



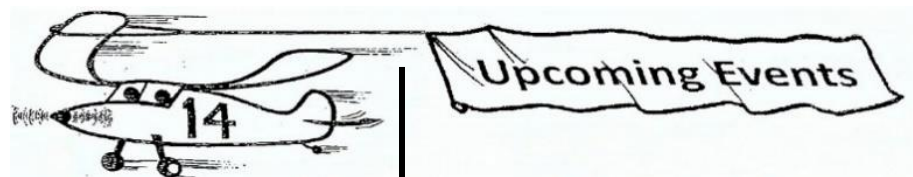
# Spirit of Flight

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

**June 2024**



*Despite the construction, we had a full flight line for the May 11<sup>th</sup> Young Eagles Rally. Photo by Ryan, 5/11/24*



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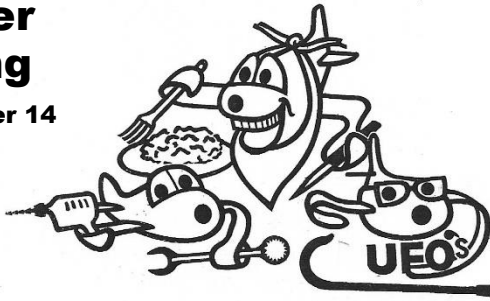
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**June 15<sup>th</sup>**—Pancake Breakfast and Membership Meeting. Joe Gotfrey from Savvy Maintenance talks about how to use engine data.

**June 22<sup>nd</sup>**—Special Luncheon celebrating EAA Gold chapter award for 2023

# Chapter Briefing

EAA Chapter 14  
Members



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

*Week ending May 4:* Members Mark Albert, Bob Hitchcock, Jimmy Kennedy, Jim Mac Kinnon, Joe Trevor Pearson, Russo, Ryan and Nigel Worrall took a break from chores and maintenance and visited at the lunch table on Tuesday. Also present were Vicki and Bob. Vicki flew in from Gillespie in an immaculate Piper Cub. She flew C-2s in the Navy and now flies Boeing 767s for FedEx. Bob is interested in warbirds. Nice to have them visit. Progress continues on Ryan's E-Racer engine wiring thanks to Nigel's expertise. Jonathan Robbins flew the Myers to pick up his daughter Sydney from school back east - not everyone gets a ride home in their own private plane. Ray Scholar mentor Bob Hitchcock shared the following about Samantha Leibold, our 2023 Ray Scholar.

Samantha took her solo cross country yesterday to French Valley A/P then on to Redlands A/P and return. This was the last item needed to satisfy all her individual flight requirements. She now needs to brush up on all the maneuvers before her oral examination and check ride with a designated examiner.

Great news! Well done to you both. Saturday saw a busy group at the Chapter cleaning up Hangar 2, including Shon Alexander, Noah Cortezano, Gary List, and new Young Eagle member Scotlyn. Mark Albert very kindly gave a demonstration on how to do a Build-a-Box project. This is always a popular project at our YE Workshops and we plan



*Gary List directs Chapter members helping to clean up Hangar 2. 5/4*



*Mark Albert demonstrates how to run the "Build-a-Box" event for YE workshops. 5/4*

on using it soon. Watching intently were Shon, Noah, Trinidad Lopez, Trevor Pearson, and one gentleman whose name we didn't catch. Bill Browne had brought in 4 pizzas to feed the hungry crew and other members and in addition to those named above, Jimmy Kennedy, Joe Russo, and Bob Hitchcock, as well as visitors Scott and Jennifer enjoyed the feast. Ron Shipley was busy doing some wiring and updates to the shop light system in Hangar 2. Chris Constantinides stopped by before heading out for a flight. Ryan gave Scotlyn a flight in his Diamond and announced that she did very well.



