



# Spirit of Flight

**Experimental Aircraft Association**

**Chapter 14: San Diego, CA**

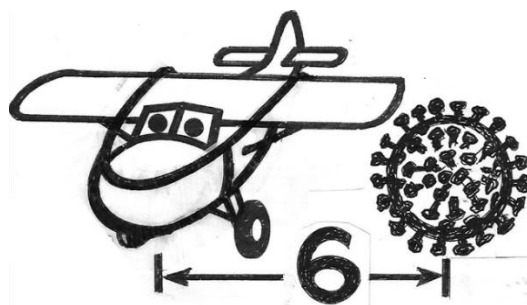
**September 2020**



*Janeth and Pete Grootendorst prepare lunch for the Chapter in 2016. Pete passed away unexpectedly on Friday August 14<sup>th</sup>. We will miss him in many ways.*

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**No activities scheduled due to COVID-19 social distancing rules. Stay safe.**

# Chapter Briefing

## EAA Chapter 14 Members



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

**Week ending Aug 8:** Dion Dyer was in town and helped fellow Serendipity Club members Chris Dommers and Billy Lopez with carburetor issues on the Piper. Craig Cornford mentioned the issues involved in uploading documentation electronically to the FAA –it's a new system and not quite as smooth as hoped. So, if you are required to upload materials electronically, allow yourself lots of time. Jimmy Kennedy plans on starting the process of covering his Nieuport soon. He plans on contacting member Trevor Pearson to see how covering works. Kaitlyn Werner's plans to attend Kent State to get her degree in Aeronautics are complicated by COVID-19. It looks like she may be able to take courses online and then get her pilot's license here. Young Eagles Coordinator, Ashley Lopez, provided lots of information to the family on CFIs, flight schools, and lessons. In the process she mentioned her own recent progress on getting her license. She's been using her family's plane and has been flying about 3 times a week. She has completed her solo cross country, night flight and the majority of her other training requirements. She is preparing for her checkride scheduled for September. Well done, Ashley! Jim MacKinnon is back from a long time up north. He's glad to get back to work on his Nieuport project. Jimmy Kennedy, working on his own Nieuport, was glad to have his Nieuport buddy back as well. Dion Dyer's Cavalier has moved on to new pastures; Gary List and Ryan helped Dion and the new owner get the plane loaded on a trailer. Ryan started the process of making a new cowling for his Diamond Katana– it is turning out to be a much longer process than he expected.



*New member and new aircraft at EAA. Evie Ramseier and her husband flew their recently-purchased PA-28-180 to SDM and are tying down at EAA. Welcome aboard! 8/15*



*Janeth and Pete Grootendorst in Hangar 1.*

**Week ending Aug 15:** Beautiful weather and a number of members stopped by the Chapter. Jim Wright, Phil Lankford, and Seth Schlam all stopped by to visit. Seth does great fiberglass work and has helped Phil and Ryan with other aviation aspects as well. Mark Albert, Craig Cornford, Jimmy Kennedy, Jim MacKinnon, and Ryan were all busy working on their planes. Ashley Lopez kept building time in the family Piper, and Jonathan Robbins, Ron Shipley and new member Nigel Worrall took to the skies. New member Evie Ramseier and her husband flew down their newly purchased Piper PA-28-180 from San Francisco and tied it down at EAA 14. Several previous visitors stopped by to say hello and look around; two were past Eagle flight passengers with Ryan and Ron Shipley.

**Week ending Aug 22:** Jimmy Kennedy, Jim MacKinnon and Ryan worked on their planes. Mark Albert took his plane out. The Serendipity Club held a meeting. Member Dion Dyer was in town; he is still looking for a Tailwind. He has almost decided to get a flying plane rather than a project. The Chapter received some very sad news this week. Longtime member Pete Grootendorst passed away on Friday. Pete served as a director, safety chairman, and our primary tower contact for years. An avid Young Eagles pilot, he also provided flight instruction to many who later became Chapter members and handled many biannual flight reviews for our seasoned pilots. Several articles in this issue provide additional information about Pete; he will be sorely missed.

