

Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

April 2022



2021 Ray Scholar Kaitlyn Werner poses after completing her checkride in March..

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Upcoming Events

April 15th—Pancake Breakfast & Membership Meeting. Rock Swanson talks about “Back Country Flying.”

May 14th—Young Eagles Rally.

May 21st—Pancake Breakfast & Membership Meeting. Presentation TBD

Chapter Briefing

EAA Chapter 14 Members



Chapter Activities: Information provided by Chapter members.

Week ending March 5: The week was cold and windy, but since we are planning on being fully open this month, some stalwart members showed up for an initial spring cleaning of the Chapter: Gene Hubbard, Jimmy Kennedy, Ted Krohne, Gary List, Jonathan Robbins (with two young helpers), Joe Russo, Ryan, Ron Shipley, Duane Shockey and friend, and Alan Sparkes among them. Gert Lundgren had come in during the week and did a special favor for Donna Ryan by dusting off the tops of all the magazine binders and books dislodging the spiders that had made a home in the vicinity. Dan McCarthy was working and couldn't help out, but he donated soda and water for the group – much appreciated. Ryan provided a lunch of Costco pizza, salad, and cookies. On a sad note, long-time member “Sparky” Sparks passed away this week. See the article on page 4.



Gene Hubbard and Duane Shockey help sweep out Hangar 1 during our spring cleanup. 3/5

Week ending Mar 12: Gene Hubbard, Jimmy Kennedy, Joe Russo, and Chuck Stiles were busy working on their projects during the week. Chuck was particularly interested in getting Jimmy started on the wings of his Nieuport. Nigel Worrall flew in and helped Ryan with the O-200 rebuild. Cylinders have been honed and rings are in. Bob McCall's Cessna Skycatcher has been getting serviced and is back at the Chapter. New member Rich Allison spent time at the Chapter getting acquainted with the members working on their aircraft. Member Bob Soderquist stopped by; he is visiting from Colorado for a couple of weeks. He and Chuck worked with Ryan to inspect, adjust, install, and time the magnetos in the O-200. Gary List and Jonathan Robbins



Chuck Stiles and Jimmy Kennedy prepare the top wing on Jimmy's Nieuport for covering

worked on the Meyers. On Friday, several members helped Gary List spruce up the area and facilities for our first Young Eagles program in a long time – and on Saturday, their hard work paid off – we had a good group of pilots, parents, and Young Eagles. Roman Hendle, who started his flying as one of our Young Eagles, rented the Champ to fly some kids; he has been taking lots of classes, and is almost a CFI – quite a journey that all started at EAA 14. Hermes Hernandez and Grant Rotunda provided much assistance helping out as ground crew for our Young Eagles, and as always, Richard West was there with his chess board to help stimulate waiting YEs. Gary List kept busy helping people learn to use the upgraded simulator. Some great news: 2021 Ray Scholar Kaitlyn Werner passed her checkride – another pilot who started out in our Chapter 14 Young Eagles program. Congratulations, Kaitlyn!

Week ending Mar 19: Chuck Stiles left for Idaho this week – always sad to see him go. He provides much needed assistance and knowledge to our members. On Friday, as always, Gary List spent almost 2 hours getting Hangar 1 and other Chapter facilities ready for the General Meeting. And member Tony Quintal always gets there early on Saturday to help set up tables and chairs for the breakfast crowd – their help is much appreciated. We had a good crowd out for



Gert Lundgren prepares Swedish meatballs and gravy for lunch after our March 19th meeting.

Kevin Roche and his pancake breakfast, ably assisted by his son David. David continued his good deeds by helping Gert Lundgren prepare and serve lunch as well. Gert's menu was a tasty combo of Swedish meatballs, and gravy, along with potatoes, peas, ice cream, and homemade Swedish pound cake. Over the course of working together, Gert invited David to go with him on the upcoming 4th Saturday flyout – great way to say thanks. Kerry Powell, our usual host for the General Meeting speaker, unfortunately was under the weather, but Gene Hubbard stepped up to get the audio-video system ready. Thankfully, Kerry had provided instructions and pictures to get started, and all was ready in time to hear the talk by Deputy Director of Airports, Jorge Rubio. There was an excellent turnout to hear Mr. Rubio explain some of the upcoming changes to Brown Field. See the meeting notes on page 12. Several members stressed the need for more hangars so that more people could get involved in building aircraft. After the talk, President Trinidad Lopez talked about receiving another Ray Scholarship for 2022 and he encouraged people to make nominations. A number of people stayed to enjoy lunch and lots of aviation-related conversations. After lunch, EAA Chapter 14 directors held a Board Meeting, with the primary topic being exercising our lease option to get more hangars.

