

# Spirit of Flight

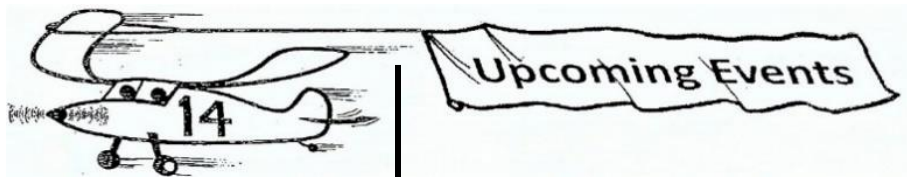
**Experimental Aircraft Association**

**Chapter 14: San Diego, CA**

**April 2024**



Tunnel on the Carrizo Gorge Railroad. Photo by Jim MacKinnon on a flight with Trevor Pearson. 4/2



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**April 13<sup>th</sup>**—Young Eagles Rally, lunch, and Waffle Cone Ice Cream Fundraiser

**April 20<sup>th</sup>**—Pancake Breakfast and Membership Meeting: Rob Reddig from SoCal TRACON

**April 27<sup>th</sup>**—Flyout and Work Party

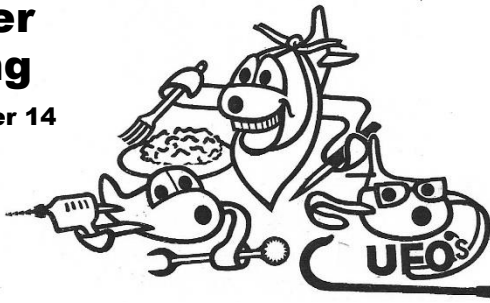
**May 4<sup>th</sup>**—Lunch in Hangar 1

**May 11<sup>th</sup>**—Young Eagles Rally

**May 18<sup>th</sup>**—Pancake Breakfast and Membership Meeting.

# Chapter Briefing

EAA Chapter 14  
Members



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

*Week ending Mar 2:* Member Devin Acklin rolled out his Long-EZ to jump-start the engine, thinking it might have needed some help since he had been unable to get down to the Chapter recently. But on just the first try, it fired right up – always a good sign. On the first Saturday of the month, it was a cold and rainy morning and only a small but hearty group showed up for lunch at the Chapter. But the stay-at-homes missed a very warming and delicious meal prepared by Joe Russo, who fired up the grill and made grilled cheese sandwiches, along with hot tomato soup, salad, and dessert. On Friday, Donna Ryan and Ryan made a drive up to Oceanside to pick up almost 6 boxes of books, and various aviation items from past member Roger Sokoloff. He was no longer involved with aviation and was looking for a good home for everything. The books will become part of the library after the trailer remodel and the aviation items will be used for the Young Eagles or an upcoming swap meet.



*Joe Russo mans the grill for lunch on the First Saturday. 3/2*

*Week ending Mar 9:* Ryan received an emergency request from Brown Field Airport Operations to close up the container next to the small door to Hangar 1. During a recent owl survey of SDM for the San Diego Air Park Project {scheduled to start soon}, the project biologist noted that a portion of the container was open to wildlife that could present a delay to the project should an owl nest inside. Nigel Worrall and Ryan promptly closed up the open east end of the container and made some other repairs. On Thursday, Kerry Powell and Ryan walked our property with a representative from a second paving company in order to get another bid for resurfacing our apron. We received the sad news that long-time member Lynn Madden passed away. See the article on page 5.



*Devin Acklin's Long-EZ with jumper cables attached. It fired up on the first try! 3/2*

Saturday saw an extra large group of Young Eagles and their parents descend on the Chapter for the Young Eagle Rally. Director Gene Hubbard once again swung into action as the Young Eagles Coordinator for the day – we really appreciate his stepping in while Grant Rotunda is out of town. And more appreciation is in order. Our great group of ground volunteers handled the crowd with their usual aplomb, with Noah Cortezano providing the briefing to the Young Eagles and their parents. Having our new TV equipment in Hangar 1 makes a great place for the pre-flight briefing – everyone can clearly see the screens and hear the presentation. Thanks so much to Kerry Powell and Jonathan Robbins for all their hard work in researching and setting up our new system. Of course, another monthly shout-out of praise goes to Trinidad and Sharon Lopez for feeding the hungry group of members, guests, pilots, volunteers, and kids. One of the highlights of the day was when President Trinidad Lopez announced our two Ray Scholar nominations: Bekk LeBlanc and Annie Whitney. Both already have flight time under their belts and are highly motivated to get their PPL in short order. Best wishes to them!



