



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

November 2023



EAA Tri-Motor on the Crownair ramp at MYF. Photo by Liz & Brian Hartwick

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Upcoming Events

November 11th—Young Eagles Movie / Star Gazing Event at Chapter 14

November 18th—Pancake breakfast and membership meeting. Program TBA

December 2nd—FREE holiday luncheon at the Chapter

December 9th—Young Eagles Rally

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.



Trinidad and Sharon Lopez cook lunch for Young Eagles at the October rally

Week ending Oct 7: Trevor Pearson's annual is done and his plane is back flying. Nice to see him take to the skies in between his regular work schedule of flying. Jonathan Robbins was busy prepping his Meyers for Young Eagles; Ryan also readied his Diamond for Eagle flights. It was great weather for YE's – sunny and clear. We had ten pilots and lots of kids. As always, Trinidad Lopez and his wife Sharon, got out the hot dog maker and readied the grill for hamburgers – and put on a filling lunch for YE's, parents, and members.

Week ending Oct 14: Great weather at the Chapter and we had lots of members fly in, including Gleb Doro and Jim Wright. The Nieuport and Stits builders (Jimmy Kennedy, Jim MacKinnon, and Joe Russo) were busy as always. Major activity for the week was getting ready for the Ford Tri-Motor visit. It's been quite a process getting the event to take place – lots of prep, starting with Larry Rothrock obtaining the use of Bob Basso's large hangar at Montgomery to house the plane during the visit. But Bob went one step further and was able to obtain the use of Crownair Aviation's very large hangar at a great location on MYF. It had ample parking, was very visible from Casa Machado Restaurant (in fact several people having lunch



Ford Tri-Motor travelling crew: Front: Brian and Liz Hartwick (ground operations), Rear: Taylor Oliver (pilot)

there saw the Tri-Motor and decided to take a ride). Co-chairs Larry Rothrock and Joe Russo were very pleased with our Chapter's great volunteer support for the event. Here are the volunteers we know about – apologies to those who we didn't mention: Many thanks to Grant Rotunda, our YE Coordinator for arranging for the following YE volunteers: Noah Cortezano, Bekk LeBlanc, and Dylan Ross – all very focused on an aviation career. And thanks to our adult volunteers, several of whom did multiple shifts and multiple days: Luis Amador, Shon Alexander, Patrick Cooley, Steve Handrop, Gene Hubbard, Marty Jansen, Pam LeBlanc, Gene Lenard, Gary List, Gert Lundgren, Kevin Roche, Tom Rodabaugh, Larry Rothrock, Grant Rotunda, Donna Ryan, Duane Shockey, Nigel Worrall. As always, super volunteers Trinidad and Sharon Lopez were busy. They brought up



Trevor fuels the Tri-Motor between flights. It uses about 60 gallons per hour.

Chapter merchandise to sell at the event and served hot dogs and provided muffins. EAA National's staff who assisted with the event went above and beyond in making it a fun and smooth flowing event. Larry presented appreciation plaques to pilot Taylor Oliver, and to Liz and Brian Hartwick who handled money, flight scheduling etc. They were very pleased at receiving the recognition – said no one had ever done that before. And many, many thanks to Larry Rothrock and Joe Russo who did most of the heavy lifting in getting the event set up and all the required gear available for the event. Joe Russo did all the briefing for the 40 flights that the Tri-Motor took (a great number!). Joe showed he has a great possible second career as a stand-up comic as he made the briefings enjoyable and humorous; his efforts to welcome and assist visitors really helped set the tone for the flights. And another special shout out to Crownair Aviation. Due to their generosity, we had a fabulous hangar in which to store the Ford Tri-Motor at night and they even provided us with ground operation staff. Their line staff were really helpful and professional, and the facilities were first rate - we didn't even have to schlepp tables and chairs up.

