



# Spirit of Flight

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

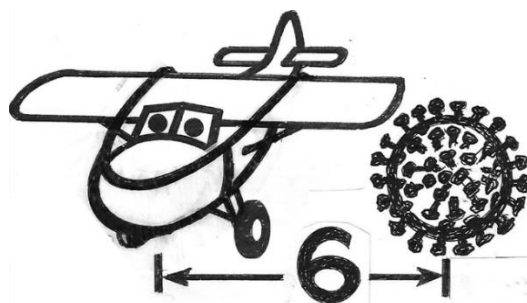
**October 2020**



*Crew at SEE performs maintenance on a CH-47 pressed into service fighting the Valley fire. They didn't waste any time painting on the temporary high-visibility markings. Photo by Jim MacKinnon 9/10*

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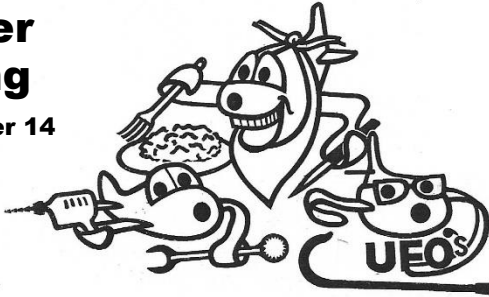
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**No activities scheduled due to COVID-19  
social distancing rules. Stay safe.**

# Chapter Briefing

## EAA Chapter 14 Members



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

**Week ending Sept 5:** Dion Dyer was in town still and trying to get as much instruction in as possible so that he can solo – he's really close! Ryan figured out how to put piano hinges on the new cowling he is making for his Diamond Katana, so more progress there. We had beautiful weather in the early part of the week and Mark Albert took to the skies. A full cast of regular visitors were at the chapter including Trevor Pearson and Jim Wright. Trevor picked up the Chapter trailer so he could move his plane to have some necessary welding done.

**Week ending Sept 12:** It was really hot in the early part of the week; only Ryan and Jim MacKinnon were present on Tuesday working on their planes. However, as weather cooled down during the week, Mark Albert and Gary List also came in to work on planes - Mark dealing with the exhaust, and Gary doing some updates on Richard Kalling's plane. The Serendipity Club will have a new member soon, as Billy Lopez has left the Club and is now concentrating on working on his RV project. Mark Albert called with some unpleasant news on Sunday. He saw and heard a rattlesnake in hangar 3. It was behind a file cabinet near the grinder. He called the Humane Society (was on hold for 20 minutes and it took an officer 20 minutes to arrive). Mark had to keep it in sight until the officer arrived. The officer said it was not the normal diamondback but a smaller, slightly more aggressive type. It was striking anything that came near it, even spider webs. The officer said it was the second one she had removed on Brown Field. One week ago she removed one on the Tower Facility. A memo was sent to all renters to exercise extreme caution during the summer and fall as rattlesnakes don't always give a warning.

**Week ending Sept 19:** Craig Cornford's plane was not running as smoothly as he wanted, so he and Ryan adjusted the timing; it is now much better. Craig is working on his tailwheel endorsement. Trevor Pearson brought back the Chapter trailer as he had picked up his aircraft and it is now ready to go. Mark Albert, Randy Lee, Gary List, Jim MacKinnon, and Bob Zubeck were seen around the Chapter. Ed Watson drove down from Escondido to donate a few goodies for the Chapter: a very old Garmin 296, a very small shop vac, some aviation magazines, and some Nomex honeycomb. Ed and Donna Ryan discussed the attacks of the killer tomatoes experienced by both of them (huge plants sprawling way beyond their expected growth). He added: "We've kept the neighbors supplied. Zucchini and cucumbers galore, one poor cantaloupe, and zilch yellow



*Chuck and Robin stop by the Chapter during a surprise summertime visit to San Diego.*

squash. Some apples and plums, but the trees are just babies, this will be their second year. Nectarines, Asian pears, oranges and apricots should bear this year. All have taken a hit with the heat, but it is beginning to cool a bit. I think they will all make it with rainwater's help [editor's note: he has a large rainwater storage system]. I do enjoy playing in the dirt. I guess the saying is true – you can take the boy off the farm but you can't take the farm off the boy."

