



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

June 2019



Bob Osborn's BG-12 in 1970. Allen steadies the wing for take-off

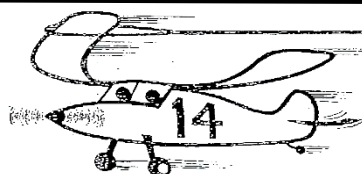


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Upcoming Events

June 8th—Young Eagles Rally. Boy Scouts Troop 107

June 11th—Airports Advisory Committee Meeting.
Montgomery-Gibbs Terminal Bldg. 1500

June 13th—Runway Safety Action Meeting.
Operations Building Conference Room, 1324
Continental St, San Diego. 0900-1200

June 15th—General Meeting. Ted Krohne on World
War II in the Pacific.

June 29th—Special YE Event for FAA ACE Camp.

July 5th—Funeral Service for Bob Osborn. Miramar
National Cemetery. Arrive by 1030, begins promptly
at 1100

July 6th—Celebration of Life for Bob Osborn.
EAA-14 Hangar 1, Arrive by 1100.

July 9th—Airports Advisory Committee Meeting.
Montgomery-Gibbs Terminal Bldg. 1500

July 13th—Young Eagles Rally

July 20th—General Meeting. Program TBA

Chapter Briefing

EAA Chapter 14 Members



Brown Field Airport Operations Information: Brown Field Airport Operations provided the following information:

An individual that has previously attempted to break into aircraft at both SDM and MYF hasn't been seen for a few days. Please be vigilant, follow all entry and exit procedures and report any suspicious activity to operations or the San Diego Police Department.

Brown Field Airport Operations is on site M-F 0700 – 1900 and Sat – Sun – 0900 – 1700 (Local)

Other important numbers:

SDPD South Bay (Non-emergency): 619-531-2000
Operations Office: 619-424-0455
Operations Field Phone: 619-992-1031
Airport Manager Office: 619-424-0456

At the recent Brown Field Pilot's Meeting, Airports Operations staff reiterated the need for those using the gate to EAA to wait by the yellow lines for gate closure. They also requested EAA continue to have someone at the gate during the time period when Young Eagles and their parents are arriving.

Brown Field Air Traffic Manager Information: Mark Demetris, Air Traffic Manager at San Diego Brown Field FCT provided the following information to SDM Users.

Runway incursions remain a serious concern nationally. One important component of our ongoing efforts to improve surface safety at SDM Airport involves conducting a



Bob Osborn and his family at Hangar 3. Grandson Nate on the left, and his BG-12 sailplane on the right. 5/4

Runway Safety Action Team (RSAT) meeting at least once each year. In conjunction with airport management, we will be conducting a local RSAT meeting on Thursday, June 13, 2019. The meeting is scheduled from 09:00 a.m. to 12:00 p.m. in the Operations Building conference room, 1424 Continental St, San Diego, CA 92154.

The purpose of this RSAT meeting is to unite those individuals and organizations that are actively involved in air traffic operations and movement of aircraft, vehicles and equipment on the Airport Operations Area (AOA). We look for participation from all major airport interests including tenants, fixed base operators, airport operations and maintenance personnel. Participants are asked to help develop recommendations and solutions to enhance surface safety. Those recommendations serve as the foundation for a site-specific Runway Safety Action Plan. You are cordially invited to join us.

Your participation is important and your input is welcomed. RSVP to Ramin Panahi, Support Specialist at Southern California TRACON via email at: ramin.panahi@faa.gov. Include the name, organization, phone number and email address of those who will be attending.

If you have questions or need more information, please contact Ramin Panahi at 858-537-5904.

Chapter Activities: Information provided by Chapter members.

Week ending May 4: Member Dan McCarthy shared some additional information on his newly purchased Grumman AA5B. First Flight has been working on some necessary maintenance issues. The fuel selector switch was lubed and the horizontal stabilizer end caps were replaced. Next Dan will be working on getting the inside re-upholstered. As promised at the last Board Meeting, EAA Chapter 14 Director Trinidad López provided coffee and donuts on Saturday morning to members interested in sharing thoughts on future Chapter activities. Bob Osborn and 3 family members came down to the Chapter and took a look at Bob's previously owned glider – now at the Chapter awaiting refurbishment as a Chapter display. See Ryan if you want to help bring this beautiful bird back to its former state. A small turnout for lunch, but they all enjoyed the lasagna, salad, and ice cream provided by Gary List.

Member John Thomley provided the following information on his project: "The Ragwing Stork didn't work out. I picked an Ultralight design first flown in 1995 and designed by Scott Land. The plane is based on the AirBike but has a wood and fabric fuselage. It was called the Cloudster. The plane was designed with a one piece Grove sprung landing gear but that thing is expensive and heavy. I'm putting a J3 style gear under her instead. Power is a Kawasaki 440B with reduction and I'm thinking about an IVO ground adjustable 3 blade prop. The wing ribs and ailerons are all built, very time consuming but the quality is better this time around since I had the practice building the Stork wings. All 4 spars are built and I'm finishing up the nose ribs. The fuselage is all framed up - I'm just adding gussets and plywood to the sides and bottom. The project is beginning to actually look



Trini, Sharon, and Ashley serving lunch. 5/11.

like an airplane, at least the pieces of one. I'm shopping for oxy acetylene equipment to weld the gear and cut out some of the fittings. I've got a trailer to build as well so it does not look like I'll get bored any time soon."