Week ending Mar 26: We received some great news: Ray Scholar Ryan Flores passed his check ride! Ryan and his father Pedro have been longtime ground crew volunteers with Chapter 14's Young Eagle program and now he'll be able to help out in the air as well. It was quite a process, especially when everything came to a standstill for so long during the pandemic – but his hard work paid off – well done, Ryan! On Saturday we had our first formal Chapter flyout in a long time thanks to Flyout Coordinator Francisco Muñoz. Fog prevented takeoff until 10:00 am or so, but then a large group of pilots and passengers finally were able to get airborne. Included in the flyout were Chris Constantinides (pilot) with guest, Hermes Hernandez (pilot) and guests, Marty Jansen (pilot) with Francisco Muñoz, Trinidad and Sharon Lopez, Gert Lundgren (pilot) with David Roche, Jonathan Robbins (pilot) and family, Jerri Stottlemire (pilot) with Ron Shipley, Jim Wright (pilot) with Mark Albert. Contact Francisco if you want to be included next month. His contact information is included on the last page of the newsletter.



Members and guests listen to Jorge Rubio's Airport Management Update at the general meeting. 3/19



President's Message

Hello Everyone,

Our Chapter reopening in March was a big success. We had excellent participation and turnout for our second Saturday Young Eagles day, our General Meeting with breakfast and lunch on the 3rd Saturday, and a flyout to Borrego Valley Airport by our Chapter members on the 4th Saturday.

We are having a special promotion this month. All new members or existing members who sponsor a new member will receive a gift of a Chapter t-shirt, cap, or coffee mug during Chapter activities this third Saturday of the month. I would like to encourage all existing members who have not yet done so to renew their Chapter membership.

Our Chapter Ray Aviation Scholars have also been very active. Our 2020 Ray scholar, Ryan Flores and our 2021 Ray scholar, Kaitlyn Werner have both completed their private pilot certificates. Ryan Flores and his father Pedro volunteer and help run our Young Eagles day every month, and Kaitlyn Werner managed to complete her Private Pilot certificate while also attending her sophomore year of college. On behalf of our Chapter I want to thank them for participating in the scholarship program, and all their hard work in earning their private pilot's certificates. We are all very proud of them.

In additional Ray Aviation scholarships news, our chapter has received a \$10,000 scholarship for 2022. Nominations are open and we need nominations by our Chapter members. Please call or email me if you have someone in mind for a nomination.

Clear skies,

Trinidad Lopez



Kerry Powell, EAA-14 Program Director

April 15 – Rock Swanson will talk about “Back Country Flying.” Rock has presented to our group before, but it's been a few years.

“Never fly the A model of anything.”

**Edward Thompson,
World War II Pilot**

Gone West – Sparky Sparks

By: Donna Ryan

Manuel “Sparky” Sparks passed away on March 2, 2022, at almost 91 years of age. Mike Stirewalt, at KSEE, notified the KR group of his passing and noted the following: “Many old timers will remember him. . . I think Covington, TN was the last Gathering he went to but he was at all the early ones. He was a friend of Ken Rand and was a flying buddy of his. He built one of the first KR-2's and was featured on probably ten covers of the aviation magazines, plus interior articles, and gave many, many people their first KR ride, including me.”

Sparky was a longtime member of the Chapter and frequently flew over from Gillespie, in either his Pietenpol or his KR-2, with his little dog serving as his co-pilot. He was generous with his time and knowledge, and a number of our members enjoyed flying over to his hangar at Gillespie to visit, share some coffee, and get their questions answered about KR's, Pietenpols, or miscellaneous aviation or flying items. He was always willing to help out anyone.

