



Spirit of Flight

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

August 2024



A YE volunteer (in green vest) helps a Young Eagle on the simulators in the Eagles Nest. 7/13. Photo by Ryan

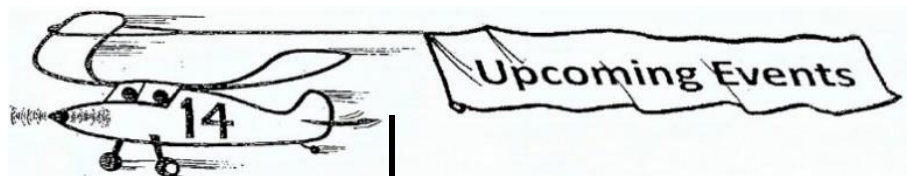


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**Remainder of August—Chapter Vacation:
No events scheduled**

September 7th—Gold Chapter Recognition Award BBQ and potluck. Stay tuned for further information

September 14th—Young Eagles Rally

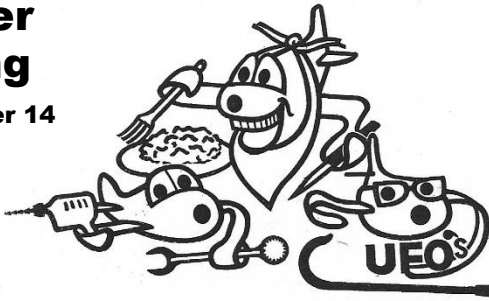
September 21st—Pancake Breakfast and Membership Meeting

September 28th—Builder's Workshop planned: Stay tuned for details

September 28th—Flyout to Catalina Island. See Chris Constantanides for details

Chapter Briefing

EAA Chapter 14 Members



Chapter Activities: Information provided by Chapter members.

Week ending July 6: Hot weather and several members down with the cold/bronchitis/whatever thing it is going around meant there weren't many people down at the Chapter during the week. But on Saturday, a group stopped by for lunch prepared by Ryan for Chuck Stiles; Larry Rothrock very helpfully served the lasagna, salad, and ice cream. A talkative group of Chris, Bob (with his son John), Gary, Joe, Rich and Jim enjoyed the meal. Nigel's company donated more chairs to the Chapter and Ryan picked up yet another set for use in the Library. Thanks, Nigel!



New chairs for the Chapter, donated by Nigel's company. The Hangar 1 "board room" looks official now!

Week ending July 13: More drama caused by the construction going on next door to us. The construction crew broke the water main to EAA 14 again – this time in another place. The last break (in May) lasted four days, but this one was fixed in time for a busy Young Eagles rally. Beautiful weather saw lots of Young Eagles and friends and parents there. Our YE pilots took to the skies with smiling Young Eagles. The YE Coordinators Shon, Noah, and Scott were busy overseeing operations and our ground volunteers did a great job as usual. Trinidad, Sharon and helpers put out their normal lunch of hamburgers, hot dogs, and homemade fries. Trinidad reported serving 72 lunches.

Week ending July 20: The week started off with yet another break in the water main – fixed quickly this time as the construction crew had parts in their truck. I guess they were being prepared. Our Security System company came by and installed a new alarm system in the trailer. Thanks to Jonathan and Ryan for working on this project and getting it



First Saturday Lunch at the Chapter using the new chairs from Nigel's company. 7/6

done. On Saturday, Kevin wasn't around to put out his usual pancake breakfast, but Stu stepped up to the plate and provided an excellent warm meal of eggs cooked to order, sausage, and pancakes – yum! A nice crowd joined us for the program talk, including several young adults interested in a career in aviation.

Week ending July 27: Quiet week at the Chapter, with the normal crew of Jimmy, Gert, Jim, Jonathan, Joe, and Ryan working on projects or their aircraft. But a nice crowd of aircraft took to the skies on Saturday for a breakfast flight to Corona thanks to the efforts of Chris and Trevor in organizing the event. See the article elsewhere in the newsletter. We received some more information about our 2022 Ray Scholar Kaitlyn. In our June Spirit of Flight, we reported that she was graduating. Well, proud grandma Joan shared a picture of the graduation (with a ribbon showing that Aeronautics was her major). She added, "Kaitlyn is staying in Ohio as she was offered a position with Flex Jet. She now works four 10 hour shifts and has 3 days off. During her time off, she is studying for her teaching certificate and then on to multi-engine certification. . . EAA 14 has been an influential part of her education. The time she spent at the Chapter gave her the passion to choose aviation as her field of study."