Week ending Oct 21: Weather was nice down at the Chapter, which meant members were there working on their aircraft and flying. As usual, Gert Lundgren had his RV-12iS out for flights. He also took a turn at doing some cleaning around the Chapter in preparation for the General Meeting. Using a memo sent out to renters in the past, he very carefully checked off the following chores: "sweep out Hangar 1, brush off cobwebs on the hangar door, get a bucket with dish soap and a yellow rag and wipe down the counters, tables, podium, cabinet tops, etc. Use a bucket and



Joe Russo covers an aileron for his Stits Playboy. 10/21



Jimmy Kennedy wet sands the seam tape on his Nieuport elevator. 10/21

PineSol to mop the kitchen floor"- and the list goes on. We really appreciate his help – as do Gary List and Jim MacKinnon who week after week take care of the many maintenance tasks to keep the chapter looking clean, presentable, and sanitary. They would really appreciate some consistent help! A number of members and visitors were present on a beautiful Saturday for Kevin Roche's excellent pancake breakfast as well as a stimulating and informative talk by Captain Gary Shank on Emergencies. Several members took their aircraft out, including Ryan, who provided two Eagle rides.

Week ending Oct 28: It was a quiet week at the Chapter, although Jimmy Kennedy, Jim MacKinnon, Joe Russo, and Ryan were all busy building their aircraft. Weather was beautiful for both flying and just visiting and a number of members stopped by to say hi and enjoy some coffee. As mentioned in previous newsletters, we plan on updating the Chapter trailer so that it can be better used as a training and workshop room. Over the winter, we hope to get it repainted inside and spruced up (anyone have any good tables and chairs???). As part of that, on Saturday Jonathan Robbins moved in two training device simulators into the space. We appreciate the muscle and the expertise! Repair work has been going on at the airport for airport surface work and pavement markings. Thanks to Brown Field Airport Manager, Andy Swartz, and his team for keeping us well-informed of any planned downtime.

General Meeting: Program Chairman Kerry Powell opened the meeting and welcomed Chapter members and guests. He mentioned upcoming events and asked Joe Russo, our Ford Tri-Motor Co-Chairman to speak briefly about that very successful event. Kerry then introduced our speaker for the month, Captain Gary Shank. See a short overview of his presentation, "Emergencies – Avoid, Prepare, Execute" on page 5 of this newsletter.



President's Message

Hello Everyone,

November turned out to be a very exciting month for our Chapter as we hosted a visit from the EAA Ford Tri-Motor at Montgomery Field. The visit was a great success, with over 240 persons flying on the Tri-Motor throughout the week. I want to thank Larry Rothrock and Joe Russo for their outstanding job in organizing and supervising operations during the visit. I also want to thank the staff at Crownair for their generous donation of the use of their facilities and a hangar. The Ford Tri-Motor visit required our Chapter to provide at least a dozen volunteers to help with the ground operations during the week-long visit. Our members responded in a big way with 30+ members volunteering during the week-long visit. Grant Rotunda and the Young Eagles were included with a large number of volunteers over the weekend.

Congratulations are also in order as our 2023 Chapter Ray Scholar Samantha Leibold has just completed her first Solo. She is making great progress and is now working on her cross countries.

Looking ahead into December we have a number of events remaining before we close for the remainder of the year.

This Saturday, November 11th we will host a movie and stargazing night at the Chapter. The program will include dinner at 5:30 pm, movie at 6:30 pm, and an hour of stargazing at 8:00 pm. There will be telescopes set up for viewing and available to all who attend. Those wanting to attend may contact Grant Rotunda or register online at Young Eagle Day events for San Diego on our Chapter website, www.eaa14.org

Our Chapter is again participating in the San Diego Food Bank Holiday Food Drive. Last year we collected almost 900 pounds of food. Please help support our community by participating in this most worthwhile program. The red barrels will be located at our Chapter and we will be collecting food donations through the Chapter holiday luncheon.

December 2nd, the first Saturday of December, will be our last event of the year. The Chapter will be hosting a free holiday luncheon. Roast chicken and ham will be served. Everyone is invited, and those wishing to participate may do so by bringing their favorite side dish or dessert. We hope to see everyone there.

