



Spirit of Flight

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

June 2023



Ron Shipley taxis with an Eagle at our May 20 Flying Start event. Photo by Nick Candrella. 5/20

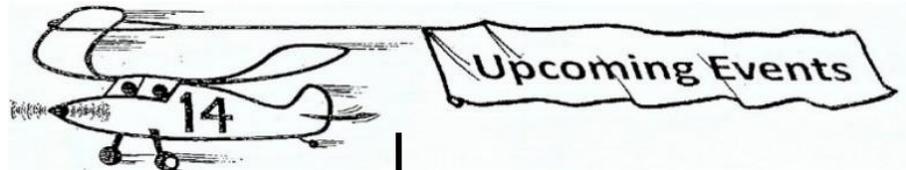


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- June 10th**—Young Eagles International Day.
Rally and Workshop at the Chapter
- June 17th**—Pancake Breakfast and General Meeting: Ron Berinstein on “The REAL REASON Stall/Spin Fatal Accidents Occur!
- June 24th**—Builder’s Workshop. Bob Walker on building his Glasair II RG.
- July 1st**—First Saturday Lunch at the Chapter
- July 8th**—Young Eagles Rally
- July 15th**—Pancake Breakfast and Membership Meeting. Program TBA

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending May 6: In preparation from some reorganization in the Chapter trailer, a portion of Hangar 1 was cleaned up, and then Nigel Worrall and Ryan moved some file cabinets from the trailer into Hangar 1 to use for Chapter Store and Young Eagles supplies. Ryan's new E-racer arrived at the Chapter. The previous owner trailered it down from the Sacramento area. It was quite a process getting the plane unloaded. Ryan had made a gantry to get it out of the trailer, but the owner hadn't mentioned some of the obstructions on the floor of the trailer – so for a portion of the removal, it was just brute strength. The previous owner was close to 6'7", and with the muscle of Ryan and Nigel Worrall's help, the plane finally made it out of the trailer and now has a new home at EAA 14. Gert Lundren is in Sweden for a couple of weeks – we miss him when he is gone – he's down at the Chapter almost every day, frequently taking his RV12iS for a flight. On Saturday, Kevin Walker prepared a delicious lunch of make your own turkey and cheese sandwiches – and ice cream – a good group enjoyed the food and conversation. Joan Werner, grandmother of two of our previous Young Eagles provided an update on their activities. Kaitlyn Werner, our 2021 Ray Scholar, is staying in Ohio at college for the summer to get her commercial license. Her cousin Tristan has just accepted a job in Salt Lake City doing aerial planning photography so he can fly and accrue flying hours. Both are now instrument rated – and both started their aviation careers due to the EAA 14 Young Eagles program and our excellent volunteer Young Eagle pilots.



Unloading Ryan's new e-Racer.

Week ending May 13: Nigel Worrall traveled to Arizona for a short work week on his Arion Lightning – we'll wait for an update to be included the next time he goes. Plans are afoot to make a portion of the trailer into a classroom. Ryan and Donna Ryan did a lot of cleanup to get started – still much to do. See Trinidad Lopez if you're interested in helping out – he hopes to get some painting done in there as well. Joe Russo and Jimmy Kennedy helped Ryan with weight and balance on his new E-Racer – always the first step. Next up – ergonomics in the cockpit. Gary List was the hero of the week, making much needed repairs to the trailer roof. Being tall was definitely an advantage. He plans on applying a rubber membrane.



Gary List repairs the trailer roof. 5/13

Week ending May 20: Lots of preparation getting ready for our Flying Start and Young Eagles Saturday. Grant Rotunda, our YE and Eagle Coordinator had all the presentations ready, and pilots and volunteers were in place. Pilots Chris Constantinides, Roman Hendle, Ted Krohn, Stephen Larew, Jonathan Robbins, Ryan, Finbar Sheehy, Ron Shipley, and Abraham Tallerman were ready to serve as pilots; Shon Alexander, Rich Allison, Noah and Sam Cortezano, Kiley Everett, Dan McCarthy, and Larry Rothrock were set to be the very valuable ground crew - but the weather didn't cooperate. We weren't able to get all the



Nigel Worrall helps clean up the speaker's corner of Hangar 1.



