



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

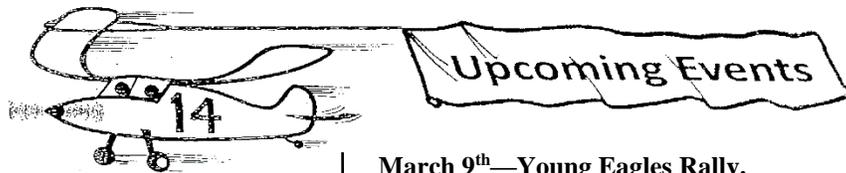
March 2019



Ron Shipley taxis with a Young Eagle in his Aircoupe. This is a particularly good shot of a very photogenic aircraft. Photo by Gleb Dorogokupets. 2/9

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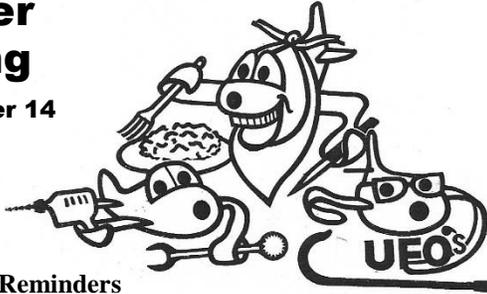
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- March 9th—Young Eagles Rally.**
- March 12th—Airport Advisory Committee Meeting.**
3:00 PM at MYF Terminal Building.
- March 13th—IMC Club Meeting.** 6:30 PM at Serra Mesa Library, 9005 Aero Drive.
- March 16th—General Meeting.** John Schaper and Tom Marquez on “Lessons Learned from Local Accident Investigations.”
- March 30th—Fifth Saturday Swap Meet.**
- April 20th—General Meeting.** Mark Long on “Development of the Algie LP1 Carbon Fiber Kit Aircraft.”
- May 18th—General Meeting.** Jeremiah Jackson on “Four Minutes: Surviving the Crash of an Experimental Airplane”

Chapter Briefing

EAA Chapter 14
Members



Brown Field Reminders

Brown Field Operations wants to emphasize the following information: "Please help us keep our airport secure by properly screening entry into the airport at the gate or through the call box system. All vehicles should wait for gates to close when entering and leaving the airport. Please report any suspicious activity to Airport Operations at 619-424-0455. Your help is appreciated." Do your part and follow this important security reminder.

Chapter Activities: Information provided by Chapter members.

Saturday, February 2: A rainy day, but that didn't stop 15 or so members from enjoying Pete and Janeth's delicious lunch of pork, homemade mashed potatoes, salad and ice cream. Chuck Stiles remarked: "Awesome food! Too bad we can't con them into cooking more often!" Lots of hangar talk went on around the table.

Pete and Janeth Grootendorst, after serving lunch to 15 or so members on a rainy Saturday morning. 2/2



Week ending February 9: Rainy weather on Tuesday, but the Tuesday regulars were still there, working on their projects, and enjoying the lunch hour conversations. Thursday was sunny and saw Billy Lopez and Stu Strebig working on the Piper, Chuck Stiles and Jimmy finishing up some electrical work, and Ryan cleaning out his resin ratio pump in preparation for starting on his canard wing. Two of our long-time regulars have been out of commission for a bit. Both Bob Johnson and Bob Osborn have been dealing with some health problems, but both are doggedly working their way through them – would you expect anything less from members of what Tom Brokaw called "the Greatest Generation." Both are looking forward to being back at EAA 14 soon. Even though rain was forecast for Saturday, it held off and our faithful pilots flew a number of Young Eagles. Gary List served up an excellent lunch of hot dogs and hamburgers on a cold day – which was much appreciated. The Serendipity Club was busy again, with Lynn and Mike Madden and Billy Lopez taking stock of what needs to be done next on their aircraft.



Chris Constantanides taxis for takeoff with Young Eagle passengers. 2/9

Week ending February 16: The variable weather continued. Tuesday was cold and windy, but a number of members were working on their projects, using the simulators, or just enjoying the company. Ryan bought back the Titan Tornado he had sold to Chuck Stiles and moved it back to his hangar (not the first time these two have swapped engines, parts, and planes back and forth). However, selling the Titan left more room for Jimmy Kennedy and Chuck to work on their Nieuports. Thursday saw lots and lots of rain, but Ryan and Gene Hubbard were at the Chapter; Gene helped Ryan place a Rotax engine in the Titan; Ryan at least wants to fire up the Titan before deciding what kind of engine to put into it next. Saturday dawned clear and cold, but that didn't stop at least 20 people from enjoying the warming breakfast of pancakes or waffles, eggs, and sausage – excellent meal at only \$3. Bob Johnson visited the Chapter, along with his son Dan – we were very glad to see him up and about. Several Chapter members visited Bob Osborn during the week. His house had sprung a leak in the roof and he wanted to be up there fixing it – fortunately, someone else took care of that task. We look forward to seeing Bob back at the Chapter as well. After an excellent General Meeting, Larry Rothrock, assisted by Chris Puntis, served a warming lunch of hot dogs/sauerkraut, BBQ beans, applesauce, salad, and rolls to 25 or so members and visitors.