**Week ending Aug 29:** Some excellent news. Craig Cornford had his DAR inspection on Sunday, and his Bushby Mustang II passed with flying colors. DAR Matt Hlavac, based out of Ramona, did the inspection – a very knowledgeable and fair inspector. They had originally planned on beginning the inspection at 7 am to avoid the worst of the heat – but the FAA computers were down until almost 10:00 so they got a late start. But since the Grumman was gone, Ryan helped Craig roll the plane into Hangar 3 for this important milestone – so there was shade and a nice breeze. Craig hopes to get a ride in a friend's



Mustang soon to get a feel for what his own plane will feel like when he is ready to fly it. Throughout the week, we had a number of members stop by, including new members Nigel Worrall and Evie Ramseier. Evie's husband Peter accompanied her; he is an A&P, but he works on big jets – not our little planes. Treasurer Ron Shipley will be going back to visit his wife's relatives in Kentucky for two months, so previous treasurer Gary List will take care of the books while he is gone. Ron handed over the checks and laptop to Gary on Saturday, as Ron plans on leaving on September 1st.



*Craig Cornford and his DAR, Matt Hlavac, inspect Craig's Bushby Mustang II in Hangar 3 on Sunday August 23<sup>rd</sup>.*

**Week ending May 30:** On Monday, Trevor Pearson showed up at the Chapter to do some more much needed mowing around the Chapter. Ryan needed an extra hand to help do another weight and balance on the Titan – always a two-man job. So Trevor helped with that too. A variety of Chapter members stopped by during the week to look around, chat and work – observing social distancing, of course. After some maintenance on the fuel tank, Ryan started up the engine of the Titan and did a series of aborted take-offs to test out some of his aircraft updates. So far so good. Randy Lee brought down his new 5151 Mustang and unloaded it in preparation for starting work. Previous member Trung Nguyen showed up to have some welding done on a gas tank. Several years ago, long-time member and director Ron Schuler had donated the Teenie2 aircraft to the Chapter. Ryan sold it to Trung, who donated it back to the Chapter when he needed his garage back. He was pleased to see it was being used in our Young Eagles' program.

## President's Message

**Gene Hubbard**



We lost Pete Grootendorst last month. I was as surprised as anyone to hear the news. Pete became my flight instructor about 15 years ago when he checked me out for my tailwheel endorsement. It was in a Cessna 140 and he made it seem easy. It's the difference between having an instructor who's trying to build time to get into the airlines and an instructor who already has 15,000 hours and has already seen it all. Pete could sit back and let me make a lot of minor mistakes instead of grabbing the controls every time I got a little off course. Not that he didn't tell me what I got wrong—but he did give me a chance to fix it myself.

Pete also told good stories. The one that I remember best was when he was trying to get a job crop dusting. This part of his career must not have lasted too long since it doesn't show up on his CV on the next page. It seems that the guy hiring him was worried that Pete might not fly low enough to spray accurately. So Pete flew his pass low enough the guy dove for the ground to get out of the way.

Pete's CV does mention flying for Customs and the Drug Enforcement Agency. About 15 years ago he gave a Chapter presentation on some of his enforcement activities, with movie footage of drug runners trying to sneak in and out of some very dark, very unimproved airfields. Sometimes they knew that Pete was chasing them, sometimes not.

As a long-time director and Safety Officer for the Chapter, Pete maintained communications with both the Tower and the Airport Management, keeping the rest of us up to date with safety concerns both in the air and on the ground.

One of Pete's major contributions to the Chapter was to map out and publish a series of engine-out options west of SDM. For this project, published from May through July 2014, he used Google Maps and typical aircraft performance data to identify possible landing areas if one loses an engine without enough altitude to successfully turn back to the airport. The options weren't always good, but knowing what they are beats not knowing, and continuing forward can help prevent stumbling into a stall-spin accident.

Other notes in this issue describe Pete's willingness to help out with whatever work needed doing and his long participation in the Young Eagles program. We all agree that the Chapter won't be the same without him.