*Bekk LeBlanc and Annie Whitney, our 2024 Ray Scholars, greet the Chapter at our March Young Eagles Rally. 3/9*

*Week ending Mar 16:* What a great way to start the third Saturday of the month – extra delicious pancakes, waffles, eggs, and sausage prepared by Kevin Roche and his son David. The pair have the process down smoothly – and the results are delicious. Of course, it couldn't happen without volunteers Gary List, Jim MacKinnon, and Tony Quintal getting everything spic and span and ready. Program Director Kerry Powell had to think quickly on his feet. The speaker scheduled had a bad case of food poisoning from the night before. No problem – Kerry brought up a past EAA National webinar on “rusty pilots” for the large group present to enjoy – and they did – the hints were good for even active pilots.





Members pay rapt attention to the “Rusty Pilots” replay at the March membership meeting. Thanks to Kerry Powell for setting this up when our scheduled speaker called in sick with food poisoning. 3/16

*Week ending Mar 23:* As part of continuing maintenance on Hangar 3 doors, Nigel Worrall and Ryan used four sacks of concrete to repair the tracks on the southwest doors. On Wednesday, Ryan and Trinidad Lopez hosted a City-designated appraiser. The Chapter has been talking about exercising Option B & C to expand our leasehold and a new appraisal is necessary to determine what we would be charged if we choose to exercise the options. On Friday, the Chapter received a very nice donation from member Dan McCarthy. He donated a picnic table to be placed outside of the container near the small door of Hangar 1. This should be a great asset for members. When they stop by and the hangars are closed, they can have a place to sit while doing some pre or post flight planning, waiting for a ride, or just taking a break and watching the planes. He also added some extras: “I put a San Diego TAC map, part of a LA TAC map, and part of the L-4 IFR map on the top, then I covered it with Lexan, and put a stained plywood cover on it to protect the map from being faded by the sun. It should be a nice educational tool for everyone interested in aviation. . . I’ll put a sticker on the charts that says “For reference only, use a current map for flight planning.” The Board of Directors thought it was a great idea and hope to prepare a site with gravel and maybe a sunshade. We really appreciate the donation and are sure it will get good use. Surprise, surprise. Director Jonathan Robbins stopped into Brown Field Airport Operations to let them know that the Gate 4’s

pedestal was no longer sending phone calls to the Chapter’s phone. But in discussion with Andy Schwartz, Brown Field Airport Manager, he found out that grading on a section of the airport abutting the Chapter will finally begin in just a couple of weeks, maybe sooner, as part of the Metro Air Park project. Stay tuned for any information that may affect Chapter access or operations.

On Saturday, we began the Trailer refurbishment to make it into a more attractive and usable space, especially for Young Eagles and Eagles workshops. First step was to try and remove as much as possible in the trailer so we could see what we had to work with and to get to the walls so they could be painted. Tania Alcalá, Billy Lopez, and Ron Shipley contributed a bunch of packing boxes in preparation for the work. Then Tania, Gene Hubbard, Gene Lenard, Bekk LeBlanc, Gary List, Mark Long, Larry Rothrock, and Ron promptly filled these with aircraft manuals and miscellaneous items from the middle section of the trailer and lugged them to their new temporary home. Our apologies to other volunteers who were present; we just didn’t get your names. Trinidad and Sharon Lopez provided pizza and salad for lunch and also helped out in the trailer. Jonthan Robbins was busy cleaning out the Hangar #3 ground drain gutters to help with water drainage when it rains. This is a recurring problem which needs to be done twice a year. Lots got done – lots more to go. Many thanks to those who came out and helped.