One of the articles first written by Sparky in 1996 for the EAA 14 newsletter was re published in the July 2010 EAA 14 newsletter. Some highlights from the article will give you an idea of what a resourceful man he was, as well as being a great mechanic and pilot. The preface to the article stated, “This is a story about a father and stepson who flew two homemade, open cockpit airplanes across 16 states, with 46 gas stops, burning 400 gallons of fuel each, at an average speed of 70 mph.” The article describes how Sparky and his stepson Scott loaded up their two Pietenpols with tools, tents, sleeping bags, food, and some gas and set off on their adventure. At 6,000 feet, as Sparky is crossing the mountains to Imperial Valley, his right magneto went out, but he kept going, as the left one was firing OK and he figured he could get it fixed along the way. Issues with the magneto occur all throughout the trip, despite a number of fixes, including replacing a coil in the magneto, and replacing the condenser. He makes other spur of the moment fixes – but being the capable builder and mechanic he was, things work out. Example: “I get out the tool bag and use a small hacksaw to saw off 2 inches from my propeller because it has too much pitch. This lets my engine pick up about 100 rpm which I am going to need to cross the Rocky Mountains.” In another instance, his exhaust pipe mount breaks in flight and they land on a dry lakebed – no issue except for avoiding small bushes. He wires up the mount with safety wire, but it wears out quickly and he eventually uses coat hanger wire which works much better. Scott's plane also has some issues – fouled plugs, and an exhaust valve stuck open causing the engine to lose compression in the #3 cylinder. Sparky hammers on the valve to get it loose, and a gentleman at the airport who restores warbirds gives him a can of Marvel Mystery oil for the sticky valve.

This was just one instance of friendly, helpful folks at small airports. At Socorro, New Mexico he mentions, “there was no one to sell us gas since it was Sunday afternoon. We



Sparky poses with his KR-2 on the EAA ramp.

called the lady at home that runs the gas pump and she was very kind to come over and sell us fuel. We told her we were spending the night there in our tent. She said no, she would leave the office open and we could sleep on the two couches inside. “Just lock the door when you leave early in the morning.” Several times, other gas station attendants loan them a car so they can run into town to get food – things sure were different back in 1996.

One of the highlights of the trip was visiting Brodhead, Wisconsin for the Pietenpol flyin. He noted, “Scott and I both had the honors of flying a Model A powered two place Pietenpol Air Camper and a single place Sky Scout which was originally Mr. Pietenpol's personal plane built in 1932.”

It was August when they took the cross-country flight in the Pietenpols, and on the way home, Sparky is having increasing problems starting the engine in the heat because of the bad magneto. To get it started he has to pour cold water on it. He is almost home, but the engine dies again at Imperial Airport when they stop for gas. He notes, “When I landed at Imperial the engine died upon touchdown so I had to push it into the parking area. The temperature was 110 plus. I had about 1.5 gallons of gas left when we landed. Now came the hard part, getting my engine started. We took turns propping, but it wouldn't fire a lick. So, off with the cowlings and we carried out bottles of cold water from the F.B.O. and poured them on the magneto. We almost had a heat stroke here in the 110 degrees plus temperature. Finally after about two hours, we get it started.”

He ends the article with this comment: “It was a beautiful trip and very educational. We saw lots of mountains, deserts and beautiful green farmlands. There's something about this kind of flying that makes me feel closer to my creator who brought all this beauty in the heavens and the earth.”

Sparky was a good pilot, a fine mechanic and builder, a helpful friend, and a true gentleman. We will miss him.



Sparky and his Pietenpol on the EAA ramp.

EAA-14 Flyout Report, March 26, 2022

Francisco Javier Muñoz, EAA-14 Flyout Coordinator

Hello EAA14 flying members, enthusiasts, friends, Gillespie pilots and family. This past Saturday, March 26, 2022, started with fog over Brown Field and our first planned flyout seemed to be in jeopardy. The fog was probably sent by the looming figure of the pandemic and wanted to play a bad hand on our high spirits, on our way to L08- Borrego Springs Airport which was our destination and with a planned 8:00 am wheels up departure, the weather was not promising, but the forecast called for clear skies at 10:00 am and everyone was calling and hoping for the best. Around 9:30 am the fog started dissipating and we were able to depart for L08-Borrego Springs Airport.

It was a great flight and after landing the resort van was waiting and took us to the restaurant for a nice breakfast.

The best part of this flyout was the 7 aircraft that flew and the 18 people who attended, which included 2 families, 5 women, and 5 children. This was one of the largest and most diverse flyouts that we have had in years. The camaraderie, fun, laughs, positive atmosphere, and yes lots of talk about aircrafts made for a great event in Borrego Springs.

I encourage all members to attend the next flyout, even though it has not been decided where to, and this was my first and last flyout as coordinator due to a business commitment that will take me away for a long time. I am confident that the next flyout coordinator will do a fantastic job and will continue to take our club into more fun destinations, cool airports, and great restaurants.