Kaitlyn, former Young Eagle and our 2022 Ray Scholar, graduates from Kent State with a major in Aeronautics. She is now working for Flex Jet in Ohio. Congratulations Kaitlyn!

General Meeting: Trinidad opened the meeting and welcomed visitors and guests. He mentioned the Chapter would be closed for formal events in August, but that Chapter facilities would be open as usual. Our Program Director Kerry, introduced the program for the month, Caleb Taylor who spoke on, "So you want to be a Corporate Pilot." See an overview of the on page 5.



Volunteers help Young Eagles check in at the Eagles' Nest



Trinidad flips burgers for Young Eagles, parents, and volunteers. 7/13



Lunch on Young Eagles day. Trinidad figures that we fed 72 people at the rally in July.



President's Message

Hello everyone,

I hope you're all enjoying the summer weather.

As we previously announced, the Chapter will be closed to all scheduled activities through the month of August. The Chapter will be open to members who wish to use the facilities during this month.

We will be reopening to a normal schedule of events in September.

The first event in September will be our Gold Chapter Recognition Award BBQ. This is scheduled for the first Saturday, September 7th. This will be a potluck. We encourage you to participate by bringing your favorite dish for this event. We'll send out more information about the BBQ later on in the month. But one heads up - if you have a portable BBQ, we'd appreciate using it that day.

The second Saturday, September 14th we will be returning to our normal schedule of events and hosting a Young Eagles day.

The third Saturday, September 21st we will be hosting our pancake breakfast and a Chapter presentation.

The 4th Saturday, September 28th we are working on scheduling a builder's workshop.

Looking ahead to October, we will be scheduling our Chapter dinner and a movie night.

Please consider supporting the Chapter by participating or volunteering in support of one of these events.

You can also help support the Chapter by renewing your membership or making a donation.

I look forward to joining you at these events next month. Clear skies,

Trinidad Lopez
President

Flyout to Corona

Chris Constantinides

On Saturday, July 27, 9 planes, and I think 16 people flew up to Corona to have breakfast at the Corona Airport Café. Temperature wasn't too bad, and the flight was smooth. The food was great as always and it was a great flight out.

Join us the next time we have a flyout – excellent way to start the weekend and enjoy good company and food.



Chapter Information

Facebook	http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593	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
Website	http://www.eaa14.org		
Hangar Phone	619-661-6520		
General Information	eaal4contact@gmail.com		
Membership	Applications available at our Brown Field hangars and on our website		

So You Want to Be a Corporate Pilot

Short Summary by Donna Ryan

The following information is based on a talk given by Caleb Taylor

For our July Program Talk, Caleb Taylor gave an interesting and entertaining talk on So You Wanna Be a Corporate Pilot? Tips and Insight into the BizJet World. The comments below are taken from Caleb's talk. His discussion included specifics on breaking into the corporate pilot world and its advantages. This summary is just a high level recap of his presentation; to get the full benefit of our program talks, it's a good idea to be at the meeting in person or log into Zoom.

Joe began with some brief comments on his professional background. He learned to fly from Buzz Gibbs at the Gibbs Flight School back in 1977 and by age 20 he had his CFII, MEI. By now he has lots of additional abbreviations after his name, including ATP, DPE (Designated Pilot Examiner), TCE (Training Center Evaluator), Super TCE, and ratings for a variety of jets. He started out by being a CFI for roughly 14 months and logged just over 1000 hours in that time period. He flew air ambulance under FAR Part 91 back in 1980, and his first corporate gig was in 1980 flying twin-Cessnas and Conquest Turboprops. After a short stint with American Airlines, he went back to business aviation under parts 91 and 135. He had a very successful company helping to train or transition pilots into turbo-props and jets. He is now the owner of Encore Aviation at Palomar Airport and currently manages a business line of Citation jets.

He started out the talk by asking, How do you get a job in business aviation?