Week ending February 23: Our chaotic spring weather continued. Tuesday was beautiful, Thursday had hail. Ryan noted he will have to get up on the roof of his hangar to put



Chris Puntis and Larry Rothrock stir up great pots of hot dogs, BBQ beans, sauerkraut and other items on Meeting Day. 2/16



Kerry Powell prepares lunch for a small group of diners on a fourth Saturday. 2/23

in some new panels. Gene Hubbard polished his skills with fiberglass, making some wingtips for the Teenie Two project, Jimmy makes progress each day on his Nieuport. Ryan was able to fire up the Titan – but still has lots to do to fully test all the various components. He is working on wiring – with a very old Rotax engine and no manual, it can be frustrating. On Saturday, the weather was beautiful and members enjoyed a filling meal of grilled hamburgers with all the fixings, prepared by one of our long-time chefs, Kerry Powell. Good food, an entertaining show of unique aircraft right outside Hangar 1, and interesting aviation conversation – what better way to spend a Saturday.

General Meeting:

President Gene Hubbard opened the meeting and welcomed around 35 Chapter members and guests. He reviewed the status of our application to extend our leasehold.

Safety: Pete Grootendorst reminded the group that Brown Field Airport Operations takes airport security seriously. Remember to allow gates to close before driving or walking away from an entry point. Pete also suggested that if pilots have an original manual that came with a plane, they should try to get a newer copy as well as it will contain much more information, including checklists.

Young Eagles: Mark Albert reported that because of the rain on the second Saturday, only a few Young Eagles were able to be flown, so the backlog of kids wanting to fly is increasing. He encouraged anyone who wants to help with this important program to see him. He thanked Jonathan

Gary List and Joe Russo listen attentively to Jonathan Robbins’ discussion of UAS operations for public safety operations at the February Meeting. See p. xx for details of the presentation.



Robbins for setting up our new WiFi system because all YE registration is now handled online.

Programs: Program Chairman Kerry Powell stated that John Schaper, the speaker originally scheduled for January, will be our speaker in March.

Awards: Three members who had been unable to attend the recent Awards Banquet received their awards.

- Mark Albert: dedication and hard work on the Young Eagles program.
- Ted Krohne: Serves as a Director, a Young Eagles Pilot, and our representative at numerous Brown Field Master Plan meetings.
- Larry Rothrock: The catalyst for initiating two recent important tasks at the Chapter: exercising our lease option, crystallizing our Hangar and Tie-down Policy.

General Meeting Talk: Our own Chapter member Jonathan Robbins gave the monthly program talk entitled Public Safety UAS Operations. See a summary of the talk on p.5 in this newsletter. He brought along two examples of drones; one cost \$1,000 and the other cost \$30,000. Members were very impressed with the clarity and amount of detail the machines provided. Chuck Stiles mentioned that although the big drone cost \$30,000, only \$7,000 was for the drone – the balance went towards the high-tech cameras and other equipment. He remarked that the big drone, “The Beast” was “a scary looking customer. If you catch it looking at you, you know you are doing something very wrong.”

President’s Message



Gene Hubbard

Short message this time— there’s more than enough real news to go around.

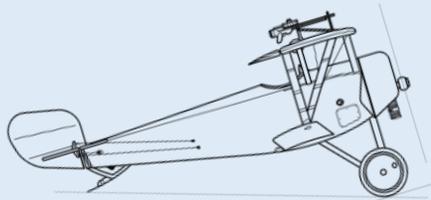


First, congratulations to everyone for helping Chapter 14 to score a “Gold” in EAA National’s 2018 Chapter Recognition Program. I sure didn’t do that one myself. The only place we lagged was in reading the National “ChapterGram” regularly. I wonder how they track that one...

Next, we recently revised our lease extension proposal to include option “C,” the unimproved area between Hangar 3 and Old Charlie, as well as option “B,” the area directly east of our ramp. It was a “use it or lose it” situation and will give us space for two additional T-Hangars and a few light aircraft shelters. More on that one next month.