Week ending May 11: On and on showers/rain throughout the week kept all but the usual gang from showing up at EAA chapter 14. However, Randy Lee braved the weather and transported his 2/3 scale P-51 LE-51 down to the Chapter in a large rental box truck. He'll be at the Chapter temporarily to do some fabrication and finishing work. In between showers, Ryan mowed the grass behind his hangar – the airport mower can't get in close enough to do it. Jimmy Kennedy continues to work on his wing. On Saturday, the weather forecast caused Young Eagles Coordinator Mark Albert to cancel Young Eagle Day - we'll definitely have a waiting list for next month, as a large group had been expected. Trinidad López and his wife Sharon and daughter Ashley were prepared for the expected crowd with a hot dog/sausage, fries and mini-sundae extravaganza – luckily, the freezer and refrigerator were put to good use and we'll enjoy it all on the 3rd Saturday. Several members reported progress on their aircraft: Kent Casady stated that he is repairing his 1943 Taylorcraft L2M fuselage and then will start recovering it. Dennis Scharer noted he is now flying his RV-9A and is in the midst of updating his instrument panel. Greg Vines is making slow but steady progress on his Glasair, and Gert Lundgren is hard at work on his Van's RV-12iS. Gert does precise, excellent work – we're looking forward to seeing the plane as he progresses.

Week ending May 18: After last week's rainy weather, Tuesday was a glorious sunny day at EAA Chapter 14 and a full contingent of Tuesday visitors was present. Ryan worked most of the day on adding weight to the Titan's nose cone and mounting his radio, but stopped to help Dan McCarthy taxi his recently purchased Grumman from First Flight to the Chapter. While practicing turns, the left brake locked up. The problem turned out to be caused by the parking brake linkage binding up. The Grumman uses

differential braking to steer, so a locked wheel becomes a real problem. With that fixed, the plane is ready for Dan to practice his taxiing. Several members provided some additional aviation news about their projects or aviation adventures. Neil Harland reports that he was flying his Green Eagle at the Salton Sea during the winter. He has nearly finished with the airframe on his Aerolite, but is still waiting for the engine. Charles Philips is working on a ¾ scale, scratch-built, all wood P-40D. That should be a beautiful aircraft when it is finished. On Saturday, 18 members and visitors feasted on two expertly prepared breakfast choices: blueberry pancakes courtesy of Kevin Roche and his son David, or waffles hosted by Gene Lenard. After the General Meeting, 28 hungry diners lined up for a filling, and delicious meal of ballpark franks and buns (warmed by our new hotdog machine), BBQ beans (seasoned with bacon and onions), homemade fries, and sundaes, complete with chocolate syrup and a cherry on top. Delicious! Once again, Trinidad López and his wife Sharon prepared the food, this time ably assisted by Larry Rothrock. It was somewhat overcast and not much building went on. Ryan used the cool weather to make a first pass at killing weeds which had begun sprouting up after all the rain.

Week ending May 25: On Tuesday, we received the very sad news that long-time member Bob Osborn had passed away the day before. Bob had been a very active member of the Chapter since the 1970's and received both the Hunsaker and the Life Membership awards. See the article remembering Bob later in the newsletter. On Thursday, Ryan practiced aborted takeoffs and then landing in his Titan on Thursday, with flaps, without flaps, with ballast and without ballast – all to get used to the controls and variable wind conditions. Jimmy Kennedy is putting the leading edge on his second wing and Jim MacKinnon was mounting brackets for his fuel tank. On Saturday, Mary Ann and Ron Shipley prepared a warming lunch of lasagna, salad, ice cream and garlic bread. Despite the forecasts of rain, around 22 members came down and enjoyed lunch and fellowship in Hangar 1. And the dark weather brought some excellent news: Director Trinidad López's daughter, Ashley,



Bob Johnson with his son Dan in Hangar 1. 5/18

will become our Young Eagles Coordinator in July, 2019. Ashley will be graduating from UCLA in June, and already volunteers with kids down at the Midway. Like her father, she loves to fly, and plans on getting her license. While she can't be here on June 8 because she'll be taking a final, she will be here on Saturday, June 29th for the FAA ACE camp. Fortunately for the Chapter, Mark Albert has agreed to stay on in a reduced role to help out – but now he'll get to fly some Young Eagles as well! Mark has done an exceptional job pulling together a fine ground crew, finishing up the Eagles' Nest, and growing the program. We are very grateful to him for all his effort and dedication.

General Meeting: President Gene Hubbard opened the meeting and welcomed over 50 Chapter members and guests. He invited all in attendance to enjoy lunch, join the Chapter, and attend the Board Meeting held immediately after lunch cleanup. He reminded those using the gate to EAA to wait by the yellow line for it to close after them.