Thanks again for attending and keep flying!

Francisco Javier Muñoz, MBA
EAA-14 Flyout Coordinator

Fogged in at 0800. For a while it didn't look like anyone was going anywhere. ►



◀ Fog beginning to lift at 0930. Our new Young Eagles Coordinator Hermes Hernandez flew his family in the Cherokee Six from First Flight.

◀◀Gert Lundgren and David Roche in Gert's new RV-12.

Marty Jansen loads his Cherokee Six for the flight to L08. ▼





◀ Inside Marty Jansen's Cherokee Six on the way to Borrego Springs. Left to right: Francisco Muñoz in the right seat, Sharon and Trinidad Lopez in the back (Sharon mostly out of sight), and Marty flying.

Chapter 14 flyout participants outside the Borrego Springs Resort. ▶



◀ A great breakfast for all flyout participants at the Borrego Springs Resort.



◀ Marty Jensen's Piper Cherokee Six at L08 prior to departure for SDM.

Jerryd Stottlemire and Ron Shipley in Jerryd's Stenson 108 ▶



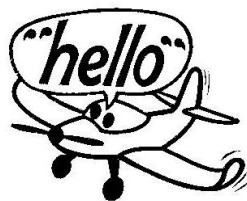
New Member

Donna Ryan

Welcome to **Rich Allison**, our new member. The information below comes from his membership application. Some people just include the essentials; others expand a bit on their experience, and we always appreciate that.

Rich is a private pilot with a Cessna 172. He can help out with IT electronics and is interested in building. You'll see his plane around Brown Field as he is doing some additional training and is interested in getting involved with the Chapter now that things are opening up once again. We look forward to it!

Look for Rich at the next meeting, introduce yourself and get to know him better. We very much appreciate his support.



Ryan makes a test flight in his Katana. 3/31

**Aviate
Navigate
Communicate**

Palm Springs Air Museum

Donna Ryan

Looking for a close aviation related destination? One you can either fly or drive to in just a few hours? The Palm Springs Air Museum located on Palm Springs International Airport might be just the ticket.

The Museum has a large collection of military aircraft, especially those from World War II, as well as Korea and Vietnam. You can view many of the displays in air conditioned comfort as well as watch aviation related movies and documentaries, use the computer flight simulators, and even book flights in a C-47 Skytrain or a P-51 Mustang. Admission is just \$17 for adults, and you can even let your friendly, leashed dog tour the exhibits with you.

My daughter and son-in-law made a recent trip to the Museum and took the following pictures. They thoroughly enjoyed the visit. Hope you can too.



◀ PSAM's Consolidated PBY "Catalina" flying boat saw action in the Aleutian Islands during WWII. After the war, the aircraft was used for fighting forest fires in Washington State. PSAM acquired the aircraft in 2007 naming it "Harriet's Chariot" after the wife of PSAM's Board Member Howard Bernstein, who underwrote the purchase. PSAM is currently restoring this aircraft to flying status.



◀ PSAM's "Mitchell" was constructed in Kansas City in 1944 as a B-25J and almost immediately converted to a TB-25N. It was withdrawn from service in 1958, converted for use as a fire tanker, and used by several operators before arriving at Planes of Fame in 1978 and PSAM in 1997. The "Mitch the Witch" markings represent a B-25D that survived 190 missions in the Pacific during WWII before being scrapped after the war. ▼





◀ This Grumman F9F-5P “Panther” was built around 1952 and apparently flew for the Navy during its service life. This aircraft was one of 36 F9Fs purpose-built for unarmed reconnaissance. It was converted to a DF-9E drone sometime in the early 1960s then placed into storage in 1963. It was displayed in several places before being acquired by PSAM in 2011. The restored aircraft displays Marine Corps markings from VMJ-3 stationed in MCAS Miami from 1952-1955 where it flew training missions “targeting” sites throughout the continental United States.