- Helps to know someone
- Become a CFI – fastest way to log time and become a much better pilot
- Start in the right seat, maybe with an owner-pilot; remember: you can't log right seat 525 under FAR Part 91 for many aircraft.
- Can get hired with a relatively low time.
- Remember – the interview is critical. You need to come across as professional, calm, humble, respectful and relaxed. Don't sound desperate to get a job. Note: As part of the last point, he shared a very amusing You-Tube video of a squirrel flying a remote aircraft – the point being even a squirrel can fly an airplane. You will get hired if you have the expected pilot demeanor and people skills.

He then did a quick comparison of FAR Part 91, Part 135/91K, and 121.

Part 91 – Corporate Pilot

Pros

- Fun, exciting
- Modern, well equipped planes
- Go to places most people don't
- Pay & benefits can be great
- Meet famous, interesting people
- Part 91 makes it more enjoyable

Cons

- No schedule, long days, no life
- High net worth individuals can be challenging
- May not include benefits
- May not be a stable, long term solution
- May not have back up when you need time off

As part of the discussion on being a corporate pilot under Part 91, Caleb shared some entertaining stories of trips taken with some very famous stars in the corporate and entertainment field. He mentioned that he developed close relationships with many of his customers and frequently got to go golfing and fishing with them on the trips. He flew to a variety of exotic places and lots of musical festivals. Some of his customers were actually great pilots – they just wanted to make sure someone was in the right seat. Others preferred he did the flying. Two issues: It may be challenging when you first start out until you get known as a corporate pilot. Once you are known, customers tend to only want to fly with you, and don't want a backup to do it.

Part 135/91K – Charter/Fractional Pilot

These regulations apply to non scheduled commercial aircraft like air taxis or private air charters.

Pros

- Log time quickly
- Can hold a schedule
- Modern well equipped planes
- Relatively secure (i.e. NetJets)
- Pay and benefits can be great
- Meet famous, interesting people

Cons

- Difficult schedule, long days, no life.
- Part 135 can be cumbersome, lots of paperwork and demanding
- May not include benefits
- May not be a stable, long-term solution.

It has gotten much better being a charter pilot or working for a corporation such as Qualcomm or Pepsi lately, primarily because of the severe shortage of pilots. Before, especially with world-wide corporations you might have been gone for long periods of time; now it is much more common to fly for two weeks and then be able to fly home, rather than fly all around the world. Caleb mentioned NetJets as being an excellent charter company to fly with. They pay well and

there is a strong safety culture. Large companies pay \$300,000 to \$500,000.

Part 121

These regulations apply to carriers flying large numbers of passengers, usually commercial airlines

Pros

- Can hold a schedule
- Newish, well equipped planes
- Relatively stable
- Pays & benefits can be great
- Flying benefits for family.

Cons

- Boring, bus driver
- Airplanes, buses, and hotels – your life
- Probationary pay may be low
- Expect to be furloughed

Caleb mentioned that the NBAA's (National Business Aviation Association) new compensation survey shows big increases in pilot pay. Corporate pilots can expect \$300,000 to \$700,000.

In response to audience questions, Caleb talked a bit about the planes corporate pilots get to fly. These planes are certified for 51,000 feet, but usually they cruise at 47,000 to 49,000. They can get above the jet stream and avoid headwinds; thus they can get from California to Florida in much less time, traveling 680 mph. Here is a flight deck picture from the Citation X, with the Garmin G5000 suite. It has autothrottles and they are very necessary when you are flying at altitude.



Caleb took a number of questions from the audience and offered some overall comments as well. Here is a sample of his comments:

- A Citation CJ is a single pilot jet – there is no requirement for a right seat, so you can't log time under Part 91 (you can under Part 135).
- How to network in the industry? Go to as many regional events as you can, specifically the SCAA (Southern California Aviation Association). Need to network to get known. Try the Palomar Airport Association – lots of corporate pilots hang out there. Caleb says he does a lot of mentoring and he offered the

chance to several of the attendees to come up to his business, get a ride in the jet, and meet some people.

- Education requirements are not as stringent now because of the severe shortage of pilots, but it definitely moves your resume up in the stack.
- Get as many type ratings as you can.

He ended with this summary:

- A corporate pilot career can be fun, rewarding, and lucrative
- There are challenges to finding the "perfect gig"
- Networking and getting to know industry insiders are critical (join association, i.e. NBAA, SCAA)
- The interview is critical
- More flight hours and ratings increase your chances as well as having a contact
- The CFI track is the fastest way to build time and make money at the same time.

