



# Spirit of Flight

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

**January 2019**



*Steep Approach at Saanen-Gstaad, Switzerland. Photo by Tobias Burch.*

## 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..... Mark Albert
5	Carbon Cub Build Progress .....Tobias Burch
6	Propeller Design, Chapter 2 ..... Mark Long
7	New Members ..... Donna Ryan
7	The Kennedy Caper.....Chuck Stiles
8	December Program Notes.....Gene Hubbard
10	The Way We Were, 2004 ..... Donna Ryan
11	Renew Your Membership Today! ..... Donna Ryan
12	December 2018 Board Meeting..... Donna Ryan
12	Upcoming Programs .....Kerry Powell
13	Marketplace
13	Upcoming Events
13	Award Banquet Flyer
14	Around Chapter 14 .....photos by Chapter Members
15	Membership Renewal Form

# Chapter Briefing

By EAA Chapter 14 Members

**Chapter Activities:** Information provided by Bob Osborn and others.

*Week ending December 1:* It was a windy and cold week at EAA Chapter 14. But that didn't stop a good group from enjoying Bill Browne's delicious meal of make-your-own sandwiches, featuring roast beef, ham, turkey, cheese, lettuce and tomatoes. Some chips and chocolate chip cookies rounded out the meal. Joe Russo and Gene Hubbard started working on the Stits Playboy project: wing frames were attached and the ailerons were taken off. Nice progress!



*Bill Browne prepares lunch on a cold and windy December day. 12/1*

*Week ending December 8:* The yearly inspection of our leasehold, conducted by Brown field Operations staff and the City's Real Estate Department went very well. The Real Estate Department representative wrote "The property looks great. Thanks for the good work." We appreciate the efforts by EAA 14 volunteers and tenants who work hard to adhere to City requirements – and who answer the Chapter's call when we need a special project completed. It makes it possible to have a facility we can be proud of. The Chapter saw every kind of weather this week – from pouring rain to beautiful sunshine and clear skies. Thankfully, good weather greeted Young Eagles and pilots on Saturday. And a great meal greeted diners at lunch. Gene Hubbard and Lista Duren prepared and served a filling feast of hot dogs, hamburgers, potato salad, chips, and all the fixings.

*Week ending December 15:* Good news! EAA Chapter 292 purchased the aircraft (minus engine and prop) donated by Kim Dodds and will be sending down a crew to pick it up, hopefully before the end of the year. We're all glad that it has found a good home at a fellow EAA Chapter. And once again, we are so grateful to Kim for this very generous donation. Gene Hubbard has been busy this week re-attaching aluminum sheeting to the Stits ailerons and working on a beautiful cowl for his Nieuport. Jimmy Kennedy and Chuck Stiles are working away on the wing ribs on the Nieuport. On Saturday, pancake breakfast was a



*Blueberry pancakes, waffles, sausage, and eggs, a popular breakfast for nearly 40 people on a third Saturday. 12/15*

busy event. Kevin Roche had a constant waiting line as he prepared blueberry pancakes, sausage, and eggs. Chuck Stiles had a constant waiting line too as he busily manned three waffle makers. They served close to 40 people. And people were still hungry for lunch. Almost 40 people enjoyed Donna Ryan's meal of sherried meatballs, mexi-style corn, salad, and ice cream.

*Week ending December 22:* An early morning on Sunday for EAA 14. By 7:00 a.m. a three-man team led by Henry Bartle from Chapter 292 was here to dismantle and pick up the Glasair. Chuck Stiles let them in, and he was soon joined by Gene Hubbard, Billy Lopez, Jim MacKinnon, and Ryan to help with the project. The 292 crew knew how they wanted things done and, in a few hours, (and lots of effort), the project was loaded on their trailer and on the way to its new home. The 292 crew very nicely brought down an RV4 kit that Billy Lopez had purchased up in their area – so he was more than glad to lend a hand. Henry texted Ryan later in the evening: "Thanks for all your help. We made it 275 miles today. Everything stayed on the trailer perfect. Again, I cannot thank everyone enough." More good news – the Board of Directors has been looking into exercising one of our lease options to expand our Chapter footprint,



*Billy Lopez helps Henry Bartel and the Chapter 292 crew disassemble the Glasair for transport. 12/16*

and the effort got underway on Tuesday. Gene Hubbard, Jimmy Kennedy, Ted Krohne, Gene Lenard, Larry Rothrock, and Chuck Stiles met with City representatives to outline our plans. President Gene Hubbard made an excellent presentation on who we are, what we do, and what we hope to accomplish by exercising the lease option. The City representative was most helpful and provided instructions on what our next steps should be. Larry Rothrock remarked afterward that “it didn’t hurt that we had a good inspection – thanks to Chuck Stiles and Ryan for that.” It was a quiet lunch on Saturday, no doubt due to the holidays. However, Alan Sparkes, the Director signed up to do lunch for the day, served up a warming lunch of lasagna, along with salad and ice cream enjoyed by all present.