This P-51D was built in 1945 and was shipped to England during WWII, did not see action, and was assigned to the New Jersey National Guard. In 1950, it was returned to the USAF for use in Korea, again didn’t see action and was auctioned in 1956. After a stint at Universal Studios, it was restored and painted to resemble Col Clairborne Kinnard Jr’s “Man O’ War.” Kinnard commanded the 4th Fighter Group and finished WWII having destroyed 25 enemy aircraft ▶



◀ This P-51 “Mustang” was built in 1945 and immediately placed in storage by the USAAF. It was transferred to the RCAF in 1951 and damaged in a belly landing in 1956. The plane passed into civilian hands and returned to the US in 1959. The aircraft is painted in the colors of LTC Robert Friend’s “Bunny.” LTC Friend was one of the Tuskegee Airmen “Red Tails” and flew 142 combat missions during World War II. After the war, he remained in the Air Force, heading up Project Blue Book which examined over 12,000 UFO reports from 1963 to 1969, and he served as Assistant Deputy of Launch Vehicles, working on the Titan, Atlas, and Delta rockets as well as the Space Shuttle. PSAM offers flights in this aircraft to visitors on weekends. ▼





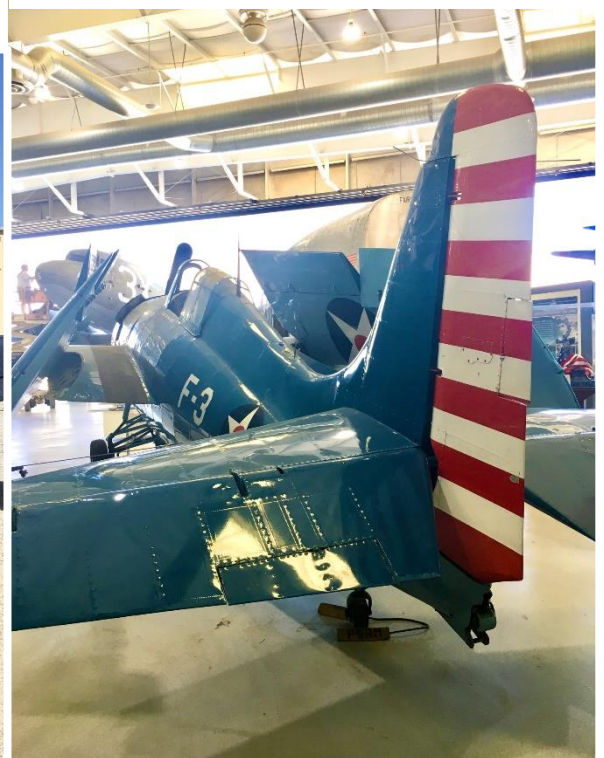
▲ This C-47B was constructed in 1944, sent to the RAF in 1945, the Belgian Air Force in 1949, the French in 1952, and to Israel in 1967 where it was converted to an RC-47 for reconnaissance. It was acquired by PSAM in 2003 and carries the markings of an aircraft that participated in the invasion of Normandy in 1944

PASM's Douglas SBD-5 "Dauntless" crashed on takeoff during a training operation on the USS Sable in March 1944 and sank in Lake Michigan. The aircraft was recovered in 1996 and displayed in several museums, arriving at PSAM in 2002. Markings show the plane as it looked at the time of the accident in 1944. ▼



▲ This Bell AH-1G "Cobra" was constructed in Fort Worth, TX around 1967 and acquired by PSAM in 2008. Markings show the aircraft as it appeared in service.

According to the FAA, this FM-2 Wildcat (a General Motors aircraft based on the Grumman XF4F-8 prototype) was built in 1944. Even though the design was obsolescent, GM continued to produce Wildcats throughout WWII because they could operate from small escort carriers. PSAM's plane retired from the Navy in 1945 and maintained in flying condition ever since, arriving at PSAM in 1997. This aircraft is painted to resemble a Navy fighter in early 1942. ▼



This de Havilland DHC-2 Beaver was delivered to the US Army in 1954 as an L-20A, later redesignated as a U-6A. It joined the Civil Air Patrol in 1971, then went to Canada in 1977 where it had several owners. In 2016 it was re-registered in the US and is officially based in Fairbanks AK, although it seems to spend a lot of its time at PSAM. ▶



▲ PSAM has the front fuselage of a Fairchild C-119G "Flying Boxcar" that was constructed for the Air Force in around 1953. At some point, the aircraft appears to have been used for firefighting in Wyoming and Nevada before being acquired by PSAM in 2013. The aircraft is painted to resemble a C-119G used by the "Flying Jennies" during the Korean War and later converted to an AC-119 gunship during the Vietnam war.