Young Eagles: Mark Albert mentioned that this month's Young Eagles event was a wash-out because of the weather. The Boy Scout group that was scheduled is eager to fly next month and the FAA ACE (Aviation Career Education) group is hoping we can once again provide rides for the young people in their program. So, as usual, we definitely have a need for pilots to provide this service to future aviators in our country.

General Meeting Talk: Program Chairman Kerry Powell discussed upcoming programs and then introduced our speaker for the month, EAA Chapter 14 member Jeremiah Jackson. Jeremiah has extensive aviation and sky diving credentials. An expert rated sky diver, he has 2,200 jumps, and 34 hours of freefall time. He is also an instrument rated private pilot with 3,500 flight miles to his credit, 1,000 of them in experimental aircraft. He has built and flown 4 aircraft: an RV-6A, RV-10, Murphy Moose, and a Little Wing Autogiro. He holds one national aviation record (coast to coast round-trip speed record), and 15 world sky diving records. He has lectured frequently at AirVenture at Oshkosh, and is the author of 3 books (all three of which are now in the EAA Chapter 14 library): Four Minutes - Surviving the Crash of an Experimental Airplane, The Flight of the Feral Chihuahua - In Pursuit of the Round-trip Transcontinental Speed Record, and Wine Flights . . . a wine enthusiast's guide to wineries by small airports. See a summary of his talk on page 7.



Ron and Mary Ann Shipley serve lunch to Bob Hitchcock.
5/25

President's Message

Gene Hubbard



We lost Bob Osborn in May. He's been part of the Chapter for over 40 years and last year, in his 90s, he was still cutting weeds along the road to our hangars and riding the Chapter tricycle to pick up our mail at the terminal building.

Donna remembers his contributions on page 5 and you'll find tributes to him throughout this newsletter. Join us at the Chapter on July 6 for a celebration of his life. Be there by 11:00.

Our Young Eagles program is changing hands. Mark Albert renovated it during his tenure: the Eagles' Nest, more simulators, electronic registration, new clientele, and so forth. Now he's passing the baton to Ashley Lopez who will take charge over the course of the next month. You know Ashley already—she helps out her parents Trini and Sharon on their Chapter activities, like the second Saturday lunch last month (p. 3). Talk to her about contributing to our Young Eagles program, either giving flights or on the ground. She needs volunteers just as much as Mark did. Finally, the crank on the Hangar 1 door works properly again. Thank Rob North. He welded the handle, brake, and ratchet back together. When Rob isn't helping us keep our "vintage" equipment operational, he builds custom racing motorcycles. He's been doing it since the 1970s and he's pretty famous in vintage racing circles. Rob is another of our many members who keeps the Chapter working.

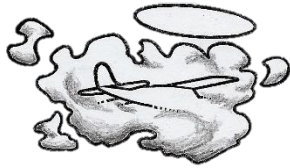
Gene Hubbard



Rob North with the newly repaired door mechanism on Hangar 1. The brake works now and the ratchet engages correctly. Rob is one of many people who make the Chapter work. Thanks! 6/1

