

# Spirit of Flight

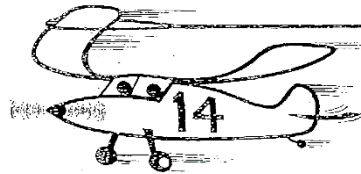
**Experimental Aircraft Association  
Chapter 14: San Diego, CA**

**November 2019**



*Chapter booth at the Ramona Air Fair. We sold a lot of hats, built a lot of boxes, and gave a lot of rides in our pedal planes. On the other side of the field, Ashley Lopez's crew gave a lot of rides in real planes. 10/5*

## Table of Contents



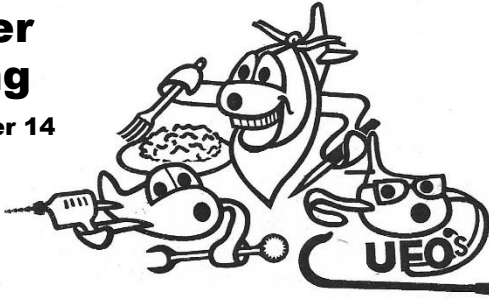
<u>Page</u>	<u>Topic/Author</u>
2	Chapter Briefing .....Chapter 14 Members
4	President's Message ..... Gene Hubbard
4	Young Eagles Report ..... Ashley Lopez
5	Lessons Learned: A Maintenance Problem..... ..... Pete Grootendorst
6	Wire Avoidance Seminar ..... Donna Ryan
7	PayPal Option Disabled ..... Donna Ryan
8	The Way We Were: 2014..... Donna Ryan
10	October 2019 Board Meeting..... Donna Ryan
11	Upcoming Programs..... Kerry Powell
11	New Members ..... Donna Ryan
11	Marketplace
12	Election Rules and Ballot
13	Around Chapter 14.....Photos by Chapter Members

## Upcoming Events

- November 9<sup>th</sup>—Young Eagles Rally**
- November 16<sup>th</sup>—Rhon Williams on Electric Aircraft**
- December 14<sup>th</sup>—Young Eagles Rally**
- December 21<sup>st</sup>—Shairrie Van Duzer on Loss of Control**

# Chapter Briefing

EAA Chapter 14 Members



**Chapter Activities:** Information provided by Chapter members.

**Week ending Oct 5:** Excellent weather brought out Chapter members to EAA 14 during the week, Jimmy Kennedy and Jim MacKinnon working on their Nieuports, Ryan working on the Dragonfly, and Brett Stephens using the simulators.

The big news during the week was the Ramona Air Show at the Ramona airport. EAA Chapter 14 had two booths set up. Ashley Lopez and her trusty band of ground crew and pilots manned our Young Eagles booth on the east side of the airport. Thirty kids signed up to fly, with five pilots graciously donating their time to fly them. See Ashley's write-up on the next page.



A volunteer helps direct Young Eagles pilot Bruce Hill to his parking spot at the Ramona Air Fair. 10/5

We set up our regular EAA Chapter 14 booth on the west side of the airport, along with the other vendors and exhibitors. Director Trinidad López provided the following information:

*Our booth contained an information and merchandise table and the build a box area. Activity at the booth was constant all day long. We spoke to a great many visitors, handed out Chapter membership information, and sold a good amount of merchandise items. The build-a-box area absolutely mesmerized the kids. A number of parents that came by the booth expressed a strong interest in signing up their kids up for the Young Eagles program. The pedal airplanes were also on display at the booth and gave parents of pre-Young Eagles a chance to pedal around the display area and take pictures with their kids.*

*Chapter member André Zeehandelaar brought his African Grey Parrot, Sebastian. Sebastian is quite tame and enjoyed taking pictures with the visitors who came by our booth. The most pleasing thing was to see how*



*Chapter 14 booth in the main exhibit area at the Ramona Air Fair. Thanks to Trinidad Lopez for organizing the effort and keeping us fed and hydrated. 10/5*

*well all of the volunteers worked together. We met at Brown Field early in the morning to load the display booth, build-a-box equipment, wind tunnel and some other items for the Young Eagles area. André graciously volunteered the use of his truck and trailer and this made the loading and unloading of the materials much easier. We also had help from Chapter members Wayne Tyson and Dan McCarthy who volunteered the use of their generators to provide us with electricity at the booths. Most important of all, thanks to Todd Guynes, Gene Hubbard, Sharon López, Kevin Roche, Larry Rothrock, André Zeehandelaar and everyone else who supported us with their hard work, making the Ramona air fair a great success.*

Many thanks as well to Trinidad who oversaw the event – and he even provided water, pizza, and soft drinks for the 10 or so volunteers manning the booth.

Meanwhile, back in Hangar 1 at SDM, Kerry Powell and his girlfriend Billie served lunch to a small group – but the diners appreciated the good food: hamburgers with all the fixings and potato salad. Ryan took Billie for a ride in the Dragonfly as a thank-you for her efforts.



*Kerry Powell's friend Billie prepares for a hop in Ryan's Dragonfly after helping serve lunch for the stay-at-homes in Hangar 1. 10/5*

**Week ending Oct 12:** On Tuesday, EAA 14 hosted the Airports Advisory Committee (AAC) down at the Chapter. Jimmy Kennedy, Larry Rothrock, and Ryan got the place in order, setting up tables and chairs in the approved format and making sure everything was clean. There were 6 or 7 AAC members present, and more than 15 in the audience.