*Week ending December 29:* Months with 5 Saturdays in them special at EAA 14. That’s because they feature a special lunch and meeting for the UFO’s (United Flying Octogenarians) – and this week was no exception. Our own Bob Johnson normally chairs both events, but unfortunately he is sidelined with some medical issues right now – but that didn’t stop him from making sure all arrangements were made and completed. Bob’s son Danno, Bob’s normal co-host for the UFO luncheon, took the lead this time, along with Danno’s wife Chris, and his friend Eric. They prepared a delicious lunch of pulled pork, multiple salads and all the fixings– a real feast enjoyed by over 25 members and friends. Afterwards, the UFO’s held their get-together in the Eagles’ Nest. Chuck Stiles gave this account: “Bill James gave a great talk about building scale model aircraft for training military personnel to be able to identify various aircraft used by us and our enemies. If I got my facts right, this was done in the last years of high school and he was bestowed with the honorary rank of Ensign that was signed by Admiral J. H. Towers – a pretty famous fellow in his own right. I’m hoping Bill will speak again – he did a great job and has lots of interesting history he could share with us. Bob Johnson’s daughter-in-law used her phone to FaceTime the meeting with Bob so he could watch. We all got to wave to Bob.” Thanks so much to all of the Johnsons for providing such a nice UFO day. We missed you, Bob. Hope to see you really soon!

**General Meeting:** President Gene Hubbard opened the meeting and welcomed the over 70 Chapter members and guests.

*Safety:* Pete Grootendorst shared the following information. “With the border TFR in effect, SDM Tower wants pilots landing on 26 Left to stay north of Hwy 905 while on downwind. This places the aircraft close to the runway so when they turn on final I have observed several aircraft fly into the airspace for 26 Right, creating a possible mid air. You need to turn early from Base to Final.

When the wind is out of the East, aircraft landing in Tijuana Airport fly over Imperial Beach at about 2,500 feet. When these conditions exist, it is best to stay north of Ream Field.”

*Young Eagles:* Mark Albert reported that we flew 19 Young Eagles in December, making 292 Young Eagles for 2018.



*Bob Johnson attends the UFO meeting via FaceTime and daughter-in-law Chris’s cell phone. 12/29*

He recognized the pilots and ground crew and expressed the Chapter’s appreciation for all their hard work and their volunteer spirit. He also noted that new member Gleb Dorogokupets will be taking over the leadership of the Teeny Two project. This donated aircraft will be used as an education tool each month for Young Eagles when the project is completed. Thanks, Gleb, for volunteering to help out!

*Donations/Volunteers:* Larry Rothrock encouraged all to make any donations to the Chapter before year-end. See Chuck Stiles or Ryan if you have an item you wish to donate – we really appreciate your assistance. Don’t delay – donate today!

*Free Brunch/Awards Banquet:* Trinidad López invited all to attend the free brunch on Saturday, January 5, to say thank you to existing members and to encourage non-members to join and become part of our Chapter. He also outlined the date and location for the Awards Banquet, coming up on January 27 at Casa Machado. The menu sounds delicious.

*Program Talk:* See the article Flight through Time on page 8 for notes on the program presentation.



*Bob Osborn’s sailplane on display in honor of General Cardenas’ presentation spanning gliders to supersonic flight. 12/15*



## President's Message

**Gene Hubbard**

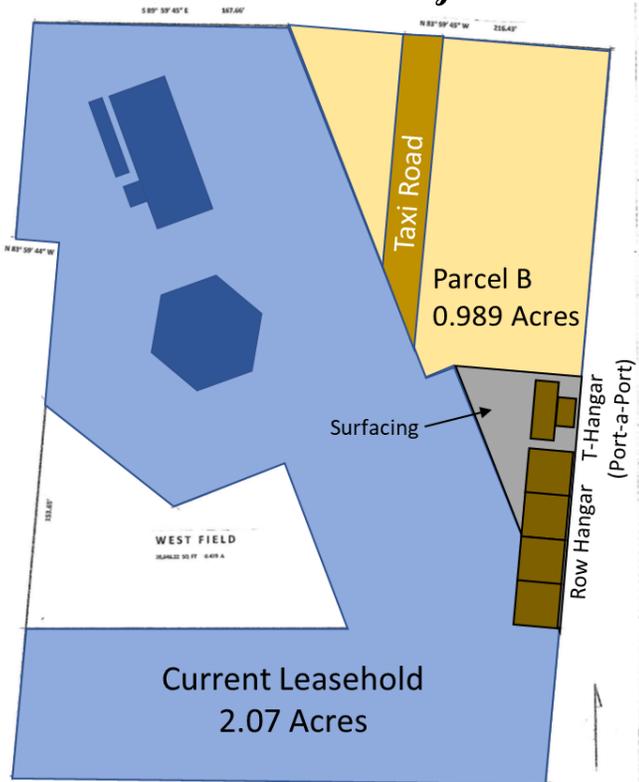


Chapter 14 is expanding! On December 19<sup>th</sup>, I met with Michele King, the City of San Diego Property Agent, Airports

Division, along with Larry Rothrock and Jimmy Kennedy, to discuss exercising our option on "Parcel B", a triangular chunk of land lying just east of the current EAA ramp. The diagram below, taken from our lease proposal shows how this parcel will increase our footprint by nearly 50% and allow us to better support Chapter members who are aligned with our educational mission.