Remembering Bob Osborn

Donna Ryan

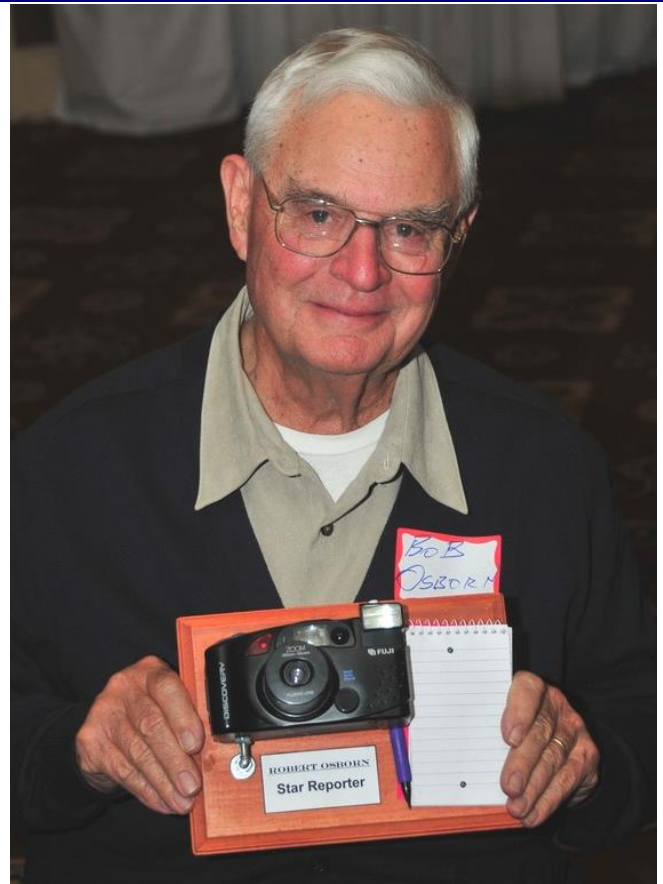


It is with great sadness we report that long-time EAA Chapter 14 member Bob Osborn passed away yesterday at the age of 93. He joined the Chapter in the 1970's and from the beginning he was an enthusiastic and productive participant in Chapter activities. He was an active builder and pilot, building a BG glider in the 60's, flying a KR-2 across country in the 80's, and he flew over 300 Young Eagles over the years. He also was known for generously giving rides to adults who wanted to experience the joy of flight. He was a major help in keeping the Chapter maintained and running smoothly. He looked after the tool crib, sorted out hardware donations, kept up signage, wrote numerous aviation-related articles for the Chapter newsletter, religiously recycled our aluminum cans, kept the hangars swept and clean, was noted for his runs in the electric carts with sacks full of trash – and he was a frequent cook at the Chapter, known especially for his “chicken surprise” casserole. He was always one of the last to leave the premises, making sure all was secure. He served as our Chapter photographer for decades, and for 13 years he wrote the popular *Flying Report* for the Chapter newsletter, which kept everyone up to date on Chapter activities. He was known for his gentle sense of humor, welcoming attitude, and constant presence at the Chapter. Even when the years slowed him down a bit, he would be at the Chapter every Tuesday, Thursday, and Saturday, putting up the flag, making the coffee, and then pulling up a chair in Hangar 1 to watch the planes and enjoy an ice cream cone. We were happy to see him here at the Chapter just two weeks ago, joined by his daughter and grandson.



Bob in the golf cart with Moriah and Malachi in July 2006. It coughed and sputtered, but usually ran.

Those who had the privilege of knowing Bob at the Chapter for many years expressed their admiration for him. “He was my hero.” “Brown Field will not be the same without him.” “I really respected him.” “He was always gracious about accepting help on a project, even though he was fully capable of doing it himself.”



It can be hard to get a photo of the photographer. Bob receives an award for years of documenting Chapter activities and writing the Flying Report at the 2011 Awards Banquet.

In recognition of his many gifts to the Chapter, he was made a Life Member in 1993 and given the Hunsaker Award in 2000. He was a valued Chapter member and we miss him.

On Saturday, July 6, we will have a celebration of Bob's life down here at the Chapter. Please be here by 11:00 am. After some comments from friends and family about Bob, we'll enjoy a catered lunch from the BBQ Pit, provided by Bob's family. Please come and help us remember one of our most dedicated and beloved members.

There will also be funeral services for Bob at the Miramar National Cemetery on Friday, July 5, 2019. The facility asks that you be there by 10:30. The service will begin promptly at 11:00 am.



Bob and One Niner Foxtrot at Ocotillo. Many Young Eagles flew in this plane over the years.

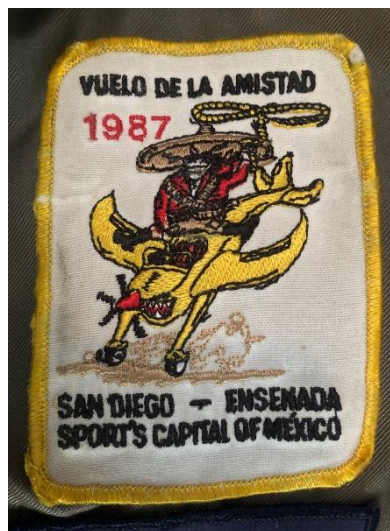


Ron Shipley, Stu Cochran, and Stu's son Douglas during Stu's recent visit to the Chapter. 5/25

Stu Cochran Visits

Wow! I can't believe I had the pleasure to meet Stu again. I last saw him just before he retired and moved to Tyler, TX. He bought a "mansion" with a private grass airstrip for his Bonanza for less than he sold his San Diego home for. For those that may not know him you'll find his picture on the north wall of Hangar 1. He was one of Chapter 14's past presidents. I first met him in 1986 at a one of Chapter 14's safety meeting. We became close friends after he organized a fly-in to Ensenada in 1987. He sent out an announcement to the local flying community and, as an active member of Armed Forces Aero Club, several members and I took him up on his offer. It was a tremendous success! The federal government of Mexico sponsored the event and about twenty airplanes, mostly from EAA, participated. (I recall the Ensenada tower replying "Cleared to land!" when we were over forty miles north!) The highlight of the "airshow" was when a DC-3 made a low pass over the runway. Stu was, and is, a fine gentleman. If he makes another visit to SDM, take a moment and visit awhile with him.

Ron Shipley



Patch from the Ensenada Fly-In. It translates to "Flight of Friendship."