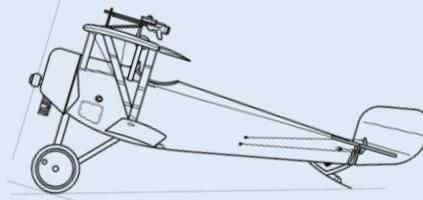
Finally, don’t forget our fifth-Saturday swap meet on the 30th. See this issue’s “Marketplace” for a sample of the items that will be available.

Gene Hubbard



Nieuport News

Notes by Chuck Stiles



Jimmy Kennedy

Gene Hubbard

Jimmy was busy the last two weeks building his ailerons. Both are completed. Now on to assembling the wing sections together and working out the control rigging.



Gene marks his engine baffles to match the horseshoe cowl



Young Eagles Report

Mark Albert

Weather washed out our group for February, as it did January, so we are two for two and have some disappointed Young Eagles (and parents). The January Sea Cadets are scheduled for April and the February

Boy Scouts are scheduled for May. Already for March we have 31 home school kids ready to fly and I have had numerous phone calls from parents interested in having their YE participate in the program. What does this mean? We have a line of kids forming to get flights and we could use some help with new pilots.

Since I was on a trip Joe Gursky handled the February Young Eagles flown by Jonathan Robbins, Ron Shipley, Chris Constantinides and Pete Grootendorst. Thanks to them eight kids got to fly.

I would also like to thank Jonathan Robbins for setting up our new cellular internet connection which the new online registration requires. We now have a faster data connection for our EAA14_Guest network in hangar one. Quickly update your Foreflight database before you depart. And thanks to Gleb Doro and his coworker Rick for helping label

the Teenie Two as our educational plane. It looks great and with some more work it will look even better. Thanks guys.

As I said we do have some groups backed up and we could sure use some more pilots and planes. I am currently limiting the number of kids we take each month but I believe we could easily fly 40+ kids if we had the support. If you have not flown a Young Eagle please consider doing so, even one or two loads is a big help. It is a great reason to fly every month.

Regards,



Mark Albert

EAA Chapter 14 Young Eagle Coordinator



Pete Grootendorst departs for a Young Eagles flight. 2/9

Public Safety UAS Operations.

Summary by Donna Ryan

The following information is based on the program talk given by Jonathan Robbins.

Jonathan Robbins is an EAA Chapter 14 Director, Young Eagles pilot, and has become one of our go-to members when technical expertise is involved, including setting up our new WiFi system. However, most of us did not know his technical expertise runs much deeper. He has been involved with law enforcement for 25 years in a variety of capacities and he currently serves as the Supervisory Special Agent for the Naval Criminal Investigative Service (NCIS) Technical Service Detachments in the Pacific and NCIS Global Unmanned Aircraft System (UAS) Operations. His UAS group currently has nine pilots and 13 active aircrafts. He is a cofounder of a technical Investigators certification course whose mission is to teach public safety groups around the country, helping them begin their own UAS operations. Jonathan has run twelve classes so far, enabling 257 pilots to obtain their Part 107 certificates to date.

UAS has been a fast-expanding field; indeed there is even still some variation in what the acronym UAS stands for. The FAA labels it “unmanned aircraft systems”, but some groups refer to it as “unmanned aerial system.” Back in 2014 when Jonathan began his program, the use of drones in public safety was limited; however, now it has come a long way in the intervening years. Some examples of public safety missions: Law enforcement can use it in accident investigations. The officer can send a drone up over the site of a crash and in 20 minutes can measure all the accident markings etc. required in an investigation and reopen the freeway quickly (could save up to 5 hours). Because of multi-spectral cameras and lidar capabilities, UAVs (unmanned aerial vehicles) can also be used to discover the location of buried bodies, even though the crime scene was obscured by dirt or brush. Search and Rescue operations of lost children, hikers, and the mentally impaired have also been successful. UAVs can also be used in tactical situations outside a subject’s building and even inside the building to assist in finding if a armed suspect is in a room, thus helping to save officer lives. Two other assets: some of these UAS are now being equipped with speakers that can

February speaker Johathan Robbins explains one of the public safety drones displayed at the membership meeting. 2/23



Bill James inspects the larger of the two public safety UAVs after Jonathan Robbins’ February presentation. While he could not operate the drones at the airport, Jonathan set up the high-resolution camera to display activity at the top of Mt. San Miguel after the meeting. 2/16

be heard 400 feet away, and cameras that can read a license plate one-half mile away.

In the past, there was some tension between manned and unmanned surveillance groups, but now the groups are working closely together. UAVs can fly when manned assets might be grounded due to fog, bad weather; in some cases can be activated much more quickly, and, of course, they cost far less to operate.