*Gene Hubbard*

# Pete Grootendorst

## Memories from John Pool

*"Oh I have slipped the surly  
bonds of earth, and danced  
the skies on laughter-silvered  
wings."*



Pete was born on December 14, 1931 in Lieden, Netherlands and became a naturalized U.S. citizen in 1953 while serving in the U. S. Army. Pete passed away peacefully at his home on August 21, 2020 from complications of ALS, with his family surrounding him.

Let's cut to the chase...Pete loved to fly, if he wasn't out flying, he was talking about flying, if he wasn't flying or talking about flying he was puttering around his airplane & hangar at Brown Field EAA and his love of aviation was only rivaled by his love of his wife, Janeth and his family.

Pete was a long time member of San Diego EAA Chapter 14 (20+ years). He was heavily involved in the Young Eagles Program, Eagles Flights, and also as a Flight Advisor.

Pete served as a Flight Instructor at Brown Field Airport and his clients and students alike always remembered how patient, thorough, and professional he was. He wanted to make sure if he was responsible for putting someone up in the air, they were ready and prepared. Pete averaged 25 flight hours of flight time (flight instructing, charter, EAA, etc.) per month up until he was 88 years old!!

Pete was also a member of the Quiet Birdmen organization, San Diego Hangar for over 40 years.

1951-1954 U.S. Army (Airborne) '52-'53 Korea, Infantry Rank M/Sgt.

1954-1970 U.S. Border Patrol Agent, worked Air Intelligence, Anti-Smuggling, and was a relief Border Patrol pilot.

1970-1973 U.S. Customs. Agent/Pilot

1973-1974 Drug Enforcement Administration (DEA) Agent/Pilot

1974-1983 U. S. Customs Agent/Pilot. Retired as Branch Chief, U.S. Customs Air facility, North Island Naval Base, San Diego, CA. Pete flew Lears 24/25, OV-1 Mohawks, OV-10 Broncos, and all aircraft in the Customs inventory in the '70's and early '80's

1983-1987 San Diego School District - Taught High School aviation classes & Flight Instructed.

1988-2000 U.S. Dept. of State, U.S. Embassy, Lima, Peru. Aviation Advisor on U.S. and Peruvian drug eradication programs.

You can have no doubt that Pete is already back flying, not like you or I do in an actual airplane. He's high above the clouds soaring like an eagle and loving every minute of it.

Pete's total flight time is 15,000+ hours.

Pete is survived by his loving wife, Janeth. Also by his sister, Mary V., his Daughter, Linda Sorensen (Scott), and his Son, David (Lisa) and 7 Grandchildren.



*Pete Grootendorst helps a Sea Cadet strap in before a Young Eagles flight.*



*Pete congratulates a student after his first solo in one of the First Flight Grummans.*



## Ryan and Donna Remember Pete Grootendorst

Pete joined EAA Chapter 14 in 2001 and from the time he joined he was a really valued and supportive member of the Chapter. He gave many members their first or continuing flight instruction, and he was one of our primary go-to CFIs for biannual reviews and special endorsements. He was so knowledgeable – but he didn't keep that knowledge to himself. He was always willing to share his expertise, both in person and in the newsletter. He wrote a variety of articles for the Chapter newsletter, highlighting flying techniques and safety reminders. One series was particularly useful – how to deal with emergency landings around the Brown Field area. This required a lot of research on his part and years of experience behind his recommendations. He was quick to share “lessons learned” with others, trying to ensure that others wouldn't make costly mistakes. He was very patient with his students and calm – which went a long way towards helping their learning curve. He was the Chapter Safety Representative, our liaison with the Tower, and our Fire Safety representative, scheduling our fire extinguisher reviews for many years. He also attended a variety of aviation related meetings, and made sure to write-up an account of the information presented. He also ordered a variety of information signs for our hangars which enabled us to meet safety regulations.