PSAM's F-104G was built by Fokker in 1964 and served in the Royal Netherlands Air Force, making its last flight in November 1983. It was displayed in the Netherlands until 2005, then moved to the US by ship and eventually to PSAM. The markings represent an aircraft that was shot down by AAA fire near Troc, Vietnam in 1966. ▶

This North American F-100D Super Sabre was built at Columbus, Ohio and served in USAF from 1955-1968 and the Turkish Air Force from 1969-1989. In 1989, it was flown back to the United States and passed through several civilian owners before being placed on display at PSAM in 2013. ▼





Jorge Rubio
Deputy Director:
Airports

Airport Management Update

Presentation Notes from Gene Hubbard and Lista Duren

The following information is based on a presentation given by Jorge Rubio to EAA-14 membership on March 19, 2022

At last month's general meeting, Jorge Rubio, San Diego's Deputy Director, Airports, introduced himself, spoke about recent changes in City organization, updated us on the general status of Brown Field, and discussed specific projects planned for FY 2023 through FY 2025. He also answered many questions from the audience on subjects ranging from airport finances to hangar availability.

Jorge started by pointing out that although he is not a pilot, he has had a lifelong passion for aviation and has a degree in Aviation Management from the State University of New York (SUNY). He has worked for several airlines at JFK International Airport (JFK), with Airport Operations and as an Aircraft Rescue Fire Fighter at the Tweed New Haven Regional Airport (HVN), and as the Acting Director at the County of Ventura Department of Airports (OXR and CMA). Just prior to starting work at San Diego two and a half years ago, he managed the Camarillo airport where he worked with the EAA, the CAF Museum, and the Ninety Nines. He is accredited by the American Association of Airport Executives and is currently the President of the Southwest Chapter of the AAAE. He described his goal as Deputy Director, Airports as making sure that everyone has appropriate access to and use of the facilities.

Airport Reorganization

Within the past year or so, the City has reorganized the Department of Real Estate such that Airports and Real Estate Management are now co-equal responsibilities of a new Department of Real Estate and Airport Management (DREAM) under director Penny Maus. This change elevates the visibility of airports within the City organization and means that airports are no longer a secondary responsibility of the Real Estate Director.

Jorge said that most airport administration still operates out of the Montgomery-Gibbs (MYF) office, but that he spends his Tuesdays and Thursdays at Brown Field. Currently, Brown Field personnel include the Airport Manager Andy Schwartz, a Senior Airport Operations Assistant, and two Airport Operations Assistants. In addition, Jorge is currently recruiting a Grounds Maintenance Worker and an Equipment Operator. Airport management depends on outside contractors for security and maintenance such as spraying and mowing. The City believes that its airports should be self-sufficient and that MYF currently subsidizes SDM at a cost of about \$500k per year.

SDM Airport Status

- Jorge is currently looking to purchase a dedicated runway and taxiway sweeper for SDM using FAA funding. Having this equipment on-site will make the airport safer by reducing the likelihood of damage by dust and FOD.
- The Airports Master Plan Update is complete and may be found at SDairportplans.com. This was done before Jorge came on board two and a half years ago. In a later question about possible opportunities to build inexpensive hangars, Jorge responded that the Master Plan does not address development of individual hangars.
- The City has expressed safety concerns over the parachuting site located northeast of Brown Field. However, this drop zone is located on Federal land and the FAA has responsibility for safety. While the City wants to establish some sort of agreement over the drop zone, the matter is out of their hands. The Airports Advisory Committee is monitoring this situation.
- Customs and Border Protection (CBP) has disbanded their Mobile Response Team located at the west end of the ramp and will no longer be occupying those hangars. In response to an audience question, Jorge said that he did not know what level at CBP made this decision. Many parties, including the Department of Defense (DoD) have expressed an interest in acquiring the facility. We should expect a resolution in the next two to three months.
- The airport has completed its annual hangar inspection. While EAA compliance with inspection requirements has always been excellent, not everyone complies and inspections have uncovered construction companies operating out of hangars and hangars being operated as Air B&Bs. At this point, audience members again asked about hangar availability with Jorge responding that they will need to see what the need will be and take that into consideration. He also mentioned that the Master Plan addresses hangar construction in general.
- Finally, Jorge clarified the City's policy regarding vehicle storage on airport property by saying that leaving a vehicle on airport property or in a hangar is OK if the vehicle supports aviation (e.g. stored while the owner is on a flying trip) but not for long-term storage.

Airport Projects

Next, Jorge outlined airport projects planned for FY 2023, FY 2024 and FY 2026. No projects were described for FY 2025.