UAVs operate under FAA Part 107. Part 107 allows “operation of drones or unmanned aircraft systems under 55 pounds at or below 400 feet above ground level (AGL) for visual line-of-sight operations only in Class G airspace.” No NOTAM is needed in this case. However, there is a “grid map” of the height limits in different parts of Class B, C, and D airspace depending on determinations by the Air Traffic Controller that “controls” the airspace. You may only be able to fly up to 50’ or not at all, depending on where you are in the grid. In some cases, public safety agencies can also obtain a FAA Certificate of Authorization (COA) which allow a wider range of operational limitations with some blanket COAs extending to 1200’ AGL. A NOTAM is required in these instances.

For manned pilots interested in obtaining their Commercial Remote Pilot Certificate under Part 107, you don’t need a medical; just pass a 20-question online test, take the test results and proof of a current biennial flight review to a CFI or the FSDO to sign you off in IACRA, and you are good to go. If you are not current or do not have a manned certificate you will need to pass a FAA knowledge exam at a FAA testing facility before getting your certificate. See www.faa.gov/uas for more information on all UAS regulations.

There are still variations on how different government entities use UAVs. Some states require search warrants for use in criminal investigations – others don’t. Jonathan stressed that law enforcement UAS programs should have a policy in place on how to properly operate UAS for their missions. That policy should have a media-relations plan and a way to maintain liaison with other aviation and community groups their operations could impact.



The smaller of two UAVs that Joathan brought to his presentation. This device, costing about \$1000, is useful for aerial views of crime scenes where erecting a tripod would be difficult or invasive. 2/23

There is also a definite need for training for the different persons comprising a UAS team, which include program managers and supervisors, remote pilots, non-pilot crew members (visual observers and sensor operators), and maintenance technicians. The drones do require maintenance and log books are maintained on them. For instance, all the vibration may cause the propeller to loosen; in addition, batteries need to be checked. In addition, there are lots of firmware within each drone – they all have to be constantly talking to each other and there may be issues with that. The minimum crew for UAS operations should consist of a remote-pilot-in-command (RPIC) and at least one other crew member performing the duties of a visual observer.

In regard to privacy concerns, Jonathan pointed out that police officers have been taking photographs and videos of targets of criminal activities for years – in one sense, a drone might be considered a “fancy tripod” and its camera systems operate under the same privacy restrictions.

Jonathan had on display two UAVs – one costing \$1,000 and one costing \$30,000. These attracted a lot of attention both before and after the meeting. EAA Chapter 14 really appreciates Jonathan taking the time to talk on this interesting and timely subject.



Jonathan Robbins briefs Young Eagles before a flight in his Luscombe. 2/9

New Members



Donna Ryan

Welcome to our new members. The information below comes from their membership applications. Some people just include the essentials; others expand a bit on their experience.

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

John Adcock is an A&P, BSEE, with the following ratings: Private SEL, Instrument, Mechanic A&P (and he has an expired IA). He likes Kitfox aircraft – and has two: a Kitfox Lite, Rotax 503, and a Kitfox Model 1, Rotax 582. He is experienced as an A&P, and enjoys going “low and slow” in the desert.

Kyle Carnes is our newest Young Eagle to join EAA Chapter 14. We look forward to working with him at our Young Eagles program.

Jeremiah Jackson is instrument rated SEL pilot and also can fly rotorcraft. He has completed an RV-6A and a Murphy Moose. He currently has an RV-10 and a Little Wing Autogyro. He also has literary skills and has published three aviation books related to flying his experimental aircraft: “Wine Flights”...a wine enthusiast’s guide to wineries by small airports; “The Flight of the Feral Chihuahua”...in pursuit of the round-trip transcontinental speed record; “Four Minutes”...surviving the crash of an experimental airplane. He has lectured frequently at AirVenture in Oshkosh and is going to speak soon at one of our Chapter 14 meetings. We’ll look forward to that. He also is looking for temporary hangar space at Brown Field to fly-off his Autogyro. Contact Ryan at rryan@san.rr.com for more information if you might be able to help out.