Young Eagles make the best of a “May Gray” Young Eagles event by flying the Chapter’s simulators. 5/20

flights in we wanted – notorious “May Gray.” However, the event got a lot of interest from people interested in learning to fly and our simulators were a big hit with both adults and young people. Everyone enjoyed a filling lunch of hamburgers and hot dogs prepared by Trinidad and Sharon Lopez.

Week ending May 27: Jimmy Kennedy and Jim MacKinnon continue to make good progress on their Nieuport projects. Gert Lundgren is back in town after his visit to Sweden and he immediately took a flight in his RV12iS. “May Gray” led to a cancellation of the Chapter flyout to Corona Airport, and the planned visit to the excellent café and, of course, a trip over to Aircraft Spruce. Flyout Coordinator Francisco Muñoz plans on trying again soon. Gary List continued his work on the trailer roof – we appreciate his help and expertise so much!



Jim MacKinnon lays out a sheet aluminum part for his Nieuport.



President’s Message

Hello Everyone,

The summer season is here and our Chapter has a number of events and activities planned for June and July.

Our first event of the month was canceled due to weather. Young Eagles day flights and workshop have been rescheduled for June 17th. The events will be held in conjunction with our normal third Saturday of the month pancake breakfast, general meeting, and aviation-related presentation. The weather forecast is showing a clear, sunny day; everyone keep your fingers crossed.

On June 24th we will be hosting a Chapter Builders Workshop. Chapter member Bob Walker will be giving us a presentation on his experiences with his Glasair project build, as well as using the new task based flight test in lieu of the 40 hour fly off. He will also discuss how he was able to get his DAR to include it in his limitations – definitely important information.

Our Chapter will also be holding a fly out to Corona Airport that same day. Please contact the event coordinator Francisco Munoz for further information.

On July 8th our Young Eagle program will be holding Young Eagles day flights. They will also be hosting an ice cream social and fundraiser.

On July 15, we’ll be having our usual 3rd Saturday pancake breakfast, General Meeting, and Program talk.

On July 22nd the Chapter will be holding our annual barbecue and fly in. We will be serving roast chicken and ribs for lunch. We are inviting all of the EAA chapters in the area, as well as local pilot groups to join us on that day.

I would also like to note that we are currently working on refurbishing our library trailer for use as a Young Eagles Workshop. We are also updating the library to allow it to be used for visual presentations. We need volunteers and donations to help us complete the project.

Clear skies,

Trinidad Lopez



Flying Start participants inspect Gene Hubbard’s Pietenpol on the EAA ramp. 5/20



May Young Eagles Report

Grant Rotunda

On Saturday, May 20th, the chapter hosted its first Flying Start event for Eagles (adults 18 and older) interested in learning more about aviation. EAA

Flying Start is a chapter hosted program which welcomes, inspires, and educates aspiring aviators about their pathway to becoming a pilot. The Flying Start event was the capstone for EAA's Learn to Fly week, held May 15 – 20, and after five days of webinars, chapter Flying Start events culminated the week with flights for adults.



Young Eagles Coordinator Grant Rotunda greets participants at the Chapter's "Flying Start" program. 5/20

Chapter 14 was the only EAA chapter in Southern California hosting an event on May 20th and participants drove from as far north as Temecula and Long Beach to participate in the event. Upon arrival, the Eagles were welcomed to the Chapter, checked in and then member and CFI **Rich Allison** hosted a Q&A session with the participants about any questions they had on getting started with flight training and anything else from the presentations during the week. FBO First Flight also voluntarily sent CFI **Mohamed Ammar** to help answer any questions about flight training. Pilots **Ryan, Ron Shipley** and **Finbar Sheehy** stood by to provide flights once the presentation was over. Unfortunately, the May Gray weather did not cooperate and low ceilings hung around the field all morning. Several other pilots also volunteered to fly, but were unable to get to Brown Field from Montgomery Gibbs Exec or Gillespie Field due to the weather. After a delay, Ron and Finbar were able to take one Eagle each and stay in the traffic pattern for a touch and go. While the flight conditions were not ideal, the Eagles still enjoyed their flights. Those that were not able to fly were given the opportunity to sit in the cockpit and talk to the pilots on the ground while we rescheduled their flights to a later date.