The Chapter facilities will continue to be open throughout the end of the year.

Clear skies,

Trinidad Lopez



October Young Eagles Report

Grant Rotunda

On Saturday, October 7, the chapter hosted another busy Young Eagles event. Nine pilots flew and included: **Shon Alexander, Chris Constantinides, Chase Franzen, Fred Leider, Jonathan Robbins, Gil Rud, Ron Shipley, Duane Shockey and Jim Sierens**. Collectively, they flew 17 flights with 28 Young Eagles, including 12 Young Eagles who took their first flight. Ground support was provided by **Skye Turner** and Young Eagles **Noah Cortezano, Bekk LeBlanc, Samantha Leibold and Charlotte Robbins**. President **Trinidad Lopez** and his wife **Sharon** prepared lunch of burgers, hot dogs and fries for the Young Eagles and families. Also, a big thank you to any others who helped throughout the day I may have missed.

The following weekend, October 14-15, a few Young Eagles volunteered to help host the Ford Tri-Motor at Montgomery-Gibbs Airport. Young Eagles **Noah Cortezano, Bekk LeBlanc and Dylan Ross** all volunteered their time on Saturday and Sunday to serve as escorts from the hangar to the plane, take tickets and help load and unload passengers. They were rewarded for their hard work with a flight on the Tri-Motor and had nothing but smiles when they came back.

Last, Young Eagle and 2023 EAA Ray Aviation Scholarship recipient **Sam Leibold** soloed on October 30 in a C-172 (N1487V)! Sam's flight instructor is Chelse Tofan from First Flight at Brown Field. The flight ended with the ceremonial cutting of Sam's t-shirt to mark this milestone. We are very excited for Sam and look forward to following her progress as she continues to work towards her Private Pilot certificate. Way to go Sam!

The next Young Eagles event is scheduled for Saturday, November 11, but will break from the normal routine and consist of a movie night under the stars. The evening will consist of dinner, a movie and popcorn and then stargazing with chapter members providing telescopes to use. We hope you come and check out the event as the pace will be a bit slower than a normal Young Eagles rally and provide an opportunity to socialize and relax.

Grant



Ray Scholar Sam Leibold displays her "first solo" t-shirt

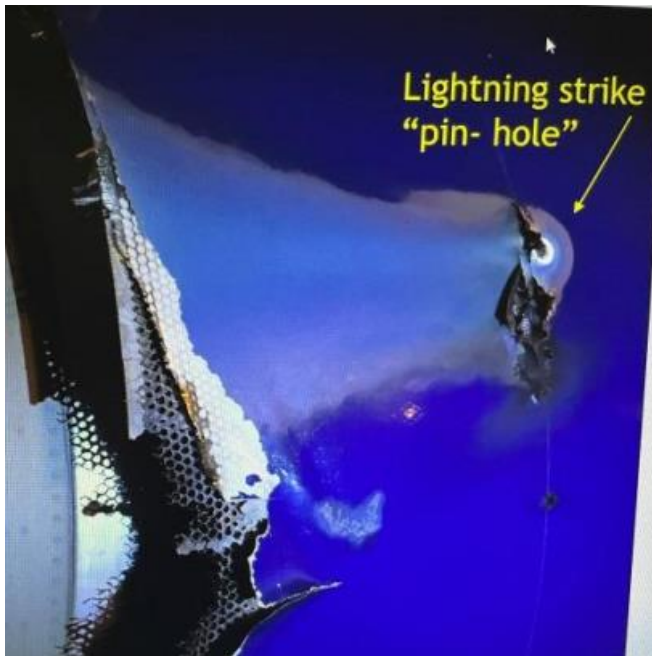
Emergencies – Avoid, Prepare, Execute

Short Summary by Donna Ryan

The following information is based on a talk given by Captain Gary Schank.