Concrete maintenance on the SW corner of Hangar 3. Thanks to Nigel Worrall and Ryan for taking this on. 3/23

*Week ending Mar 30:* We have been very fortunate to have Grant Rotunda as our most recent Young Eagles and Eagles Coordinator. He has done a fabulous job, and still wants to help with these important programs. However, his work commitments now require much out-of-town travel and he just can’t guarantee he’ll be in town to run our program on the second Saturday of each month. So we needed to look for a new Young Eagles/Eagles Coordinator, which is one of the most important and most rewarding volunteer positions at EAA Chapter 14. Both Shon Alexander and Noah Cortezano, part of our excellent volunteer ground crew, immediately stepped up to the plate and volunteered. They are already knowledgeable about the program and procedures. We are confident they’ll do a great job and are very appreciative that both of them reached out. Member

Bob Soderquist visited from Colorado. He'll be here for a few weeks and, as always, he likes to help out and keep busy. He is a mechanical wiz, and Ryan gratefully accepted his offer to help work on the E-Racer engine. No activity at the Chapter on Saturday because it was pouring rain – which is always needed, but certainly doesn't contribute to blue skies and flying.

*General Meeting:* Trinidad Lopez opened the meeting and welcomed Chapter members and guests. He reminded members to renew their membership for 2024 and reviewed upcoming events, including International Young Eagles Day and our remodeling of the trailer space to add workspaces. He also announced our Ray Scholar nominations.

Kerry Powell, our Program Director, then introduced the program for the month. Our scheduled speaker had fallen ill unexpectedly, but Kerry did a quick pivot and shared a webinar on Rusty Pilots, "Getting Back into the Left Seat – No Matter How Long It's Been." See article on page 10.



*Picnic table with charts, north of Hangar 1, donated by Dan McCarthy. 3/21*



*Noah Cortezano, longtime YE volunteer and one of our incoming YE Coordinators, gives the safety briefing at our March rally.. 3/9*



*Full parking lot at the Young Eagles Rally. 3/9*



## President's Message

Hello Everyone,  
Congratulations, we did it!

EAA National has awarded our Chapter with the gold level recognition status for 2023. This special award helps to show that we have one of the best, most active, and engaged Chapters in the EAA. I want to congratulate all of our Chapter members that have made this possible. We will be having a special lunch to celebrate this accomplishment next month.

Our Young Eagle program also has good news this month. Two of our Chapter volunteers, Annie Whitney and Beck Le Blanc, have been selected as this year's 2024 Ray Aviation Scholarship recipients. Both are high school seniors with plans to attend University this fall. I am sure many of you have seen them volunteering during our Young Eagle events.

This month we have a full schedule of Chapter events and activities.

- The first Saturday, April 6th, we will be serving lunch and volunteers will be helping to remodel the library trailer.
- The second Saturday, April 13th, we will be holding our monthly Young Eagles day along with lunch and a waffle cone ice cream fundraiser.
- The third Saturday, April 20th, we will serving a pancake breakfast followed by our monthly presentation and meeting.
- The fourth Saturday, April 27th, we hope to be hosting a flyout, as well as a volunteer work day to continue the remodel of the library trailer.

Once again, I want to thank and congratulate all of our Chapter members and volunteers for continuing to make Chapter 14 one of the oldest, largest, and best Chapters in the EAA. Clear skies,

*Trinidad Lopez*  
President



## Lynn Madden – Gone West

By: Donna Ryan



Long-time member Lynn Madden passed away on Friday, March 8th after a long battle with Parkinson's disease. He peacefully passed away at home with his family in attendance.

A celebration of his life was held on Thursday, April 4, with a gathering held afterwards at the Miramar Commissioned officer's Club where his son Mike stated they shared "a toast to a very special human being."

CMD Lynn Madden, USN Retired was born December 29, 1940. His son Mike provided the following comments about his father:

"Has anyone told they love you today? Well I do and Jesus does too!" This was the essence of this man. He greeted everyone this way, even when he could only whisper. Lynn was a strong Christian patriot, who had great love for his country, his family, his friends, and the sea! We wish him Fair Winds and Following Seas."

Lynn was a member of EAA 14 for over 20 years and was a long-time member of the Chapter's Serendipity Club. He was always glad to share his expertise in financial and business matters, and was especially helpful navigating insurance pitfalls. If there was an issue with any aspect of the Club, we knew it would be dealt with quickly and efficiently.

Some of our members shared the following comments: "I'll miss Lynn. I got used to sitting next to him and listening to his soft voice about his life. He had a lot interesting experiences to share with us. I'll miss that presence at our pizza meetings. He used to drink a good glass of beer himself. God Bless Him."

"Lynn was an amazing man. I'm sure he lived a great, long, fulfilling life. He was a gem every time I met him. . . I think that we should reunite the old Serendipity crew sometime soon, for some good pizza and a flying send off to Lynn."