The Young Eagle event for May was rescheduled to May 20th in order to coincide with the Flying Start event. Despite the cloudy weather, 30 Young Eagles showed up for the event and patiently waited for a chance to fly. Chapter member and student pilot **Noah Cortezano** helped to pass



Noah Cortezano explains the components of an airplane to Eagles and Young Eagles using Gene Hubbard's Pietenpol as a prop.

the time by taking the Young Eagles to Gene Hubbard's Pietenpol and walked them through a pre-flight briefing as well as helped supervise the simulators. Pilots **Chris Constantinides, Jonathan Robbins, Ted Krohne** and **Fred Lieder** were standing by to provide flights if the weather cleared. Similar to the Eagles' flights, the weather cleared up enough to get one sortie into the pattern for a touch and go. As the second sortie was holding short of the runway and ready for departure, the field went IFR and the pilots had to taxi back. In the end, seven Young Eagles were able to fly.

President **Trinidad Lopez** and his wife **Sharon** helped save the day with lunch provided to the Eagles and Young Eagles. Also, a big thank you to the ground volunteers who helped make the day successful. **Sam** and **Noah Cortezano** helped with set-up/tear down, Young Eagle welcome and safety brief, flight line marshalling and overall support. **Larry Rothrock** helped welcome participants to the chapter. **Dan McCarthy** manned Gate 4 for several hours to make sure all of the participants made it to parking at EAA. **Kiley Everett** also helped with ground control and marshalling. **Nick Candrella** documented the activities with lots of photos and videos. **Shon Alexander** served as an ambassador for the chapter and helped to answer any questions the Eagles, or Young Eagles had throughout the day. Finally, there were other chapter members floating around and helping where needed and a thank you to them as well.

The next Young Eagles event is scheduled for Saturday, June 10th. This is the 30th annual celebration of International Young Eagles Day! Come out to the chapter around 8:30am and help out for this special day!



Ted Krohne taxis his Beech Baron with a planeload of Young Eagles. 5/20

Museum Visit: Bodø, Norway – Norwegian Aviation Museum

Donna Ryan



My daughter and son-in-law recently visited Norway, and as he is an historical aircraft buff, they had to make a stop at the Norsk Luftfartsmuseum in Bodø, Norway. He said it was a very cool museum with some neat aircraft – definitely worth a visit if you are in the area. The museum has both military and civilian aircraft, as well as activities for families, active aircraft restoration, and historical research. The Museum is over 10,000 square feet and they have packed a lot of great aircraft in it; brochures state it is one of the largest air museums in Scandinavia. Here are some of the pictures of the aircraft he found interesting, along with accompanying IDs.

Hawker Hurricane

The plane is positioned at the entry to the Museum.



Norway Map by Vemaps.com



Junkers JU-52

Two photos of the JU-52. The Junkers factory produced the first practical all-metal aircraft in 1915. A prototype for the JU-52 was built in 1930 with only one engine; later, 3 engines were used. The plane has a corrugated iron-like appearance because of corrugated iron plates which make for stronger construction. The plane in the museum's collection is painted to resemble the planes used in 1933 when a Norwegian company first started scheduling passenger flights between Bereen and Tromsø.



Fokker F-28

This jet replaced old propeller aircraft back in the early 70's and greatly increased air traffic in northern Norway.





DeHavilland Mosquito

The Mosquito in the museum was originally a TMK 111 trainer modified into a FB MK VI. The colors and markings on the plane reflect those during 1943 operations in Norway which included reconnaissance, submarine chasing and convoy escort.



Fairchild PT19-Cornell

This PT19 (Primary Trainer) was used as a trainer during WWII at a training camp "Little Norway" outside of Toronto, Canada. It was purchased by the officers and crews at the training camp as a gift to help train pilots for warfare in Norway. It was transferred to Norway after the war and was used for both military and civilian purposes.



**Royal Norwegian Air Force Cessna L-19A/0-1A
Bird Dog**

As part of the Weapons Assistance Unit (MAP) between 1960 and 1968, a total of 27 Bird Dog aircraft were delivered to the Norwegian Armed Forces free of charge. This is one of them.



Messerschmitt BF-109

This plane crashed off the coast of Norway in 1943, after experiencing engine problems. It was recovered from the sea in 2009 at a depth of sixty meters and it took ten years to restore.



RNoAF F-5 Tiger II

Two photos of the Royal Norwegian Air Force F-5 Tiger II. The F-5A became part of U.S. arms aid to its allies, and Norway became the first country to receive it in 1964. It was an affordable, lightweight fighter that could operate from primitive airways. The Museum's aircraft arrived in Norway in 1969. "102" is painted on the vertical fin and above that number is Norway's 336 Squadron's mark, a swallow of lightning.





