



Spirit of Flight

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

September 2023



Aerial view of Chapter 14. Photo by Jim MacKinnon during flight with Ryan.

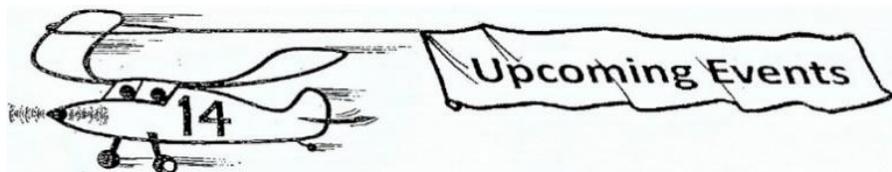


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September 2nd—First Saturday Lunch

September 9th—Young Eagles Rally

September 16th—Pancake Breakfast and Membership Meeting. Brandon Gonzales speaking.

September 30th—Fly-in, Drive-in Barbeque. 10:00 am – 1:00 pm. Lunch at 11:30

October 7th—First Saturday Lunch

October 9th-16th—Ford Trimotor visit at MYF

October 14th—Young Eagles Rally

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Aug 5: The STEM event at NAS was a success thanks to Grant Rotunda and his team of volunteers, including Rich Allison, Trevor Pearson, Larry Rothrock, and Patrick Thunder. Pilot Rich Brazill, who was supposed to fly over his Thorpe 18 to display it as part of the event, couldn't fly over because of clouds and bad weather – but he stayed at his post all morning, in hopes of getting the go-ahead – talk about dedication on everyone's part! We had a great group of people willing to take their time to hopefully spark a love of aviation in the young people present at the event. During the rest of the week, breezy weather brought out our regular crew of builders and pilots. Gary List and a friend went for a ride in Meyers, Gert Lundgren was out and about in his RV-12iS. Our AirVenture Oshkosh crew returned after a good trip. Hope to hear more about their take on this year's event. They all raved about the beds in the accommodations at the college. Those who made it down to the Chapter on Saturday enjoyed an excellent lunch of pulled pork, potato salad and all the fixings prepared by Tim Johnston (Varieze). Everyone was very appreciative of the homemade food.



Homemade pulled pork and potato salad for lunch on August 5th, prepared by Tim Johnston.

Week ending Aug 12: On Tuesday, Gert Lundgren was talking to Ryan about the cost of brake pads for the RV12. Ryan assisted him in making a slight adjustment and now he can use universal brake pads – still very safe, but less costly. As the regular Tuesday crew started to leave, they discovered that someone had deposited some rock base/gravel in our pot-holed driveway. The mystery was solved later when Gary List explained he had talked to the F. J. Willert Contracting Company about delivering some gravel. Looks like Gary's gift of gab paid dividends – the company decided to donate the gravel – a very welcome



Resurfacing the driveway with gravel donated by F. J. Willert Contracting Company in Chula Vista. Thanks to Gary List for obtaining the donation and to Ryan for constructing the drag and levelling it out.

donation and one that the undercarriage of our cars will certainly appreciate. On Thursday, Gary smoothed some of the gravel out on Thursday and on Friday, Ryan made up a drag out of chains and the landing panels, making the preliminary passes to smooth everything out and tamp it down. While we probably will need more gravel, this was certainly a great start to solving the pothole problem in the driveway.

Week ending Aug 19: We have been seeing Bob Walker around the chapter a lot as he flies off time on his beautiful Glasair II RG. Gene Lenard stopped by – he has been out of town for several months and it was great to see him. He mentioned it is time to sell his Luscombe SE. If you are interested in a Luscombe, it might be an easy way to get one without transportation costs. Indefatigable Gary List did some more work on the roof of the office trailer. He also tried out a new “cold” asphalt patch product to fix some asphalt potholes. During the week, Ryan provided flights to several potential pilots. One of the young men, along with his mother, pitched in after the flight to do some work on the



Patching the ramp. A volunteer helps dig out bad sections after getting a flight with Ryan.