*Noah Cortezano briefs Young Eagles and parents on event procedures and safety measures at the June YE rally. 5/11*

*Week ending May 11:* Work continued on Hangar 2 cleanup. Ron Shipley, one of our resident electricians, couldn't get to one of the plugs for the lights of Hangar 2 because the WWI replica hangars were in the space. It took 4 strong men to get a couple of pieces down (lots more up there). Everyone had forgotten how heavy they were. Ryan mentioned there were some hangar light issues in Hangar 3 as well, but the man-lift needed to be fixed before anyone could get up there to work with them. Nigel Worrall repaired the wiring to the built-in battery charger. A new battery will be needed, but at least it is moving again. Nigel had brought an oscilloscope down to the Chapter to help trace some of the engine wires on Ryan's E-Racer. That was a big help –definite progress. Lots of activity in the



*Trevor Pearson and his Young Eagle passenger perform a walk-around inspection of his tailwheel Tri-Pacer before flying. 5/11*

grading project next door to the Chapter, necessitating changes to the access to our property right before a big Young Eagles day. No problem – Young Eagles coordinator Shon Alexander (and soon to be Coordinator Noah Cortezano) swung into action, made up signs pointing the way, and had volunteers stationed outside the Eagles’ Nest to make sure everyone stayed safe and sound. Shon reported we gave 41 flights, all made possible by a dedicated ground crew, including Kiley Everett, Ray Scholar Bekk LeBlanc, Veronica Nessheim, Scotlyn, Dylan, Scott (Skye) Turner, Ray Scholar Annie Whitney, and pilots Chris Constantinides, Chase Franzen, Marty Jansen, Trevor Pearson, Jonathan Robbins, Duane Shockey, Ron Shipley, and Abraham Talerman. Sorry if we didn’t get the full list of volunteers and pilots – the place was jumping. And, of course, Sharon and Trinidad Lopez provided hamburgers and hot dogs for members, parents, and Young Eagles. Trinidad said over 90 meals were served.

*Week ending May 18:* Yet another change to how we access the Chapter as the construction continues and former roads are graded. EAA 14 members are flexible and prepared for any changes (all hallmarks of those interested in flying!). During the week, our regular builders were there as well as Gary List working on the Meyers. Trevor Pearson took advantage of the sun and took a flight as well. As usual, Kevin Roche and his son David produced an excellent

pancake breakfast – blueberry pancakes, waffles, eggs cooked to order and sausage. We are spoiled! We had more visitors and members than expected at the meeting despite the construction chaos. Chris Constantinides suggested we should provide a prize for those who can make it to the Chapter given all the changes. Ryan provided an Eagle flight to a young man interested in pursuing a career in aviation. He and his father had come down for the monthly program – and enjoyed a triple treat: pancakes, program, and a flight. Behind the scenes, Jonathan Robbins and Scott Turner addressed an internet problem that plagued the Chapter on Young Eagles Saturday and threatened to derail any internet access for the Saturday program. They managed a temporary fix and Scott is taking the lead on trying to get a more permanent solution.



*Kevin Roche makes pancakes for Mark Albert on our third Saturday meeting day. 5/18*

*Week ending May 25:* There was a full house of builders and pilots on Tuesday taking advantage of the sun and nice weather. Unfortunately, the construction work taking place next door resulted in a broken water pipe, which cut off water to the Chapter. The contractor furnished the Chapter with a Port-a-Potty to tide us over; that made us appreciate all the work we did in the past to install our own bathrooms. Trevor Pearson got a quick MIG welding lesson from Ryan



*Activity on the ramp at the May Young Eagles Rally. Despite the disruption from airport construction, we had a full house at the May rally! 5/11*

and then Trevor finished adding gussets that he had fabricated and welded to his motorcycle luggage rack. Chris Constantinides had organized a member flyout to Corona for Saturday, but it had to be called off one day before because of a forecast of drizzle, rain, and clouds. For a change the forecast was spot on – miserable weather to fly. But some folks still made it down to the Chapter to work on their planes and projects. Jimmy Kennedy’s Nieuport is looking good – it is painted and has decals on it. Jim MacKinnon’s Nieuport is also showing more progress each week. Both are great examples of how keeping at a project two or three times a week gets the job done. Jonathan Robbins brought in a battery and got the manlift ready for work on the lights in Hangar 3 – never ending need for maintenance around the Chapter. Many thanks to those who volunteer their time.

