



# Spirit of Flight

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

**March 2022**



*Gary List shows off his “new” Meyers 200D in Hangar 3. He and Jonathan Robbins have been doing a lot of maintenance in the past few weeks to get the aircraft it tip-top shape.*

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- March 5<sup>th</sup>—Spring Cleaning Work Party.**  
Come lend a hand—10 am-2 pm
- March 12<sup>th</sup>—Young Eagles Rally**
- March 19<sup>th</sup>—Pancake Breakfast & Membership Meeting.** Jorge Rubio talks about plans for SDM
- March 26<sup>th</sup>—Flyout to Flabob.** Contact Francisco Munoz for details.

# Chapter Briefing

EAA Chapter 14  
Members



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

*Week ending Feb 5:* Nice spring weather saw a number of Chapter visitors and members swing by to chat, have some coffee, and have a front-row seat watching aircraft land, including a Qantas Airliner – which is not usually seen at Brown Field – might be an overflow “ghost flight” from Lindbergh. Gene Hubbard was busy working on his Nieuport, and Jimmy Kennedy and Jim MacKinnon continue to make progress on theirs. Gert Lundgren got in some flying and Trevor Pearson and Chuck Stiles were busy in their hangars. Craig Cornford was hard at work getting all of his last-minute preps down for the upcoming paint job on his Bushby Mustang. New member Grant Rotunda and long-time member Bob Hitchcock stopped by to help out with some general spring cleaning in hangar 3. Ryan has made several runs to scrap metal recycling as part of the cleanup.



*Jimmy Kennedy and his daughter Denise inspect Jimmy's Nieuport.*

*Week ending Feb 12:* Allan Osborne, Bob Osborn's son, was in town from back east and stopped by several times to visit. He and Ryan took advantage of blue skies to take some flights in Ryan's Katana. Mark Albert worked in Trevor's hangar and Mike Stelmach got the Grumman re-established in Hangar 3. It was down at First Flight longer than expected because of supply chain issues – glad to have it back. Ryan made final preparations, especially in Hangar 3, for the upcoming inspection; Jonathan Robbins helped sweep the floors which require constant maintenance at this time of year because of rabbits. Representatives from the City Real Estate Department and Brown Field Operations conducted the required annual inspection; they expressed their appreciation for our efforts. Gert Lundgren flew his RV-12iS up to French Valley to meet with the Chapter up there. Craig Cornford started putting his Bushby Mustang back together after the paint job. The plane is all white right now, but Craig expects to put some graphics on it in the near future. Jimmy Kennedy's daughter, Denise, visited the Chapter. Proud father Jimmy reported that she loved seeing all the airplanes and talking to Craig Cornford, Joe Russo, and Ryan – a real chip off the old block.



*Craig Cornford preps his Bushby Mustang for painting.*

*Week ending Feb 19:* After the heat spell of last week, it was nice to get some cooler weather, along with some rain. But blue skies returned on Wednesday and the Chapter saw building, repairing, and visiting activity the rest of the week. On Saturday, Richard West and Duane Shockey stopped by and Trevor Pearson's hangar was the site of a group of aviation enthusiasts. Chris Constantinides showed some friends around the Chapter. Gert Lungren has been building time on his RV-12iS and made one trip to Fallbrook, two trips to French Valley, and one trip to Copperstate (Ryan tagged along for the ride).



*Shooting the Mustang. Now it's all white and ready for reassembly and trim decals.*

*Week ending Feb 26:* Joe Russo has been steadily working on the Stits Playboy, getting some helpful hints from Jimmy Kennedy and Chuck Stiles. Craig Cornford was hard at work all weekend getting his Bushby Mustang back together. On Saturday, Jim MacKinnon and Grant Rotunda helped him with his canopy. There were blue skies as well, so Ryan and Grant took to the skies in Ryan's Katana. Gene Hubbard and Jim MacKinnon were both working on their Nieuports.



## President's Message

Hello Everyone,

I am glad to report that our chapter will reopen to all normal activities immediately.

The number of Covid cases in San Diego is falling and the CDC and the state of California have removed, or will soon remove, almost all restrictions. We will reopen our Chapter following any remaining guidelines.

Young Eagle participants will still be required to be vaccinated.

We have a full schedule for this month:

- The second Saturday of the month will include Young Eagle flights and lunch.
- On the third Saturday of this month we want to welcome everyone back, and you are all invited to a FREE pancake breakfast. This will be followed by our General Meeting with a presentation from Jorge Rubio, the Deputy Director for San Diego airports. His presentation will bring us up to date on the many of the changes in work or planned for Brown Field. The presentation will be followed by our Chapter lunch and Board of Directors meeting.
- The 4th Saturday of the month will include a flyout to Flabob airport followed by lunch at the Flabob Airport Cafe. The flyout is being planned and directed by our new director and flyout coordinator Francisco Javier Munoz.

Next month we are planning a long-delayed lunch for our volunteer Young Eagle Pilots. This is open to everyone that has flown Young Eagles as a pilot or volunteered in support of the program. In addition, we are planning a "Spring Cleaning" event, and swap meet. More details to follow.

We want to thank everyone for their patience and look forward to seeing each of you at one of the upcoming events. And don't forget – if you haven't already, please renew your membership in the Chapter!

Clear skies,

*Trinidad Lopez*

**Remember, you fly an airplane with you head, not your hands and feet.**

## We're Open Again!!!!

**By: Donna Ryan**

Finally, after way too long, we're fully reopening again for all of our regular aviation related activities – and more too!

On the first Saturday in March we've asked our renters, directors, and anyone else who can to pitch in and start giving our Chapter facilities a "spring cleaning." Keeping the Chapter clean and presentable is an on-going task and we appreciate everyone's help – you're always welcome to lend a hand. A simple lunch will be available.