On Friday we received sad news. Long-time member Tom Kelly passed away. He served as a Director here at the



Chapter for a number of years and then acted as our website manager as well. Always willing to lend a hand, he helped a variety of members with wiring issues on their planes, provided plenty of muscle on a variety of Chapter projects, and stepped in whenever help was needed. One notable example was when he climbed up on the roof of Hangar 1 to attach an antenna so the group could watch an important Chargers game during one of our annual get-togethers (this was before their move to L.A.). A slip had his leg dangling inside Hangar 1 for a bit – but all ended happily – no harm done and the TV reception was great. He and his delightful wife, Cindy, moved over to Flagstaff several years ago to be closer to family, but they made a trip down to the Chapter last year during the Open House. We appreciated his help and knowledge and definite opinions on matters. We'll miss him.

On Saturday, there was a good turnout for lunch. Ryan put out a meal of serve-yourself lasagna, salad, nacho cheese, chips, and ice cream – enjoyed by all. Dion Dyer was back from Texas for a while – still considering whether a Tailwind is the plane for him. Todd Guynes dropped by and enjoyed a plane ride provided by Gary List – beautiful day for flying.

**Week ending Oct 19:** Nice weather continued, with construction or maintenance being performed on three Nieuports and one Dragonfly. On Saturday, Kevin Roche and David Roche were there faithfully at 7 am to clean up the kitchen and get ready for the pancake breakfast. The Chapter really appreciates their dedication – and we certainly enjoy the results! A good crowd was present for blueberry pancakes and waffles – and good conversation. Lunch was provided by Ted Krohne who served up his ever popular ham, turkey, and cheese sandwiches, along with salad and ice cream. Mark Albert was back from vacation, as was Gary List, who had enjoyed a European holiday, including some cruising.



*Ted Krohne prepares lunch on meeting day while Charlotte oversees the cash box. 10/26*

**Week ending Oct 26:** Despite some warmish weather, work on the RV-3 (Mark Albert), Nieuports (Jimmy Kennedy and Jim MacKinnon), and the Dragonfly (Ryan) continued.



*Tobias Burch's now-complete Carbon Cub at SDM. Tobias introduced us to his project in the August 2016 Spirit and gave an update in January of this year. Congratulations on your completion! 10/26*

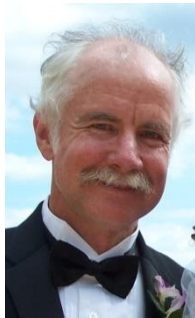
Jimmy K. and Ryan took a break and went for a ride in the Dragonfly. On Wednesday, Ryan picked up a donated W.A.R. FW 190 project from Charles Anclien, one of our previous members, who will be moving out of state. See the ad elsewhere in the newsletter. Director Ron Shipley sent a note while he was driving back from a vacation in Kentucky and reported cold weather, 38 degrees in Amarillo, Texas. He also said, "From Tucumcari to Albuquerque, New Mexico, I drove through snow, sleet and hail with temperatures dropping down to 30 and horrendous winds." He's looking forward to getting back home to San Diego, even if it is warmer than normal.

On Saturday, several Chapter members made a flight up to Flabob, including Gleb Dorogokupets in the Serendipity Cherokee and Gary List and passengers in the Colt. Also flying up was member Tobias Burch, in his recently completed Carbon Cub – a beautiful piece of workmanship. Tobias reports he has about 100 hours on it so far. At lunchtime, members gathered for Bill Browne's refreshing and tasty meat and cheese platter, with all the fixings for a sandwich, plus chips, Halloween candy and ice cream – all thoroughly enjoyed on a sunny, but not too hot day.

**General Meeting:** President Gene Hubbard opened the meeting and welcomed over 40 Chapter members and guests. He asked new members to introduce themselves and invited all in attendance to stay for lunch after the meeting.

Program Chairman Kerry Powell discussed upcoming programs and then introduced our speaker for the month, Torbjorn "TC" Corell. See a summary of his talk, "Wire Avoidance Seminar" later in the newsletter.

**Maintenance Reminders:** Meinolf Ruther reminded all present to "treat the aircraft right": never power wash (will cause rust), and don't use "gunk". Although rust problems may take a while to develop, he provided an example of where an engine was power washed and then "gunked" and after a two hour flight there was water in the magnetos. He also cautioned the group to sump fuel, watch out for rodents (will get into wings), and if the plane will be sitting for awhile, try to at least move it back and forth a bit – this will help both the tires and the bearings.



## President's Message

**Gene Hubbard**



We lost Tom Kelly last month. Tom was one of the Chapter members who made things “just happen.” In this month’s Chapter Briefing (p. 2), Donna recounts a funny incident when Tom helped us set up a TV antenna on

Hangar 1 so members could keep track of the Chargers during an important game. Tom also served as webmaster since 2014, keeping eaa14.org running even after he and Cindy moved to Flagstaff a few years ago. Recently, he set us up to accept PayPal for Chapter membership. We’re still trying to figure out how he did it, and we’ll have the PayPal option running again as soon as we figure it out. See page 7.

This issue of the Spirit is heavy on safety. On page 5, Pete Grootendorst tells us about a flight that he shouldn’t have made back in 1972. You do preflight your plane before each flight? And cancel the flight when something isn’t right? And last month TC Corell, Chief pilot for SCE, spoke to us on how to avoid electric wires (p. 6). Most of us aren’t going to get anywhere near as close to wires as he does, but his comments on situational awareness apply to everyone, even when we’re driving to the airport.

November is election month, even at EAA-14. The ballot and instructions are on p. 12. Tell us that you like how the Chapter is run, or that you don’t. But here’s the important part—you get to vote for 18 Board members, and there are only 15 names on the ballot. Figure out who should be in the last three spaces. We need everyone’s participation. The photo of Charlotte on p. 10 is tongue-in-cheek, but the concern isn’t. When I joined the Chapter 20 years ago, I was one of the younger members. I still am. We’re working to get our lease extended to 2035, but we also need people to step up and help run it to 2035 and beyond.