*General Meeting:* Kerry Powell opened the meeting and had Ted Krohne lead the group in the Pledge of Allegiance. Kerry then presented Ted with a well-deserved EAA Chapter 14 Life Membership award. See the article on page 5. President Trinidad Lopez discussed upcoming events. Kerry, now wearing his Program Director hat, then introduced the program for the month, an excellent webinar on learning to fly. See an overview of the presentation on page 6



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

June 15: Joe Godfrey from Savvy Maintenance returns to talk about engine data.



*Simulators in action in the Eagles’ Nest. 5/11*

**Another Young Eagle Success**

**By: Donna Ryan**

EAA Chapter 14 received an announcement that Kaitlyn Werner, our longtime Young Eagle and 2022 Ray Scholarship recipient is yet another success program in our Young Eagles program. Kaitlyn is graduating this Spring from Kent State with a BS in Aeronautics, with a Concentration in Aviation Management. She finished her PPL through our Ray Scholarship program and went on to earn her commercial license as well.



*Kaitlyn back in 2011 with Grandmother Joan*

Kaitlyn began coming to the Chapter to fly and to help out the Young Eagles program way back in 2010, along with her cousin Tristan (another YE success story) and her grandmother Joan. (By the way, many thanks are due to grandmother Joan who tirelessly supported both Tristan and Kaitlyn by bringing them to the Chapter each month, often several times a month. She set a great example by always supporting Chapter activities.) Young Eagle pilots Ryan, Pete Grootendorst, and Ron Shipley all helped Kaitlyn in her journey. Just another example of how EAA’s Young Eagles program, and the Ray Scholarship is key to preparing young people for a career in aviation. Well done, Kaitlyn!



*Kaitlyn in 2024 with Grandmother Joan*

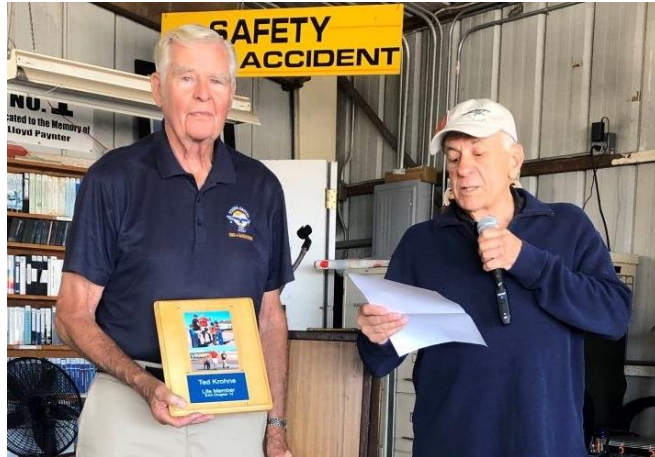


*Visitor Parking along Old Charlie on Young Eagles day. 5/11*

# Ted Krohne – Life Member

**Donna Ryan**

The EAA Chapter 14 Life Membership Award is reserved for members who have made significant contributions to EAA 14 over a period of many years. We are happy to present Ted Krohne with this Life Membership award in recognition of his many contributions to the Chapter.

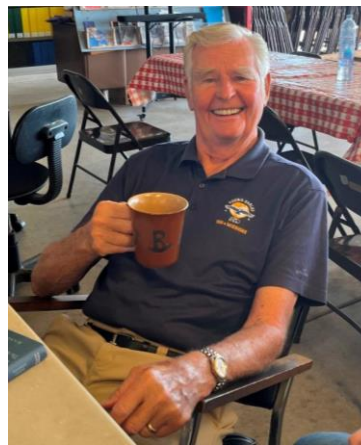


*Kerry Powell presents Ted Krohne with his Life Member plaque and reads his contributions to the membership at the May meeting. 5/18*

Ted joined the Chapter in 2012 and immediately became an active member. Here are just some of the highlights of his activities at the Chapter.