Immediately upon City approval, we'll pave the sliver south of the Taxiway Golf access road and use the space to erect the large row hangar currently in storage along with refurbishing the Port-a-Port skeleton behind the small shelters. As always, we depend on volunteer labor to keep costs down and aviation affordable. I'll keep you posted on progress. This is your opportunity to help make Chapter 14 even greater!

*Gene Hubbard*



*Initial development includes surfacing the southern tip of Parcel B and installing two hangars with five rental spaces already owned by Chapter 14. These steps provide immediate positive cash flow and ensure financial feasibility of the Parcel B development.*

## Young Eagles Report

**Mark Albert**



Great job to all Young Eagle Volunteers!

I haven't asked National but maybe I will, and maybe I won't, but I think we are one of the few Chapters that flies Young Eagles every month and that is something we can toot our horn about. I do know some chapters do not even have a Young Eagle program and some fly only twice a year. So, with that in mind, I can say Chapter 14 has done a spectacular job. And we can do better if a few more members step up to fill a few of the YE vacancies: Young Eagle Virtual Flight Academy mentor, and Teeny Two construction team headed by Gleb Doro, a new member and volunteer. (Thanks Gleb) Think about helping out and sharing your knowledge and skills.

Thanks goes out to our December pilots: Rick Andersen, Ron Shipley, Jonathan Robbins, Denis Breslin, Pete Grootendorst, and ground crew, Joe Gursky, Pedro and Ryan Flores, Daniel Alvarado and Jamie Williams. I can always use some new help so if you just pitch in for 15 minutes helping to setup it is worthwhile and appreciated.

Thanks to all who helped make 2018 a great year, we flew 299 Young Eagles and Eagles. Don't be bashful, pitch-in to help make 2019 a better than ever year.

Regards,

*Mark Albert*



EAA Chapter 14 Young Eagle Coordinator



*Setting up the Departure and Arrival desks for Young Eagles. Mark has this operation well organized. 12/8*

# Carbon Cub Build Progress

By Tobias Burch

*Note from Donna Ryan: Back in August 2016, Tobias Burch provided the newsletter with a short account of starting to build a Carbon Cub EX-2 in his garage. Tobias moved from Switzerland to San Diego in June of 2016. In July, he received his Carbon Cub kit and started to build it, and by August he was a member of EAA 14 – obviously, he’s got his priorities straight! Tobias has been a very active pilot for almost 20 years and has flown extensively in Switzerland, Alaska and Florida. The following is an update on the progress he has made on the Carbon Cub.*

It is unbelievable how many hours can be spent building a kit airplane. I started building my Carbon Cub EX-2 in July 2016. After building the left wing, which took me 450 hours to build, I spent another 225 hours building the right wing. At least the learning curve shows progress, which is good. I started the fuselage build in summer 2017. Many parts were attached before covering. During wintertime 2017/2018 it was time to cover both wings and the fuselage. After this effort it was time to spray some paint on. The design was developed by Mathias Burch, my brother. Mathias works for a Swiss company specializing in aircraft structures. That company recently supported developing a rebuild of the legendary Ford F-13 - an old airplane design was reborn.



*Fuselage Before Covering*



*Boot cowl and lots of clamps*



*Fuselage after covering and painting*



*Christmas in November—the panel works! Tobias is happy!*

Back to the Carbon Cub. The hours spent so far add up to around 1,900. I can at least imagine the maiden flight, but it is far from close. There is still a lot to install but a big step happened in November 2018. With the wires in place, the G3X Panel lit up for the very first time! What a great feeling, Christmas and New Year at the same time! The electronics will comply with 2020 requirements. ADS-B capability will be installed and, combined with the Garmin G3X Touch Panel; traffic will be visible on the panel.

The next steps? Besides finishing up with the cockpit panel and all the interior panels, the engine needs to be installed. And there are so many little things to install. Every little inspection hole, skylight, tank lid and so forth have to be in place in order to have the airplane ready for the maiden flight. And as always, when building a plane from a kit, the builder may rework or modify the original parts to better meet his design requirements. This happened in my case as well. Such personal modifications or special details should be visible. This can cause delays in the maiden flight. Here are some pictures showing how far along the project is.

# Propeller Design, Science, Math, and Astronomy – Chapter 2,

by Mark Long

The Wright brothers were not alone in the pursuit of powered flight. They achieved success in the context of engineers and inventors competing to be the first to fly. It has been documented that the Wright brothers were given, when they were boys, a gift by their father that inspired them in their pursuit later. That gift was a rubber powered model helicopter of a type invented by Alphonse Penaud in 1871. The Wright brothers got this toy in 1878, when Wilbur was 11 and Orville was 7.

Alphonse Penaud himself was pursuing powered flight. Nine years after Alphonse invented the toy that inspired the Wright brothers, Alphonse committed suicide. He was 30 years old and had failed to obtain financing for his full size airplane design. The year was 1880.

Ludwig Prandtl is sometime referred to as the father of modern aerodynamics. He turned from the study of fluid mechanics to the study of fluid flow. Ludwig was very much a contemporary of the Wright brothers and his math could have helped except that Ludwig published his first mathematical treatment of air flowing around wings in 1918, much too late to help the Wright brothers.