*Gene Hubbard*



*Tom Kelly, EAA Director and Webmaster.*

## Young Eagles Report

**Ashley Lopez**

The Ramona Air Fair was a great event with beautiful weather. Luckily it didn’t get too hot.

Pilots Cris Constantinides, Scott Renne, Bruce Hill, James Sierens, and Michael Dufford. Flew Young Eagles in a Piper Turbo Arrow, Pipistrel Sinus Motorglider, Van’s RV-9a, Archer II, and Cessna 170A belonging to their owners respectively. We had a steady stream of incoming Young Eagles from 9AM to Noon. By the end of the day, our pilots flew 28 Young Eagles in total!



Our ground volunteers for this event included Ryan and Pedro Flores, Nick Candrella, Gleb Dorogokupets, Ed Watson, and new Young Eagles volunteer Stephanie Bilyk. We were also joined by several friends of our program, including Nick’s father who was visiting from New York and Ryan’s friend from Civil Air Patrol, Sonia. Throughout the day Pedro, Ryan, and Sonia were a great help in controlling the transient ramp and parking incoming aircraft while the rest of our volunteers helped present our booth.

Piper, the daughter of Young Eagle pilot James Sierens, brought a friend from her 8th grade class to help construct a presentation board for the Young Eagles program. Thanks to their help, we now have a wonderful physical version of the Young Eagles introduction and safety presentation for future events when screens are not available.

I’d like to thank the volunteers from the EAA Chapter 14 booth who brought us the wind tunnel and additional chairs. Also, thank you to Joe Gursky for letting the Young Eagles borrow a mobile hotspot. Having an internet connection made the registration process much easier and printing flight certificates for the kids possible. Additionally, thank you to Tom Burton and Bob Zubeck for helping in the staging area and talking to the kids about aviation and instruction.

Due to the large attendance we were unable to accept walk-ups. However, this served as a great public appearance for our Chapter. Our booth generated a lot of interest from both outside pilots and the families in attendance. Many of our visitors, expressed great interest in visiting us at Brown Field, so we hope to see some familiar faces soon.

Several parents expressed that these flights made their kid’s day. One little girl was so excited after her flight that she couldn’t leave our staging area for at least half an hour, but eventually she was enticed by her dad to visit the rest of the Air Fair with the promise of seeing more planes. On the same tracks, I received a thank-you email several days later from a father stating that his son had a wonderful time and that he wanted to thank the pilots for providing this opportunity. These flights leave a lasting impression on the kids so thank you. to everyone that has made them possible.

*Ashley Lopez*





## Lessons Learned: A Maintenance Problem

**Pete Grootendorst**

The Aircraft: Grumman OV-1C Mohawk. A twin turboprop with ejection seats (2), fuel drop tanks and an auto feather system.

It was June 20, 1972 at about 0700 and after having breakfast at NAS El Centro, CA. (while the aircraft was being refueled), my Systems Operator and I performed a pre-flight inspection prior to flying to NAS North Island. During the pre-flight, a severe hydraulic leak was detected from the right main gear strut.

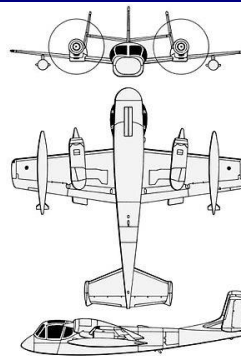
The temperature was already climbing to near 100 degrees and we were both very tired from working a 16 hour shift and having already flown 8 hours during the night.

The Chief of Maintenance at our facility in North Island was advised of the situation. Naturally I advised him the aircraft was AOG. He stated he had a spare strut in stock but was short of mechanics and was aware that there were no air-conditioned hangars and he could not guarantee that the aircraft would be up by the scheduled 1600 launch that day. He implored me to fly the aircraft stiff legged (with the gear down) to North Island and he would have the aircraft repaired for the next mission. We weighed the pros and cons; by filling up the hydraulic reservoir just prior to take off, I would probably have enough in the system in the unlikely chance of an engine failure on take off. This of course would probably force me to "blow" the gear down for landing (a nitrogen bottle would provide the power but it would require some rigging by the mechanics later).

Reluctantly I agreed to fly the aircraft back to North Island with the gear locked down. I had the hydraulic reservoir topped off and arranged for my Systems Operator to return by land.

The takeoff was normal initially. At about 200 Ft and two thirds down the runway I lost the #2 engine. Ordinarily this is not a real problem. With the throttles full forward, and the auto-feather system armed, the dead engine is supposed to go into feather. Mine did not. The emergency procedure calls for releasing the drop tanks however I was approaching a C-5 aircraft parked beside the runway and dropping 300 gallons of fuel on a C-5 would be a good way to end a career. The next item was to retract the gear, which I did, then manually feathered the dead engine. I was losing altitude all this while and the good engine could not sustain the aircraft. I had full left rudder in and was fighting to hold the 105K VYSE (the aircraft felt like it wanted to roll). The next procedure was to eject but I still hoped that the gear would retract and I could gain altitude, there was an open field ahead so I hoped I could still save the plane.

I hit the ground hard in a level position, slid for a hundred feet, and encountered a ditch that broke off my drop tanks



*The OV-1C. was designed as an armed military observation and attack aircraft. It was intended to operate from short, unimproved runways in support of U.S. Army maneuver forces.*

By Duch.seb - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=3154166>

causing a fire. The right door opened and flames were entering the cockpit, my bubble window door was stuck shut. I turned off the fuel and hit the Fire Handles; was releasing my harness when there was a load explosion (I believe the oxygen tank exploded) somehow it helped propel me through the bubble window with the help of my helmet. The fire truck arrived shortly after and put out the fire. The aircraft was totaled. The tower later advised that my gear was cycling but never came up all the way, creating more drag.