Kerry Powell, Program Chairman

Descriptions from the announcement on faasafety.gov:

June: Ted Krohne will give a talk about World War II in the Pacific: A Historical Review of the Beginning of World War II in the Pacific, from December 1941 to June 1942. His discussion includes the following topics:

- A Brief history of Japan's military modernization
- Reasons for the Pearl Harbor attack
- Doolittle's raid on Japan
- The battle of Coral Sea
- Details of the Battle of Midway
- How reviewing History can improve Safety in Flight Operations

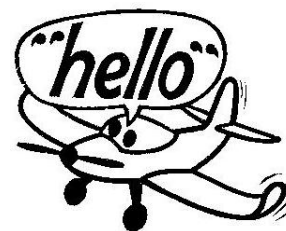
Ted is a 1963 graduate of the United States Naval Academy, his Naval Wings were awarded in 1965. Ted flew S-2 and S-3 anti-submarine aircraft, A4 Skyhawk, and was a F9 Cougar instructor. He commanded VRC-30, and retired from the Navy in 1985. Ted was an airline pilot for PSA / USAirways, and a NETJET Captain.

Experiences shared improves Situational Awareness and Safety.

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

Doug McNamara is a sport pilot student as well as an A&P. He is working on a Pietenpol Grege GN1. He can help with avionics and electrical issues. He is interested in RC airplanes, sailing, surfing, and car restorations.

Orville Willcom is rated as an aviation structural mechanic. He plans on building an ultralight. As an aviation structural mechanic, he can repair aircraft. He is also a home improvement and building general contractor. He is interested in flying ultralight aircraft.

Surviving an RV-10 Crash/Setting a Cross Country Speed Record.

Summary By Donna Ryan

The following information is based on the program talk given by Jeremiah Jackson.

EAA Chapter 14 member Jeremiah Jackson provided a fact-filled, fascinating talk based on two events in his aviation life: 1) Surviving a crash in an RV-10, and 2) Setting a speed record for a round-trip, transcontinental flight. The talk received Wings credit.

Surviving the Crash:

The first part of Jeremiah's talk dealt with the engine failure and forced landing in the mountains near Ramona while on the 4th flight of his Phase 1 flyoff. The crash occurred on January 5, 2013. His mission on that flight was to explore slow flight and practice take offs and landings. He had flown from Ramona to Borrego Springs, then made a landing in Agua Caliente, and was on his way back to Ramona. Over a mountainous and barren landscape, he noticed that his oil pressure gauge indicated a rapid drop in pressure. Thinking at first the instrument wasn't working, he quickly realized that was not the case when the prop pitch changed. Then the engine seized. He had been flying at 8,500 feet, going around 145 mph. He pulled up into a climb. But since the terrain was 7,500 feet, he had very little wiggle room – maybe only 1,000 feet to decide what to do and where to land. He turned the fuel selector to Off. He hit the ground just a little above stall speed – but luckily, he landed right side up, and there was no fuel leakage or fire and no injury.

Jerry divided this portion of the talk into 4 sections.

Lessons learned: Before takeoff.

- Know the plane's best glide and final approach speeds. Do this before the first flight. Write the numbers down and memorize them.
- Carry a hand-held COMM radio. This was useful after the crash to report his condition. With it, he was able to raise a fellow pilot, who relayed his status to ATC.

*May Speaker
Jeremiah
Jackson inspects
his commemorative
Chapter 14 cap.*



- Preflight your engine compartment, use visual, touch and torque checks during Phase 1 testing. His biggest mistake was not doing a torque check on the oil line. He did a touch and visual and all looked OK – there was no apparent gas leakage before the flight. Important: don't lose concentration as go through the pre-flight check. If need to talk to someone, or take a call, mark where you were on the checklist and go back to it.
- Include a fire extinguisher in your gear. In case there is some fuel leakage, you don't want to watch your plane burn or start a forest fire. Note: he actually crashed near the site of the Witch Creek fire.

Lessons learned: During the emergency

- Fly the airplane. This is the number one lesson: Keep wing's level, airspeed above stall, maintain good glide speed, search for landing zone.
- Talk to Air Traffic Control (ATC). Declare an emergency and ask for help. Keeping talking to the controller. This dampens the fear and gives you something "normal" to do.
- Work to find the best possible landing zone. Keeping loosing and assessing from "Moment 1" to ground contact. You may have to pick the least evil option. In his case, he knew he had to avoid a steep canyon that was close to where he would have to land, so he purposely banked to avoid that.
- Fly the plane to the ground. The ground features, like rocks and trees at the end of the flight are what will kill you. Be prepared to "pick your way" through hazards – he had to "dance" his plane at the very end to narrowly avoid some trees.

Lessons Learned: After the crash

- Mark your crash location by using a GPS. You may be in the wilderness and will need precise coordinates to direct others to the spot, find the scene again, and complete subsequent reports. His cell phone did not work. A couple of hikers were the first ones to find him, and then a park ranger appeared (who gave him a ticket for illegally crashing on park land).
- Be prepared to fill out a lot of forms, so make sure you are legal and current in the following 4 areas: flight experience, medical, biannual, aircraft logs. If you aren't, you can be fined, lose your insurance, and lose your license.