But Prandtl's work did inform Sydney Goldstein's work. Ludwig Prandtl's published works on mathematical models for examining lift from wings was done in partnership with Albert Betz. Albert Betz suggested the problem to Sydney Goldstein, for Goldstein's PhD thesis.

Up until Sydney Goldstein's work, the dominant practice of propeller design was to analyse the lift and drag of each 2 dimensional cross section of the propeller. Combine a bunch of these at different stations along the length of the blade, smooth it out and accept the result as the best that could be achieved. The math being used could not account for more than one station on the blade at a time.

In Sydney's thesis, he pursues a mathematical solution to the circulation function that optimized the propeller along the entire length of the blade. As such, this was the first 3D mathematical model where the 3 dimensions were the chord, camber, and spanwise station along the length of the blade. In Goldstein's paper curves and tables of numbers give the proper circulation function results to produce propellers that are the most efficient, meaning that these propellers minimize losses due to airflow inconsistency. The most efficient propellers will produce the same amount of airflow all along the length of the propeller within the constraints of the strength of the material and the power of the engine, the density of the fluid (air) and the drag of the airplane.

Thanks to Don Bates' incorporation of the mathematics and propeller design into a sophisticated program, David Algie was able to fabricate a propeller indicated as the optimum propeller for a particular design.



*The male "blanks" for the propeller, front and back sides*

David Algie's fabrication process consists of machining a male "blank" of a part, then creating a female mold from the blank, and, finally, pulling the lightweight but strong part, made of carbon fiber, from the female mold. In cases where the part needs to be particularly strong and stiff it will be cured under heat and pressure in a numerically controlled autoclave.

How did Sydney accomplished this? He developed equations that took into account, simultaneously, the combined effects of airflow all along the blade. His equations rely on Bessel functions.

Bessel functions are named after Friedrich Wilhelm Bessel who is a very accomplished astronomer from the early 1800's. Among Bessel's accomplishments is the first observation of Parallax amongst the stars, the first repeatable observation being for the star 61 Cygni. Bessel published his observation of the parallax of 61 Cygni in 1838.

In another episode of his storied career, Friedrich Bessel took on the problem of Kepler in describing the motion of 3 bodies moving under mutual gravity. Broadly speaking this means that Bessel figured out how to account for changes to Earth's orbit around the sun due to Jupiter and all the other planets. Bessel took on this problem in 1817. The mathematics that Bessel worked out have since been



*Female molds created from the male blanks*

incorporated in many engineering disciplines... including propeller design.

Bessel functions are what Sydney Goldstein incorporated into his propeller design theory to account for the effects of air circulation at all stations along the propeller, simultaneously, for a given station on the blade.

“No man is an island” - John Donne, 1624



*Completed propeller blade with front and back joined*

## New Members

### Donna Ryan

Welcome to our new members. Look for them at the next meeting, introduce yourself and get to know them better. We very much appreciate their support.



**Gleb Dorogokupets** has a SEL rating, and can help out with fiberglass carbon fiber fabrication, automotive repair/restoration, and professional photography. He just volunteered to serve as the leader on the Young Eagles Teenie Two project – we really appreciate his volunteer spirit. He has enjoyed several flights with Ryan in the Dragonfly. Gleb wants to build or purchase a Kitfox or Carbon Cub. Off the airport, he likes camping, hiking, or restoring classic cars. He has restored a 1989 Porsche 928 S4, 1987 BMW 325i, Corvette C5 Z06, 1977 Excalibur Series III, and Mazda Miatas.

**Scott Jenkins** is instrument rated. As for skills, he noted he was an Apple developer and can code in about any language. That skill might come in handy for any future Chapter apps.

## The Kennedy Caper

By Chuck Stiles

It has been a while since the last report on the Jimmy Caper, but not the fault of Jim by any means. The fault is due to my sojourn to the northern lands of this USA. Jim has been hard at work building the top wing of his Nieuport and has the right top wing almost completed. First one is always the hardest, due to the learning curve; the left and final one should be a breeze. The bottom wings are completed.



*The Nieuport wing uses split ribs. Here Jimmy fits the top half of a rib to the wing frame.*



*Now if we can just wake him up! Actually, Jimmy is carefully coping the end of a rib to fit around the spar.*



*Jim Wright taxis out on a beautiful Saturday afternoon at SDM. 12/29*

# Program Notes: Flight Through Time

Summary by Gene Hubbard

The following information is based on the program talk given by General Robert Cardenas (retired).



BG Robert Cardenas  
USAF Photo

Our December speaker, General Robert Cardenas, described highlights of his flying career starting before World War II and extending through the Vietnam war, and gave insight into a few of the 60 or so different types of aircraft that he has flown. He described his introduction to flying in high school when he had the opportunity to make a bit of money helping to haul gliders around at Torrey Pines. At some point, an instructor took him on a glider flight, emphasizing that he had to hold on to the stick tightly, so it wouldn't get jerked out of his hand in a thermal. He wasn't quite hooked on aviation yet, but gliders followed him around for the rest of his career. He describes flying gliders as "swimming in the atmosphere."