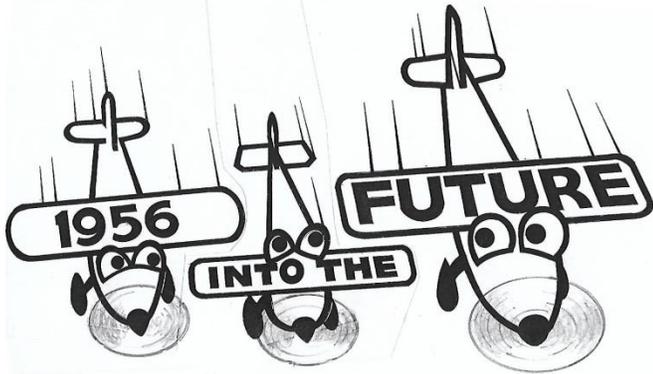
Dan McCarthy plans on buying a Grumman AA1A which may be tied down at EAA 14. He is also interested in light sport airplanes. He currently owns a KB-2 gyroplane.

John McCarthy is rated for Single Engine Land and is part owner in a Thorpe T211 project. He can help out as a solar electrician.

André Zeehandelaar (otherwise known as Biggles) is a private pilot (in both the U.S. and New Zealand). He just purchased a Cozy MK IV project, which is still in Washington. It will be making its way down to San Diego hopefully in April. He states he is willing to help with anything around the Chapter – we’ll take him up on that!



Cessna 180 touches down at SDM. 2/24



The Way We Were: 2006

Donna Ryan

General

- Finally got a long-term lease, thanks to Larry Rothrock and Joe Russo – it was approved by the relevant city departments, but needed to go before the City Council in January 2007. We had been on a month to month lease for the last 10-12 years. We now had a 10-year lease with an option for another 5 years, plus we leased 2.32 acres. Also had option to lease an additional 1.75 acres.
- Chapter member served on Technical Committee for airport land use and zoning.
- Library completely reorganized and categorized.
- As of January, Chapter had flown over 3,500 Young Eagles.
- Several Board meetings discussed reimbursement for YE pilots: permissible? How best to do it? Tax ramifications?
- Several discussions on having an SDM aircraft observation area to help make the community appreciate the airport. Larry worked with several community letters about this.
- For City tax purposes, every Saturday was now recognized for tax exemption when displaying aircraft which qualify for tax exemption.



Display aircraft at the Sport Pilot seminar in 2006. This was when we could still make visits to the control tower.

- Chapter Store of merchandise reinvigorated and expanded under the oversight of Gene Hubbard and Lista Duren.
- Paul Hanson submitted plans and began building two enclosed permanent restrooms.
- Donations: large air compressor, engine stand, shelving, multiple nuts, bolts, tools, storage boxes.
- Safety can for waste fuel was mounted on Hangar 2.
- Eyewash station installed in Hangar 3.
- Began transferring useful video tapes to DVDs.
- New electric griddle purchased.
- YE's met in the Chapter trailer for pre-flight instructions. New VCR purchased for the required videos.
- Established a "twin" relationship with the Devon Strut of the Popular Flying Association in England.
- Officers/Assignments: President: Larry Rothrock; Vice-President: Joe Russo; Secretary: Kerry Powell; Treasurer: Dennis Cullum; Newsletter Editor: Kerry Powell; Hangar Manager: Ryan; Young Eagles: Chris Alan/Gene Hubbard



Some of the ultralight fly-in attendees in 2006. This event was distinct from the Sport Pilot seminar held in the same year

Events

- Some of the program topics: TRACON controller talk; building and flying a 75% replica Tiger Moth; investigation of the first commercial airliner sabotage bombing (Chapter member was a retired FBI agent involved in solving the crime); push/pull concept aircraft design; ATC experiences in Kabul, Afghanistan; Cirrus ballistic parachute system; out to stay out of trouble with the FAA; building an "open source" airplane; the Ligeti Stratos (a microlight, joined-wing aircraft from Australia); Oshkosh 2006; building the Glastar/Sportsman aircraft.
- Held an EAA Sport Pilot seminar – 600 to 800 people attended and were fed, there were 17 light sport aircraft exhibited and we counted 71 airplanes that came in (before we stopped counting).
- Held several fly-ins: Glastar/Sportsman, Kitfox and ultralight EAA Chapter 114.
- Chapter supported B17 visit to Gillespie.
- The following received Life Membership awards: John Alley, Bill Moore, Chris Puntis, Jack Thomson, John Watts.



Then-Deputy Director of Airports Mike Tussey addresses Chapter 14 members at our 50th anniversary celebration in Hangar 3 in 2006.

- Chapter Bus Trip to Palm Springs.
- Chapter tour of San Diego Aerospace Museum.
- Held our 50th anniversary as a Chapter in Hangar 3. At the special meeting, past presidents talked about their tours of duty at the Chapter. Special event: Deputy Director of Airports Mike Tussey spoke about his long association with EAA Chapter 14 and our quest for a lease through the years. At the conclusion of his talk, he presented President Larry Rothrock with a complete and current lease for signing – a most welcome present.