"Nobody uses the word "Gentleman" much these days, but it used to mean something – someone who kept his word, kept his temper and lived up to his beliefs. He always used to end his emails to me with the word, "Blessings" – and he really meant it."

## If Not You, Then Who?

By: Donna Ryan

*One of our very active Chapter members commented on the importance of expanding our Chapter membership. Here's one idea on how to do it. We welcome yours.*

The motivational phrase, "If Not You, Then Who?" has been used in a variety of settings: the military, youth groups, corporate team building sessions. But how does this phrase apply to your membership in EAA Chapter 14? Obvious ways include helping prepare Saturday lunches or cleaning up after meetings. But one important task falls on each of our shoulders – that of welcoming new members and visitors.

Each one of us is a representative or good will ambassador. If you see someone you don't recognize, be friendly, say hello. Step up and introduce yourself, start a conversation, invite them to sit with you and your group, show them around the hangars. We want our visitors and new members to enjoy themselves and leave with good memories. We also want them to become active members of the Chapter.

Remember the first time you stopped by the Chapter? I'm sure you appreciated it when someone came up and talked with you, asked about your interest in aviation and tried to see how the Chapter could help. You can return the favor.

Way back in the 1980's, Ben Hunsaker exhorted all members to be a "meeter and greeter," on Saturdays. His advice still stands today. Don't figure someone else is going to strike up a conversation with the person looking around by the magazine table. Do it yourself. Don't think the other guy at the table will ask the visitor to sit down and share a lunch conversation. Do it yourself.

If you don't do it, maybe no one will – and that person might not come back. And then we're all losers. The visitor may not receive information he or she needs to work on a project, the Chapter might lose a real source of knowledge or energy, and you might miss out on the first of many good conversations.

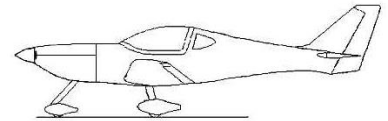
Remember: If not you, then who?



*Jim MacKinnon, one of our most active behind-the-scenes volunteers, waits for the perfect photo op at our new picnic table. 3/21*

## Building the Arion Lightning Classic – Phase 7

By: Nigel Worrall



I was fortunate to spend a week in March back at Geronimo Aircraft in Marana, Arizona working on my Arion Lightning. The weather was perfect for building. Below are some steps and pictures that share what I accomplished on this visit



◀ First step was the nose gear leg fairing. The leg fairing was trimmed to size and a piano hinge strip fitted the trailing edge to close it. Custom brackets were created to mount the fairing to the gear leg..

Here is a picture of the left gear wheel pant and fairing completed. Being the first wheel pant, to mount, this took a couple of days to get the position in space and the clearance around wheel just right.. ▶

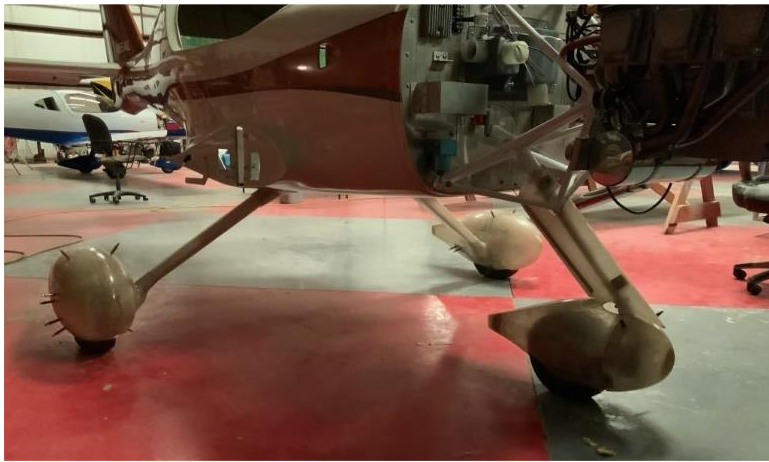


◀ The the right gear wheel pant was a little easier to trim and mount, as I had the mirror image left hand side to work with, so duplicating the cutouts and fabricating the rackets took only a day or so.