Schweizer TG-2 at Twentynine Palms. Marine Corps Air Ground Combat Center photo

In 1939, while a student at San Diego State and with war on the horizon, Cardenas joined the California National Guard. His unit got sent to Hawaii, but his Commanding Officer, embarrassed that Cardenas, a corporal at the time, had more education than many of his officers, insisted that he apply to the Army as a Flying Cadet. After he received his commission as a second lieutenant in July 1941, the Army discovered that he knew something about gliders and sent him to Twentynine Palms to establish a glider school. He tells a story about how, as a second lieutenant and the only military person at Twentynine Palms, a class coming up, and no gliders, he ignored protocol and wrote to Richard DuPont, President Roosevelt's appointee as the head of the American Glider Program and asked for \$5,000 to purchase equipment. Three weeks later, a full colonel flew into Twentynine Palms, chided Cardenas for bypassing his superiors in writing to DuPont, and announced that he had brought his checkbook: "Go get your gliders."

Eventually, Cardenas wound up at the Glider Branch Test and Experiment operation at Wilmington, OH. He described problems with the Waco CG-4A glider which was



Program Director Kerry Powell helps General Cardenas back to his seat after his December presentation. 12/15

eventually used to deliver personnel and equipment behind enemy lines, including during the Normandy invasion. After landing, the nose of the CG-4A was supposed to detach, allowing the men and equipment inside to easily exit the aircraft. Unfortunately, glider pilots don't get to pick their landing areas carefully, and in a hard landing, the exit tended to jam closed, making it difficult for the men to exit and impossible to recover the equipment. Cardenas commented that in the Normandy invasion, they lost about 50% of the gliders running into stone hedges in the landing zones. While at Wilmington, Cardenas argued for adopting the British Horsa, with a detachable tail less likely to be damaged in landing, but the Army stuck with the American design.

The Glider Branch Test and Experiment operation was part of the Experimental Engineering Laboratory at Wright Field near Dayton. Cardenas describes flying the aircraft as "easy" but writing the reports as "hard." However, there was a war going on, he wanted to get overseas, but the Army considered that test pilots were too valuable to risk in combat. He pulled in a favor from the same Colonel who got him the gliders at Twentynine Palms and got assigned to flying B-24s out of England.

General Cardenas described being shot down near the border of Germany and Switzerland in March 1944. He landed near the shore of Lake Constance and decided to swim for



Chapter attendance during General Cardenas's talk. Everyone was paying attention. 12/15



*B-17 in Swiss markings at Dubendorf Airfield, where interned aircraft were stored. Photo from the American Museum in Britain.*

the Swiss side. He was a strong swimmer but hadn't considered the reduced buoyancy of freshwater compared to the ocean. The lake was also icy cold. Just as he thought he wasn't going to make it, a Swiss fisherman picked him up and took him over to the Swiss side where he was interned by the Swiss police. As it turned out, the Swiss government was receiving a steady supply of damaged American B-17s and B-24s that couldn't make it back to England. With American assistance, the Swiss repaired some of these for their own use, and Cardenas was able to maintain his flying skills by helping check out the Swiss pilots who needed to fly them. Eventually, with the help of the French Underground, he escaped out of Switzerland into France, and after the Normandy invasion, returned to England and got sent back to Wright Field in the Flight Test Division, Bomber Section.



*Northrop YB-49 on its first test flight at Hawthorn CA. USAF photo.*

In 1947, Cardenas transferred to Muroc Field, now Edwards Air Force Base, to lead the X-1 program. Bob Hoover was in charge of fighter aircraft, Cardenas was in charge of the bombers. After Chuck Yeager's supersonic flight in the X-1 (Cardenas flew the B-29 mother ship), he started testing the Northrop YB-49 flying wing, describing the aircraft as "adequate, but dangerous." The YB-49 was marginally stable in all axes, and in trying to investigate stall characteristics, Cardenas found himself in an end-over-end tumble, a problem characteristic of flying-wing designs. Centrifugal force pinned his arms above his head, but he was able to reach the throttles, which were mounted on the ceiling on this aircraft. Full power on all four left engines

and the tumble became an inverted spin and he recovered about 800 feet above the ground. Soon after this incident, Cardenas wrapped up his performance testing of the aircraft, checked out Glen Edwards as the new YB-49 test pilot, got married, and prepared to finish his engineering degree at USC. Fate intervened, Glen Edwards crashed the YB-49, and Cardenas was ordered back to Muroc (later renamed after Edwards) to resume testing and find out what happened to Edwards.

Cardenas had recommended against adopting the YB-49 as an operational bomber but in 1949, he was assigned to fly nonstop from Muroc to Andrews AFB and try to beat the B-47's record time of 3:47. His YB-49 arrived over Andrews in 4:05 and when it landed, President Truman climbed into the cockpit, announced that he wanted to buy some, and suggested "Let's have this whippersnapper fly this thing down Pennsylvania Avenue." And he did.