Ron Shipley cuts ~~weds~~ grass near our ramp with the Chapter's "new" donated lawnmower.

potholes as well. I guess Gary was doing a good impression of Tom Sawyer whitewashing the fence and they just couldn't resist joining in the fun. Ron Shipley is another hardworking volunteer and he secured the donation of a gas lawnmower to help with weed control. He spent several hours mowing a large patch – and pronounced that the lawnmower works well. On Saturday, energetic Rich Allison helped Ryan move planes around to welcome Dave Brook's RV 6 to the tiedown lineup. However, in the evening, weather reports began urgently sounding the warning about anticipated heavy winds.

Week ending Aug 26: On Sunday morning, Bob Walker was down at the Chapter early to make sure his plane was adequately secure and noticed that the RV-6 needed additional securing. He notified Ryan who notified Dave and both hotfooted it down to the Chapter. Bob had already added chocks and snugged down the tiedown strap tight to prevent fore and aft movement. Thanks to the efforts of the three of them, they came up with a very



Dave Brook's RV-6 joins the flight line on Old Charlie just in time for Tropical Storm Hiliary as it passed through Southern California. Thanks to Bob Walker and Ryan for helping secure the aircraft in preparation for the storm.

secure tiedown, including a tailwheel strap. While the winds turned out not to be as bad as was anticipated, it was good to make sure everything was battened down. Many thanks to Bob Walker for noticing a possible problem and being so proactive. By Tuesday, the weather was beautiful once again at the Chapter, clear and with a nice breeze. Nigel Worrall helped Ryan with wiring on the Subaru E-racer engine. A number of visitors stopped by the Chapter on Saturday to enjoy the good weather and conversation, including John Collins, Bob Hitchcock, and Ted Krohne. Gary List showed some friends around and our team of builders were busy making progress on their various projects. Behind the scenes, preparations were underway for a fly-in BBQ the last Saturday in September and the visit of the Ford Tri-Motor in October. Joan Werner, grandmother of Tristan Werner (who was a longtime Young Eagle) and Kaitlyn Werner (our Ray Scholar for 2021) provided an update on how the grandkids are doing in their aviation careers. Tristan is working in Utah for an air service that does mapping – getting in lots of flying. Kaitlyn is working on her Commercial certificate and should be finished next month. She's a senior in college now and hopes by the Spring that she will have her multi-engine certificate and work as a flight instructor. Just two of the great examples that our Young Eagles program has produced where our Chapter has made a contribution to careers in aviation.

Experimental Aircraft Association
Chapter 14

END OF SUMMER BBQ

BBQ Ribs and Roasted Chicken

Fly-in, Drive in, Walk in

Saturday, September 30, 2023

Brown Field (SDM)

EAA 14 Facilities – Foot of Tower



If driving, enter at Gate 4
(Code: # (first 4 numbers of ATIS))

10:00 AM to 1:00 PM

Lunch at 11:30

\$6.00 donation per meal appreciated

Contact bnjaassy@gmail.com (619) 661-7117 for details

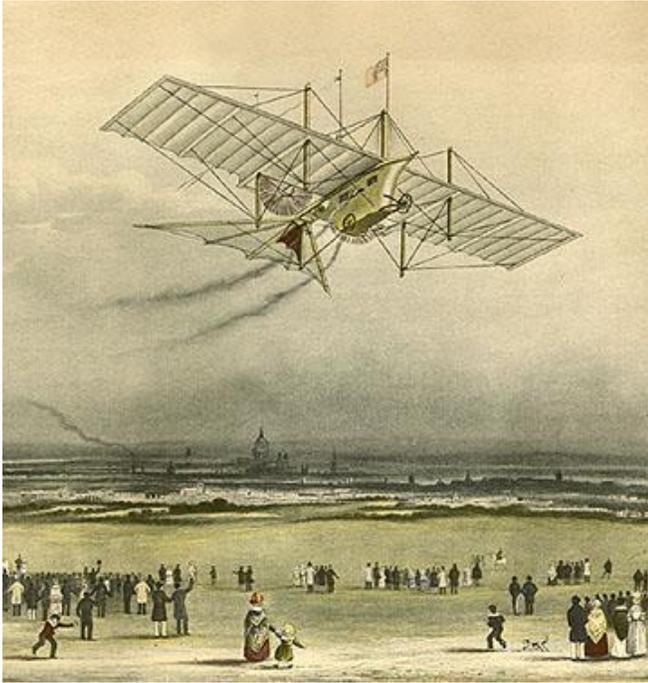
www.EAA14.org

[Brown Field Municipal Airport | Airport Management | City of San Diego Official Website](#)

Are you Interested?