Next the main gear leg fairings were trimmed and mounted. These have to fit inside the interface fairings which mount to fuselage and the side of the wheel pant. Once again, a piano strip hinge is installed in the trailing edge of the fairing to close it out. ▶







◀ And finally, all three gear legs were completed. The entire week consisted of a lot of crawling around on the floor at different angles, up and down, cutting, shaping, taking it apart, refitting. It was really a lot of hard work, but the part I was not looking forward to is now done. We're almost ready to finish painting all the parts. This was a big step forward and a big relief..

Sharing the shop this trip was a Tucano replica by Flying Legends. Beautiful plane. ▶



## Work Party Photos March 23, 2024



Working hard  
(or hardly working?)



The (motley) crew



In the shed (used to be in the trailer)



Sharon dispenses pizza afterward



# Flyout to Big Bear

**Chris Constantinides**

Did someone say snow? Oh yes and off we went on a beautiful winter day to a scenic airport in the sky.

Great weather with a prevailing 12 knot tail wind and with 15 aircraft including 4 from the Ninety-Nines women's club with 26 total attendees participating.

The flight was flawless with spectacular views of the snowy capped mountains east of the Los Angeles basin.

The airport authority has done a fantastic job in cleaning the snow and parking areas from recent snow fall. The airport was buzzing with arrivals.

After a short walk we arrived at Thelma's family restaurant where some mouth-watering pancakes were waiting for us and of course some fantastic apple strudels for dessert. Did someone say calories? Oh well, the diet will start on Monday.

All in all, a great flight out with great stories shared from fellow aviators.

One for the books. Great day for the Chapter members and friends.

## The Flight Over



## On the Ramp





# Breakfast at Thelma's





# Getting Back into the Left Seat

Short Summary by Donna Ryan

The following information is based on an EAA webinar given by Jamie Beckett

As part of the EAA 2023 “Learn to Fly Week,” EAA National provided a series of webinars that were geared towards people interested in learning to fly. However, one webinar was directed towards “rusty pilots,” individuals who had once been pilots but for various reasons had not flown, many times for decades. It explored FAA requirements for currency and explained how most pilots can get current no matter how long it had been since they were in the air. The program also contained some good reminders for all pilots. As usual with EAA webinars, the session was presented by an interesting, informative expert in the field, in this case Jamie Beckett. Jamie has spent nine years in a high visibility role with AOPA, and is a CFI, CFII, MEI, and an A&P Mechanic. The following summary is taken directly from the webinar that was presented during our March Monthly Gathering and it contains just a portion of the excellent talk.

Jamie started out by reminding pilots not to be embarrassed about getting back into flying after a long period of time. It can happen to all of us. Family obligations, work, economics, even COVID-19 - all can contribute to a lapse in currency. The webinar briefly covered the following topics: regulations, weather, airspace, airport operations, and radio communications.

Jamie stressed three main points about your currency endorsement.

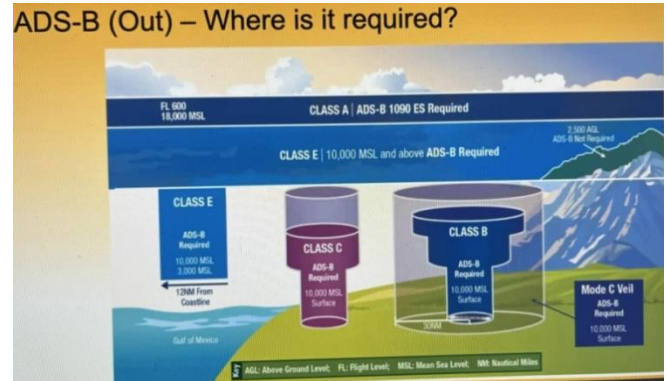
- The FAA requires one hour of ground and one hour of flight for the endorsement. You don’t need to repeat ground school or work with a CFI for many hours to get the endorsement. Just one hour of ground and one hour of flight is required.
- This is not a test. Look upon it as an educational experience. It’s a great idea to ask questions of your CFI, and spend more than the required two hours.
- You were once a pilot – the knowledge is still there and it will come back.

Jamie stated there is no such thing as a failed endorsement. You may need some reminders in certain areas and you definitely may need instruction on new required technology, such as ADS-B – but that is what your CFI is for. Ask him or her. He also recommended spending time learning about the new tools and programs pilots now have available, such as improvements in getting weather information. And, importantly, if you will now be flying in a different plane than you are used to, get some transition training in that plane with a CFI.