FY 2023

DREAM has two primary projects at SDM for fiscal year 2023: upgrading gate access control and repairing the terminal roof. The City plans to spend \$400k to adopt individual proximity access cards that allow only authorized access to the operating areas of SDM, possibly similar to the



Aerial photo showing project areas for FY 2024 shaded in orange and project areas for FY 2026 shaded in blue.

current system at MYF. An audience member questioned whether a system similar to the one at MYF would work at SDM given our dependence on public access for events such as Young Eagles and skydiving operations operating from First Flight. Jorge responded that the details haven't been worked out, but a system for remotely verifying a visitor's identity and admitting them might be possible.

The City also plans to repair the terminal roof in FY 2023 but gave no cost estimate. In 2000, the City of San Diego designated the old control tower, built in 1940 and located at the terminal building, as a Historical Landmark but it needs repair. A member of the audience asked if there was any effort to standardize maintenance between Gillespie Field (SEE) and Brown field. Jorge responded that SEE was administered by the County rather than the City, and that coordination wasn't feasible. Another audience member suggested that an approach to bringing in more money and making SDM self-sufficient would be to build more hangars.

FY 2024

Airport management has announced three major projects for FY 2024: Design/rehabilitation of runway 8R/26L, Rehabilitation/realignment of Taxiways Bravo and Charlie, and applying for a general aviation terminal replacement grant under the Bipartisan Infrastructure Law (BIL). The extent of these runway and taxiway projects are shaded orange in the aerial photo.

Design and rehabilitation of 8R/26L will cost about \$2.2M. Brown Field supports a unique mix of aircraft types: Cessnas, Experimentals, and F-18s. This mix of aircraft can't safely operate from a single runway. Unfortunately, the FAA considers SDM to be a Regional rather than National airport and wants the City to pay for maintaining our second runway. The City is currently navigating Federal processes for obtaining funding by recognizing SDM's role as a port of entry. At present, the FAA's threshold for funding would require eleven jets based at SDM and we only have nine. (Perhaps we could start a project to build a couple of SubSonex kits!)

Rehabilitation for taxiways Bravo and Charlie, also planned for FY 2024 is estimated at about \$2M. This work involves

removing the pavement from the closed diagonal taxiway and refurbishing the active taxiways. Finally, the City is applying for a grant to replace the current terminal building under the Bipartisan Infrastructure Law. Cost and scope are still to be determined since the BIL just came out.

At this point, Jorge fielded several questions regarding airport funding and decision-making:

Q: Is SDM still an Enterprise Zone?

A: Jorge said that it was his understanding that this is still true

Q: Does the military pay anything to sustain SDM?

A: No. When the airport was deeded back to the City in the 1960s, part of the agreement was that the City would continue to allow military operations. However, the City does receive 10¢ per gallon of fuel sales.

Q: If SDM airspace were upgraded to Class C, would this affect funding available?

A: No, airspace classification has no bearing on funding.

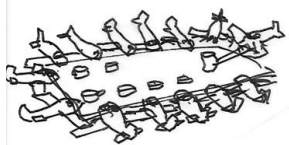
FY 2026

In FY 2026, the City plans to spend approximately \$4M on improvements to the east end of taxiway Golf, shaded blue on the aerial photo. Jorge did not provide further details of this project.

Tenant and User Projects Update

Finally, Jorge said that groundbreaking for Phase One and Phase Two of the Metropolitan Air Park (MAP) is expected this year, including constructing a new airport entrance at Britannia Road, adjacent to the EAA site. When complete, the privately operated portion of the Air Park will extend from Heritage Road to La Media Road.

Once again, audience members asked about hangar availability at SDM and how long it would take before we saw new hangars. Chapter 14 President Trinidad Lopez interjected that while EAA currently has no additional hangars to build or improve, we do have some projects in the works.



March 19, 2022 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, March 19, 2022 beginning at 12:28 PM.

Directors and officers present were: Gene Hubbard, Jimmy Kennedy, Ted Krohne, Ashley Lopez (proxy), Trinidad Lopez, Francisco Munoz, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Alan Sparkes, Stu Strebig. Directors and officers absent were: Kerry Powell (excused), Jonathan Robbins (excused).