**Week ending Sept 26:** Monday saw a surprise visitor at the Chapter. Chuck Stiles and his wife Robin buzzed in for a short (???) visit to San Diego. He had to take care of some unexpected house repairs, but there was an upside to the trip. While he was in Idaho, he found an ad for a used Snap-on Tool truck down here in San Diego. After making sure the truck would still be available by the time he got here, he made that one of the first stops when he arrived. It turned out to be just what he wanted and he is busy now removing all the Snap-on tool decals. He plans on converting it to a motorhome to make the drive back and forth between here and Idaho much more comfortable for him, his wife and his dogs. He's already got the layout figured out. Some other exciting purchase news. Dion Dyer has been looking at a specific Wittman Tailwind W-10 for more than a year. He finally closed the deal on Thursday after having a pre-inspection done and an annual. The plane is currently in Wisconsin and will stay there for a couple more weeks while Dion arranges for necessary familiarization training to meet insurance requirements. He has already found a CFI Tailwind owner (who also happens to be a Boeing test-pilot) to help him. Once they coordinate their schedules, they will go pick up the plane. Initially it will go to the CFI's home airport in northeast Indiana, and then Dion will fly it home





*Dion Dyer's new set of wings, now sitting in a hangar in Wisconsin. Dion plans to fly it back to Texas as soon as he passes his checkride.*

to Texas after he passes his checkride. Congratulations, Dion! It has been a long journey – but sounds like it is worth it.

## EAA 14 Director Elections – November

### Donna Ryan, Secretary, EAA Chapter 14

We will be holding our annual election for directors next month and you'll see the official ballot in the November newsletter. The following members have agreed to serve next year (in alphabetical order). We really appreciate their time and willingness to volunteer. One newcomer is Ashley Lopez, our Young Eagles Coordinator. We are looking forward to having her broad participation and her youthful energy and enthusiasm!

Gene Hubbard  
Ted Krohne  
Ashley Lopez  
Kerry Powell  
Kevin Roche  
Donna Ryan  
Stu Strebis

Jimmy Kennedy  
Gene Lenard  
Trinidad Lopez  
Jonathan Robbins  
Larry Rothrock  
Alan Sparkes

## Erratum

In last month's photo collage, I identified this photo as a Piper L-5 "Grasshopper." Chapter member Kent Cassady points out that it's really an Aeronca L-3 and that Piper made the L-4, not the L-5. The L-5 was a Stinson. Thanks for the sharp eyes.



## President's Message



### Gene Hubbard



First off, congratulations to Ashley Lopez, our Young Eagles coordinator, for passing her checkride last month (p. 7). This seems to be a tradition in her family. Also, congratulations to our

Ryan Flores, long-time Young Eagles volunteer and Chapter 14's Ray Scholar, for completing his first solo cross-country flight. The photos of Ryan preparing for a practice flight (p. 6) serve as a good reminder of the steps that we should all take before going flying.

Thank you to Larry Rothrock for attending the Zoom meeting of the Local Runway Safety Action Team (LRSAT) a couple of weeks ago and representing the Chapter. The report from this meeting is not yet public, so we'll have to wait until next month for a debrief.

We've always wondered how to keep Young Eagles engaged in aviation after a flight. Donna Ryan recently attended a webinar hosted by EAA National on how to run an aviation day camp, one to five days long, that goes into more depth on flying and building. Her article on p. 8 outlines material available to support this project and some suggestions on how it might be run.

Chapter Elections are coming up. At present, the members listed to the left on this page have agreed to serve as directors for 2021. Our bylaws authorize up to 17 directors. Contact Donna Ryan if you would like to see anyone else on the list. The final ballot will appear in the November Spirit and we count ballots on the third Saturday, November 21st.

Lastly, while we're nowhere near out of the woods with COVID, we are learning how to deal with the restrictions. Some of the FAASTeam speakers that we feature in our general meetings are beginning to present virtually over Zoom, and we're discussing the possibility of getting together for a general meeting on Zoom in October or November. Of course, we're all looking forward to meeting again in person, but let us know if you'd be interested in scheduling Zoom meetings in the interim.

*Gene Hubbard*



*F4U that shares a hangar with Dion's new Tailwind.*

## Ray Scholar Update

After completing his first solo in August, Ryan Flores, Chapter 14's Ray Scholar, has completed his first solo Cross-Country flight from Brown Field to Ramona and continues to work on maneuvers in the practice area. Ryan's father, Pedro

Flores, took these photos of Ryan preparing for a recent flight. We all still follow these steps before going flying, don't we??



(1) Do the paperwork:

- Weight and Balance
- Winds
- Flight Plan



(2) Preflight Inspection



(3) Clean the Windshield



(4) Check the fuel



(6) Go Flying!