RNoAF F-86 Sabre

Two photos of the museum's Royal Norwegian Air Force's F-86. The aircraft came to Norway in 1958 as part of NATO's arms assistance program. It was restored with the Bodø's 331 Squadron's colors in 1978. The cartoon character "Dennis" appears on the hull.



RNoAF F-104 Starfighter

Three photos of the Royal Norwegian Air Force F-104. The aircraft in the museum's collection was sold by the Royal Canadian Air Force to Norway in 1973 and it flew 1,435.65 flight hours for Bodø's 334 Squadron before it was taken out of service and handed over to the museum. Starfighters were very important to Norway's Air Force during the Cold War because of their high speed and ability to carry nuclear weapons.



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.

Tom Hogan is working on a PA34-200T project. He holds the following ratings: ATP-MEL, Commercial – SEL. He is a former fighter pilot and a current competitive aerobatics pilot – topics of great interest to our members. We're really looking forward to hearing more about these two areas.

Michael Schratt is a military aerospace historian and has a special interest in Rutan aircraft as well. He holds glider and SEL licenses and owns a Diamond Katana DA20. He states he can help with advanced aircraft and propulsion systems – very welcome skills!

Historical Aircraft Display Exemption

Information shared from Dan McCarthy

EAA 14 Member Dan McCarthy wanted to share these helpful web links on how to obtain an exemption for property tax on certain aircraft.

If you have an aircraft older than 35 years, you can be exempted from property tax on the aircraft if you display it at least twelve times a year. Certain requirements apply, so be sure and read the form carefully to note any restrictions. Below is the link for the San Diego County tax collector form *Certificate and Affidavit for Exemption of Certain Aircraft* which you will use to notify the County Assessor that you want to claim the tax exemption.

First time filers have to also include a \$35 fee.

<https://www.sdarcc.gov/content/dam/arcc/assessor/forms/marine-and-aviation-forms/MA260B.pdf>

Here is a link for the *Certifications of Attendance for Aircraft of Historical Significance* form itself.

[Certifications of Attendance for Aircraft of Historical Significance \(sdarcc.gov\)](https://www.sdarcc.gov/content/dam/arcc/assessor/forms/marine-and-aviation-forms/MA260B.pdf)

You can display your aircraft at EAA 14 on the second and third Saturday of each month. Please park out on Old Charlie. Ask any director or Ryan, the Hangar Manager, for a signature, verifying that you are displaying your aircraft.



Kerry Powell, EAA-14 Program Director

June 17: **Ron Berinstein**, The REAL REASON Stall/Spin Fatal Accidents Occur!

Stall dynamics, and how to tell in advance which wing will drop first and why. We will discuss a few real accidents and what would have saved the fatally injured pilots. Plus, revealed will be the rare, but very dangerous type of stall that all too often is ignored. It requires a totally counter-intuitive method to recover from it.

Ron Berinstein CFII - FAA WINGS Pro - FAASTeam VNY FSDO Lead Rep - is a veteran safety speaker having presented hundreds of seminars throughout the LA Basin and San Diego. He is affiliated with Santa Paula's CP Aviation; flies aerobatics and is the Director/Webmaster for the aviation education and safety website, SCAUWG.ORG, which is visited by thousands monthly, and though independently diverse, is produced on behalf of the Southern California Airspace Users Working Group.

June 24th: **Bob Walker** will talk about building his Glasair II RG at our Builders Workshop.



Chris Constantinides leads his Young Eagle crew back to the hangar after the field goes IFR. 5/20



Ron Shipley taxis back after completing the one Eagle flight of the Flying Start event. 5/20

Mini-Maxims: Framing the Fuselage

A Log of Progress, Mistakes, and Corrections

Gene Hubbard

Lista and I are back in Michigan for the summer, and I just received the fuselage kit for my Mini-Max project. Before heading back to San Diego last fall, I had completed the wings and tail, so the fuselage was the last big airframe component to build.

I cleared the accumulated junk off my building table, rolled out a clean sheet of butcher paper, and laid out a full-sized drawing based on dimensions in the plans. Then I started cutting the fuselage components to size, starting with the longerons, then the uprights and diagonals (Figure 1). The cleats holding the structural members in position are made from scrap $\frac{3}{4}$ " plywood and nailed in place with a pneumatic 23-gauge pin nailer from Harbor Freight.