Board Decisions

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

- October 2021, November 2021, February 2022 Minutes reviewed and approved. Ron Shipley/Jimmy Kennedy: passed.
- 2022 Treasurers Report reviewed and approved. Jimmy Kennedy/Stu Strebig: passed.
- Board approved a motion to present a proposal to the City to lease Option C with the following caveats: such action won't affect taking Option B in the future, will extend our lease to 2035, and will fall within the price range previously discussed. The motion further authorized Trinidad Lopez to negotiate with the City concerning the lease.
- Offer a one-time Chapter T-shirt to the following: lunch chefs (free), and flyout participants (half price). Stu Strebig/Ron Shipley: passed.
- Approve an annual award/acknowledgement for Young Eagle pilots and ground crew.
- Reimburse Gene Hubbard \$500 for the tooling expense in setting up the Bend Milling Machine.
- Approve an award/recognition in Pete Grootendorst's name. Francisco Munoz/Stu Strebig: passed.
- Motion to adjourn. Kevin Roche/Ron Shipley: passed.

Old Business

Ray Scholars: We have been awarded a \$10,000 Ray Scholarship for 2022. Our 2021 Ray Scholar just successfully passed her check ride. Three days after the Board Meeting, our 2020 Ray Scholar also successfully passed his check ride. **Trinidad Lopez** reviewed the requirements (youths 16-19) for the scholarship and encouraged applications.

Signs: We will be ordering the approved signage to assist visitors find the Chapter.

Membership: In the upcoming months, attract new members and reach out to previous members. Decide on activities to do this.

Young Eagles Volunteers: The Board approved an annual award/acknowledgement for Young Eagle pilots and ground crew.

Lease Option: The Board discussed at length recent conversations with City representatives concerning our lease options and how best to move forward. The Board approved a motion to present a proposal to the City to lease Option C with the following caveats: such action won't affect taking Option B in the future, will extend our lease to 2035, and will fall within the price range previously discussed. The motion further authorized **Trinidad Lopez** to negotiate with the City concerning the lease. Stu Strebig/Francisco Munoz: passed.

The Lease Committee of **Gene Hubbard, Trinidad Lopez, and Larry Rothrock** will hold a series of meetings to update our current proposal. Member **Bob McCall** offered to assist in the negotiations and we welcome his assistance.

Recognition of Pete Grootendorst: Motion made to approve an award/recognition in memory of **Pete Grootendorst**.

New Business

Need for Young Eagles Coordinator: **Ashley Lopez** will be returning to school and will no longer be able to serve as our Young Eagles coordinator. The Board thanked Ashley for her hard work in this position. They then discussed the qualifications needed in this position and a suggestion was made as to a possible replacement.

Lunches: After discussion, the Board agreed to test the following schedule: First Saturday: serve-yourself pizza; second Saturday (Young Eagles) – regular lunch; third Saturday (General Meeting) – regular lunch. 4th Saturday: coffee and donuts (many members attend the flyouts on Saturday, so no need for a full lunch). For April, **Trinidad Lopez** will serve lunch on the 2nd Saturday, and **Ted Krohne** will serve lunch on the 3rd Saturday.

T-shirts: The Board approved a motion to offer a one-time Chapter T-shirt to the following: lunch chefs (free), and flyout participants (half price). Stu Strebig/Ron Shipley: passed.

Gate access: Ask **Jonathan Robbins** to research current method to provide remote gate access to Young Eagle or General Meeting participants. The previous method no longer appears to work.

Milling Machine: To set up the donated Bend Milling Machine, **Gene Hubbard** had spent money for necessary tooling. The Board approved a motion to reimburse Gene Hubbard \$500 for the tooling expense. Gene agreed to hold a workshop on the first Saturday in April to demonstrate use of the machine. It was suggested that member **Jim Wright** also be a presenter and he later agreed.

The meeting was adjourned at 1:53 PM.

Submitted by **Donna Ryan**

Around Chapter 14

Photos by Chapter Members



Gary and Jonathan's Meyers getting ready for a flight. 3/8



A Southwest airliner passes over Jim MacKinnon's House. 3/28



Kaitlyn's DPE congratulates her after a successful checkride.



A volunteer shovels dirt off the ramp on clean-up day. 3/5



A future pilot tries out the Corsair pedal plane.



Jonathan pumps up the tires of the Girl Scout Cookie Wagon on clean-up day. 3/5



Alan, Jimmy, and Joe stand in Jimmy's hangar to avoid the cold. 3/5

April 2022

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.

General Chapter Information:

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eaal4contact@gmail.com

Director Name	Phone #	Email
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
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Stu Strebig	(619) 346-9788	trail2texas@yahoo.com

EAA Chapter 14 (with answer machine) (619) 661-6520

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

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San Diego Chapter 14
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San Diego, Ca 92154-5707