Larry Rothrock signs our long-term lease with the City as Dennis Cullum, Joe Russo, and Mike Tussey look on.

- Long-time member Ken Smith made a presentation of a 50 year plaque sent by EAA National.
- Hosted “Flight for Diabetes” event at our facilities.
- Chapter members Joe Pribilo and Bob Johnson were designated and honored by the FAA as Wright Brothers Master Pilots (an honor granted only to pilots with total 50 consecutive years of holding a pilot certificate).
- Ben Hunsaker died, one of the leading lights in the Chapter for many years. A number of proposals were made on how to honor him.
- Paul Hanson suggested having a third level “Sky Lounge” in Hangar 3. It would be same size as the mezzanine, but above the existing roof.

- AAC meeting held at the Chapter.
- Held the Ocotillo Fly-out/Camp-out/Cook-out
- Held Midsummer Ice Cream social, Potluck and Aero-junk Sale.
- EAA 14 founding member and well-known aircraft designer Ladislao Pazmany died. Ralph Wilcox, another founding member also passed away.
- Memorial for Dan Patch held in Hangar 3.
- Awards Banquet held at Tom Hom’s Lighthouse.

Newsletter

- Articles included: Nieuport progress reports; several articles on magazines in the Chapter’s library; Joe & Jenny Pribilo’s Aerial Adventure; bus trip to Palm Springs Air Museum; how to make lunch for the Chapter; Gullwing Mama (story from the Fearless Aeronca Aviators website); Gene Hubbard’s field trip to the Shortwing Piper Club; visit to EAA Chapter 1279 in French Valley; article on Brown Field safety by the Brown Field Airport Manager; tax deductions for Young Eagle volunteers; future of Chapter bus trips (declining attendance meant Chapter was spending too much to cover costs); stories about Ben Hunsaker; account of the Ocotillo Wells fly-out; airport security; trip report on the S.D. Aerospace Museum; articles on new life members: Bill Moore, Chris Puntis and John Watts; nose wheel problems with canards; flying in Guam; completing a Glastar project; how to make tax-free donations to the Chapter; library reorganization.
- Recurring articles: President’s Message; The Flying Report; unclassified ads; Calendar of Events; New Members; member birthdays; overviews of upcoming programs and Chapter events.

Numbers

- Members: 275
- Our proceeds from the B-17 event: \$2963.70
- Awards banquet cost per person: \$31



Long-time Chapter 14 member Ken Smith presents president Larry Rothrock with a plaque from EAA National commemerating the Chapter’s 50th anniversary.



February 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 12:35 pm.

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

Minutes: A motion was made to approve the January Meeting Minutes. (**Ron/Kevin Passed**)

Treasurer's Report: A motion was made to approve the Treasurer's Report (**Kerry/Ron : Passed**) Trinidad López noted that the recent EAA Leadership seminar advised Chapters to ensure they had sufficient EAA National insurance. There are different levels of coverage depending on square footage. **Gary List** will verify coverage; we may need to increase our level of coverage.

Lease Option: **Gene Hubbard** discussed the draft of the recent update to our lease option proposal. Because of the language in our current lease, it appears we need to also exercise our option for parcel C as well at this time, although we could develop it later. The Board discussed the updated lease option proposal. A motion was made to authorize **Gene Hubbard** to amend our proposal to include parcels B & C. (**Jimmy/Pete: Passed**) **Larry Rothrock** suggested having additional members on the expansion committee; that way more people were aware of the requirements of our proposed lease. **Gene Hubbard** asked for suggestions on who else could review the proposal, especially those with real estate and construction expertise. The Board provided several names.

AAC Opening: **Larry Rothrock** discussed upcoming changes to the Airports Advisory Committee (AAC) membership. A number of the current members have timed out due to the committee's rules and need to be replaced. **Gary List** has been asked to reapply. **Gene Hubbard** mentioned that there were 14 visitors/guests at the last AAC meeting: six were City personnel and five belonged to Chapter 14. **Gene** commended EAA 14 for showing support for this important committee.