As part of the discussion, Jamie reviewed the BasicMed certificate option. It allows for the following:

- As PIC under VFR & IFR
- As Safety Pilot if PIC
- As CFI
- 5 passengers
- 6,000 lbs
- 250 knots
- Up to 18,000 MSL

Jamie next went over a sample route that would be taken during the flight that covered both Class C and Class D. He also reviewed the sectional charts that he uses for endorsements. He mentioned that most of the information you need, like the ADIS, is right on the chart. He spent time talking about getting ready to depart a Class C Airport and also reminded the group about Contact Approach within 20 nm to let the airport know if you are coming into to land or just passing through. He also discussed the requirements for ADS-B Out.



He shared a slide from AOPA showing Communication Requirements and Weather Minimums as preparation to a discussion of the need to develop good personal limits. This was a very informative slide and you can see it better if you watch the webinar yourself.

Features	Class A	Class B	Class C	Class D	Class E	Class G
Minimum Pilot Qualifications	Instrument Rating	Student*	Student*	Student*	Student*	Student
Entry Requirements	IFR ATIS Clearance IFR Operations Published	ATIS Clearance	IFR ATIS Clearance IFR Two-Way Communication or ATIS	IFR ATIS Clearance IFR Two-Way Communication or ATIS	IFR ATIS Clearance IFR Two-Way Communication or ATIS	None
Equipment Requirements	IFR Equipment ADS-B Out (1090ES)	Two-Way Radio, Transponder w/ Mode C ADS-B Out (1090ES) or (9790)	Two-Way Radio, Transponder w/ Mode C ADS-B Out (1090ES) or (9790)	Two-Way Radio	None (1,000 MSL including below 2,000 AGL; Transponder w/ Mode C ADS-B Out (1090ES) or (9790)	No Specific Requirement
VFR Visibility Below 10,000' amsl**	N/A	3 Statute Miles	3 Statute Miles	3 Statute Miles	3 Statute Miles	Day (1 Statute Mile) Night (3 Statute Miles)
VFR Cloud Clearance Below 10,000' amsl**	N/A	Clear of Clouds	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	500 Below 1,000 Above 2,000 Horizontal	500 Below*** 1,000 Above*** 2,000 Horizontal***
VFR Visibility 10,000' and Above**	N/A	N/A	N/A	N/A	3 Statute Miles	3 Statute Miles
VFR Cloud Clearance 10,000' and Above**	N/A	N/A	N/A	N/A	1,000 Below 1,000 Above 1 Statute Mile Horizontal	1,000 Below 1,000 Above 1 Statute Mile Horizontal

\* Prior to operating within Class B, C, or D airspace (or Class E airspace with an operating control tower), student, sport, and recreational pilots must meet the 4800-009 FAA Part 61 training and endorsement requirements. See student, sport, and recreational pilot operations and prohibitions of those operators listed in FAA Part 61, appendix D, section 4. Student pilots operating below 10,000' amsl must adhere to the day and night visibility minima, visibility at night.

\*\* Class C VFR cloud clearance at 1,000' amsl and below (day); clear of clouds, either by 10,000' through 10,999' for the additional requirements.

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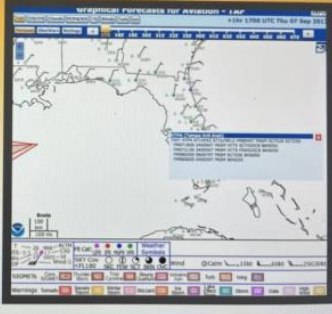
He stressed that just because something is legal doesn't mean it is good for you. You also need to be aware of the condition of your airplane and your flying skills. It's all about good judgment and safety when flying. That is what the Flight Review portion of the endorsement is about – it shows that you are displaying good judgment.



He briefly discussed a graphical forecast tool, such as that shown below. While the tool is very useful, just remember – it is a forecast, not a certainty.

**Graphical FA or "GFA" Tool**

- Replaces Area Forecast
- [www.AviationWeather.gov](http://www.AviationWeather.gov)
- Forecast buttons show:
  - ✓ TAF
  - ✓ Ceiling/Vis/Flight Category
  - ✓ Clouds
  - ✓ PCPN/WX
  - ✓ Winds
  - ✓ Turbulence
  - ✓ Icing



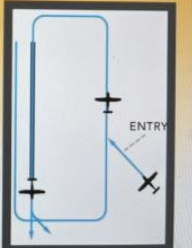
He spent a lot of time discussing non-towered field approach and landings. He repeatedly stressed that just because the airport is non-towered doesn't mean it is uncontrolled. There are still definite regulations to deal with and he provided some very scary examples of people thinking non-towered meant a Wild West free-for-all.