Unexpected lessons

- Realize you are going to be terrified and afraid that you will die. He feels that his extensive experience in sky-diving helped – he was familiar with situations that caused fear, so he was more calm when he experienced them in the plane.
- Fly again soon. He flew a week after the crash and it was difficult. But, the longer he waited, the worse it would have been.

Happy Ending

He feels like he has become a better, more aware pilot now. In his 520 subsequent flight hours, he added some additional equipment to his plane, including a tactical tomahawk (can

smash windows to get out of plane), and an angle of attack indicator. He always flies IFR or VFR with “Flight Following” so that the ATC always knows where he is. And he always is looking for a landing area when he flies.

Speed Record Flight.

The second part of Jerry’s talk dealt with his record making transcontinental, round-trip speed flight in a modified RV-6A named the Feral Chihuahua.

Upgrades: Jerry rebuilt his RV-6A aircraft to make it go faster, higher and further.

- Replaced the Lycoming O-360 with an IO-360, which gave him 20 more mph
- Replaced magnetos with an electric ignition for more power at high altitude and less fuel burn
- Replaced stock cowling with James cowling which provided 4 ¼ inch longer nose and air intake rings
- Installed a plenum for cooling air to cause less drag and more efficient cooling
- Replaced stock wheel fairings with James fairings to squeeze out a little more speed.
- Upgraded with a new Van’s nose gear

The net effect of these changes enabled him to fly at 179 mph at 18,000 feet (instead of the original 155 mph. It also meant he only burned 7 gallons of fuel per hour instead of 8.

- Installed a 42-gallon ferry fuel bladder
- Installed an electronic O2 metering device which quadrupled the duration of the oxygen bottle
- Put in a better GPS, installed terrain-warning, GPT (useful in IFR & night conditions)
- Added XM radio weather reception to give him real-time info on winds aloft and frontal information.
- Installed LED landing lights for better vision
- Upgraded ELT to 406 MHz
- Relocated antenna inside cockpit
- Added a SPOT satellite tracker

Strategy: His first attempt taught him a number of valuable lessons and for his second attempt, Jeremiah changed his strategy based on these lessons learned. He took off at sunrise from Montgomery (instead of leaving San Diego at night) and flew high (19,000 feet) west to east to catch the jet stream. He used its tailwind to allow a fast flight. He also was flying in sunlight during the high altitude portion of the flight. He landed halfway at Abilene, Texas to get fuel and then immediately turned around when he reached Jacksonville, Florida and started flying back. He again got fuel at Abilene and flew low initially at 4,000 feet. This enabled him to avoid cold night air and the jet stream’s headwind.

The End Result: He set an official NAA aviation record. He beat the old record by 3 days, and averaged 174 mph. He flew 4,200 miles in 24 hours and 10 minutes.

Udvar-Hazy Center

Museum tour by Gene Hubbard

You haven't seen me around the Chapter very much recently; I'm in the Washington DC area on an assignment. A couple of weeks ago, I visited the Udvar-Hazy annex of the Smithsonian Aerospace Museum near Dulles Airport and took some pictures.

You'd expect it to be big and shiny. It is. But here are some of the oddballs.



Here's an interesting concept: the Autogiro Company of America AC-35. It's a flying car from 1935. You land, fold back the rotor, and drive away powered by the tailwheel and steering with the front wheels. 5/24



Curtiss F9C-2 Sparrowhawk. Another idea that almost worked. Base fighters on dirigibles. This one was on the USS Macon in the early 1930s. They only built six. 5/24



Bowlus/Nelson Dragonfly. Probably the most practical of the three. They built seven in 1947 to promote the Nelson 25hp engine. It's been described as an "underpowered sailplane." Climb was 235 fpm at sea level.



The Way We Were: 2009

Donna Ryan

General

- Officers/Assignments: President: Larry Rothrock; Vice-President: Joe Russo; Secretary: Donna Ryan; Treasurer: Dennis Cullum/Gary List; Newsletter Editor: Kerry Powell; Hangar Manager: Ryan; Young Eagles: Jesse Clark.
- Distinctive Projects Corporation (DPC) was given an exclusive negotiation agreement (ENA) to work on a memo of understanding (MOU) for the development of the south half of Brown field.
- Board discussed sending out the newsletters only by e-mail to save money; since not all members had internet access at this time, implementation of the suggestion was postponed until a later date.
- Various Board members attempted to deal with the issue of getting a permit for our row hangar – no success yet.
- Cleaned, sanded and varnished the vintage hangars.
- An energetic group of volunteers refurbished the kitchen: Donna Ryan and Gary List painted the cabinets white. Ron Schuler and Roy Van De Bogart covered the counter tops with Formica donated by Alan Sparkes.



Newsletter Editor Kerry Powell receives his life membership award from Joe and Larry.

- Authorized a \$100 scholarship for a young person to attend summer camp at the San Diego Aerospace Museum.
- Our new chapter leasehold was signed which gave us tenancy for the next 20 years with options.
- Chapter may be eligible for a property tax exemption as a charitable institution. Committee formed to pursue this possibility.



YE Pilots from 2009 at the Awards Banquet: Bob Johnson, Armond Brattland, Gerry Boughner, and Ryan.