- Has served as a director since 2017 and always could be counted on to give thoughtful and careful consideration of the matters before the Board. He took his position very seriously, even doing some graphics work in laying out our Lease Option proposal for the City.
- Served as a Young Eagles pilot for over 14 years.
- Always could be counted on to provide a good lunch for the membership, even though he doesn't eat lunch.
- Has provided program talks for the Chapter, including an excellent one on the Battle of Midway.
- Always willing to volunteer to do the hard muscle work that is needed around the Chapter for clean-up, building, and maintenance.
- He has been involved with many aspects of aviation, including flying Wounded Warriors and making Angel Flights.
- And, in his spare time, he is an Eagle Scout counselor for Boy Scouts of America and a docent at USS Midway Museum.

The Chapter has indeed benefited from his dedication, hard work, and interest in the well-being of the Chapter.

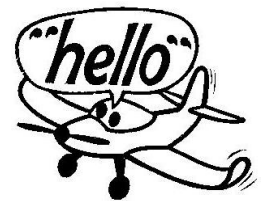


*Ted relaxes in Hangar 1 with a cup of coffee before the May Membership Meeting. 5/18*

## 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 appreciate their support.

**Kenan** is a new Young Eagle who wants to learn about flying. He's come to the right place, not just for a Young Eagle ride, but for the additional Young Eagle experiences now offered through AeroEducate and the Sporty's Learn to Fly Course.

**Keanu Kauhi-Correia** is a student visiting from Hawaii and is taking lessons at First Flight. He stopped by the Chapter and Ryan showed him around and took him for an Eagle flight. He is enjoying his stay here and especially enjoying learning to fly.

**Jesse & Lan Luke** came to the Chapter on Young Eagles Saturday with their children and thanked us for an "amazing experience" for the children. They are glad to contribute the following to the Chapter: IT, coordinating and planning events, research, and administrative work – very useful skills for the Chapter. Thank you!

**Patrick Thunder** has been lending his aviation expertise around the Chapter, especially with the Young Eagles for some time. He is rated as a CFI, AGI, IGI, CPL, ME and has a C-172N. Under special skills he can contribute to the Chapter, he listed Flight Instruction AC or Sim, Safety Awareness, Young Eagles flights, Flight Reviews. He is interested in aircraft building and maintenance, warbirds, seaplanes, turbine and ME aircraft, pilot safety, community development and outreach, pilot proficiency and safety. We thank him very much for his past assistance and look forward to his help in the future.

# Stop Dreaming and Start Flying

## Short Summary by Donna Ryan

The following information is based on a recent EAA National webinar given by David Leiting.

As part of *Learn to Fly Week 2024*, EAA National provided a series of webinars to help people get started in pursuing their dream of learning to fly. The very first webinar was entitled “Stop Dreaming and Start Flying – Getting Started in Flight Training” presented by David Leiting, EAA National’s Eagles Program Manager. The following information is based on the slides and comments presented during the webinar and covers just the highlights of the presentation.

### Why Learn to Fly

David began by asking the audience to determine why each one wanted to learn to fly. Do you want to do it for recreation, for personal or business travel, or do you want to make a career out of flying? Your answer to this question determines a variety of choices as you pursue your path towards learning to fly.

There are basically three paths you can follow towards getting your license: private, sport, and ultralight. This summary will only deal with private and sport. Each type has different privileges and requirements. See charts below.

While the Private Pilot license provides you with the most opportunities to fly, the Sport Pilot license may work out fine depending when and where you plan on flying. Note: the FAA is currently considering major changes to the Sport Pilot category and aircraft in an NPRM (Notice of Proposed Rulemaking) called MOSAIC (Modernization of Special Airworthiness Certification). David discussed these proposed changes briefly. The information listed below may change for Sport Pilots in early 2025. Previous articles in Spirit of Flight discussed these proposed changes.

Privilege	Private	Sport
Passengers	Yes	Yes – only 1
Medical Needed	3 <sup>rd</sup> class or Basic Med	Driver’s License
Fly at Night	Yes	No
Airspace Restrictions	No (with added ratings)	Yes –endorsements required
Additional Ratings	Yes	Depends
Attitude Restrictions	No (with added ratings)	Yes – 10,000 MSL
Fly for Charity	Yes	No
Aircraft Restrictions	Can earn added endorsements	Yes – must meet LSA rules

Each of these licenses has some requirements. Both the Private and Sport Pilot must meet the basic requirements of being at least 17 years of age, passing the FAA knowledge

and practical exam, and reading, speaking, and writing English. However, there are 2 differences between the two license types.