By: Reg Finch

I have built a 6 foot wingspan RC model of Hensen and Stringfellow's Ariel. I would like to build a model with a 15 foot wingspan now to fly at shows. I am an AE, so I can do a lot of the work but I need someone with sufficient technical expertise to help out. Drawing ability would help, as well as some composite, wood and fabric experience. Call 619-435-1075 to discuss.



William Samuel Henson and the Aerial Transit Company's publicity engraving of the "Aerial Steam Carriage" of 1843, probably drawn by illustrator Frederick Marriott, who later founded "The Aerial Steam Engine Company" in California. (from Wikipedia, public domain image)

Donations Thank You!!!

By: Donna Ryan

EAA Chapter 14 is very appreciative of three donations received the week ending August 19, 2023.

First, we received a load of base rock for the driveway to EAA Chapter 14 from F.J. Willert Company. Member Gary List knew we needed some gravel for our driveway and he had gone to the company to arrange to have the rock base delivered to the Chapter. After chatting with the owner and telling him about the work we do for the community, the company ending up giving it to us as a donation. We really appreciate Gary's efforts and the willingness of the Willert Company to help out. We certainly needed the rock base – our driveway was a mess from the heavy rains this year.

This delivery made a big difference in having a smoother ride into the Chapter.

Second, Mr. Richard Hatch donated a gas lawnmower to the Chapter for help with the weeds/grass around our leasehold. This is another case where a member identified a need and tried to do something about it. Ron Shipley knew of an acquaintance that had a lawnmower that wasn't being used and he asked the owner if he would sell it. However, the mower wouldn't start. Ron, being the competent tinkerer that he is, spent all day working on it and eventually it roared to life. After all that work, the man decided to donate the mower. Ron happily accepted the donation and promptly got to work using the mower to cut down the grass near to our tiedowns. Ron reports that the lawnmower works great.

Third, member Adam Li donated an LCD TV for use in either Hangar 1 or the trailer. He had read about our need for one in the Chapter newsletter and decided to donate a TV he was no longer using. While we don't have it hooked up yet, he says it works great. The TV will come in very handy as we begin outfitting the trailer as a workshop for Young Eagles or Eagles events.

We very much appreciate all three donations, as well as the donors' generosity, and our own members' initiative.

As you know, EAA 14 is a 501 (c) (3) non-profit organization that can accept donations. In turn, we can give the donor an acknowledgement form that can be used for tax purposes. Some items that are donated go immediately for maintenance, like the rock base delivery. Some are set aside for on-going use at the Chapter – like the TV. Some items can't be used by the Chapter, and these donations are sold and proceeds applied to our Chapter programs and expenses.

Several of our members work for businesses that have funds set aside for community donations and our members have utilized this option by applying for these funds. In other cases, some members are acquainted with organizations that might be open to approving a grant for needed Chapter equipment, such as simulators. If your business or an association with which you are affiliated might assist us, please contact me at 858-273-4051.

In all cases, the donations benefit the Chapter. If you or an acquaintance have an item that you wish to donate it to the Chapter, please text Ryan, the Hangar Manager, at 858-229-4875.

I love aviation jokes, but...

They always seem to go over people's heads.

Museum Visit – Technik Museum Speyer

By: Donna Ryan

As mentioned in other Chapter newsletter articles, on a recent trip around Europe, my daughter and her husband had the opportunity to stop at several aircraft museums. One of the best stops was the Technik Museum Speyer in Speyer, Germany (one hour south of Frankfurt).