Captain Gary Schank, a retired Boeing 737 Captain and a current EMB-145 captain, gave a very informative talk on Emergencies as our October Program Speaker. Gary's credentials filled a PowerPoint slide during his presentation (approximately 25,000 hours total flight time, CFII-ME etc.), but these only served to demonstrate that he was perfectly positioned to speak about aviation emergencies: how to avoid them in the first place, how to prepare for them, and then how to execute the proper procedures if one does occur. The information contained in this summary all comes from Gary's slides and his presentation. Almost all of the information is taken verbatim from the slides, but is not indicated by quotation marks.

He started out by mentioning he had been in 18 declared emergencies as a commercial airline pilot, several of them not due to aircraft emergencies, but instead to medical emergencies of passengers. However, he had had his share of mechanical emergencies as well including the following issues: landing gear (6), engine failure (2), and no flaps or limited flaps (2). He also discussed a lightning strike which was not declared an emergency as the crew did not know they had a problem at the time. However, a picture of the lightning strike "pin-hole" they discovered on the right engine, outboard side could well have been one if it had affected the aircraft's operations.



Lightning strike on a commercial aircraft engine. This particular event did not affect aircraft operation and was not readily visible to the crew so it was not declared as an emergency.

Before getting into the meat of the program, Gary, being a lawyer as well as a pilot, gave the standard warning: "All procedures are Generalized. Fly the maneuver in accordance with the Pilot Operating Handbook (POH) and/or current Standard Operating Procedures (SOPS)" – always good advice.

His talk was basically divided into three sections: Avoidance of accidents in the first place, proper preparation, and what to do in case of an emergency. The first two areas obviously overlapped.

Avoidance

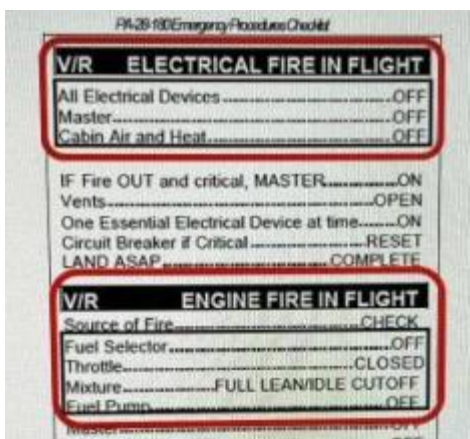
He started out by discussing how to avoid emergencies before they happen. He encouraged pilots to "break the causation chain," the actions taken before you even fly that might later cause an accident. How to do this?

Gary pointed out 5 key steps:

- 1) Knowing your personal limits, standardizing and performing all pre-flight procedures the same way all the time so that they are second nature.
- 2) Checklists: These are not "To Do Lists." The checklist should merely be what its name implies: to check off that all the necessary examinations were done as part of your procedure flow in the first step.
- 3) Automation: While automation is great and all your equipment should be checked, Gary stated "Remember you should be flying the airplane, not the iPad when you are in the air."
- 4) Aircraft handling: Maintain your flying skills.
- 5) Cockpit Resource Management (CRM):
 - a) Set up your cockpit the same way everytime.
 - b) Organize your resources (charts, pens, notes, flashlight, radios, fire extinguisher etc.) for easy access. He also mentioned that if you are taking an extended flight over water to have your life vest on you (obviously not inflated). He shared an interesting quote from a Marine Lt. Col.: "If it is on your person, it is survival gear. If it is anywhere else in the aircraft, it is camping gear."

Preparation

As part of the preparation discussion, he discussed the need to have a Quick Reference Handbook (QRH) for emergencies and incidents for your own plane. He pointed out that commercial airlines all have one. While your own aircraft POH is good, it may not be easy to find what you need in an emergency. So make up your own handbook which includes important areas you have identified for your plane. Gary shared several examples (see partial sample below) and stressed the need to have this within easy reach of the pilot.



Example page from a Quick Reference Handbook (QRH) describing responses to fires in a Piper Cherokee. Having a QRH avoids having to fumble through the POH in an actual emergency.