Membership Badges: At the recent EAA National Leadership seminar, our attendees received one of the membership badge options offered by EAA National. The Board discussed the different options and was interested in having magnets on the back of badges rather than the current pins. However, the Board liked the distinctive look of our current blue badges and decided to keep them. A motion was made to authorize **Donna Ryan** to change over to

ordering magnetic badges for new members if the cost was reasonable. (**Ron/Kerry: Passed**)

Membership: One of the topics at the recent EAA National Leadership seminar was increasing and maintaining membership. One of the suggestions was having a membership goal. Our Chapter currently has 190 members and the Board discussed having a membership goal of 250 members. The seminar had also suggested having a membership committee to take the lead in arranging promotions and activities. **Trinidad López** will discuss activating our membership committee with current Membership Chairman **Gene Lenard**. **Larry Rothrock** mentioned the continuing need to make potential new members feel welcome: looking for unfamiliar faces, introducing ourselves, giving them a tour of the Chapter, sitting with them at lunch. **Trinidad** outlined other suggestions made at the seminar: have a combination of interesting aviation related and social activities; establish relationships with other aviation-related groups in our area and invite them to visit us and then visit them; provide members with a consistent reason to visit the Chapter (workshops, special lunches etc.) **Trinidad López** offered to set up a "\$100 hamburger" lunch in conjunction with the March meeting and will publish it to other aviation groups and at local airports. EAA National also offers to do a mass mailing to local EAA National members three times a year for any special events we may be having. **Trinidad** will make up a list of possible monthly activities and will present it to the Board.

Donations: **Larry Rothrock** commented that groups/individuals are open to donating to non-profit organizations such as ours and we should pursue all opportunities. **Gene Hubbard** mentioned that we should consistently send a letter of thanks/acknowledgement for all donations.

Sign acknowledging Fleet Foundation Donation: While we have a small sign on the simulator which was purchased with a donation from the Fleet Foundation, we should have a larger sign acknowledging this. A motion was made to authorize **Larry Rothrock** to design/purchase a sign in the amount of \$20 to acknowledge the donation. (**Ron/Kevin: Passed**)

Travel Mugs: **Kerry Powell** noted we had only 5 more travel mugs left to give to monthly speakers. The Board agreed that he could order more of these and could also recommend an additional type of small thank you for speakers who have spoken more than once at the Chapter.

Adjournment: **Alan Sparkes** moved for adjournment and **John Walker** seconded the motion. President **Gene Hubbard** adjourned the meeting at 2:10 p.m.

Submitted by **Donna Ryan**



Chris and Pete await taxi clearance for Young Eagles. 2/9



Kerry Powell, Program Chairman

Descriptions from the announcement on faasafety.gov:

March: John Schaper, San Diego FPM and Tom Marquez, FSDO FLM Airworthiness. Two speakers from the San Diego FSDO Airworthiness Department. FAASTeam Program Manager John Schaper will tell us about lessons learned from local accident investigations. Also rounding out the presentation is Tom Marquez, Airworthiness Front Line Manager. These two gentlemen will share their wealth of knowledge, experience and information. Q & A to follow.

It is hoped that by understanding root causes this presentation can help others avoid similar mishaps.

This presentation has been rescheduled from an earlier date impacted because of the lack of funding that curtailed FSDO participation.

April: Mark Long. The LP1, or 'Light Pressurized 1', began over 15 years ago in the mind of David Algie. It wasn't just an idea 15 years ago tho, work actually began on this airplane that far back, and the basic shape has been frozen for quite a long time. The LP1 is a two-place, pressurized, carbon fiber kit aircraft powered by an adapted Chevy Corvette LS engine that is intended to operate at altitudes as high as 29,000 feet (with sea level cockpit pressurization) and cruise at 385 mph burning just 14.5 gallons of fuel per hour. Even more astonishing is the goal for a 1,080 pound empty weight which will give this aircraft the ability to carry two 200 pound people, 50 pounds of baggage, and 62 gallons of fuel... all with a gross weight of just 1,902 pounds.

Mark is a Chapter 14 member currently providing a series of articles on propeller design for the Spirit.

May: Jeremiah (Jerry) Jackson. This talk describes what happened during a Phase I test flight of a new RV-10 when it suddenly lost all oil pressure, suffered engine failure, and crashed in the mountains of Southern California. The speaker candidly relates what he did to survive the crash unhurt, and what lessons he learned from the experience.

Jerry is a new Chapter member nearing completion of a Little Wing autogiro project. See his bio on p.6 of this issue.



Floyd Green's Pazmany PL-1b in 2006

Last Call to Renew



Thanks to all of you who have already renewed your membership for 2019. We very much appreciate your support. But for those of you who haven't yet renewed, please take just a minute to think about what your membership means. Your membership enables us to maintain our facility at Brown Field, pay for our lease and supplies, and expand our Young Eagles and Eagles programs. In addition, your membership helps us to be a vocal and respected member of San Diego's aviation community, as we continually try to make general aviation stronger, safer and more affordable. We want to provide aspiring builders and pilots with the support they need to achieve their goals and help both young people and adults learn about the joys of flying. But we can't do it without your continued support. Please help us by renewing your membership in EAA 14.