The Museum showcases many areas, not just aviation. They have exhibitions on boats, locomotives, vintage cars, space travel, fashion – just to name a few. This was my son-in-law's favorite museum from the trip, and it seems to have something for all interests, so definitely add it to your list of must-sees if you are planning a trip to Germany.

The Museum displays over 70 aircraft both inside the Museum and outside on the grounds. The following pictures were taken by my son-in-law. All the information in this article comes from different Museum sources or aviation related websites; quotation marks contain direct quotes from a specific source. The aircraft discussed here represent just a small portion of the Museum's collection.

DC-3 and Noratlas at the Museum entrance



The Museum has a Douglas DC-3 aircraft (on the left). The Museum website notes that of the 16,079 built, 15,472 were military aircraft. Interestingly, "In Germany, they are known by the nickname 'Raisin Bomber'."

Next to it is the Nord Noratlas, a joint Franco-Germany military transport twin-boom, twin engine aircraft that was used extensively during the Cold War. There are some interesting YouTube videos of the plane on the internet. It was designed to transport paratroopers or injured personnel.

Antonov -22



The Antonov An-22 is a huge aircraft. The Museum website states “With a wingspan of 64 meters and a kerb weight of 114 tons, the An-22 is the largest propeller aircraft in the world.” It was designed to be able to carry loads of up to 100 tons and could land even on grasslands. The website mentioned that when the plane flew from Kiev to the Museum, it had to land on a runway just 4,363 feet long – a challenge for any large plane.



Buran



The Buran is a Russian space shuttle, “36 meters long, 16 meters high and weighs about 80 tons.” The Museum notes that the shuttle in the “museum was built in 1984 and was used for testing gliding flight and landing after reentry into the atmosphere. During this part of the project the OK-GLI completed 25 atmospheric flights between 1984 and 1989 and significantly contributed to the successful orbital flight of a Buran shuttle in 1988.” Google “Buran” and read some interesting facts about this abandoned part of the Russian space program.

Fairey Gannet

The Museum had little information about the Fairey Gannet, but the website www.Recoverycurios.com had this to say on its website: “At times described as one of the ugliest and ungainly aircraft ever designed, the Fairey Gannet proved to be extremely successful, becoming a versatile, all-weather observation post with the ability to detect and attack enemy submarines over a wide operational range.”

Lufthansa 747



Lufthansa 747 and CL-215



Lufthansa was able to secure this Boeing 747 for the Museum and it is accessible for visitors, including an interior cut-away to show off just how wide the plane is. The Museum website contained an interesting account of getting the aircraft to the Museum as it couldn't fly in. The aircraft was disassembled and parts of it could be trucked in. But that wasn't the case for all of it. "The biggest problem, however, was the transport of the 70-metre-long fuselage. Transport by road was impossible, but luckily the Rhine flows through Speyer. The fuselage was brought to the natural harbour in Speyer on a special pontoon. A sight that is still remembered today, because when do you ever see a half jumbo jet on the water? Upon its arrival in the natural harbour, it then went by land to its new home only five kilometres away." Visitors can enter part of the aircraft to see just how big it really is.

In the shadow of the Lufthansa 747 is a CL-215. Designed and built by Canadair and later produced by Bombardier, the CL-215 "Scooper" is a flying boat water bomber used to fight forest fires. It is a twin-engine, high-wing, amphibious aircraft.

DeHavilland Vampire

The DeHavilland Vampire is another twin-boom aircraft, developed in Britain during World War II. It was a single-engine jet fighter. The example in the Museum served in the Swiss Air Force. It has an extended nose to house additional avionics.



Messerschmitt Bf-109



The Museum website notes that the “Apart from the Ju-87 "Stuka" (a dive bomber) the Me-109 is probably the most famous German plane of the Second World War.” The website www.Britannica.com notes the following: “Designed by the Bavarian Airplane Company in response to a 1934 Luftwaffe specification for a high-performance single-seat fighter, the Bf 109 was, in essence, the smallest airframe that could be wrapped around the most powerful in-line aero engine available and still carry useful armament . The resulting design was a small, angular low-wing monoplane with closely set main landing gear that retracted outward into the wings.” There are a number of other websites and YouTube videos about the Messerschmitt, named after its designer, Willy Msserschmitt.