- Private Pilot: must have an FAA medical or Basic Med and log at least 40 hours of flight time before the practical exam.
- Sport Pilot: must have a valid driver’s license and log at least 20 hours of flight time before the practical exam. The reason fewer hours of flight time are required is that sport pilots can’t have some of the privileges that private pilots have, such as flying at night.

### Medical Certificates

For the Sport Pilot license, you only need your driver’s license (however, you can’t have failed your medical and then get a sport pilot license).

For the Private Pilot license, you will need to have a 3<sup>rd</sup> class medical or a Basic Med. Dave stressed that if you think you may have any chronic medical conditions or medications that might impact your ability to get a medical, call EAA at 888-322-4636 to get some help.

When you are ready to schedule a medical appointment, go to [www.FAA.gov/Pilots/AMELocator](http://www.FAA.gov/Pilots/AMELocator) to find an AME (Air Medical Examiner).

### Selecting a Flight School

Before discussing some methods to select the best flight school for you, David shared the following overview of the basic journey in flight training. He noted that everyone learns at a different rate, and due to schedules, some people prefer to take the knowledge exam somewhat closer to the actual checkride so that the exam’s results don’t expire before the pilot can take the check ride.

**Ground School and Ground Lessons**

Physics of flight

Weather

Aircraft systems

Reading aviation charts

FAA Exam Knowledge

Expires after 24 months

Basic skills & Solo!

Turns

Climbs and descents

Stalls

Takeoffs & Landings

Ground Reference Maneuvers

Communications

Your first solo!

## Cross Country & Navigation

Navigation

Weather

Flight Planning

Dual Cross Countries

Complete the FAA Knowledge Exam (Aka FAA written)

Solo Cross-Country

## Checkride Preparation

Refine & Polish Skills

Practice Checkride

Pilot Certificate!!

And David reminded the group that a pilot's certificate can really be considered a "license to learn" – it's definitely not the end of your learning process.

When selecting a flight school, do your research about the school's reputation. You can find this out from pilot friends, a local EAA chapter, and the flight school webpage. Look for information about the following:

- 1) Aircraft maintenance
- 2) Pass record of former students
- 3) Instructor availability
- 4) Customer service (are they friendly, helpful)
- 5) Pricing (for CFI and aircraft, including wet versus dry rates)
  - a. Wet rate: cost of fuel is part of the hourly rate
  - b. Dry rate: Fuel is not included in the hourly rate. You will purchase it and aircraft must be returned with a specific quantity of fuel.
- 6) Any insurance coverage for you as a student (you may want to purchase your own)
- 7) Does the school align with your flying goals?
  - a. Part 141 schools follow a strict curriculum, are very structured, OK'ed by FAA – good for commercial or more advanced pilots, or students who work best in that environment.
  - b. Part 61 schools are more relaxed – can tailor classes to your time periods and interests. They still can provide excellent instruction.

Some people don't go through a flight school. Instead, they join a flying club to get the support of fellow members and to perhaps have an aircraft to use while learning. Upfront costs here may be higher, but the hourly rate will be lower because you won't be renting an aircraft. Some people even buy an airplane during the learning process. This comes with high upfront costs, but you always have an aircraft to fly. You will need insurance to cover your CFI when you are taking lessons in your plane.

## Selecting a Flight Instructor

You can find a flight instructor through a flight school. Note: a large Part 141 school will assign your instructor.

You can also find an independent CFI – maybe a member of the Chapter who is retired or does this as a part-time job.

Main thing to remember is that it is YOUR money and you want to select a flight instructor with whom you feel comfortable. David provided some questions to ask a potential CFI.

- How long do you plan on being in the area or with the school?
- What is your scheduling protocol?
- What does your lesson planning look like?
- How do you prefer to communicate?
- How many students do you have?
- How many students have completed with you?