At the end of March, we regretfully will be removing the names of members who haven't renewed from our membership rolls. For those of you who haven't yet renewed, please take the time to do so. You already know of the romance, wonder, adventure and the dream of flight; you also know that there is strength in numbers in our quest to support and protect general aviation.

Use the Membership form included in this newsletter and then mail it back to us, along with your payment, to EAA Chapter 14, 1409 Continental Street, San Diego, CA 92154-5707. You can also drop the form and your payment off at the Chapter; put your packet in the payment slot of the Membership/Hangar Rent payment lock box next to the lunch counter in Hangar 1; you can also put them in the Mail box outside of Hangar 1.

You may prefer to renew via our website at www.eaa14.org using PayPal. After logging in, select *Membership* from the top menu bar and select *Join/Renew*. At the application form, fill in your name and check the appropriate status (*existing member with no changes* or *existing member with changes*). If you have changes in your address, e-mail etc., go ahead and make them. Then select your payment option and click *Submit App & Pay through PayPal*.

If you haven't yet renewed, please take the time to do so. We look forward to having you with us once again in 2019.



Aircraft on the ramp at the 2006 EZE fly-in.

Marketplace

Serendipity Flying Club is Welcoming New Members.

Our Club is preparing to upgrade the panel in our Piper Cherokee with newer Avionics. This might be an excellent time to consider becoming a member. More members mean a better upgrade.

You can become a member one of two ways:

1. Pay \$2,500 upfront. Then \$100/month. Fly for \$10/hour plus fuel with first hour free.
2. Pay \$1,000 upfront. Then \$150/month with \$50 of that going towards the remaining \$1500 upfront fee. Fly for \$30/hour (with 1st hour free) until \$2500 fee met. After upfront fee is met- prices return to normal rate of \$100/monthly and \$10/hour.

Text Billy Lopez at (619) 251-4631 or billytime@hotmail.com for more information.

Note: all prices are subject to change. fees non-refundable.



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
	Bendix SFLN-21 Magneto	850.00
Very Good Used	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)

Looking to become a partner in a Cessna 172 or 182.

Call William McArdle at (619) 925-0837. (1808)

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)



Partially completed RV-10 empennage.

\$1,750 or best offer. Contact Ryan at rryan@san.rr.com or text him at (858) 229-4875 for more information. (1809)



1835 cc Volkswagen Engine: Single ignition, top-mounted carburetor.

\$2,000 or best offer. Contact Ryan at rryan@san.rr.com or text him at (858) 229-4875. (1809)



Around Chapter 14

Photos by Chapter Members



The maestro in action: Pete Grootendorst directs traffic at the Light Sport Seminar in, 2006



Jack Thomson receives his Life Membership award in 2006.



Osprey on approach at SDM. 2/24



Chapter 14 open for business. 2/9



Getting ready for Young Eagles. Ed Watson's wind tunnel demonstrates airflow basics for Young Eagles and others. 2/9



Ryan ponders the next step on his newly re-acquired Titan. 2/12



Chapter leadership in action: Joe and Larry at the Light Sport Seminar in, 2006



Scene on the ramp at the Light Sport Seminar in 2006. Lots of bright banners. I wonder if they sold any airplanes...



Bob Osborn at lunch on a cold first Saturday. 2/2

EAA Chapter 14 Membership Application/Renewal

Please Print Legibly

Current Member					
Name		E-mail		EAA National # /Exp Date	
Emergency Contacts (Name and Phone)					
Please check the box if there have been no other changes in your details since your last renewal. Otherwise, please update the applicable fields below. <input style="float: right;" type="checkbox"/>					
New Member/Updates for Current Member					
Name (Mr., Mrs., Ms.) <i>Please Print</i>				Name to Use on Badge	
Street Address			E-mail		
City		State	Zip	Spouse/Partner Name	
Home Phone		Cell Phone		Work Phone	
Year of Birth	EAA National #/Exp Date		Occupation		Retired – Yes/No
Emergency Contacts (Name and Phone)					
FAA Ratings – Licenses Held		A/C Project		Aircraft Owned/Home Field	
Special Skills You Can Contribute to the Chapter					
Special Interests					
Payment Information					
New Member: \$35 (\$22.50 after July 1)		Renewal: \$25 (due Jan 1 st)		Youth (under 18): \$5	
Payment Enclosed \$ _____ Make checks payable to EAA Chapter 14.			Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707		

March 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.



An Osprey departs SDM. Photo by Jim MacKinnon. 2/24

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