It was determined the engine failed due to a turbine wheel disintegrating. The prop did not go into auto-feather because I had slightly more torque than the lower limit to activate the system. Ironically the failed engine was to be replaced within the next few days and the replacement engine arrived the day after the crash.

Lessons learned here are:

- Do not try to make critical decisions when overly tired.
- Do not do Maintenance a favor if it compromises safety.
- Refuse to work a double shift for a routine mission. (This incident caused the agency I worked for to set crew rest standards).

To determine if releasing the drop tanks would have saved the aircraft, I traveled to the Grumman Factory in Stuart, Florida. Spoke with the Chief Test Pilot and together we went through the performance charts. He determined that even without the drop tanks, the aircraft would not climb with the gear down on one engine, considering the Density Altitude.



*After the crash, June 1972.*

# Wire Avoidance Seminar

Summary By Donna Ryan

The following information is based on the program talk given by TC Corell

Chapter members and visitors enjoyed an excellent and informative talk by Torbjorn "TC" Corell, Chief Pilot for Southern California Edison, on how pilots can avoid striking power wires. TC has 13,200 hours of flight time in helicopters, with experience in utilities, industry, search and rescue, military, EMS, and firefighting. He has been in the aviation industry for 28 years and holds commercial, instrument and CFI ratings, all in helicopters. He was also instrumental in the development of the video "Surviving the Wires Environment." TC's clear presentation, coupled with a variety of eye-catching videos and experiences, provided important information that can increase the safety of all pilots when flying in an area with wires present. This was a very useful presentation.

TC began the talk with some sobering statistics: Wire strikes cause helicopter accidents every 16 days on average. But there have also been a growing number of collisions involving low flying aircraft; in fact, aircraft hit more wires than helicopters. There are generally two wire strikes per week, with one fatality every 17 days. And here are some more disturbing facts about wire accidents:

- 40% of the pilots who hit wires knew they were there before the accidents
- 66% involve pilots with more than 2,500 flight hours
- 86% happen in clear weather with good visibility.
- 90% occur below 200 feet above ground
- 75% occur in spans less than 150 feet
- 50% of wire deaths occur by pilots hitting aerial wires or guy wires
- 50% were over flat ground
- 66% of the pilots failed to see the wire
- 75% destroyed the aircraft

Why are wires difficult to see? TC began by showing a video called Electrical Grid 101 which provided a good overview of the hardware, wires and operation of the grid. He then went into detail on some of the more important reasons we can't see the wires and how we can address this.

Visual Illusions. We make decisions based on our own vision, but our senses can be tricked. In addition, dirty windshields, light conditions, our age (wires are less visible as we age), terrain - all can cause issues.

- Sun angle. This is really important. Wires can completely disappear depending on the angle of the sun relative to our position. Our eyes are better at detecting moving versus stationary targets; we start to lose visual acuity at 3 degrees off center. Beyond 10 degrees, we lose acuity significantly, but most people don't notice angle blindness. TC showed several actual flight videos that demonstrated in a very vivid manner how the angle of the sun affected the ability to see the wire.

## Who Hits Wires?

- 40% of the pilots who hit wires knew before the accident that they were there
- 66% involve pilots with more than 2500 flight hours
- 86% of wire strikes happen in clear weather with good visibility
- What these numbers tell us is that a large number of wire strikes occur not because of inexperience, lack of information or bad weather. There are other factors that play into flying safely.

Zollners and other illusions: Another series of videos offered convincing proof that what we think we see isn't really what is there, e.g. lines appear non-parallel when they really are parallel. Or, as in a couple of videos TC showed, there were lots of changes going on in the background of a scene, but we didn't notice because we were concentrating just on the characters talking in front of us. Fans of the TV Show "Brain Games" can relate to this concept. In real life, lines appear higher from the ground than they really are (vertical horizontal illusion).

TC stressed two basic points: don't look for the wires and don't depend on our vision to see the wires.

Background Terrain and Color: Special danger areas are in valleys, bodies of water (rivers and lakes), and skylines. Light conditions are also critical.

Hardware: One thing that will help avoid wires is to look for the hardware. TC showed slides of what grid hardware, such as guyed structures, looks like from above.

- Know the difference between such wires as transmission versus distribution lines.
- Know how guy wires work, e.g. ascending guys are never marked and guy wires are always present anytime a pole changes directions. Guy wires help you know where other wires are.
- Marked wires: Some wire have orange balls, but only the shield wire is marked and not the conductors. In addition, some spans have new construction and the wires are marked. However, the older wires may still be there and will be higher and unmarked. One surprising point: Almost half of the marked wires were hit - so simply marking them is not enough.
- Look for insulators when they are there.
- Fly above the structure, not the span. However, realize that sometimes wires are 75 feet above the structure.
- Important point: Don't look for the wire, look for the hardware and connect the "dots."

Situational Awareness: This is the ability to identify, process, and comprehend the issues in any given situation - basically knowing what is going on around you. Do a proper reconnaissance when you are in areas where wires may be, based on the hardware you see. Look for anything man-made (in nature there are no straight lines or 90 angles). What can cause a loss of situational awareness?