As a side point, Gary suggested it is a great idea to take along another person to share non-flying tasks, such as filing the VFR/IFR flight plan or to get flight following. This gives young pilots a chance to gain flight experience and it frees you up to more quickly perform an actual emergency response if the situation arises.

Gary next discussed the importance of pre-flight planning. Example: it is not always better to fly as the crow flies. Try not to go over mountains if you can because weather conditions are more variable; instead, choose a valley if possible. Go over your route, look into the terrain, fuel availability, weather, winds, TFR's, whether VFR or IFR for the flight, and review PAVE. (Personal, Aircraft, Environment, and External Pressures).

Next when you are out by the airplane, and doing your preflight inspection or preflight run-up, be on the lookout for any unusual sights, (tires low), smell (engine odors), sounds. He noted that he does not use noise-cancelling headsets during the pre-flight so he can more easily hear any unusual bangs, stutters etc.

As he moved into the section on what to do in an emergency, he took a quick detour and discussed the Monitor Guard Frequency 121.5 on your #2 radio and how you should always have two radios.

- Standard procedure after 9/11
- ATC can reach you if you lose frequency
- ATC can reach you if #1 radio fails
- ATC can reach you if you inadvertently enter restricted airspace
- In an emergency, the frequency is already tuned
- You don't clutter the frequency for others and others don't clutter the frequency for YOU.

Use your #2 radio for ATIS, Guard, Flight Service, FBO, Non-Movement.

Gary started off the section on emergencies by sharing the top of a list from Northwest Airlines emergency checklist.



He stressed the point DO NOT HURRY. Don't begin just wildly touching switches. Take a breath and think. Don't go down the wrong path by not knowing for sure what the emergency is.

He then asked if you have a clear idea of factors that would absolutely make you abort the takeoff? He provided 4 examples:

- Engine failure (pilot should have identified before flying where items such as oil pressure normally are)
- Fire
- Controllability issues
- Windshear (usually doesn't last long – maybe just wait and try again in 15 minutes or so)

He then provided sample wording for declaring an emergency:

"Mayday, Mayday, Mayday. Cessna Two Three Juliet Tango, fire on board. Proceeding direct Wichita for immediate landing. Request ARFF. Two souls on board. Fuel remaining two hours twenty minutes."

Important notes:

- If you think you're having a problem, declare an emergency. You are NOT in trouble for declaring an emergency.
- Forces everybody, especially yourself, to accept the fact that you need some help.
- If you are busy handling the emergency, after you have said "Mayday," say Standby."
- Include mention of fuel and souls on board only if workload permits.
- Fuel is stated in flight time, not gallons, so that ATC knows the search radius, e.g. If a C-172 has one hour of fuel remaining, it can only get 120 nautical miles from its current location.
- The Pilot-in-Command (POC), an Air Carrier dispatcher, or the ATC may all declare an emergency – and once that is done, you have absolute priority in the sky.

Gary gave five important steps to remember in an emergency: Aviate, navigate, investigate, communicate, and secure.

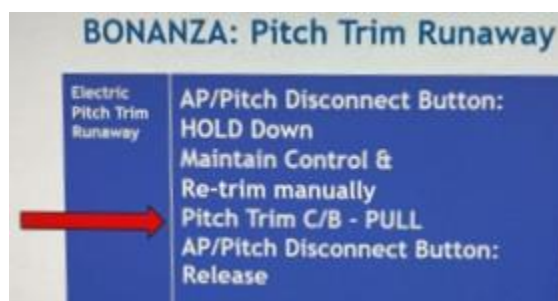
He also mentioned that there are two types of emergencies: immediate action required and no immediate action

required. If immediate action is required, he listed seven items to NOT think about:

- It's not my home airport.
- Do they have maintenance?
- The rental company is not going to like this.
- How much is this going to cost me?
- Will I have to fill out FAA paperwork?
- Is the FAA going to violate me?
- Can I get to an airport to avoid damaging the airplane?