JU-52

The Junker JU-52 was a workhorse in commercial aviation during the 1930s, and had a role in the Spanish Civil War as well, as both a bomber and a transport plane. One of the Ju-52s in the Museum has an interesting history. “In April 1940, the plane shown on top flew from Neumünster to Narvik with a load of supplies where it landed on frozen Lake Hartvigvaansee. British and Norwegian planes attacked, the traces are plainly visible. When thaw melted the ice the plane sank into the lake where it laid 75 m deep for 46 years. It was salvaged in 1986 and later on brought to the Museum.”

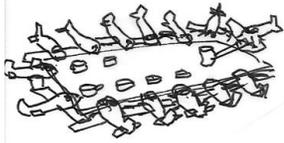


Yak-28

According to the website, www.aerocomer.com “the Yak -28 . . . was a swept-wing turbojet-powered combat aircraft in service with the Soviet Air Force. It was originally produced as a tactical bomber to attack ground and naval targets. The Yak-28 was also manufactured as a reconnaissance aircraft interceptor, electronic warfare, and trainer aircraft.” There are several versions of the Yak 28 and there are a number of informative websites and YouTube videos concerning them. Information about the Museum’s specific Yak was not obtained from the Museum, but other websites say it was a Firebar with a glazed nose or a 27R Mangrove. In any event, it is an interesting aircraft.



Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.



August 23-28 email Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

A meeting was held via e-mail from August 23, 2023 to August 28, 2023. Directors and officers participating were: Gene Hubbard, Jimmy Kennedy, Ted Krohne, Ashley Lopez, Trinidad Lopez, Kerry Powell, Jonathan Robbins, Kevin Roche, Larry Rothrock, Grant Rotunda, Donna Ryan, Ron Shipley, Stu Streb, Nigel Worrall. Directors not participating were Gert Lundgren, Francisco Muñoz and Alan Sparkes.

Board Decision

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

- Authorize the expenditure of not more than \$250 for the purchase of outside projector, outside projector screen, and special table for use in Chapter activities. Grant Rotunda/Donna Ryan: Passed

Note: Unbeknownst to the originators of the motion, Director Stu Streb had already purchased a projector, a tripod stand to hold it, and a self-standing screen that he wanted to donate to our Chapter. If these meet the requirements for the equipment for the outside activity, we will not need to purchase the equipment. He, Trinidad Lopez, and Grant Rotunda will meet to review the items. No matter what, his purchase will come in handy, especially in the workshop being planned in the Chapter trailer

Submitted by **Donna Ryan**

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.

Luis Amador is a private pilot looking forward to Chapter program talks and activities.

Carianne McLellan is a Flight Instructor who owns an Aeronca Chief. She is rated as a CFI, MEI, CFII. She brings some much needed skills to the Chapter: flight instruction, tailwheel endorsements and instruction, instrument training, instrument proficiency certification, as well as multi-engine and biannual flight reviews. She also can help with flying to Mexico, and cooking. Talk about well-rounded!



Ford Trimotor Reminder

Don't forget that the EAA Trimotor will visit MYF next month from October 9 through October 16. It's been over eight years since the last visit so don't miss your chance to see it. Rides are available from Friday, October 13 through Sunday, October 15, rides will be available from 9 pm to 5 pm. Tickets cost \$85 for adults and \$65 for children 17 and under.



EAA Trimotor photo from the last San Diego area visit in February 2015. Photo by Ed Watson



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

Director Name	Phone #	email
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Stu Strebbig	(619) 346-9788	trail2texas@yahoo.com
Nigel Worrall	(858) 705-1986	swazinigel@aol.com

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

Chapter Events

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

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

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

Hangar Phone:

619-661-6520

General Chapter Information:

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

eaal4contact@gmail.com

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