TC listed the following – which can apply in a variety of situations, not just when trying to avoid wires:

- Tunnel vision
- Not recognizing telltale clues
- Distractions
- Fatigue/illness
- Lack of Standard Operating Procedures
- Overconfidence
- New situations
- Repetition
- Not communicating with other crew members
- Stress
- Get there-it is
- Lack of knowledge
- Ego

**CRM – Crew Response Management:** You may only get one chance to identify a possible problem.

- Need constant and accurate communication between crew members.
- Use the same words to mean the same thing.
- Share timely flight critical information.
- Be precise, e.g. instead of saying “Do you see the pole?” say “Do you see the pole low to my 2 o’clock?”
- Some red flags phrases require immediate action, e.g. “Oops”, “Boy, I don’t know about this”, “I’m not sure about this, why is it doing this?” TC provided an example of a Comair 5191 crash that resulted in 49 fatalities, 1 accident and a destroyed aircraft. The red flag phrase that was ignored? “Weird, no lights.”
- If you see a problem, say it.

**Takeaways:** Besides the information above, TC provided the following hints to avoid wire strikes:

- When in doubt, go to a safety zone.
- Get at least 300 feet away from wires – go higher, slow
- Stay alert, stay alive.

**STOP: Stop, Think, Observe, Perform**



October speaker TC Corell, Chief Pilot for SCE (left), wears his new Chapter 14 baseball cap, presented by Program Chairman Kerry Powell.

## PayPal Option Disabled

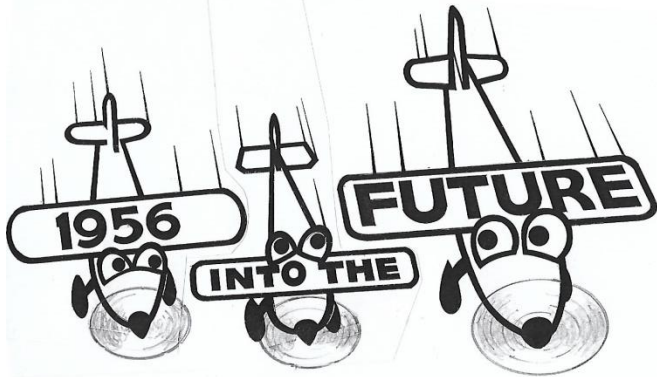
Donna Ryan



The PayPal option for joining or renewing Chapter membership on the EAA Chapter 14 website has been temporarily disconnected. It was not processing payments correctly; while we got payments, we didn’t get information on who was making a payment. With the recent death of Tom Kelly, our webmaster, we couldn’t correct the issue immediately. However, Gleb Dorogokupets, who was learning how to manage the website, put on his Superman cape, identified the members in question and we were able to apply the payments correctly. To avoid more instances of the problem, Gleb disabled the PayPal membership option until we find a permanent. Director Kerry Powell, with Gleb’s input, is looking into locating a person or company who can make some much-needed updates to our website. If you know of someone you could recommend to help us with this Chapter resource, please email Kerry at [kgpowell@roadrunner.com](mailto:kgpowell@roadrunner.com) We hope that the option for joining or renewing Chapter membership is up and running again soon.



Tethered balloon flights at the Ramona Air Fair competing with Young Eagles—sort of.



## The Way We Were: 2014

**Donna Ryan**

### General

- Officers/Assignments: President: Larry Rothrock; Vice-President: Joe Russo; Secretary: Donna Ryan; Treasurer: Gary List; Newsletter Editor: Gene Hubbard; Hangar Manager: Ryan; Young Eagles: Mark Albert
- Exercised our first expansion option for our leasehold. The new parcel expanded our area by about 0.7 acres and was on Old Charlie taxiway, our Option Area A.
- Plans finalized for locations of hangars to Old Charlie.
- Erected five donated hangars on Old Charlie taxiway, most donated by Buzz Gibbs.
- Hangar 9 rebuilt, Hangar 10 built, Hangar 12 widened.
- Gene Hubbard became newsletter editor.
- Mark Albert became Young Eagles coordinator.
- Tom Kelly became website manager.
- Donations included: Thundergull aircraft and engine, two large flat screen TVs, Varieze and parts, airplane plans (complete instructions for building the Cozy canard, a J-3

Cub look-alike, and unique plans for the Bede 7); bead blasting unit with large compressor, variety of computers and simulator programs, Cassutt aircraft, Pazmany PL-2 aircraft, a variety of tricycles (used and homebuilt) for use by the Chapter.

- Amended the Chapter Bylaws: "The Chapter shall endeavor to own all the hangars and buildings on the Chapter's leasehold or property. The Chapter shall have the right of first refusal to purchase all hangars now owned by Chapter members."
- Initiated an "Engine Out" project to identify safe procedures and safe landing areas in our area in the event of an emergency;
- Began fixing up the Teenie-Two for use in the YE program.
- Spruced up the Eagles' Nest. Waterproofed the north and south walls; installed new folding desk, added new computers and simulator programs.
- The Kennedy Cartel brought the Stits Playboy to the Chapter for further work.
- Pete Grootendorst celebrated his 82nd birthday with a ride on Kim Dodds trike on the north shore of Oahu.
- Chapter members purchased the following aircraft: Aviat Huskey, RV-4, Sparrowhawk, Titan, Varieze, Velocity
- Researched the purchase of a more efficient AED.
- Chapter members performed constant life-saving measures on the golf cart to keep it running.
- Young Eagle Tristan Warner received a ride with EAA National's Sean Tucker in the Oracle Extra 300.
- Bob Johnson had the opportunity to be a "pole holder" when Sean Tucker performed the knife edge ribbon cutting at the Miramar Air Show (Sean Tucker selected him when Bob went to see Tristan Werner's flight).
- The following long-time members passed away: Bruce Boland, Maurice Brockington, Angelo Cervi, Skeets Coleman, Earl Makela, Paul Stadler.

