircraft

If you want to just donate the aircraft and are not looking to claim a deduction, follow steps 1 and 2 under Tools, Parts, Misc, or Projects. If you want to claim a deduction, donating aircraft takes a little more thought. Here's some general information (again – this information does not claim to be official!. Work closely with the Chapter and your tax professional to ensure you are following all IRS rules).

- 1) The amount a donor may deduct (and in what tax year) depends on what the Chapter does with the aircraft donation.
- 2) The Chapter must describe what it intends to do with the aircraft in a written acknowledgment given to the donor. There are specific requirements concerning this, so speak to your tax professional to see if any special verbiage is needed.
- 3) If the Chapter sells the donated aircraft, "generally" the donor's deduction is limited to the gross proceeds of that sale.

Example: If the donor believes the aircraft is "worth" \$50,000, but the Chapter sells it for \$30,000, then the donor can only deduct \$30,000.

- 4) There are some exceptions to the "Gross Proceeds" rule that allow the donor to deduct the Fair Market value.
 - a. The Chapter intends to make a "material improvement" to the aircraft before sale (e.g. restoration of a donated RV-6).
 - b. If we intend to part out the aircraft, we don't have to accept it as an aircraft. The parts, such as

engine, prop, fuselage can then be deducted by the donor at a fair market price.

- c. Note: If the donor is able to deduct Fair Market Value and not just Gross Proceeds, a "Qualified Appraisal" is also required to be completed 60 days before the donation.
- 5) If the aircraft is sold by the Chapter, the donor has 30 days to acquire the written acknowledgment from the Chapter.
- 6) The written acknowledgment should be attached to the donor's tax return (1040).
- 7) Special rules apply if the value of the kit or aircraft is less than \$500.
- 8) If the value of the aircraft is more than \$5,000, donors should complete IRS form 8283 and attach it to their tax return (1040).
- 9) Pay special attention to the timing of the donation. Generally, the timing for when a donation can be deducted depends on what the Chapter does with the aircraft.
 - a. If the chapter keeps the aircraft, it can usually be deducted in the year donated.
 - b. If the chapter sells the aircraft, or keeps it for awhile, modifies it, and then sells it, the deduction is usually taken in the year of sale.
 - c. These rules are complex. The Chapter, donor and a CPA should work together on this.

Here are some helpful resources or forms to look at for more information:

- 1) At www.irs.gov, click on the Charities & Nonprofits button.
- 2) IRS Publication 526
- 3) IRS Publication 561 on donations
- 4) IRS Publication 1771
- 5) IRS Publications 4302 & 4303 – Guides to Donations
- 6) IRS Form 1098-C and Instructions
- 7) IRS Form 8283 and Instructions



Ryan Flores, longtime Young Eagles volunteer and our Ray Scholarship recipient, sits in the left-hand seat at First Flight just before his first flight lesson on June 9th.

Marketplace

For Sale: A salesman from Spiders Aircraft up at Montgomery Field let us know he has the following items for sale. Contact **uyiosa** <uyiosaphilip@gmail.com> if you are interested. (8/20)

Piper wing(<http://ebay.us/vT0VmK?cmpnId=5338273189>)

Piper wing(<http://ebay.us/iocXmL?cmpnId=5338273189>)

1C27-10 Catridge Fuel Pump

(<http://ebay.us/i7E8fR?cmpnId=5338273189>)

ZENITH CH750 STOL • \$67,500 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 brand new 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. Fresh 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 (5/20)



Engine for sale: Continental 0-470-7B (E-185-3). O SMOH. Rebuilt 1982. Documentation. Located in Ramona. \$9,000/offer. Text or call Dave at (619) 987-6398 (4/20)



Ryan Flores in flight during his first lesson on June 9th. At press time, Ryan has accumulated 27 hours of flight time and is approaching his first solo flight. Congratulations!

Highlander - JUST Aircraft • \$65,000 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. Log books are lost unfortunately. • Contact Gleb Doro , Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (5/20)



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 when you're at the field, introduce yourself and get to know them better. We very much appreciate their support.

Chris Dommers is now a member of the Serendipity club, flying the Club Piper. He holds the following ratings: SEL, tailwheel, high performance. He is looking forward to meeting the members and attending upcoming events. Thanks, Chris, for joining our Chapter.

Mike Morales will be a welcome addition to the Chapter. He is a chef, and one of his specialties is Carolina BBQ – my mouth is watering just thinking about it. He is interested in experimental aircraft, aerobatics, and ATP. He has a UAS license.

Kirk Pfaff owns a Coyote STOL aircraft which will be tied down here at the Chapter. He holds a SEL rating and enjoys flying, fishing, and competitive shooting. Thanks, Kirk, for joining our Chapter.



July - August 2020

Facebook

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

Chapter Website

<http://www.eaa14.org>

EAA Chapter 14 Memberships

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

Chapter Events

Open House at the Brown Field hangars:
every Saturday from 9:00 am to 2:00 p. Lunch at 11:30

Young Eagles Flights:
9:00-1:00 am, second Saturday of the month

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

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

Directors Meeting: after lunch in the library. 3rd Saturday

Hangar Phone:

619-661-6520

Contact:

Donna Ryan (Chapter Secretary)

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

Director Name	Phone #	Email
Pete Grootendorst	(619) 370-4164	pjgrootend41@cox.net
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
Gene Lenard	(619) 442-4978	elenard@mac.com
Trinidad Lopez	(619) 661-7117	bajaassy@aol.com
Kerry Powell	(760) 613-4389	kgpowell@roadrunner.com
Jonathan Robbins	(619) 572-5087	snibbornoj@gmail.com
Kevin Roche	(619) 249-1285	tkevinr@rocketmail.com
Larry Rothrock	(619) 507-4455	rothrock@znet.com
Donna Ryan	(858) 273-4051	rryan@san.rr.com
Ron Shipley	(619) 857-5201	ronaldshipley@cox.net
Alan Sparkes	(619) 463-2648	alspa700@mac.com
Chuck Stiles	(912) 661-0486	hangarmanagereaa14@gmail.com
Stu Strebog	(619) 346-9788	trail2texas@yahoo.com

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