Looking for a Partner in an Aircraft – and an Instructor

By: Dan McCarthy

Chapter 14 member Dan asked to include the following in the newsletter:

I am looking for a partner in a GP-4, and an instructor to help me get my "Complex endorsement" so I can it. There is one for sale in KSEE airport for \$40K. It is out of annual, but it runs. I looked at it already. It was a flying plane; unfortunately cancer took the life of the builder and pilot, a Mr. Braum. It is a very nicely built airplane.

For those who are not familiar with the plane, it has a top speed of 240 mph, and cruises at 200mph with a fuel sipping IO 0360 Lycoming.

They are flexible on the price, but we have to move it by the end of September.

If you are interested in being a partner on the plane, or if you can help me get the endorsement, please contact me at mccarthyinv@gmail.com



A YE volunteer does paperwork for the July rally. 7/13

Tale of Two Prebuys

Short Summary by Donna Ryan

The following information is based on a webinar given by EAA National

On July 9, 2024, EAA National presented an excellent webinar entitled “A Tale of Two Prebuys.” The webinar was presented by Mike Busch, President of Savvy Aviation (www.SavvyAviation.com). As many of you already know, Mike is the author of numerous aviation publications, a CFI, and an A&P mechanic with IA. He writes many articles for Sport Aviation and AOPA and gives numerous presentations seminars and podcasts throughout the year. The following summary covers the highlights of the webinar; the information is based on the PowerPoint slides used during the presentation and Mike’s comments. EAA National members can watch the entire webinar on the EAA National website, www.eaa.org. At the menu on the top, select News and Media, then EAA Webinars.

Mike commented that his company has been involved in many prebuy examinations over the years. He stated that most of the aircraft turn out to be in decent shape and the outcome is a successful purchase “often after some last-minute price negotiations based on prebuy findings of discrepancies that the seller should pay to correct. Sometimes though a prebuy uncovers problems serious enough to convince the buyer to walk away and find another” possible purchase.

Mike provided some general statements concerning prebuys before he got into the main portion of the talk.

- Under no circumstances should a pre-buy examination be done by the mechanic who works on the aircraft as he can’t really give an honest appraisal. You don’t want any conflict of interest. The mechanic actually doing the exam should have a degree of skepticism and he should be working just for the buyer.
- The mechanic doing the examination should be thoroughly familiar with the type of aircraft you are seeking to buy.
- It’s a good rule of thumb to not have a mechanic on the field where the aircraft is at do the examination as there is a chance he may have worked on the plane at some point. Check the log books.
- Cosmetic discrepancies are the buyer’s responsibility.
- Airworthy discrepancies are the seller’s responsibility, but instead of having the seller pay to correct them, they can serve as a bargaining item to bring down the price of the plane. Let the buyer have his own mechanic fix the issue so that he is totally in control of the plane. Under no circumstances should the seller’s mechanic fix them.

- Should call the event a “prebuy examination” – not a “prebuy inspection.” Inspection implies something is regulatory – and a prebuy isn’t.

Mike then shared his “Golden rule of Prebuys”:

Prebuys should always be done by a shop or mechanic highly experienced with the make and model involved, and who is truly independent and impartial



Independent means that the selected shop or mechanic has:

- No prior exposure to the aircraft being examined
- No prior relationship with the seller (or the seller’s broker)

That is the only way a buyer can have confidence that the prebuy findings will be thorough, honest, and unbiased.

First Prebuy Examination

Mike then gave his first example of a real life prebuy. The man wanted to buy a Cessna 340 cabin-class pressurized twin. He found one that was listed by an airplane broker and he made an offer that was accepted. The deal was contingent on the prebuy appraisal. The buyer asked Saavy to manage the prebuy examination for him. Savvy had some concerns about this. Only a few shops can do a prebuy on such a complicated aircraft and the buyer didn’t want to wait for the shop that Saavy recommended as the broker was saying “other people are looking at the aircraft and want it.” In addition, one of the biggest problems in any prebuy examination was already evident. The buyer had already “bought” the plane in his mind and he just wanted to get his hands on it. So he didn’t wait and go with the shop Saavy recommended. Instead he went with a supposed A&P/IA recommended by the broker. The broker claimed this man was knowledgeable. However, the buyer wasn’t thinking clearly. This was a clear violation of the “independent prebuy” criteria, since the mechanic clearly had a prior relationship with the seller’s broker. As Mike commented, “in this case you never know who the mechanic’s allegiance is to – but it is probably not you.”