### Events

- Programs included: Contribution to Pixar film: Planes; night flying; Angel flights (volunteer organization that provides free air transportation for patients with medical needs that cannot be met locally); airspeed indicator; iPad for planning and in the cockpit; ADS-B (Automatic Dependent Surveillance-Broadcast); High Flight - Aviation as a Teaching Tool for Finance and Strategy; Android EFB (electronic flight bag) devices and software; long distance flying by sailplanes; history of the Torrey Pines glider port; avoiding hangar hazards; Tomahawk cruise missile; using statistical methods such as weather and aircraft performance to identify the most promising areas for search and rescue.
- Monthly Young Eagles and Eagles flights enabled over 300 people to fly. Each month there were generally 10 to 20 Young Eagles; however, some months saw 30 to 60



*Sitting down on the job. Jimmy Kennedy installs lighting in the new Playboy (#8) hangar in 2014. The story goes that much of the hangar structure is re-purposed Home Depot lumber shelving.*



kids and adults being flown, including Sea Cadets and Young Marines.

- Took part in Airshow San Diego (formerly Wings Over Gillespie). Demonstrated wiring and instructed the kids on how to assemble an aluminum box by cutting, bending, drilling and riveting. Participants took away the completed box as a sample of what they might be able to do in constructing a home-built aircraft.
- Hosted the La Jolla High School Science Club and offered a number of educational seminars that were well received. They had requested that we provide some education in the field of aviation, scientific and otherwise. We held short hands-on seminars on the following: flight planning, aviation careers, weather as related to flight, how to rivet and build-a-box, observe the operation of a small, but real, turbojet engine at the corner of the Chapter 14 ramp.
- Hosted AAC (Airports Advisory Committee) meeting.
- Held an Oktoberfest, complete with oompah music, brats, sauerkraut, strudel and (non-alcoholic) beer to celebrate the occasion.
- Numerous flyouts: Traditional run to Chiriaco Summit on New Years Day. Other destinations included Redlands, Hemet, Chino, Corona, Flabob, French Valley, Big Bear, Calexico.
- Midsummer's Day BBQ with Joe Russo's band performing. Also provided weight and balance to visitors.
- Annual Awards Banquet held at the Chapter and catered by the BBQ Pit. Speaker was Admiral Mac McLaughlin, CO of the USS Midway Museum.

#### **Newsletter**

- Series of articles on using Android tablets as electronic flight bags (EFBs): these are any combination of hardware and software used to replace or augment the information we normally use in flight, such as Pilot's Operating Handbook (POH), Checklists, and printed navigation information (Sectionals, WAC Charts, Approach Plates, TAC Charts, etc.).
- More articles: "Twas the Night Before XMAS" (variation on the classic about Santa's homebuilt sleigh powered by 8 Rotax reindeer); Lockheed C-130 Hercules; the challenges faced in England by our sister Chapter, the Devon Strut; overview of the function of the AAC (Airports Advisory Committee); importance of seeking

medical help for headaches (sometimes they are not just another headache); All Red Star XIII Formation Clinic at Porterville, CA (KPTV). This four-day clinic was a joint effort between the Red Star Pilot's Association ([www.flyredstar.org](http://www.flyredstar.org)) and the T-34 Association ([www.T-34.com](http://www.T-34.com)) which are both signatories to the Formation and Safety Team (FAST) organization ([www.flyfast.org](http://www.flyfast.org)), the worldwide group responsible for establishing formation training and qualification standards for civilian pilots

- More articles: Series on engine out procedures over Brown Field; series of cartoons drawn by Chris Puntis on highlights at the Chapter; UFO meeting highlights ; Use it or Lose it (Doc Lenard's exhortation to engage in physical activity); details about the upcoming ADS-B requirement; articles on FAA's proposal and decision on Use of Hangars for Fabrication and Assembly of Aircraft; How the Flying Wing and Valkyrie Provided the Segue for the B1 Lancer; First Flight in a Cassutt; Museum Review: Space Center Houston; Museum Review: Lone Star Flight Museum – Galveston; The B-52 Stratofortress: The ACE\* of Heavy Bombers (\*Adaptable, Capable, Economical)



*Jim MacKinnon and Gene Hubbard teach basic riveting skills to members of the la Jolla High School Science Club in 2014.*

#### **Numbers**

- 203 members
- 313 kids and adults flown through our Young Eagles and Eagles programs
- Banquet cost: \$20



*Stearman lineup on Old Charlie in 2014. They must have been stopping in from Allen Airways for lunch.*

# October 2019 Board Meeting

**Donna Ryan, Chapter 14 Secretary**

*Provisional Minutes – Pending Board Approval*

The meeting was called to order by President Gene Hubbard at 10:40 am. The meeting paused at 11:30 and resumed once again at 12:40 pm.

The meeting was called to order by President Gene Hubbard at 12:40 pm.

Directors and officers present were: Pete Grootendorst, Gene Hubbard, Jimmy Kennedy, Ted Krohne, Gary List, Trinidad López, Kerry Powell, Jonathan Robbins, Kevin Roche, Donna Ryan, Alan Sparkes, Stu Strebig. Directors and officers absent were: Gene Lenard, Larry Rothrock (excused), Ron Shipley (excused), Chuck Stiles (excused). Guests: Ryan.

## Board Decisions

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

- September Board Meeting Minutes reviewed and approved. Kevin Roche/Alan Sparkes: passed.
- Treasurer's Report reviewed and approved. Kerry Powell/Kevin Roche: passed.
- Authorize Ryan to purchase supply for restroom issue. Stu Strebig/Kerry Powell: passed.
- Motion to adjourn. Alan Sparkes/Stu Strebig: passed.