Pete could always be counted on to volunteer for whatever event the Chapter was hosting and he made sure he was an active participant, from directing aircraft parking, to cleaning out the hangars. On one occasion he sat with me as we scrubbed down 100 white plastic chairs for an important event – and didn't leave until they were all finished – I really appreciated this and a number of other instances where he was a primary volunteer to help me out. If he took on a task, he ensured it was completed, and that it was completed well. No task was beneath him; when it was Pete's turn to provide and serve lunch at the Chapter, everyone looked forward to it – they knew that he and his wife Janeth would provide a home-cooked feast.

Pete served as a Chapter Director for many years. During Board Meetings, he provided logical and practical advice, always willing to listen to opposing comments and come up with a solution that met the best interests of the Chapter.

One of his most valuable contributions was serving as a regular and very active Young Eagles pilot. His love of flying certainly rubbed off on the many young ones who flew with him – their faces were always smiling and excited when they got out of his plane after a flight. From his earlier work in drug enforcement he knew how important it was to provide young people with a positive vision for their future, and several young Eagles over the year have certainly benefited from his assistance and help, going on to pursue a career in aviation.

Besides all of the many things he did, what we most remember is who Pete was: considerate, kind, generous – a true gentleman. We will really miss him.

## FAASTeam Wings seminars now on Zoom

**Kerry Powell, EAA-14 Program Director**

As a member of the FAA Safety Team, I have continued to attend San Diego district meetings, which are now being held online via Zoom. At our last meeting, we discussed upcoming safety webinars which will be conducted via Zoom, and will be eligible for WINGS credits.

To search for available webinars, go to [faasafety.gov](http://faasafety.gov) and select Seminars & Webinars. A page will be displayed showing a map of the United States and prompting to search for Seminars and Webinars. Don't search by zip code, search by Region, use the drop down arrow menu to select WP09 (San Diego) and check the box “Show only Webinars” then click on Search.

You will see a list of available webinars by date. Click on a webinar title to show details about that webinar. Included in the details for each webinar will be a link to follow to register for that webinar. Upon registering for a webinar, you will be sent Zoom meeting information to join the meeting.

You can download Zoom software to your computer/tablet or phone, but you can also just go to the meeting URL (web address) in your web browser.

You need a webcam and microphone for full interaction, but you can also ask questions via Zoom's chat feature.

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*Find FAASTeam webinars on-line. The menu looks like this.*



*Mark Albert has been at it again with the polish and buffing wheel. I don't know if Mark's RV-3 or Jonathan's Luscomb is shinier. They're both shinier than anything I have!*

## EAA-14 Ray Scholar Makes First Solo

Ryan Flores, Chapter 14's Ray Aviation Scholar, soloed for the first time on August 15<sup>th</sup>, and Ashley Lopez, our Young Eagles Coordinator was there to record the event. Congratulations Ryan! This is a big step in anybody's flight training.



*Bottom Line Up Front: Ryan did it and he has the shirt tail to prove it!*



*Full stop on the third landing and taxi back to the Chapter. Instructor and family are waiting.*



*Instructor Paul Chapman cuts off Ryan's shirt tail*



*Nobody in the right seat. Ryan taxis off alone for the first time while his instructor watches from the ground.*



*... and congratulates him on his accomplishment.*



*Making the traditional three trips around the traffic pattern*



*Ryan poses with his family. They were all there rooting for him*



# Shaping the Diamond

**By: Ryan**

Once my newly purchased 1996 Diamond Katana DA20-A1 aircraft was safely here at EAA 14 from Canada, I had a list of items I wanted to check out and update if needed before I took it flying. So, I began running through the standard steps we all do when getting a new plane: check compression, trace wiring, and replace brake pads, tires etc. But there was one unusual task I wanted to work on right away.

I knew when I purchased my Katana that it no longer had its original Rotax 912 engine. Instead, one of the previous Canadian owners had put in a Continental C-85 engine. The new engine would not fit inside the original cowling, so the owner had simply cut holes in the original cowl for the heads to stick out. I wanted to keep this engine as it afforded me more power, better fuel efficiency, and reliability, but I did not like the holes in the cowling (truth be told, it was my wife who really objected to the look, so it was a foregone conclusion something would have to be done about it).