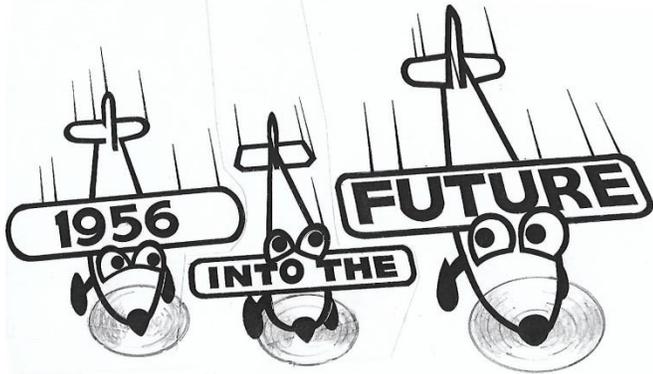
History records that Cardenas was assigned to Okinawa and then the Pentagon during the Korean war and flew F-105 combat missions over North Vietnam during the Vietnam war. He was promoted to Brigadier General in 1968 and retired from the Air Force in 1973. Over his career, General Cardenas has flown over sixty different types of aircraft, including captured advanced German aircraft such as the Arado 234 jet bomber and the Messerschmitt 262 jet fighter, and every American bomber type that went through Muroc in the mid-late 1940s. Having him speak at the Chapter was both an honor and a pleasure.



*Captured Arado 234 jet bomber at Wright Field in October 1945. This was likely the aircraft flown by General Cardenas while in the Flight Test Division. This aircraft has been restored and is currently on display at the Udvar-Hazy Center in Chantilly VA.*



*Glasair in Hanger 3, awaiting disassembly. 12/16*



## The Way We Were: 2004

### Donna Ryan

#### General

- No progress on Chapter lease, despite numerous conversations.
- 2nd and 3rd Saturdays designated by the County Tax Assessors for display dates for historic and classical aircraft display.
- Because of the difficulties in finding volunteers to prepare Saturday lunches, it was decided to combine breakfast and lunch on the third Saturday (Chapter Meeting Day) into a brunch. Brunch was from 8:30 to 10:30 and General Meeting started at 11:00.
- Donations: A computer loaded with current programs (the donation came at a great time – the previous Chapter computer was unable to boot on a busy YE day); RV-6 wings, empennage and original plans; basket-type man lift.
- Officers/Assignments: President: Richard Kalling; Vice-President: Larry Rothrock; Secretary: Lista Duren; Treasurer: Jack Thomson/Dennis Cullum; Newsletter Editor: Kerry Powell; Hangar Manager: Dennis Cullum/Ryan; Young Eagles: Dayton Smith



Gene Hubbard (r) and Richard Kalling fit tubes in the Nieuport fuselage jig.



Pete Grootendorst and Chris Puntis after Pete test flies Chris's Sonex.

#### Events

- Some of the program topics: Building an RV-7A; development and use of the Fairchild PT-19 owned by the San Diego Flight Museum; show and tell of the Express Series 2000FT airplane (including production, assembly and finishing); Trio Avionics Autopilot for experimental aircraft; the Czech L-39 jet (owned by Chapter member Dr. Kerber); Oshkosh 2004; Mayoral candidate Ron Roberts; Weyman Dunlop – Pacific flyer editor; FAA Tracon controller
- First flight: Chris Puntis - Sonex (Pete Grootendorst was the test pilot); Jay Rathbun's Rotorway helicopter; Ed Bancroft – BD5 (Ron Schuler was the test pilot).
- Ocotillo Wells camp out in March. Had beautiful weather and lots of visitors.
- Sparky took Ben Hunsaker's Heath Parasol for a short flight; top speed was 70 mph on downwind.
- Chino Bus Trip to the Planes of Fame Museum – 36 people attended.
- Young Eagles events: Participated in a Reach for Tomorrow event, a volunteer program to improve "at-risk" students' educational motivation and desire to succeed. We flew 82 kids and 10 counselors. We also supported the special International Young Eagles Day;
- "Talky" Muraoka made his first solo (under watchful eye of Pete Grootendorst).
- Nieuport projects continued to make great progress.
- Glastar Fly-in held at the Chapter.
- CFI Dayton Smith held a ground school class at the Chapter two nights a week for a month.
- RV fly-in offered free pancake breakfast to all RV fly-in aircraft pilots: 20 RV's showed up.
- Banquet was held at the Courtyard by Marriott; Bill Chana was speaker.

#### Newsletter

- Articles included: Trip to the "Corvair College" (workshop for people building or interested in converting



*Joint effort on the Serendipity Annual: Members overhaul the Cessna 140 carburetor. Left to right: Joe Russo, Jim MacKinnon, Rich Adams, and George Conway.*

a Corvair engine from automobile to aircraft use); progress on the Nieuport projects; flying to and from Mexico the “EZ” way, an account of a canard fly-in to Guayabitos Mexico; first flight on Dan Masys’ RV-7A; letter from Tom Poberezny on the reaching of the EAA National goal of flying one million Young Eagles – he thanked the Chapter for its participation in meeting this goal; review of Bill Chana’s new book; creation and use of the Trio Avionics autopilot; several articles dealing with Aeronca aircraft; volunteer working on Burt Rutan’s first attempt for the Ansari-X prize; benefits of belonging to EAA National.