## Action Items

*Previous:*

- **Larry Rothrock** will explore the possibility of obtaining a new grant for a new simulator (pending).
- Current gate instructions are unclear; City is supposed to change verbiage (pending).

*New:*

- Obtain information from EAA National Website on builder construction insurance policy.
- **Donna Ryan** will finalize the Board of Director ballot for inclusion in the November newsletter (closed).
- **Kerry Powell** requested that each director send him a listing of items they would like to see on our soon-to-be-updated website.

## Old Business

*October Fly-out:* **Trinidad López** reported that the Borrego Springs airport fly out was postponed due to possible Santa Ana winds.

*AAC Meeting:* Several Directors discussed the content of the October AAC meeting held at EAA 14.

*Simulator Attributes:* **Trinidad Lopez** discussed the meeting held about our current and future simulators. The committee had identified types and attributes and **Larry**

**Rothrock** will continue with efforts to obtain funding for a new simulator. The committee stressed that we need to better promote the simulator as an important benefit of Chapter membership.

*Chapter Gate:* Current gate instructions are unclear; City is supposed to change verbiage, although this has not yet occurred. Directors discussed what actually needs to take place to enable us to buzz in visitors.

*Lease Extension:* **Michele King** is still working on special City real estate projects and has not yet been able to address our lease extension response.

*Elections:* **Donna Ryan** will finalize the ballot for the newsletter and send it to **Gene Hubbard** for inclusion in the November newsletter.

## New Business

*Treasurer Position:* Board discussed various options.

*Web site Issues:* **Kerry Powell** and **Donna Ryan** discussed some of the issues that have recently arisen with the web site. **Gleb Dorogokupets** has been helping with the web site, but with the death of **Tom Kelly**, the need to update the web site has become more urgent. The group discussed several options. Kerry asked that each Director send a list to him of items they would like to see on an updated website.

*Hangar Insurance:* The Board agreed that renters should have insurance to relieve the Chapter of any liability. Renters who currently own aircraft can simply name EAA Chapter 14 as an additional insured on their aircraft insurance policy. **Jonathan Robbins** pointed out that EAA National offers builders/construction insurance for renters who are building a project and don't yet have aircraft insurance. Additional information needs to be obtained on costs and verbiage of such coverage.

*Upcoming Events:* **Trinidad López** discussed an upcoming Open House. Directors discussed various dates and invitees. Event will take after the first of the year.

*Ray Scholarship:* **Trinidad** will apply again to receive a portion of this scholarship and he has signed up to attend an upcoming webinar on this topic.

President **Gene Hubbard** adjourned the meeting at 1:40 pm.

Submitted by **Donna Ryan**



*Next Generation Director. Charlotte sits in on the October Board meeting. 10/19*





**Kerry Powell, Program Chairman**

Descriptions from the announcement on [faasafety.gov](http://faasafety.gov):

**November: Rhon Williams**, Electric Aircraft: Survey, Applications, and Tradeoffs.

A survey of past, present, and future aircraft using electric motor(s) to drive propeller(s), including applications and tradeoffs that drive the aircraft design. There are currently new models of flight training aircraft coming to the market that promise lower per hour and power plant maintenance costs, while providing sufficient flight endurance for much of the typical training activity. Still in the concept phase are short-distance shuttles, and even hybrid powered transport aircraft.

Rhon Williams is an FAAST Representative and holds Commercial-SMEL, Helicopter, Glider, and CFI-AIG ratings as well as A&P Mechanic.

He is co-owner of a Cirrus SR22, and previously a Mooney, in which he and his wife enjoyed many flying trips. They included flying northwest to Banff, northeast to New Jersey, southeast to Bahamas, and southwest to Cabo San Lucas.

Rhon is also an active home-builder having completed a plans-built Early Bird Jenny which first flew in December 2015.

**December: Shairrie Van Duzer**, Loss of Control. CFII - Shairrie Van Duzer will discuss avoiding Loss of Control situations. She is a CFII, ASEL, MEL. 4700 hrs. She is owner of C182, C172. She is a Cessna trained G1000 instructor, volunteer, Check Pilot Examiner for Civil Air Patrol, USCG AuxAir, Wings of the Way, and Angel Flight.



Chapter 14 members get around. Jim Wright and Gary List at Flabob during Rich Czarniecki's flyout. 17 pilots participated in 11 planes. 10/26

## New Members

**Donna Ryan**

Welcome to **Tom Rodabaugh**, our new member in October.

Tom holds SEL and instrument ratings. He is interested in logging time and instrument approaches on the Chapter simulator. He already has received his checkout on the simulator from our resident simulator guru Gary List, so you'll probably find Tom getting some practice on it.

Look for Tom at our next meeting, introduce yourself and get to know him better. We very much appreciate the support of all our members.



## Marketplace

**Wanted:** Looking for a builder who would like to complete this donated W.A.R. FW 190 project (a half-scale homebuilt replica of a Focke-Wulf W 190 fighter per Wikipedia). Have documentation and plans. Make offer. Text or leave a voice mail: Ryan (858) 229-4875. (1911)



**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 (1911)

**Wanted: Tail Dragger Instructor.** Please contact Wayne Tyson at (619) 876-6761. He is hangared at Gillespie. He has a Zenith CH 750/2, and a Highlander. He is also looking for people to share stick time in his airplane. (1906)

## EAA Chapter 14 Election Rules

### Eligibility:

Chapter members of record in good standing (i.e. dues paid through the current year as of November 1.) EAA National and our chapter bylaws require that chapter members must be EAA National members to vote in chapter elections. The membership chairman will compile a roster of eligible members prior to the election.