*When the original owner replaced the engine on the Katana, he simply cut away the cowling for clearance and left the C-85 cylinders hanging out in the breeze. This didn't look right*

I had several choices on how to handle the task. I could make individual fiberglass covers for the heads and attach them to the existing cowling. But I decided I would make a completely new cowling. Deciding was the easy part – implementing it turned out to be quite a process.

I have had some experience with both fiber glassing and working with metal and I decided I would combine both mediums. First task was to cut away the old cowling to see what I had to work with.



*Katana without its cowl. All of this needs to get covered up, including the starter sticking up at the back of the engine.*

I decided I would make three parts: a nose bowl, and a top and bottom two-part cowling section. I already had some old foam and started shaping it to make the basic shape I would use later for the nose bowl. I also cut out some sheet aluminum to make a basic top. I quickly identified three problem areas: make space for the heads as the original cowl was too narrow in the front for the C-85; replace the original spark plugs with shorter automotive ones; make a streamlined bubble fairing over the starter to get the look I wanted.

With the foam I made a simple nose bowl cover so I could start on the basic top cowling shape. For the rest of the cowling, I used some sheet aluminum I already had. In the picture below you can see the spark plugs and starter sticking up through the top - both items that need to be addressed.



*2" thick foam for the nose bowl.*

After getting the basic top cowling shape, I then needed to work with the lower portion. My first attempt for the lower cowl, although very similar to the original design, looked “clunky” as my wife put it. It certainly didn’t have the streamlined look I was after.



*First attempt at a lower cowling. It fits, but the large exhaust area for cooling air (red arrow) makes it look clunky.*

I reshaped it until the bottom flowed into the rest of the fuselage. I also painted part of the bracing on the nose wheel strut black.



*Next try was a form-fitting lower cowl. Much sleeker look and we’ll find another way to let the cooling air out.*

After sanding the foam to the shape I wanted, I transferred the measurements to plywood to support the foam after the

foam has been sanded thinner. From there I made a fiberglass nose bowl from the foam and wood plug. This turned out to take much longer than I had planned.

Getting the fiberglass proportion is always tricky, and outside temperature swings and some outdated epoxy materials didn’t help. My first attempts did not turn out well. The mixture took a long time to set up and was too flexible. In addition, for the first attempt I had used drywall mud thinking it would make it easier to shape and get the fiberglass part out of the foam plug after it cured. But the mud had hardened or absorbed so much resin that I had to use a power sander to get it out of the inside of the fiberglass. In addition, the first attempt had warped, and no longer fit. A week’s work gone.



*First try at a cardboard pattern for the nose bowl. Close but not there yet*



*The next try at a cardboard pattern worked. Then Ryan transferred the pattern to a plywood plug for stiffness.*





*Looking into the back of the nose bowl before cleaning the plaster off*

I made my second nose bowl with more layers of fiberglass. This one fit perfectly - no gaps between the metal and fiberglass. I used clecos to hold everything in place.



*Second nose bowl clecoed in place. More layers of fiberglass and this time it didn't warp.*

I had originally planned on just using the fiberglass and metal pieces as a form for a plug to make the final engine cowl into an all fiberglass one.

However, I decided to use what I had before I went to all the work involved in remaking it. Once that decision was made, I realized I also had to do more reinforcing on this nose



*Uncut nose bowl riveted in place*

bowl – so I applied another fiberglass layer inside of it. I then pop riveted everything together.

At this point I had three pieces that made up the engine cowling: a fiberglass nose bowl, top and bottom sheet metal. As I didn't want to have to remove the nose bowl to work on the engine, I needed to combine the three pieces into a two piece cowl. To make this all happen, I drew a line on the nose bowl where the cut would be, starting from the center line of the crankshaft down to the junction of the upper and lower cowl.



*Time to cut the nose bowl apart. The cut line (red arrows) extends from the center hole to where the top upper and lower aluminum pieces join.*

Now, when I want to work on the engine, I only need to remove the upper cowl.





*Top cowl off, showing excellent access to the engine.*

Obviously I didn't want to take screws out each time I wanted to get to the engine compartment, so I installed piano hinge sections as my fasteners. I looked around locally for regular piano hinges, but finally ordered aircraft piano hinge extrusions from Aircraft Spruce.