Saavy very reluctantly sent a list of specific items that the mechanic ought to look at. But then the broker threw another curveball. He said since the annual was about to expire, why not have the mechanic do an annual inspection in lieu of the prebuy. Mike stopped the story at this point and said that this should never happen. He stated that annual inspections are very different than prebuy examinations. See chart below.

Annual Inspection	Prebuy Examination
Aircraft owner pays for the inspection and for any necessary repairs.	Prospective buyer pays for the prebuy exam. No repairs are permissible (since buyer doesn't own the aircraft yet).
Aircraft owner selects shop or mechanic, and manages the inspection.	Prospective buyer selects shop or mechanic, and manages the prebuy exam.
Scope and detail defined by regulation (usually Part 43 Appendix D) or manufacturer's maintenance manual.	Scope and detail solely at the discretion of the buyer, and should be quite different than for an annual inspection.
By regulation, must identify and document all airworthiness discrepancies, whether major and minor	Focus is strictly on finding big-ticket "show-stopper" discrepancies that would cause the buyer to walk away or have a significant effect on the selling price.
Once begun, required to continue inspection to completion of all inspection checklist items.	May terminate any time examination uncovers a "show stopper" that persuades buyer to walk away from the deal.
Always culminates in a logbook entry per FAR §43.11, either approving or disapproving the aircraft for return to service	Never documented in the aircraft maintenance records (unless buyer purchase aircraft and opts to convert prebuy into an annual).

Mike then resumed the story. The seller agreed to pay for the annual and the repair of any airworthiness discrepancies found during the annual and the buyer said great. This was a terrible idea though – why? Because the mechanic would be working for the seller who could call the shots and the mechanic had absolutely no responsibility to take care of the buyer.

The purpose of a prebuy is to protect the buyer from buying a lemon. But in this case, the broker and the seller had basically come up with a scheme to get the airplane sold with no questions asked. On the surface the result looked good. The mechanic performed the annual inspection, performed a few thousand dollars worth of repairs and signed off the airplane as airworthy. But, when it was time for the airplane's next annual inspection – at a well qualified shop - that's when the folly of what the buyer had done was fully shown. As Mike said, "the inspection findings were nothing short of catastrophic."

He listed lots of the problems, one of the first being that all 12 cylinders on the two Continental engines were illegal and whose removal from service had been mandated back in 2016. In addition, when the shop removed the cylinders, they discovered both camshafts were not airworthy – so the buyer was now facing two engine teardowns. And there were major issues with the landing gear. The shop's estimate to make the plane actually airworthy came to over \$300,000 – which was more than the buyer had paid for the plane. The original mechanic had obviously been working for the benefit of the broker and the seller and was far from being "independent and impartial."

Second Prebuy Inspection

Mike then gave another example of a prebuy inspection. – one where the buyer followed the golden rule of prebuys. In this case he had found a 1958 J35 Bonanza for sale by

owner. The prospective buyer asked Saavy to handle the prebuy. In this case, the plane wasn't complex, but it was old and so there were some red flags. They couldn't find an appropriately qualified shop or mechanic within a reasonable distance (1 hour's flying time), and so they engaged Mike Teager A&P/IA of Mobile Aircraft Maintenance to come to the seller's hangar which was well-equipped with the tools, jacks etc. Things looked good to start with, as the plane was still basically corrosion free after 66 years. But as the mechanic worked his way through the prebuy checklist Saavy had given him for this aircraft, he started finding airworthiness discrepancies caused by poor recent maintenance – eventually 44 of them, many of them serious. The plane wasn't even in the seller's name. In this case, although the buyer in his mind really wanted the plane, he realized this plane was only going to cause him grief, especially when the first annual came around. So he walked away from the purchase and saved himself a lot of money and grief.

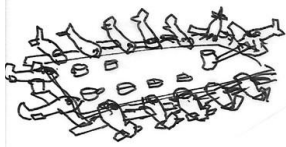
The difference in these two tales of prebuys was that the second buyer had a "thorough, honest, independent prebuy" and the first buyer didn't.

Final Comments

Mike answered a number of questions at the end of his presentation and made these additional comments.