*By casting a chapter ballot, members are attesting that they are current EAA National members.*

### Voting Procedure:

Ballots cast in person at the 3<sup>rd</sup> Saturday meeting in November and those ballots received by mail up until the meeting will be accepted.

If you are voting by mail, include your name in the return address. Send your ballot to:

EAA Chapter 14 Election Ballot  
1409 Continental Street  
San Diego, CA 92154-5707

Before the meeting, the Secretary or designated representative will validate mail-in ballots against the voter roster by matching the return address of unopened ballots, checking them off on the roster.

Members may vote in person by bringing their completed ballot to the election table and being validated by name against the roster before placing their ballot in the ballot box. The election table will be available from approximately 10:00 to 11:30 for in-person voting. Members wishing to vote in person but who must leave before the election table is open may leave their sealed ballots with the Secretary or designated representative to be counted as mail-in votes.

Once all in-person votes have been cast, the Secretary or designated representative will open the mail-in envelopes and place the ballots in the ballot box prior to counting of votes.

Vote for both Officers and Directors. Use blank spaces for write-in candidates. Write legibly and mark your ballot clearly. Blank ballots will be available in Hangar 1 on the day of the election. Ballots with more than 18 votes in total will be invalidated. Vote only once!! Thanks for voting and supporting your Chapter.

### BALLOT for OFFICERS and BOARD of DIRECTORS

OFFICERS (If you want to vote for someone else as an officer, print it in the write-in space.)

<input type="checkbox"/>	Gene Hubbard (for President)	<input type="checkbox"/>	_____
<input type="checkbox"/>	Gene Lenard (for Vice President)	<input type="checkbox"/>	_____
<input type="checkbox"/>	Donna Ryan (for Secretary)	<input type="checkbox"/>	_____
<input type="checkbox"/>	Ron Shipley (for Treasurer)	<input type="checkbox"/>	_____

DIRECTORS (vote for up to 14 additional directors. To add a name, print it in the write-in space.)

<input type="checkbox"/>	Pete Grootendorst	<input type="checkbox"/>	Larry Rothrock
<input type="checkbox"/>	Jimmy Kennedy	<input type="checkbox"/>	Alan Sparkes
<input type="checkbox"/>	Ted Krohne	<input type="checkbox"/>	Chuck Stiles
<input type="checkbox"/>	Trinidad López	<input type="checkbox"/>	Stu Strebic
<input type="checkbox"/>	Kerry Powell	<input type="checkbox"/>	_____
<input type="checkbox"/>	Jonathan Robbins	<input type="checkbox"/>	_____
<input type="checkbox"/>	Kevin Roche	<input type="checkbox"/>	_____



**Around Chapter 14**

*Photos by Chapter Members*



*C-2 Greyhound takes off from SDM. 10/29*



*Sabastian (left) and Sharon at Ramona. 10/5*



*VIP Transports. 10/23*



*DH Beaver touches down at SDM 10/29*



*Scott Renne takes off with a Young Eagle at Ramona. 10/5*



*Hangar 9 under "repair" to house Dennis Cullum's RV-3 in 2014. In this photo, it's a Russian doll: the RV-3 is still inside the old hangar.*



*Parent with future Young Eagle at Ramona. 10/5*

# November 2019

## 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. 3<sup>rd</sup> Saturday

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### Hangar Phone:

619-661-6520

### Contact:

Donna Ryan (Chapter Secretary)

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

Director Name	Phone #	Email
Pete Grootendorst	(619) 370-4164	<a href="mailto:pjgrootend41@cox.net">pjgrootend41@cox.net</a>
Gene Hubbard	(858) 722-1918	<a href="mailto:nx421gn@gmail.com">nx421gn@gmail.com</a>
Ted Krohne	(619) 435-8940	<a href="mailto:tedkrohne@hotmail.com">tedkrohne@hotmail.com</a>
Jimmy Kennedy	(858) 274-6266	<a href="mailto:jk@kencomgraphics.com">jk@kencomgraphics.com</a>
Gene Lenard	(619) 442-4978	<a href="mailto:elenard@mac.com">elenard@mac.com</a>
Gary List	(619) 482-0227	<a href="mailto:glist@cox.net">glist@cox.net</a>
Trinidad Lopez	(619) 661-7117	<a href="mailto:bajaassy@aol.com">bajaassy@aol.com</a>
Kerry Powell	(760) 613-4389	<a href="mailto:kgpowell@roadrunner.com">kgpowell@roadrunner.com</a>
Jonathan Robbins	(619) 572-5087	<a href="mailto:snibbornoj@gmail.com">snibbornoj@gmail.com</a>
Kevin Roche	(619) 249-1285	<a href="mailto:tkevinr@rocketmail.com">tkevinr@rocketmail.com</a>
Larry Rothrock	(619) 507-4455	<a href="mailto:rothrock@znet.com">rothrock@znet.com</a>
Donna Ryan	(858) 273-4051	<a href="mailto:rryan@san.rr.com">rryan@san.rr.com</a>
Ron Shipley	(619) 857-5201	<a href="mailto:ronaldshipley@cox.net">ronaldshipley@cox.net</a>
Alan Sparkes	(619) 463-2648	<a href="mailto:alspa700@mac.com">alspa700@mac.com</a>
Chuck Stiles	(912) 661-0486	<a href="mailto:hangarmanagereaa14@gmail.com">hangarmanagereaa14@gmail.com</a>
Stu Strebiger	(619) 346-9788	<a href="mailto:trail2texas@yahoo.com">trail2texas@yahoo.com</a>

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