## What Supplies Do I Need?

This first set of supplies David noted as being required. Although you can obtain these supplies online, having a hard copy of the documentation is best.

- Your own headset
- Logbook
- Either a digital or manual E6-B flight computer
- Aviation sectional and plotter
- Study materials
- FAR/AIM
- Airplane Flying Handbook
- Pilot's Handbook of Aeronautical Knowledge
- Airman Knowledge Testing Supplement Private Pilot.

You will benefit from these optional supplies:

- iPad or another tablet
- Foreflight (iOS only)
- Garmin Pilot
- Flight bag/headset bag
- Online study course, such as Sporty's Learn to Fly course

## Dirty Details of Learning to Fly

This section of the webinar contained some very helpful information including how much is it going to cost? The short answer: it depends. On the next page, David provided a cost comparison between Private and Sport pilot training



Chapter members take it easy after a 1<sup>st</sup> Saturday lunch. 5/4

### Private Pilot

Item	Rate	Cost
Aircraft	55 hours at \$120 / hour	\$6,600
Fuel	6 gal/hr for 55 hours @ \$6.50/gal	\$2,145
Flight Instruction	45 hours @ \$50 / hour	\$2,250
Miscellaneous Supplies	\$500	\$500
	Total Investment	\$11,495

### Sport Pilot

Item	Rate	Cost
Aircraft	35 hours at \$120 / hour	\$4,200
Fuel	6 gal/hr for 35 hours @ \$6.50/gal	\$1,365
Flight Instruction	30 hours @ \$50 / hour	\$1,500
Miscellaneous Supplies	\$500	\$500
	Total Investment	\$7,565

David pointed out that while it can be expensive, the skills you learn are with you for life. As a comparison he pointed out that many of the hobbies or trips we enjoy are expensive too. A 2018 Sea-Doo Wave Runner which lasts from 5 to 15 years can cost \$11,000.

David provided some tips for saving money.

- Study at home and come prepared
  - Learning at home is cheaper than learning in the airplane
  - Set up your finances ahead of time so you can attack training without having to pause lessons.
- Fly often – keeps the rust off
- Inquire about “block rates” with the flight school by purchasing a block of time at a discounted rate
- Armchair fly and review cockpit layout from home
- Utilize the many free online videos (Sporty’s, Boldmethod, MzeroA, Angle of Attack etc.)
- EAA’s Virtual Flight Academy

The other big question is how long is it going to take? Again, the short answer is: it depends. Everyone learns at a different rate and much depends on the lesson frequency, weather, and aircraft maintenance. Generally, however, it takes 3 to 18 months.

He encouraged students to try and schedule at least 3 lessons per week, as you will see the progress and will build momentum. This also reduces review time.

#### Flight Training Best Practices

David outlined three best practices to help you get your license quickly and enjoyably.

- 1) Follow a training curriculum
  - a. Know what to study before a lesson

- b. Set goals and objectives for each flight, e.g. “able to maintain heading within 10 degrees and altitude within 250 feet in level flight”
- c. Journal your flight lessons (what went well, what to work on, etc. Review before each lesson)
- d. Utilize a tool such as Sporty’s syllabus, available at [www.Sportys.com/Syllabus](http://www.Sportys.com/Syllabus) which is excellent.

- 2) Don’t delay getting the FAA written exam done
  - a. Consider your learning style, but knock out the written in advance of flight training or learn in parallel
  - b. Should be done around the time of your solo cross-country
  - c. Take advantage of home study supplements such as online ground schools, YouTube, and aviation blogs
  - d. Take multiple practice exams
  - e. EAA Eagles are eligible for \$175 in reimbursement
- 3) Mix in “fun” activities to supplement your training
  - a. Get behind the controls on an at-home flight simulator
  - b. Check out the EAA Virtual Flight Academy
  - c. Hang out at the airport with a hand-held aviation radio
  - d. Participate in EAA chapter activities

#### EAA Resources

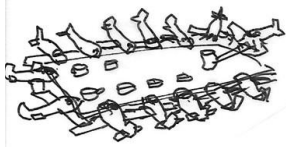
David listed a number of resources that will help you on your journey.