- Recurring articles: The Flying Report; President’s Message; member birthdays; unclassified ads, Calendar of Events; Nieuport “Siesta Patrol” progress

#### Numbers

- Awards Banquet price: \$31 per person
- Members: 240 as of November.



*Bill Moore wins a ride in Larry Rothrock’s Great Lakes in an acution at the December 2003 Awards Banquet.*

## Renew Your Membership Today!

**Donna Ryan**



Last month we kicked off our membership renewal period for 2019 and we appreciate those of you who have already renewed. Obviously our goal is to have you all renew. But why should you?

Most of us make donations to organizations that are important to us, whether we receive any direct benefit or not. Many of us attend a religious organization of some sort and drop some dollars in the collection plate. Many of us donate to alumni organizations, to fraternal organizations or lodges, or to environmental or humanitarian organizations. We don’t make these donations because we “get our money’s worth” in services, but because these organizations are important to us, because we think they do good work and deserve our support to keep on doing it.

We hope that Chapter 14 is important to you. Clearly, many of you do “get your money’s worth” by coming down to the Chapter, enjoying breakfast or lunch with other airplane enthusiasts, listening to the programs, using the library or computers, getting help with a project. Undoubtedly you would want to be a part of the organization that provides that. But even if you can’t come down to the Chapter as often as you would like, we hope that you back its mission to offer information and guidance to general aviation participants who build and/or fly aircraft for recreation. We also hope that you value its commitment to ensure the future of aviation by providing flights through our Young Eagles program.

Your continuing support is vital to us. Please take just a few minutes to renew your membership. Use the Membership form included in this newsletter and then mail it back to us, along with your payment, to EAA Chapter 14, 1409 Continental Street, San Diego, CA 92154-5707. You can also drop the form and your payment off at the Chapter. Just put your packet in the membership slot of the Membership lock box next to the lunch counter in Hangar 1 or in the lock box outside of the door to Hangar 1.

You may prefer to renew via our website at [www.eaa14.org](http://www.eaa14.org). After logging in, select the *Membership* drop-down box from the top menu bar and select *Join/Renew*. At the application form, fill in your name and check the appropriate status (*existing member with no changes* or *existing member with changes*). If you have changes in your address, e-mail etc., go ahead and make them. Then select your payment option and click *Submit App & Pay through PayPal*.

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*“A pilot who says he has never been frightened in an airplane is, I’m afraid, lying.” — Louise Thaden*



# December 2018 Board Meeting

Submitted by **Donna Ryan**,  
Chapter 14 Secretary

*Provisional Minutes – Pending Board Approval*

The meeting was called to order by President **Gene Hubbard** at 12:30 pm.

Directors and officers present were: Pete Grootendorst, Gene Hubbard, Jimmy Kennedy, Ted Krohne, Gene Lenard, Gary List, Trinidad López, Kerry Powell, Jonathan Robbins, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Chuck Stiles, John Walker. Directors and officers absent were: Richard Kalling (excused), Alan Sparkes. Guests: Mark Albert, Bob Chalfa, Rick Rodgers, Ryan, Mary Ann Shipley, and Kyle (relative of Gene Lenard).

**Minutes:** A motion was made to approve the November Meeting Minutes (**Ron/Kerry: passed**)..

**Treasurer’s Report:** A motion was made to approve the Treasurer’s Report (**Ron/Kerry: passed**).

**Young Eagles:** **Mark Albert** hopes to use a portion of the funds from the Stinson sale to buy a flight simulator app that will prove very useful to Young Eagles who have completed the first portion of online instruction. He needs to expand our WiFi capability to make this work. Also, as part of EAA National direction, Young Eagles scheduling will all be done online, and we need to be able to log in easily. After some discussion of various options and equipment available, the Board decided to have **Jonathan Robbins** and **John Walker** develop the best solution. **Gene Hubbard** will donate some equipment to start the process.

**Free Pancake Breakfast/Brunch:** **Trinidad López** discussed preparations for the event to be held on January 5. He asked that an email blast be sent out the week of the event to remind members. He would like to have someone man a membership table during the brunch in hopes of attracting new members.

**Lease Option:** A meeting with the City is scheduled on Tuesday, December 18, to discuss one of our lease options. The Board discussed the points for the presentation. An additional meeting will be held at 8:30 am the day of the meeting to finalize information.

**Women in Aviation Week:** **Trinidad López** mentioned that Women in Aviation Week will be the first week in October and suggested having some special events on Saturday, October 5. Some ideas: a girls only Young Eagles day, or an invitation to have a women presenter give a special talk.

**Member Directory:** **Jimmy Kennedy** asked about publishing a member directory. After discussion, the board decided that **Donna Ryan** will prepare a digital version after the April 1st cutout for 2019 membership. As part of the

effort, Donna will send an email to each member asking if the information that will be included is still correct.

**Membership Outreach:** **Trinidad López** asked about membership outreach efforts. The Board directed **Donna Ryan** to send out a copy of our newsletter to past members who did not renew in 2018 and invite them to the pancake brunch. Donna will also contact National members who live nearby who are not yet EAA Chapter 14 members.