If there is no fire or other serious issue, then you may want to ask these questions, as off-airport landings hold more risk.

He next gave some examples of how the QRH for your plane can help in various situations and then gave a general overview of flight control failures with ailerons, rudder, elevator, and flaps. For instance, if there is an aileron failure, he noted that manipulating the ailerons causes a yaw, which you counteract by applying rudder. Try a momentary flick of aileron control to dislodge any foreign object. As another example, if there is a rudder failure, this induces a roll, which you check with ailerons. If equipped with a Yaw Damper, disconnect. Here is just one example of steps to follow when you need to act quickly:



Example QRH checklist for pitch trim runaway on a Bonanza.

As a side note, he strongly suggested putting inexpensive collars on your circuit breaker (CB) panel to help you quickly maintain control of the airplane at night. See example below (they only cost a couple of dollars at Aircraft Spruce).



Color-coded circuit breaker collars help identify critical circuits in the event of an emergency.

He also recommended using a simulator to get practice in emergency training. Advantages:

- Less expensive
- Scenarios are not possible or practical in aircraft
- Ability to stop the flight, evaluate and discuss
- Less distraction from outside factors
- Ability to repeat
- No damage to aircraft

Gary's talk was very valuable. If you see his name mentioned for an upcoming talk, make sure you make the effort to hear him in person. He took questions at the end and this would be a great time to get your individual questions answered.

New Members

Donna Ryan

Welcome to our new member.

The information below comes from his membership application.

Some people just include the essentials; others expand a bit on their experience and we always appreciate that.

Dylan is a Young Eagle who wants to pursue a commercial aviation career path. He's already a national EAA member and he willingly offered himself as a volunteer at the Ford Tri-Motor event. Thanks so much. Hope we can help as you pursue your aviation goals.

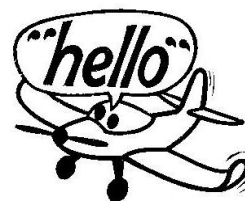
Annie is another Young Eagle (almost Eagle) who just joined after the last Young Eagles event. She too is already a national EAA member and states she is interested in aviation, traveling, reading – and, like all of us, coffee. She too is interested in a career in aviation and attended our Chapter presentation of emergencies – great start in getting aviation information.

Emilio Lee is interested in flying and crossfit and states he can help the Chapter with graphic design and illustrations. He became a member during the Ford Tri-Motor flights – great way to show appreciation for aviation.

Jonathan Spurgin is rated both commercial and instrument. He states he can contribute insights into software to the Chapter (a very welcome addition in this technological age). He is interested in flying, rock climbing, skiing, and learning languages.

Victor Velasco is a private pilot and has his drone license. Victor is glad to help with our Spanish speaking visitors.

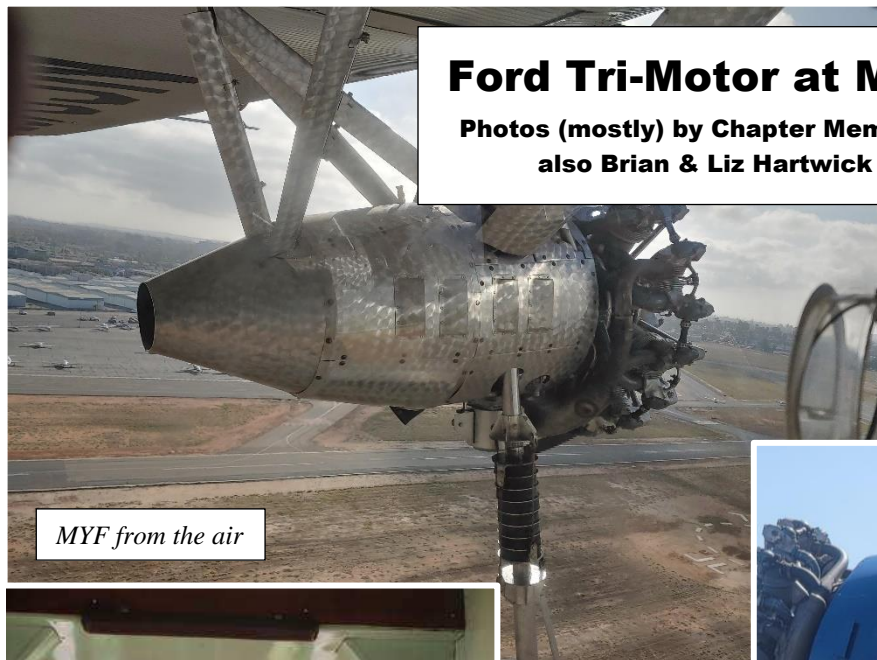
Kent Williams is rated ASEL/AMEL and he also joined during the Ford Tri-Motor flights. An employee at one of the FBOs at Montgomery-Gibbs airport, he enjoys talking with and meeting other pilots.