- 1) EAA Resources
  - a. EAA Chapters
  - b. Eagle Flights
  - c. FAA written reimbursement for exam
  - d. Free 6-month EAA National membership
  - e. EAA Webinar series
  - f. Sporty’s Learn to Fly Video Series
  - g. Earning Wings Video series
  - h. EAA Virtual flight Academy
  - i. EAA Sport Pilot Instructor Database
  - j. EAA Learn to Fly Center at Oshkosh AirVenture
- 2) Other Resources
  - a. AOPA
  - b. You Tube (Sporty’s, FlightChops, MzeroA, Boldmethod, Universities, etc.)
  - c. Sporty’s
  - d. FAA Documents

In conclusion, David mentioned that there will be highs and lows during the flight learning process, but it will be one of the most rewarding processes of your life.

If you have questions, you can contact David at [dleitig@eaa.org](mailto:dleitig@eaa.org) or at 920-426-6116.





# May 18, 2024 Board Meeting

**Donna Ryan, Chapter 14  
Secretary**

*Provisional Minutes – Pending Board Approval*

The Board meeting was held on Saturday, May 18 beginning at 11:49 a.m.

Directors and officers present were: Rich Allison, Jimmy Kennedy, Trinidad Lopez, Kerry Powell, Jonathan Robbins, Larry Rothrock, Donna Ryan, Ron Shipley, Alan Sparkes, Stu Strebig, and Nigel Worrall. Directors and officers absent were: Gene Hubbard (excused), Kevin Roche (excused) and Grant Rotunda (excused). A quorum was present for the meeting. Gary List was a guest.

### Board Decisions

(Subject, moved by, seconded by, pass/fail)

- April 2024 Minutes were reviewed and approved. Stu Strebig/Ron Shipley: passed.
- Treasurer’s Report was reviewed and approved. Stu Strebig/Kerry Powell: passed.
- Authorize payment for documented and validated receipts for Samantha Leibold prior to the receipt of already approved Ray Scholarship funds. Stu Strebig/Ron Shipley: passed.
- Delay paving work until August due to ongoing construction work on the Field. Kerry Powell /Rich Allison: passed.
- When CD comes due, retain \$100,000 in CD and roll over remaining funds into a Money Market account at the same institution. Nigel Worrall/Stu Strebig: passed.
- Raise the price of Chapter Store items to cover the cost of materials. Jonathan Robbins/Stu Strebig: passed.
- Authorize Gary List to purchase up to \$800 for 8 polycarbon skylights for use in Hangars 1 and 2. Stu Strebig/Nigel Worrall: passed.
- Motion to adjourn. Stu Strebig/Rich Allison: passed.

### Old Business

Ray Scholarship Funds: Receipts for expenses incurred by Ray Scholarship recipient **Samantha Leibold** were presented and were properly documented and verified. Authorized funds have not yet been received from EAA National but should be forthcoming shortly. A motion was made to advance the funds to pay for the expenses in advance of the receipt of funds.

Asphalt Repair: The Board discussed the timing of the asphalt project. A motion was made that we delay the paving project until August because of the construction taking place on the Field close to our site.

CD Coming Due: Our CD comes due in June. After discussing the best use of our funds, the Board decided to rollover \$100,000 in the CD and place the remaining amount in the CD into a money market account at the same institution in preparation for the paving work.

Lease Option: The Board discussed the appraisal and agreed on the Chapter’s lease option position. The lease committee will schedule a meeting with the City’s Real Estate Department.

Chapter Store Pricing: **Trinidad Lopez** noted that prices for Chapter store materials and labors have increased almost 50% over a few years ago. The Board agreed to increase the prices of Chapter Store items to cover the costs of materials.

Simulator Grant: **Gary List** and **Jonathan Robbins** have identified an appropriate use for the donation received from Lodge 35. The current databases in both simulators are a little old and some of the navigation fixes and frequencies have changed since the last time they were updated. If there is any money left over from the navigation database update, the plan is to obtain a good uninterruptable power supply (UPS) to protect the computer equipment from power outages and surges.