*Piano hinge clecoed in place before riveting*



*Piano hinge installed*

Still to come. I need to deal with the spark plug height in order to have them completely inside the cowl. I also still need to make air intake openings, baffles for engine cooling, and construct a bubble on the top of the cowl to clear the starter on the upper cowl. But though there is still more to do, the initial cutting and shaping of this Diamond in the rough is going in the right direction.



*Added bonus. I only have to open one side to get to the engine.*



# Paul Ross Obituary

**Karl Johanson, forwarded by Frank Verbeke**

The Swift community lost a long time member and friend February 3rd. Paul was a walking encyclopedia of Swift knowledge and during his 30 plus years associated with the Globe Swift he produced two award winners, resurrecting both from the cemetery of Swifts gone west. His last project was a Piper Cub that he restored along with help from his long-time friend and co-pilot/photographer, Mike LaFrance. Like his Swift projects, the Cub was a perfect rendition and when he sold it, the buyer flew in from Florida with a back pack and cash, paid and departed the same day to fly it back to Florida.



*Paul Ross next to Swift Project*

Paul had an aviation career that started back in the Vietnam war flying Douglas Skyraiders and along the way he also excelled in RC model racing. The apple doesn't fall far from the tree as far as need for speed goes as his son Bill holds the land speed record for 750CC motorcycles at Bonneville (170.856 MPH). Paul was known at Swift meets as the one who joked around and didn't mind entertaining us with his full embrace of costume parties. He has several Swift notable legacies to his credit, one of which was the fiberglass nose cowlings that many Swifter have on their aircraft, the belly tanks (sometimes referred to as kidney tanks) and the Bonanza style wing tips. He worked for Frank Verbeke (lifetime Swift Museum member) at Alturair (they still exist and hold the STCs for the above mentioned Swift mods). Paul assisted Don Bartholomew with sliding canopy prototype fabrication and supported Trio Electronics with autopilot development for the Swift application.

Paul is remembered for winning Best Paint with his Lycoming O-360-powered green and white Swift N2336B known for its San Diego Chargers lightning bolt stripes which he then followed with a second project N3890K and was rewarded with a Champion Custom trophy at the Creve Coeur (St. Louis) Swift Nationals in 2012. Both aircraft now belong to Dana (Gibbs) and David Clark and can be seen at the Texas Red River Swift Wing fly-ins.

My personal favorite memory of Paul that will always bring a smile to my face was hearing this from the back of his hangar (full of all sorts of desirable Swift parts, etc), "Johanson, keep your hands in your pockets."

## Movement on Ramp-SDM

### SDM Operations

*The following notice is from Brown Field Airport Operations. Please read and adhere to these instructions.*

Due to the increasing number of surface encounters between aircraft and vehicles on the ramp, please remind your tenants and users of the rules pertaining to all movement on the Ramp/Non-Movement Area at San Diego Brown Field Airport. Please review the information below. It is from the City of San Diego Airports Division Policies and Procedures document. In the spirit of safety please ensure your Tenants/Users all know and obey the policies and procedures of the airport at all times.

### Article 19. Vehicle/Pedestrian Procedures in the Non-Movement Area A.

A. The Non-Movement Area (NMA) is the portion of the air operations area (AOA) not under the control of the Air Traffic Control Tower (ATCT). It includes aircraft parking areas and taxilanes. The NMA boundary is shown by a yellow solid line and a yellow dashed line painted on the pavement:



The solid line is the NMA side, while the dashed line is the Movement Area (MA) side. You must have permission from ATCT, and authorization from Airport Operations, to cross the solid line from the NMA to the MA.

### B. While operating in the NMA:

1. Aircraft and emergency vehicles always have the right of way.
2. Speed limit is 10 MPH.
3. Beware of jet blast, propellers and rotors.
4. Upon entering or exiting a vehicle gate, drivers must wait for the gate to fully close before proceeding.
5. Contact Airport Operations if a driver insists on following you through the gate. Do not confront the other driver. Provide a description of the vehicle, the license plate number (if able), and a brief description of the driver. With the video of entrances and exits, and your description of the encounter, the offender should be identifiable and corrective action taken.
6. Remain clear of runways, taxiways, safety areas, object free areas, runway protection zones, and any other parts of the MA.