New member Annie and friends at the October YE rally.

Ford Tri-Motor at MYF

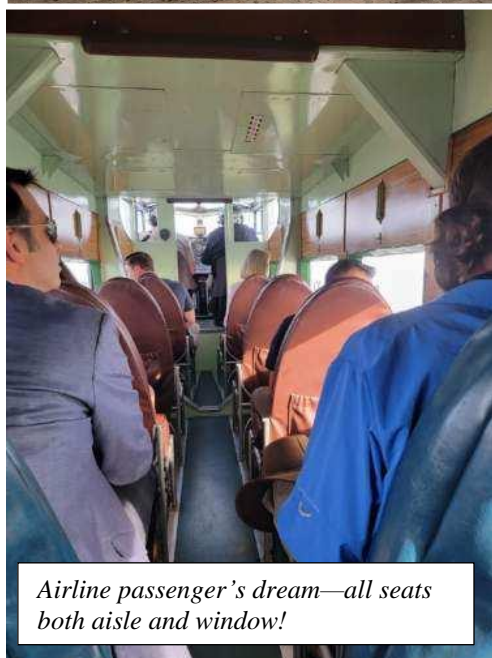
Photos (mostly) by Chapter Members,
also Brian & Liz Hartwick



MYF from the air



*Trevor hoists the
fueling nozzle*



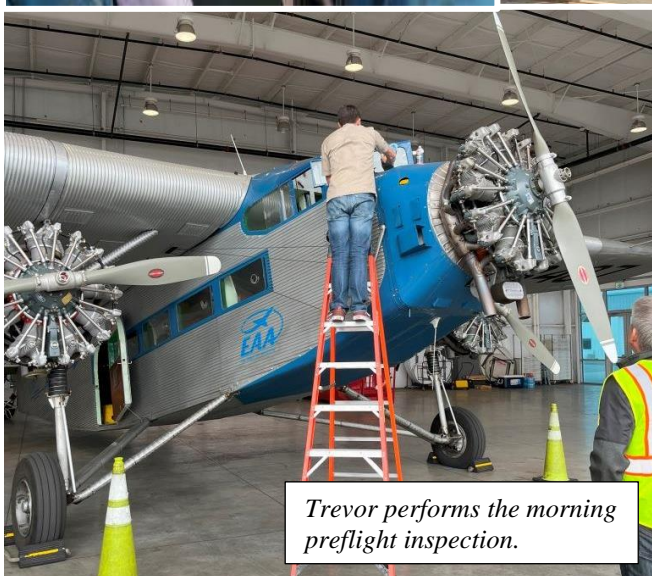
*Airline passenger's dream—all seats
both aisle and window!*



*Trevor in the cockpit,
ready to go.*



*Tri-Motor in Crownair's
hangar at MYF.*



*Trevor performs the morning
preflight inspection.*



Sunday morning Chapter 14 volunteer crew.