(5) Pull away from the line so you don't blow dust when starting

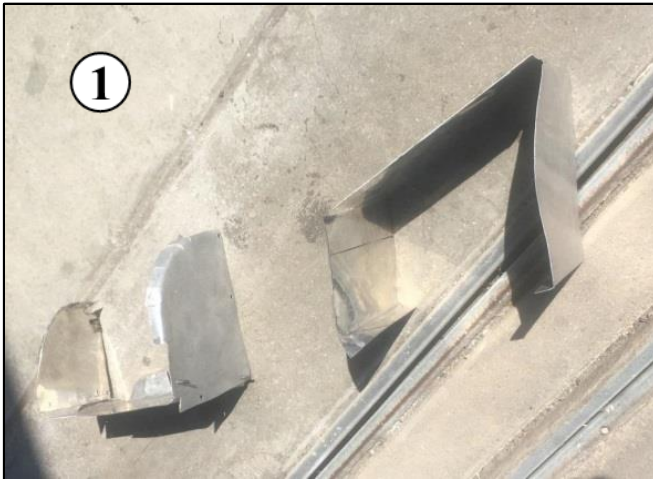


# Baffling Baffles

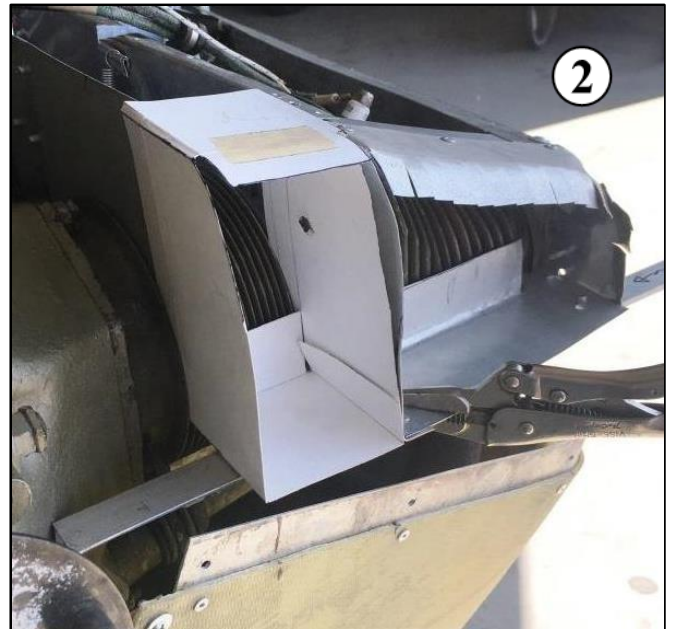
Ryan

The concept of an engine compartment baffle is simple: make sure excess heat is expelled from the engine compartment. And the actual construction of baffles is fairly basic – shape and bend sheet aluminum and insert it in the engine compartment in such a way that excess heat is expelled consistently and efficiently. But the journey between concept and actual completion proved to be quite a long one, full of twists and turns, and false starts – at least for me. There was a lot of cutting and fitting, re-cutting and re-fitting, then re-thinking, then cutting and fitting etc. again.

In my case, I had to almost start from scratch. As I mentioned in my previous article, when one of the previous owners had taken out the Rotax and installed the Continental C-85 engine, he had just left the front cylinders open to the air – no problem with any heat build-up there. But with my new cowling, I had to come up with a design that would get rid of the heat in the newly enclosed tight-fitting compartment. This series of photos show the process I used to fit baffles to the Katana's new cowl.



After research in the Chapter library and on the internet, I started out by just cutting up some old pieces of metal I had around to see what might work and fit. This took quite a while and I tried a variety of shapes.



Once I felt like I had an idea of what I needed, I cut out a paper pattern, then tried it in the engine compartment.



Once I was pleased with how it looked, I copied the pattern onto metal.



I'd insert the new piece into the cowling to see if it basically fit.