Events

- Some of the program topics: A rocket scientist discussed the Atlas missile programs and the one-man space plane project (designed to rise to 62 miles, with a 25' wingspan and retractable gear for a glider type landing – had a fully reusable rocket engine); soaring over the ocean at Torrey Pines in vintage gliders and in modern times; water based coverings; Chapter member's experiences as a participant in aerobatic airshows, including a description of each maneuver; parachute rigging; making of the movie "A Pilot's Story"; talk by the Tower chef about class D control area, airfield control, jump zones, and radar coverage.
- Three members fly out to Chiriaco Summit for breakfast on New Years Day.
- First flight: Mike Wills: - Mazda rotary powered RV-4
- First solo flight: John Collins in his Cygnet Amphibian.
- Donations: box trailer; pick-up load of aluminum, lots of aircraft hoses.
- Very active Young Eagles program; one month over 100 YE's were flown.
- Hosted the B-17 in April at Gillespie Field. Six Chapter members won a ride up to Long Beach in the aircraft.
- Held free Weight and Balance programs on the first Saturday of every month.
- Held open house, fly-in/camp-out at the Chapter in September.



Past Chapter President Dayton Smith receives his life membership award from Vice President Joe Russo and President Larry Rothrock

- Reinstated policy to have Young Eagles enjoy a free hot dog lunch.
- Six members took refresher training on the defibrillator.
- Paul Poberezny wrote letter commenting on the excellent Chapter 14 newsletter. He especially commented us for being involved with local elected officials and the airport authority.
- Awards Banquet held at our Brown Field hangars, with a catered meal from Boston Market.

Newsletter

- Reminder that single runway operations were now in effect at Brown Field because of upgrades to the Field and that all must use 8L/26R for take offs and landings. Author reviewed operations impacted by this change and stressed the need to continue to operate professionally with the tower; AAC member reviewed the many upgrades currently occurring at Brown Field and some of the upcoming plans; overview of a cross county flight to Eastern Canada in a Beechcraft Bonanza; termination of satellite monitoring of 121.5 MHz ELT's – how to protect each other and yourself; overview of the Lunches Made Easy binder available in Hangar 1 that contained information on how to quickly and easily get lunch on the table at the Chapter for fellow members; recurrent training



Coffee and Nieuports: what could be better? Jim MacKinnon and Gene Hubbard outside of Hangar 2

should include emergency or unusual situations (unexpected crosswinds or systems/engine anomalies); the Flap about Flaps (why use, general characteristics, how to increase and decrease flaps, advantages and disadvantages); history of the Flying Midshipmen; information from the tower chief.

- Safety NOTAM: While amateur built aircraft represent 10% of the aircraft on the FAA Registry, they represent 25% of the fatal accidents while flying only 3.5% of the General Aviation flight time. A large percentage of accidents in the past 3 years was due to loss of control. Noted that Lancair, while only 3.2% of AB aircraft, had 6.9% of the accidents and 16% of the fatal accidents. Article noted that pilots flying high performance aircraft need intensive training and greater need for accuracy.
- Another safety reminder: use carburetor heat in the cooler, damper fall weather and avoid a dead engine on final as recently happened at Montgomery Field. If there is no RPM drop when the carb heat is pulled on pre-take off check, it should be a no go situation.



Dennis Cullum receives the Ben Hunsaker award for leadership, again, in 2009

- Chapter members Pete Grootendorst and Bob Johnson (both active CFIs) attended a meeting requested by the Tower for with pilots and operators at Brown Field. Topics covered: The FAA had mandated the Tower to report all runway and taxiway incursions to the FSDO (before the Tower had some leeway); pending projects for Brown including lighting and fencing; we must notify the tower when we enter the runway to assist with an accident (we are the closest entity and have a rescue kit); how to handle low flying aircraft complaints.
- Recurring Articles: Presidents message; The Flying Report; New Members; Member Birthdays; Unclassified ads; Calendar of Events; Young Eagles Report; Board Meeting Minutes.

Numbers

- Awards Banquet ticket: \$15



May 2019 Board Meeting

Submitted by Donna Ryan,
Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The meeting was called to order by President **Gene Hubbard** at 1:00 pm.

Directors and officers present were: Gene Hubbard, Jimmy Kennedy, Gary List, Trinidad López, Kerry Powell, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Alan Sparkes. Directors and officers absent were: Pete Grootendorst (excused), Ted Krohne (excused), Gene Lenard (excused), Jonathan Robbins (excused), Chuck Stiles (excused), John Walker (excused). Guests: Lista Duren, Stu Strebog.

Minutes: A motion was made to approve the April Meeting Minutes. (Alan/Kevin: passed)

Treasurer's Report: A motion was made to approve the Treasurer's Report (Kevin/Kerry: passed)

Change in Young Eagles Coordinator: No one has yet stepped up to be the new Young Eagles coordinator. The Board discussed several possibilities. **Donna Ryan** will send out a revised membership spreadsheet to the directors that list member interests; directors will send in suggestions for this important post to **Gene Hubbard**.