Job Corps: **Rich Allison** will be discussing some items raised by a review of the Job Corps MOU and seek to resolve them.

### New Business

World War I Replica Hangars: The Board agreed to put up two of the replica hangars for Young Eagles Day and assess their condition and usefulness. An examination of the condition of the canvas covering will also be made.

International Young Eagles Day: **Trinidad Lopez** discussed the planned events for Young Eagles Day. In addition to flights, we will have a workshop, build-a-box setup, gliders, coloring books. Much of the activity will be done in Hangar 2. He asked for the donation of any tools for use in the workshop.

Contacting the Chapter: EAA National recommends that officer and director names not be placed on newsletters and the web because of phishing attempts and other scams. We



*Your Board of Directors at work. The board meets in Hangar 1 on Third Saturdays after the general meeting. All members are welcome to attend.*

will remove them from the back of the newsletter and instead provide the current gmail accounts we currently have for Young Eagles, general Chapter requests.

**Skylights:** Gary List discussed the need for skylights in Hangars 1 and 2 as the current ones have disintegrated. Gary recommended a polycarbonate product. The Board passed a motion to purchase the panels. Gary stated help will be needed to install the panels.

**Internet access:** Jonathan Robbins went over the recent issue we had with internet access and the steps that are being taken to address it.

**Business Cards:** Larry Rothrock shared a business card he had made up that provided information on the Chapter. The Board agreed this was a good idea. Kerry Powell will look into getting cards printed up at Vista Print.

**Directors Badges:** Larry Rothrock urged all of the Directors to wear their directors' badges when they are at the Chapter on Saturdays so that visitors know who to approach to get more information.

**Welcome Visitors:** Trinidad Lopez encouraged all of the Directors to actively say hello to all visitors and existing members, especially on the 3<sup>rd</sup> Saturday of the month.

**Items Identified During the Meeting to be discussed next month**

Lease discussions, internet access, business cards, WWI replica hangars

The meeting was adjourned at 1:23 pm.

Submitted by Donna Ryan

## Marketplace

**For Sale:** Partially completed Mustang II kit. Donated project to EAA Chapter 14. Project includes center section with electric flap installed. He spent \$18,642 for the parts and drawings that are included in the sale. As of March 2023, the parts he bought would cost \$27,330. Best offer over \$5,000.

He purchased the flap starter kit, Mustang II drawing set, center section kit, rivet kit, folding wing kit, fuel tanks, Hi/Low gauge, fuselage kit, empennage kit, wing kit, wet wing capacitance probe set, wheel kit, main gear assembly, flap nose ribs, nose ribs, bulkhead sides, engine mount, fiberglass (wing tips and tail group). Started project back in 2004 and worked on it through 2009.

### Links

Aircraft Info	<a href="http://mustangaero.com">Mustang II (mustangaero.com)</a>
Part costs	<a href="http://mustangaero.com">Mustang II Costs (mustangaero.com)</a>
Kit costs (as of March 2023)	<a href="http://mustangaero.com">Sample Mustang II Costs (mustangaero.com)</a>



**Text Ryan at 858-273-4051 for more information.**



## Chapter Information

<b>Facebook</b>	<a href="http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593">http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593</a>
<b>Website</b>	<a href="http://www.eaa14.org">http://www.eaa14.org</a>
<b>Hangar Phone</b>	619-661-6520
<b>General Information</b>	Trinidad Lopez (President) (619) 661-7117. <a href="mailto:eaa14contact@gmail.com">eaa14contact@gmail.com</a>  Ryan (Hangar Manager) (858) 229-4875 (text first)
<b>Events</b>	<b>Open House at the Brown Field hangars:</b> every Saturday from 10:00 am to 2:00 pm.  <b>Pancake Breakfast:</b> 7:30-9:30 am, third Saturday of each month  <b>General Meeting:</b> 10:00 am, third Saturday of each month
<b>Membership</b>	Applications available at our Brown Field hangars and on our website