**Going with the Flow: Non-towered Traffic Patterns**

- Overfly field 500' above highest pattern
- Once clear of traffic pattern, descend and maneuver for...
- Recommended 45 to Downwind Entry

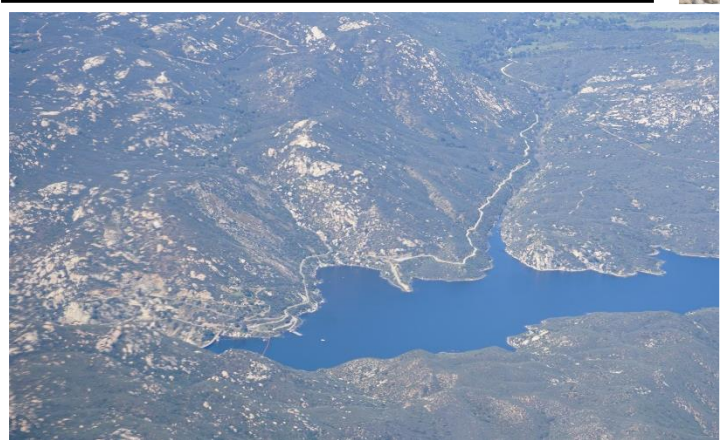
**Note:** Don't take just our word for it – the 45 entry is also in the AIM!

**It's regulatory:** Left? Right? 14 CFR Part 91.126



He reminded watchers that your aircraft liability insurance will not cover you in the event of an accident if you are not in compliance with FAA regulations, such as 14 CFR Part 91.126 (or having your plane in annual, or having your PPL certificate current).

**Final take-away: You Can Do This. It is Possible.**

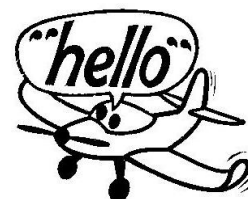


**East County Flight—Photos by Jim MacKinnon from a flight with Trevor Pearson**

- Above: Barrett Lake
- Above Right: Carrizo Gorge Railroad Tunnel
- Below Right: Lake Morena

## 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.

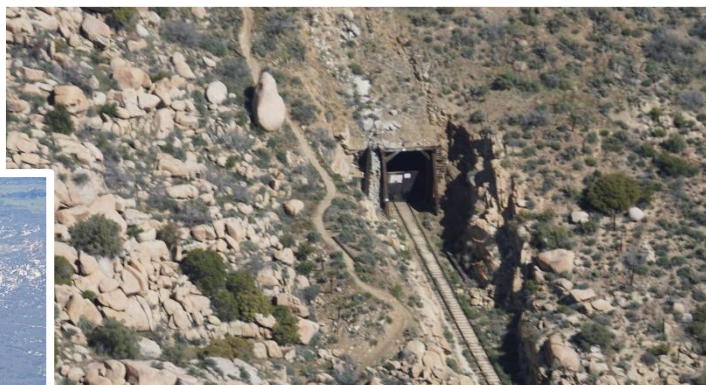
**Michelle Acherman** is currently receiving flight instruction, but she also has been fortunate enough to have had multiple rides with Gert Lundgren in his RV-12 and with Ryan, in his Diamond Katana. She is planning on a career in aviation.

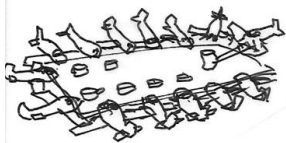
**Steven Cadd** joined as an additional family member with **Laura Ditlevson**.

**Denver Castanares** is a student pilot who is currently receiving flight instruction. He is interested in learning more about flying from fellow pilots at EAA 14.

**Laura Ditlevson** is a private pilot and works as an air crew member. She wants to volunteer with our Young Eagles program. She is interested in building, especially an experimental.

**Kierran** is a student and Young Eagle who already has taken his solo as a student glider pilot. Once that certificate is under his belt, he plans on working on his pilot's license next – great goal to have in mind – and congratulations on his great progress so far.