- The shop who does the prebuy examination should never share the findings with the seller. The buyer may choose to share a portion of the findings if he chooses.
- The prebuy examination cannot be invasive, such as taking out the cylinders – you don't own the plane yet, even though you may think it in your mind.
- A pre-buy exam normally takes 10-12 hours of labor – price depends on where you are in the country.
- Have your mechanic concentrate on the items that will cost a lot of money to fix. Don't have them look at the smaller items that you might have them look at during an annual.
- A typical pre-buy will ask for an estimate on what it will cost to do the repairs.
- Don't rely on an annual as a substitute for a prebuy.
- Prebuy findings should never be listed in a logbook or maintenance records.
- Missing logbooks do affect fair market value.
- Saavy Aviation no longer does a la carte prebuy examinations. They are part of a package now. You can contact the company if you want further information.

I'd rather be a chicken than a turkey.



July 20, 2024 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, July 20 beginning at 11:42 a.m.

Directors and officers present were: Jimmy, Trinidad, Kerry, Larry, Donna, Ron, Stu, and Nigel. Directors and officers absent were: Rich (excused), Gene (excused), Jonathan (excused), Kevin (excused), Grant (excused), Alan. A quorum was present for the meeting. Bob M and Gary were guests.

Board Decisions

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

- June 2024 Minutes were reviewed and approved. Stu/Jimmy: passed.
- Treasurer’s Report was reviewed and approved. Stu/Kerry: passed.
- Order 14 dozen T shirts in different size at \$13.50 each. Stu/Nigel: passed
- Rescind motions made on July 20 concerning price increases on food from the official minutes. Schedule a discussion of this topic at our next Director’s meeting. Donna/Jimmy: passed
- Motion to adjourn. Stu/Jim: passed.

Old Business

Lease Option/Lease Renewal: **Trinidad** discussed the progress being made in exercising our lease options and lease renewal.

World War I Replica Hangars: **Trinidad** indicated that they may need additional anchors. The Board discussed different possibilities. A committee composed of **Jimmy, Gary, and Larry** will explore the matter further. **Trinidad** also mentioned that we need to measure the canvas top to see how much material is involved and see what is available.

Gold Chapter Recognition BBQ: The date for the Recognition BBQ will be Saturday, September 7. The President’s Message in the August newsletter will include information about the BBQ and will ask for volunteers to assist with food and BBQing. Hopefully some members can bring in their own BBQs. An EAA National Chapter Blast will be sent out about the event.

Separate Alarm Codes for the Library: The separate alarm system has been installed in the library. A notice will be sent out for all alarm holders.

Paving: **Kerry** asked about when we might be scheduling the paving project. This topic is tied up with where we are

with lease negotiations, so the project will need to be temporarily postponed. We will continue making our own small repairs temporarily.

Business Cards: Will discuss at a future meeting.

Chapter Volunteer Recognition: Will discuss at a future meeting.

Digital Payment methods: Will discuss at a future meeting.

New Business

Chapter Recognition Program: The Board reviewed where we were in maintaining our Gold Chapter status for 2024.

T-shirts: **Trinidad** went over the bids he had received for T-shirts reprinting as our stock is low. He noted the need for small size T-shirts as well, as Young Eagles also request them. The Board agreed to purchase 14 dozen T-Shirts in different sizes at \$13.50 each.

Work Party to Put up Skylights in Hangars 1 and 2: **Gary** mentioned that we have received the skylights to put up in Hangars 1 and 2; we need a work crew to volunteer to put them up.

Historical Magazines: **Stu** knows of someone who received a number of historical aviation magazines and **Stu** would like to have them be offered to our Chapter members. The Board agreed that they could be displayed and given to members.

Breakfast/Lunch Prices: Food costs have increased substantially necessitating a rise in prices for Chapter provided breakfast and lunches. After lengthy discussion, the Board decided on some preliminary price increases, but at a later virtual meeting, rescinded these motions and agreed to schedule a fuller discussion of this topic at the next Director’s meeting.

Items Identified During the Meeting to be discussed next month

Rising prices (the primary focus of the meeting); lease options; upcoming events.

The meeting was adjourned at 1:29 pm.

Submitted by **Donna Ryan**



Creating an image for the Facebook page: two Young Eagles fighter get silly. 7/13