The headless 23-gauge nails have enough strength to keep the cleats in position, but it's easy to remove the cleats by hand and pull the nails with ordinary slip-joint pliers. At $\frac{3}{4}$ " high, the cleats stand proud of the structural components by an $\frac{1}{8}$ " so they can position two layers of fuselage components simultaneously. This feature makes it easy to stack material and mark exact cut locations for the uprights and diagonals (Figure 2). The tall cleats will also help when I build the second frame directly on top the first to ensure that the two fuselage sides are identical.

The Mini-Max fuselage has three long scarf joints on each side. With these very acute angles, it would be easy for these joints to slip a bit while gluing (or fitting other parts) so it's useful to put some hash marks at the exact fit location for later reference (Figure 3).

Finally, I've always found it annoying to fit diagonal braces to an existing structure. Eyeballing the fit location and sneaking up on the exact length works, but is tedious. There's an easier way. I built a "bridge" of scrap material the same height as the fuselage structure ($\frac{5}{8}$ " for the Mini-Max—see Figure 4). The front faces of all three blocks making up the bridge in Figure 4 are all aligned, so that a line drawn using the bridge "deck" as a guide will be coincident with a line drawn using the base blocks as a guide.

To precisely position the diagonals, I raised the (already fit) uprights a bit proud of the longerons, so I could lay the diagonals on top of the longerons and position them against the uprights (Figure 5). The tall cleats help this step too.

With the diagonal positioned, I used the bridge deck as a marking guide to mark the exact cut location for the diagonal, lining up the face of the bridge base with the inside face of the longeron (Figure 6).

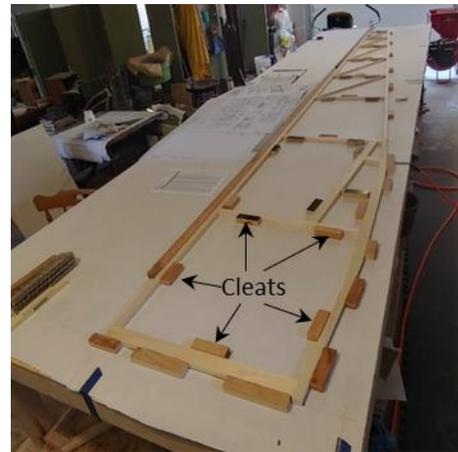


Figure 1
Fuselage frame on the building table.

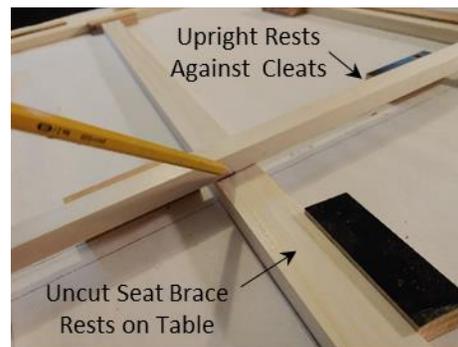


Figure 2.
Tall cleats facilitate marking cut locations for interior structure.

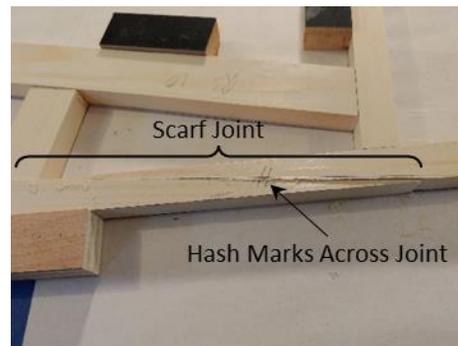


Figure 3.
Hash marks provide positive positioning for scarf joints.

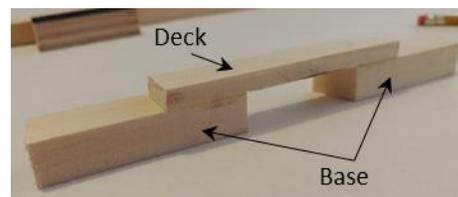


Figure 4.
Layout "bridge" made from scrap material.