# March 16, 2024 Board Meeting

**Donna Ryan, Chapter 14 Secretary**

*Provisional Minutes – Pending Board Approval*

The Board meeting was held on Saturday, March 16, 2024 beginning at 11:45 p.m.

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

## Board Decisions

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

- February 2024 Minutes were reviewed and approved. Stu Strebig/Jimmy Kennedy: passed.
- Treasurer’s Report was reviewed and approved. Stu Strebig/Kerry Powell: passed.
- Accept the donation of a picnic table and consider additional ways to embellish the designated area (e.g. add gravel, trash can, anchors, overhead canopy etc.) at a later date. Stu Strebig/Gene Hubbard: passed.
- Establish a committee, initially composed of Larry Rothrock, Gene Hubbard, Jimmy Kennedy, and Trinidad Lopez (ex officio member) to identify foundation and anchoring parameters for hangars. Gene Hubbard/Stu Strebig: passed.
- Motion to adjourn. Stu Strebig/Kevin Roche: passed.

## Old Business

Lease Option: **Trinidad Lopez** discussed the lease option status.

Asphalt Repair: The Board reviewed two bids we had received for asphalt rehabilitation. The Board recognized that our main responsibility was to maintain usability at the same time preserving the base as long as we can. While we need to avoid damage to props, for instance, because of asphalt deterioration, we also are dealing with financial constraints. The Board held a lively discussion on how to balance all requirements. A final decision on the best way forward will be made at the April meeting.

Ray Scholarship: **Trinidad Lopez** identified **Bekk LeBlanc** and **Annie Whitney** as our two Ray Scholar nominees for 2024.

Library/Remodel: **Trinidad Lopez** noted that our first work party for the Library remodel will be on Saturday, March 23 from 9 am to 12 pm with lunch provided.

## New Business

Foundation and Anchor Parameters for Hangars: During a discussion of the lease option, **Gene Hubbard** suggested we identify specific foundation and anchor parameters for the hangars we may put on the lease option. As we anticipate using already engineered portable hangars, some information may already exist which would be applicable to our situation. We also discussed the composition of the soil on our leasehold which presents specific requirements. A motion was passed establishing a committee composed of **Larry Rothrock** (lead), **Jimmy Kennedy**, **Gene Hubbard**, and **Trinidad Lopez** (ex officio member) to identify foundation and anchoring specifics for our hangars.

Job Corps: **Rich Allison** discussed the possibility of using the Job Corps for some of our upcoming projects. He provided background, time frames, and project suggestions.

Need for New Young Eagles Coordinator: **Grant Rotunda** unfortunately will need to step down as our Young Eagles Coordinator because of new out-of-town new work assignments. He will be able to assist with paperwork as part of a transition to a new Coordinator. When he is in town, he will still assist with the program. We very much appreciate the excellent job he has done as the young Eagles Coordinator.

## Items Identified During the Meeting to be discussed next month

- Anchor status of hangars 4-12,
- Report from Foundation/Anchor committee,
- Motion concerning asphalt bids,
- Discussion on lease options,
- Appraisal report feedback, if applicable.

The meeting was adjourned at 1:30 pm.

Submitted by **Donna Ryan**



*Working on the simulator in the trailer: Gary List, Jim Wright, Jonathan Robbins, and Rich Allison. 3/16*



# Marketplace



**For Sale:** 50% Fractional Ownership in an RV-7A Quick Build located at KSEE. Total time on airframe: 1,068. Total time on engine purchased from Aerosport Power Canada: 1,067 (180 hp). Original builder with partner. VFR/IFR. Prop: Hartzell Blended Airfoil Constant Speed. Tip-up Canopy. Avionics: Dynon Skyview (ADS-B in/out), Garmin GNS 430, Garmin G5, Apollo SL30, Tru Trac 2 axis autopilot, gps nav coupled. Date last annual: 01/2024. Date last transponder check: 01/2024. All Service Bulletins/Change notices have been complied with. Maintained by Larry Pink and R. Silverman. \$75,000. Contact Larry A. Pink, (760) 212-2566. [l.pink@icloud.com](mailto:l.pink@icloud.com)



## Facebook

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

## Chapter Website

<http://www.eaa14.org>

### EAA Chapter 14 Memberships

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

### Chapter Contacts

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### Chapter Events

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

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

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

### Hangar Phone:

619-661-6520

### General Chapter Information:

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

[eaal4contact@gmail.com](mailto:eaal4contact@gmail.com)

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