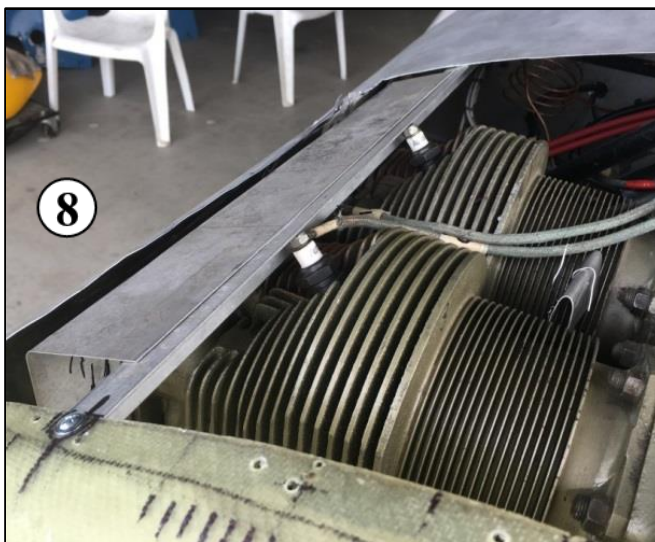
If the new piece fit OK, I used the brake to bend it to the proper angle.



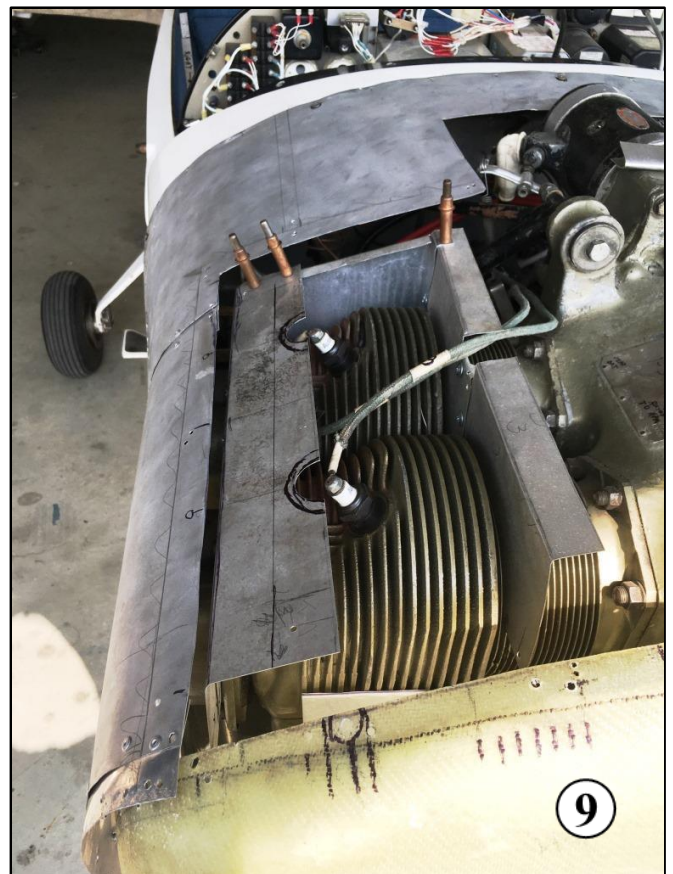
If not, I made the necessary adjustments for length and height, then tried again.



I labelled where each piece was supposed to go (I had a lot of pieces by this time), then repeated the process for each additional piece.



When it passed the test, I bent and attached it.



Between tries, I ran the engine and measured the heat buildup with individual thermocouple leads and a laser thermometer. When I was pleased with the progress, I clamped it with Clecros for final attachment with pop rivets.



In the process, I cut out two openings in the front nose bowl to allow air in and more heat to exhaust and kept testing. A curved opening worked better and is 50% larger than the square design I had at first. So far, engine heat is dissipating as it should with this design.

In a future article, I'll cover the process I went through with the spark plug height in order to have them completely inside the cowl.

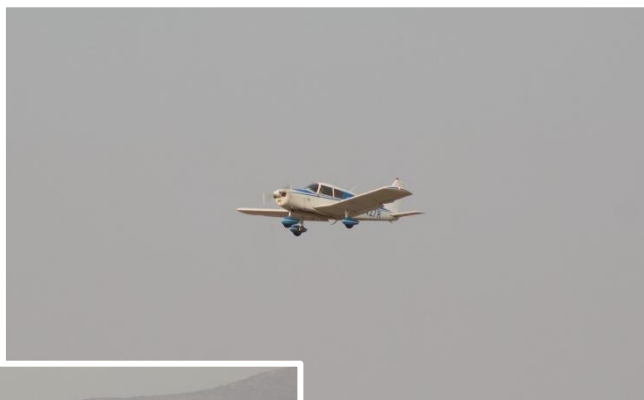
## Ashley Lopez Passes Checkride!