EAA Chapter 14 Election Rules

Eligibility:

Chapter members of record in good standing (i.e. dues up-to-date through the current year as of November 1.) EAA National and our Chapter bylaws require that **Chapter members must be EAA National members to vote in Chapter elections.** The membership chairman will compile a roster of eligible members prior to the election.

By casting a Chapter ballot, members are attesting that they are current EAA National members.

Voting Procedure:

Ballots received by paper mail up to November 17, 2023 will be accepted.

When voting by mail, include your name in the return address. Send your ballot to:

EAA Chapter 14 Election Ballot
1409 Continental Street
San Diego, CA 92154-5707

You may also place your ballot in the white mailbox outside of Hangar 1. Place your ballot in an envelope and write your name and address on the outside of the envelope.

Before the meeting, the Secretary or designated representative will validate mail-in or drop-in ballots against the voter roster by matching the name and return address of unopened ballots, checking them off on the roster.

Members may vote in person by bringing their completed ballot to the election table and being validated by name against the roster before placing their ballot in the ballot box. The election table will be available from approximately 10:00 to 11:30 for in-person voting. Members wishing to vote in person but who must leave before the election table is open may leave their sealed ballots with the Secretary or designated representative to be counted as mail-in votes. The Secretary or designated representative will open the envelopes and place the ballots in the ballot box prior to counting of votes.

Vote for both Officers and Directors. Use blank spaces for write-in candidates. Write legibly and mark your ballot clearly. Ballots with more than 18 votes in total will be invalidated. Vote only once!! Thanks for voting and supporting your Chapter.

BALLOT for OFFICERS and BOARD of DIRECTORS

OFFICERS (If you want to vote for someone else as an officer, print it in the write-in space.)

<input type="checkbox"/>	Trinidad Lopez (for President)	<input type="checkbox"/>	_____
<input type="checkbox"/>	Larry Rothrock (for Vice President)	<input type="checkbox"/>	_____
<input type="checkbox"/>	Donna Ryan (for Secretary)	<input type="checkbox"/>	_____
<input type="checkbox"/>	Ron Shipley (for Treasurer)	<input type="checkbox"/>	_____

DIRECTORS (vote for up to 14 additional directors. To add a name, print it in the write-in space.)

<input type="checkbox"/>	Rich Allison	<input type="checkbox"/>	Jonathan Robbins
<input type="checkbox"/>	Gene Hubbard	<input type="checkbox"/>	Kevin Roche
<input type="checkbox"/>	Jimmy Kennedy	<input type="checkbox"/>	Grant Rotunda
<input type="checkbox"/>	Ted Krohne	<input type="checkbox"/>	Stu Strebig
<input type="checkbox"/>	Gert Lundgren	<input type="checkbox"/>	Nigel Worall
<input type="checkbox"/>	Kerry Powell	<input type="checkbox"/>	_____
<input type="checkbox"/>	_____	<input type="checkbox"/>	_____



Marketplace

For Sale: Mini 500 Helicopter (minus engine). The helicopter is complete and has never flown. Seller doesn't have the plans, but can put you in touch with the builder. Priced at \$10,000 or top offer. Highest bidder gets it. Call Frank at: (619) 449-1570 for details. The Mini is located at the Alturdyne Sheet Metal & Machine shop at 1405 N Johnson, El Cajon 92020. (Note: Alturair does their BD-5 aircraft).



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 rryan@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 rryan@san.rr.com for more information and photos.



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

Director Name	Phone #	email
Rich Allison	(619) 850-6247	rich@hrtroops.org
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Stu Strebig	(619) 346-9788	trail2texas@yahoo.com
Nigel Worrall	(858) 705-1986	swazinigel@aol.com

Technical Counselors	Phone #	email
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Dan Gerdes	(760) 449-4772	dan.gerdes@gmail.com

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

General Chapter Information:

Trinidad Lopez (President)
(619) 661-7117.
eaal4contact@gmail.com

Ryan (Hangar Manager)
(858) 229-4875 (text first)