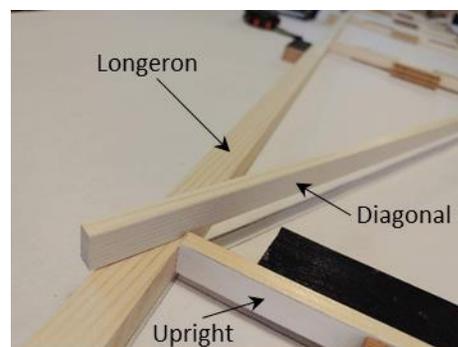


Figure 5.
Diagonal precisely positioned over longeron and against proud upright.

Figure 6. Using bridge as marking gauge.

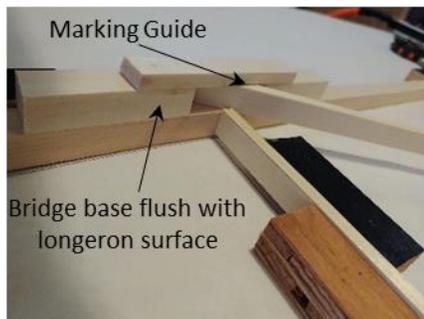


Figure 7. Cut line on diagonal.

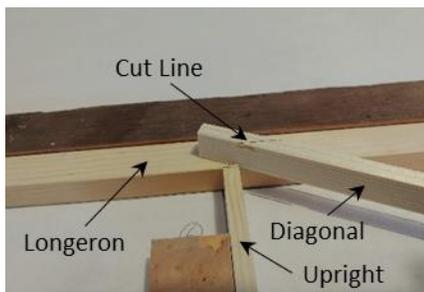


Figure 7 shows the completed cut line. Remember to cut such that you leave the line on the diagonal.

Donations = Chapter Income!

By: Ryan

EAA Chapter 14 was very grateful to receive three recent donations; Director Gene Hubbard's Tri-Pacer project, his Nieuport project, and a nonmember's donation of a Sonnerai.

A man from Idaho heard about the sale of the Tri-Pacer project from one of our members and traveled down to purchase the engine, and some miscellaneous parts. All that is left are the wings, struts, rudder, horizontal, and elevator – all in good condition and ready for a new home – may be useful to you as you work on or start a project? Great workmanship on all. Gene also donated his beautiful, nearly completed Nieuport – it's now for sale. See the ads underneath Marketplace later on this page.

A non member here in San Diego heard about the Sonnerai for sale and made several trips to the Chapter to thoroughly check out the plane and the paperwork. On one trip, he brought a mechanic friend along. Together, the two decided the plane was well worth getting airworthy once again.

The sale of these donations really helps our income bottom line, especially with some upcoming expenses looming.

If you have something you'd like to donate, please text Ryan at 858-229-4875. The Chapter values your generosity and support.

Marketplace



For Sale: 1958 Tri-Pacer Parts– PA-22-160. Donated to EAA Chapter 14. Excellent workmanship. Wings, struts, rudder, horizontal, and elevator: Make offer. Email Ryan at ryan@san.rr.com and/or text at (858) 229-4875 to inspect the items and make offer.



For Sale: Nieuport 11 project. Excellent workmanship. Almost complete. Engine included. Donated to EAA Chapter 14. Selling project for \$7,500 or best offer. Email Ryan at ryan@san.rr.com for more information and photos.



Around Chapter 14

Photos by Chapter Members



Ron Shipley returns from the one Young Eagle flight of the day, while Chris Constantinides and Jonathan Robbins wait for takeoff as the field goes IFR. 5/20



Joe Russo checks his Playboy cockpit for comfort.



Fred Leider taxis his Cessna 120, hoping to fly Eagles or Young Eagles at the Flying Start event. 5/20



Speaker's corner of Hangar 1 after cleanup and with file cabinets of merchandise. 5/6



Ryan begins to unload his new E-Racer from the delivery trailer.



Chris Constantinides taxis his Arrow back to the Chapter as the field goes IFR. 5/20



Members, Eagles, and Young Eagles line up to enjoy Trinidad's cooking on Flying Start day. 5/20

June 2023

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.

Chapter Contacts

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Technical Counselors	Phone #	email
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Chapter Events

Open House at the Brown Field hangars: every Saturday from 10:00 am to 2:00 pm.

Pancake Breakfast: 7:30-9:30 am, third Saturday of each month

General Meeting: 10:00 am, third Saturday of each month

Hangar Phone:

619-661-6520

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eea14contact@gmail.com

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