### Trinidad Lopez

September was an exciting month. On September 9th our Young Eagles coordinator Ashley Lopez completed her Private Pilot checkride. This continues a long tradition started by her great-grandfather Leslie Buttery, a 1930's aircraft builder, flight instructor, and World War II Canadian RAF pilot. In the picture below Ashley is presented her great-grandfather's RAF wings by her mother Sharon Lopez.



## Ashley's Checkride



*Photos provided by Trinidad Lopez*



# Young Eagles Workshops

**Donna Ryan**

After an exciting Young Eagles flight, many of our kids want more – more knowledge, more hands-on experience, more information on making a career out of aviation. EAA National has just provided something that can really help meet these desires with its new and easy workshop/day camp program for Chapters. A combination of classroom instruction and hands-on activities, each Chapter can customize the workshops to meet the needs of its local audience, facilities, and volunteer resources. I recently watched a webinar on this new program and wanted to share some of the highlights presented.

The workshops are especially geared to young people from 11 to 17 and can run from 1 day to 5 days long, using the curriculum and materials provided by EAA National to get us started. Important note: the idea and many of the suggestions for this program came from Chapters who were already doing this as part of their community outreach. So this isn't some pie-in-the-sky idea – it is based on actual successful workshops held by chapters just like ours.

## Why should our Chapter participate?

As in our Young Eagles program, we want to share our passion for aviation, as well as EAA's knowledge and resources. Hosting a workshop enables us to provide mentorship, and volunteering offers a great way to become more involved with other Chapter members.

Our Chapter already has all of the facilities necessary to hold such workshops: a large classroom learning area with tables and chairs and a large screen, as well as various other locations for breakout sessions. We have parking and a convenient way for parents to drop off the kids, and we have a food and snack area. We also have space to bring some demonstration planes right up close for the students to examine.

We also have a potential for a number of volunteers with years of experience under their belt. Reminder: As with all EAA National sponsored activities, ALL volunteers participating in an EAA Young Eagles Workshop must complete EAA's Youth Protection Policy training and background check. For more information visit, [www.EAA.org/YouthProtection](http://www.EAA.org/YouthProtection)

## How do we get the materials?

Everything comes in a kit, purchased for only \$35 from EAA National (the price would be twice that, but Sporty's has generously underwritten a large portion of the expenses). One kit has enough material for 10 kids.

## What comes in a kit?

Each kit contains a Program Guide, a Program Handbook, learning module worksheets, and hands-on project instructions, as well as a variety of other materials.

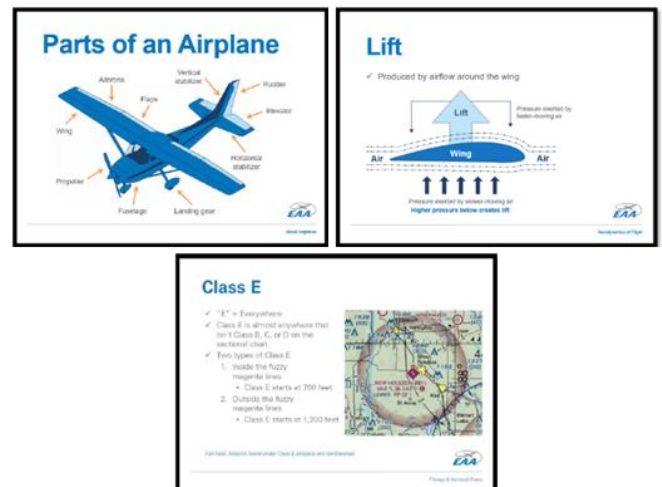


Depending on what we want to make in our hands-on sessions, the Chapter may have to purchase some inexpensive components especially for the electrical and wood projects.

The classroom section includes modules and worksheets on the following topics:

- About Airplanes
- Aerodynamics of Flight
- Compass Headings
- Flight Instruments
- Weather Basics
- Communications
- Traffic Patterns
- Pilotage and Sectional Charts
- Aircraft Building

The modules are in a PowerPoint format, so we can make any additions or changes we would like. The picture below shows some sample modules:





The picture below shows some sample worksheets:



Current hands-on projects include an electrical project, a wood wing rib project, and a metal cellphone holder project. We can add any projects that we like.

To have a successful workshop/daycamp experience, the Chapter needs to do upfront planning, to determine the number of days, number of participants, and most importantly, how many volunteers we need to conduct the

workshop. We would need volunteers for greeters, food prep and serving, hands-on instructors, set-up and take down muscle, safety monitors, and pilots willing to display their planes. Shown below is just a sample of a schedule of events for the morning sessions of a 3-day workshop:

The webinar pointed out that while some Chapters have put on the day camps for free, other Chapters have charged for the event to cover expenses, better ensure attendance (the idea being that if you pay for something you're more likely to show up), and even to fundraise. As one of the Chapters pointed out, parents are used to paying for Day Camp. Note: this event should not be held in conjunction with our regular Young Eagle rallies – it should be on a separate day and we would need to turn in a separate application for EAA National insurance coverage.