AAC Meeting: **Larry Rothrock** reviewed some information from the last AAC meeting. He noted that there will be a delay in breaking ground on the Brown Field project because of some environmental protection problems.

He also inquired about the possibility of having some ground vehicle training for our group.

Electrical Issues: **Ron Shipley** has been working on some Chapter electrical wiring and electrical equipment issues. One issue is that the compressor is on the same circuit as the lighting. He and **Jimmy Kennedy** will make it a dedicated circuit. Additional electrical upgrades need to be made on some other equipment. A motion was made to approve a budget of up to \$512 to cover the costs of various electrical projects. (Larry/Alan: passed)

Machine Shop: **Jim Wright** and **Gene Hubbard** have been talking about the location and control of a Chapter machine shop. We have a variety of donated large tools and specialized equipment but need to ensure these are used and maintained properly. The Board discussed a variety of ideas for ensuring that members were adequately trained prior to using the equipment. We also will need controls over the variety of attachments that come with the equipment.

Membership Outreach: **Trinidad López** suggested that we use one of the EAA National email blasts to encourage local National members to join our Chapter. **Larry Rothrock** had spoken to a contact at the Plus 1 Flying Club and they were willing to send out information about our Chapter to their members. Larry will make up the presentation. Since Plus 1 members are active pilots, being able to use our flight simulator will be an attractive member benefit.

Adjournment: **Kevin Roche** moved for adjournment and **Larry Rothrock** seconded the motion. President **Gene Hubbard** adjourned the meeting at 1:55 p.m.

Submitted by **Donna Ryan**

Bob Osborn's Spirit

Photos from the Newsletter



◀ Bob and his KR-2 on a cross-country flight sometime in 1980. Photo by Allen Osborn



◀ Bob gets a helping hand from daughters Kathy and Phyllis in 1974

◀ Bob and Larry, EAA Enforcers, borrow a Lewis from the Nieuport builders to encourage members to renew in March 2014



▲ Bob lets Kaitlyn drive the Chapter golf cart while delivering garbage to the dumpster in April 2013

Marketplace

Wanted: Tail Dragger Instructor. Please contact Wayne Tyson at (619) 876-6761. He is hangared at Gillespie. He has a Zenith CH 750/2, and a Highlander. He is also looking for people to share stick time in his airplane. (1906)

2003 Vans RV-9A. TT 710 since everything new. exceptionally clean, well-built and equipped. GPS, nav-com, txnp, intercom, auto pilot, alt hold slider, ADS-B, strobes, etc etc etc. \$64,000 OBO. (619) 562-5311 or (619) 449-1855 (1905)

Kid's Airplane for Sale. contact Susan at (619) 784-9135. Asking \$300. (1905)



Aviation Items for Sale.

New	Tempest Oil Filter AA48109	10.00
	Scott O.A.T. Instrument	25.00
	Rotax Dual Throttle Control	25.00
	2 Pair Flightcom 4DLX Headsets	165.00
	Garmin GPS Antenna P/N 011-001134-00	200.00
	Vertical Card Compass PA1-7001	250.00
	12 Champion REM38P Platinum Spark Plugs	425.00
Very Good Used	Bendix SFLN-21 Magneto	850.00
	Garman GPS Pilot III	95.00
	Bendix 2 1/4" G Meter	95.00
	8 Champion REM37BY (REM40E) Spark Plugs	50.00
	ASA Headset	30.00
	Magneto Noise Filter	10.00
	Continental C85-90-O200 Overhaul Manual	15.00

Contact Joe Pribilo: (619) 449-1855 or (619) 562-5311. All offers considered. (1902)

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



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



Bob Osborn with his son Allen in 1966 while building his BG-12 Sailplane.



Come join us!
**FREE COFFEE &
DONUTS**

9:30 a.m. on the first Saturday of each
month

Everyone is invited

Join your friends, meet new friends, or just a great
way to start the day!

Around Chapter 14

Photos by Chapter Members



Bob in his BG-12, sometime in the 1970s.



Waterman Aerobile at the Udvar-Hazy Center. Another attempt at a flying car! 5/26



Chuck Stiles at the airstrip in Idaho



Kevin Roche and son David, Breakfast Angels. 5/18



Ryan takes a hop in his Titan. 5/23



Kathryn Albright and Bob Osborn at Bob's 90th birthday party at the Chapter. August 6, 2016



Jim MacKinnon works on mounting the fuel tank in his Nieuport. 5/25



From the files: Stu Cochran's shiny Bonanza on a trip back from Texas in June 2008.

June 2019

Facebook

<http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593>

Chapter Website

<http://www.eaa14.org>

EAA Chapter 14 Memberships

Applications are available at our Brown Field hangars and on our website.



Cessna O-1 in civilian markings seen at SDM. It's registered in Aspin Colorado, so he must be visiting. Photo by Jim MacKinnon. 5/15

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. 3rd Saturday

Hangar Phone:

619-661-6520

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