C. Comply with all applicable City Ordinances, motor vehicle regulations, and state and federal rules and regulations related to operating on an airport. Failure to comply may result in loss of privileges and fines, per the San Diego Municipal Code.

## Marketplace

**ZENITH CH750 STOL** • \$67,500 OBO • LIGHT-SPORT AIRCRAFT FOR SALE! • Built by legendary award winning builder Marv Vanderpool in 2013. Incredible build quality like no other. TT: 72hrs. Mattituck brand new Continental IO-240 125hp. Whirlwind Ground Adjustable Prop. Better Ergonomic Dual Stick Option. Upgraded Nosegear Fork. EarthX Lithium Battery (New2020). GTX-320A Transponder. ICOM A210 Comm. Unpainted beautiful exterior. Beautiful custom interior. Michelin 8.00x6 Tires. Vortex Generators. Fresh Annual by A&P Nov 2019. Amazing slow speed handling. Light Sport Compliant. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (5/20)



**Highlander - JUST Aircraft** • \$65,000 OBO • LIGHT-SPORT AIRCRAFT FOR SALE! • TT:~700hrs. Rotax 912ULS. 3 Blade - Ground Adjustable - KIEV Prop. Dynon Avionics Skyview. Grand Rapids EIS. Vortex Generators. Good payload capacity. Light Sport Compliant. Not in annual. Log books are lost unfortunately. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (5/20)



**Engine for sale:** Continental 0-470-7B (E-185-3). O SMOH. Rebuilt 1982. Documentation. Located in Ramona. \$9,000/offer. Text or call Dave at (619) 987-6398 (4/20)

## New Members

### Donna Ryan

Welcome to our new members.

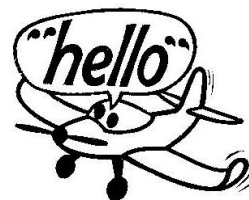
The information below comes from their membership

application. Some people just include the essentials; others expand a bit on their experience and we always appreciate that.

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

**Evie Ramseier** is an ATP, CFII who is a flight instructor out of First Flight. Her husband, Peter, is an aircraft mechanic. That team has most aviation needs covered! Evie owns a PA-28-180 which is now tied down at the Chapter. Thanks, Evie, for joining our Chapter. We certainly look forward to getting to know you better.

**Nigel Worrall** is an instrument rated private pilot who was introduced to EAA 14 by Chapter Treasurer Ron Shipley. He is looking forward to doing or helping with some aircraft building, learning new skills, and enjoying the interaction with fellow members (hopefully soon once COVID-19 restrictions are lifted). He has some valuable skills he is willing to share with the Chapter: electronics, radio, model building, and mechanical aptitude. Let's take him up on them!



*It's fire season. Jim MacKinnon got this photo of an Army CH-47 Chinook pressed into service fighting the Valley fire. The crew didn't waste much time painting on the new identification markings.*



# Around Chapter 14



Piper L-5 "Grasshopper" from the CAF. 8/16



Another view of Ryan's "Diamond in the Rough." See article on page 7. 8/31



Robinson R-44 in front of San Miguel. 8/10



Brightly colored Raytheon C90A. Must be a charter operation.



"New" Mooney on the EAA flight line. From the registration, it looks like it's visiting from Arizona 8/31



Great Lakes 2T-1A-2. He's from San Diego. I don't know much more. 8/10



Craig Cornford's Mustang II back on the line after completing it's airworthiness inspection. 8/31



New construction across the street from SDM. 8/31

# September 2020

## 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.

## Contact:

Donna Ryan (Chapter Secretary)

(858) 273-4051. Leave voice mail or text.  
[eea14contact@gmail.com](mailto:eea14contact@gmail.com)

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## 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

## Hangar Phone:

619-661-6520

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