While Chapters are prevented from holding such an event right now because of health restrictions, it is definitely something to think about for our Chapter. Watch the webinar on the EAA National website for more information.

	Day 1	Day 2	Day 3
8:15 a.m.	<b>Check-In</b> (8:15 a.m. - 9 a.m.)	<b>Check-In</b> (8:15 a.m. - 9 a.m.)	<b>Check-In</b> (8:15 a.m. - 9 a.m.)
8:30 a.m.			
8:45 a.m.			
9:00 a.m.	<b>Program Introduction</b> (9 a.m. - 9:30 a.m.)	<b>Introduction</b> (9 a.m. - 9:15 a.m.)	<b>Introduction</b> (9 a.m. - 9:15 a.m.)
9:15 a.m.		<b>Flight Instruments</b> (9:15 a.m. - 10:15 a.m.)	<b>Pilotage and Sectional Charts</b> (9:15 a.m. - 10:30 a.m.)
9:30 a.m.			
9:45 a.m.			
10:00 a.m.			
10:15 a.m.	<b>About Airplanes - Look at Real Airplanes!</b> (9:30 a.m. - 10:30 a.m.)	<b>Break</b> (10:15 a.m. - 10:30 a.m.)	
10:30 a.m.	<b>Break</b> (10:30 a.m. -10:45 a.m.)	<b>Weather Basics</b> (10:30 a.m. - 11:30 a.m.)	<b>Break</b> (10:30 a.m. -10:45 a.m.)
10:45 a.m.	<b>Aerodynamics of Flight</b> (10:45 a.m. - 11:30 a.m.)		<b>Wood Wing Rib Project</b> (10:45 a.m. - 12 a.m.)
11:00 a.m.			
11:15 a.m.			
11:30 a.m.	<b>Compass Headings</b> (11:30 a.m. - 12:15 p.m.)	<b>Group Photo</b>	
11:45 a.m.		<b>Lunch</b>	
12:00 p.m.			
12:15 p.m.	<b>Lunch</b> (12:15 p.m. - 12:45 p.m.)	<b>Communications</b> (12:15 p.m. - 1 p.m.)	<b>Light Lunch</b> (12 a.m. - 12:45 p.m.)
12:30 p.m.			
12:45 p.m.	<b>Consider a Career Speaker</b>		

## 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). OSMOH. 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 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.



**Wilson Rivera** holds a Private Pilot SEL license. He has a long history in aerospace physiology and aviation medicine, plus 25 years in the Navy. He is interested in possibly building an aircraft and he is looking forward to getting feedback on this from other members. He is also looking forward to providing support for our Eagles and Young Eagles programs.

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



*The First Flight Champ makes a nice wheel landing. Nose slightly down, tail up. As wheels touch, nudge stick forward, slightly lower nose as you close throttle. Emphasis on NUDGE and SLIGHTLY. 9/5*



*T-34 on final approach. 9/10*



# Around Chapter 14



*T-34 about to touch down at SDM. 9/10*



*Another T-34 makes a low pass at SDM 9/5*



*SNJ in Wisconsin that shares a hangar with Dion Dyer's new Tailwind.*



*F-5 Aggressor takes off at SDM. Note main gear already retracted. 9/20*



*Beech 18 touches down at SDM.. 9/20*



*Scene from SEE: Three CH-47s in temporary firefighting markings about to launch against the Valley fire. 9/10*

# October 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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Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
Gene Lenard	(619) 442-4978	elenard@mac.com
Trinidad Lopez	(619) 661-7117	bajaassy@aol.com
Kerry Powell	(760) 613-4389	kgpowell@roadrunner.com
Jonathan Robbins	(619) 572-5087	snibbornoj@gmail.com
Kevin Roche	(619) 249-1285	tkevinr@rocketmail.com
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Ron Shipley	(619) 857-5201	ronaldshipley@cox.net
Alan Sparkes	(619) 463-2648	alspa700@mac.com
Chuck Stiles	(912) 661-0486	hangarmanagereaa14@gmail.com
Stu Strebig	(619) 346-9788	trail2texas@yahoo.com

## 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