**Swap Meet:** **Joe Pribilo** had asked about having another swap meet. The Board agreed to continue having them in conjunction with the UFO meetings (5th Saturday).

**Adjournment:** **Larry Rothrock** moved for adjournment and **Pete Grootendorst** seconded the motion.

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

Submitted by **Donna Ryan**



**Kerry Powell, Program Chairman**

**January: John Schaper: Lessons Learned from Local Accident Investigations..** Listen to San Diego FSDO Airworthiness FAASTeam Program Manager John Schaper who will tell us about lessons learned from local accident investigations. It is hoped that knowledge will help others avoid similar mishaps.



*The Chapter is always looking for volunteers. This great guy kindly volunteered his son, Devin, to be the first proof tester for the waffler maker at the last pancake breakfast. Good job Dad, poor kid! Thanks dad, you have an awesome son!*

## Marketplace

**Wanted: (1) person for July 2019 EAA Oshkosh week,** share UWO non-A/C dorm room with (1) EAA14 member, Alan Sparkes (858) 272-7410 or Kevin Roche (619) 249-1285 (leave message) (1901)

**Estate Garage Sale Aircraft and Aircraft Parts.** 2-partial IVPT Lancairs, 1-Lancair 320, 2-RENO RACERS. LOTS of aircraft building stuff. Call for appointment. Bring ca\$h. (619) 549-9606 (1901)



**Jet Reno Racer or ??.** Complete with a J85 and a spare V8 engine. \$38,000 OBO. (619)-549 9606 (1901)



**Partially completed RV-10 empennage.** \$1,750 or best offer. Contact Ryan at [ryan@san.rr.com](mailto:ryan@san.rr.com) or text him at (858) 229-4875 for more information. (1809)



**Looking to become a partner in a Cessna 172 or 182.** Call William McArdle at (619) 925-0837. (1808)

**Help wanted:** Young Eagle pilots to share the joy of flight with kids 8-17. Contact YE Coordinator Mark Albert at [eaachapter14@gmail.com](mailto:eaachapter14@gmail.com) (1806)

**1835 cc Volkswagen Engine:** Single ignition, top-mounted carburetor. \$2,000 or best offer. Contact Ryan at [ryan@san.rr.com](mailto:ryan@san.rr.com) or text him at (858) 229-4875. (1809)



### Upcoming Events

**January 5<sup>th</sup>—New Year's Brunch.** 9:00 am - Noon

**January 12<sup>th</sup>—Young Eagles Rally.** Sea Cadets.

**January 19<sup>th</sup>—John Schaper** on Lessons Learned from Local Accident Investigations.

**January 27<sup>th</sup>—Winter Celebration and Awards Banquet.** Casa Machado

*EAA Chapter 14*

## Awards Banquet

*Sunday, January 27<sup>th</sup> at 6 P.M.*

*Casa Machado*

3750 John J Montgomery Dr, San Diego, CA 92123

## Buffet and Dessert

Grilled Carne Asada

Cheese Enchiladas, Rice, Beans, Avocado salad

Flautas, Guacamole, Sour cream, Tortillas

Chips & salsa

-Soft Drinks included

*Tickets: \$25 in Advance*

*Please RSVP to:*

*Trinidad Lopez: (619) 661-7117*

# Around Chapter 14

Photos by Chapter Members



Chapter 292 crew uses engine hoists to load the Glasair onto their trailer. 12/16



Coast Guard C-130 visits Brown Field. 12/3



Bill James addresses UFOs in the Eagles' Nest. 12/29



Merry Christmas!



Steve Dari brings his IF1 racer "Redhead" to SDM in 2004



Young Eagles receive a safety briefing with Gary List's Colt as the example aircraft. 12/8



John Collins and Richard West confer on a quiet Saturday morning after Christmas. 12/29



Removing the Glasair wing for transport. 12/16

## EAA Chapter 14 Membership Application/Renewal

Please Print Legibly

Current Member					
Name	E-mail			EAA National # /Exp Date	
Emergency Contacts (Name and Phone)					
Please check the box if there have been no other changes in your details since your last renewal. Otherwise, please update the applicable fields below. <input style="float: right;" type="checkbox"/>					
New Member/Updates for Current Member					
Name (Mr., Mrs., Ms.) <i>Please Print</i>				Name to Use on Badge	
Street Address				E-mail	
City	State	Zip	Spouse/Partner Name		
Home Phone		Cell Phone		Work Phone	
Year of Birth	EAA National #/Exp Date	Occupation		Retired – Yes/No	
Emergency Contacts (Name and Phone)					
FAA Ratings – Licenses Held		A/C Project		Aircraft Owned/Home Field	
Special Skills You Can Contribute to the Chapter					
Special Interests					
Payment Information					
New Member: <b>\$35</b> (\$22.50 after July 1)		Renewal: <b>\$25</b> (due Jan 1 <sup>st</sup> )		Youth (under 18): <b>\$5</b>	
Payment Enclosed \$ _____ Make checks payable to EAA Chapter 14.			Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707		

# January 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.



*Glasair on the trailer, ready for transport to Oregon. 12/16*

### 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

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