On the second Saturday, March 12th, we resume our Young Eagles program – we have a long list of young people eager to take their first flight – and we're looking forward to helping them achieve this dream. President Trinidad Lopez and family will be providing lunch for our Young Eagles, their parents, and our members.

We have a very special third Saturday program, on March 19th. First off, the delicious and very popular Pancake Breakfast, hosted by Kevin Roche. Pancakes, waffles, eggs, and sausage all available – come enjoy the food and company. After that, at our General Meeting, we have a very special guest speaker – Jorge Rubio, Deputy Director of San Diego Airports. This is your chance to hear about exciting new developments at Brown Field, and how our Chapter fits into them. You are also free to ask questions about airport operations, upcoming lease option plans, - you name it – he's the man to ask. He is looking forward to meeting the membership, so we are asking you to make a special note on your calendar to attend to show your support for general aviation at Brown Field. After the presentation, Donna Ryan will provide lunch, and after that, we will have a Board of Directors meeting open to all interested parties.

On the 4th Saturday, we will either have a fly-out, or a swap-meet – plans are still up in the air – but lunch will be provided then as well.

As the year continues, we hope to add more activities to our schedule, from Young Eagle workshops, to a special "Learn to Fly" presentation, and some fly-ins as well. Tell us what you would like to see down at your Chapter – with your support and energy, we can get it done.

So, for March, a full month of activities and we want you to be part of it. See you there!



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

**March 19 -- Rescheduled from February:** Andy Schwartz, Brown Field Airport Manager and Jorge Rubio, Deputy Director, Airport Management talk about plans for Brown Field



## We Have a Flight Simulator!

### Gary List

Need IFR currency, or just instrument proficiency practice? EAA Chapter 14 has just what you need. If you are not IFR licensed this simulator is excellent practice also for student and all VFR pilots

to sharpen skills.

Our Simulator is a Precision Flight Controls CAT 111 BATD system. "The ability to log instrument experience (currency) on this system further enhances its versatility and value." This is an approved simulator.

EAA Chapter 14 has recently completed a factory upgrade of our existing PFC CAT 111 Simulator, a new computer with windows 10 OS. Includes X-Plane 11 Professional License and PFC Single and Twin Piston Basic Aviation Training Device Aircraft Fleet. The avionics includes GNS 430 (GPS and VLOC) as Nav/com 1 with Nav/com 2 being a flip flop with ILS/Glideslope. Auto Pilot and DME and ADF depend on which aircraft is selected.

The boxed regulation is copied from the FAA web site: Title 14/Chapter 1/Subchapter D/Part 61/Subpart A/%61.57. It is current as of February 25, 2022 also agrees with my copy of the FAR AIM 2020

Long story Short: The IFR currency requirements are the same whether you complete the requirements in an aircraft or approved simulator.

Paragraph (c) "Except as provided in paragraph (e)" doesn't look like very many of us will qualify for the exception, it exempts "pilot in command who is employed by a part 119

certificate holder" "engaged in a flight operation under part 91 and 121"

EAA Chapter 14 is planning to be back on normal schedule starting March 2022. We will be open each Saturday, also members are at the hangars mostly Tuesdays and Thursdays, and sometimes every day. To fly the sim you will have to be a member of Chapter 14, and be checked out on the sim. Currently there is no fee to use the sim. A program to keep the GPS data base current, may necessitate a contribution from users, we will see how it goes. To get check out on the sim Contact Gary List 619-721-9017.

EAA Chapter 14 is a 501 (C) 3 Non-profit organization, as such we will not compete with flight school training on simulators. It is our policy to not allow any flight instruction for a fee. Flight students are otherwise encouraged to make use of the simulator.



*Gary List preps for a "flight" with our refurbished PVC CAT-111 simulator in the Eagles' Nest. This simulator is an excellent way to maintain IFR currency or sharpen emergency skills as a VFR pilot.*

(c) *Instrument experience.* Except as provided in paragraph (e) of this section, a person may act as pilot in command under IFR or weather conditions less than the minimums prescribed for VFR only if:

- (1) *Use of an airplane, powered-lift, helicopter, or airship for maintaining instrument experience.* Within the 6 calendar months preceding the month of the flight, that person performed and logged at least the following tasks and iterations in an airplane, powered-lift, helicopter, or airship, as appropriate, for the instrument rating privileges to be maintained in actual weather conditions, or under simulated conditions using a view-limiting device that involves having performed the following -
  - (i) Six instrument approaches.
  - (ii) Holding procedures and tasks.
  - (iii) Intercepting and tracking courses through the use of navigational electronic systems.
- (2) *Use of a full flight simulator, flight training device, or aviation training device for maintaining instrument experience.* A pilot may accomplish the requirements in paragraph (c)(1) of this section in a full flight simulator, flight training device, or aviation training device provided the device represents the category of aircraft for the instrument rating privileges to be maintained and the pilot performs the tasks and iterations in simulated instrument conditions. A person may complete the instrument experience in any combination of an aircraft, full flight simulator, flight training device, or aviation training device.

# Structural Failures

**From an original article written by Trevor Reed**

*The following information appeared in the “Inspector Matters” section of the Devon Strut News February 2022 newsletter. The Devon Strut is one of our “twin” chapters, based in the UK. The article deals with some structural failures, one of which dealt with an issue on a vintage Piper. As we have a number of Pipers owned by members of our Chapter, we felt it would be valuable information to share. The article has been lightly edited for use in our newsletter. References to UK aircraft regulatory agencies, such as the LAA (Light Aircraft Association) and AAiB (Air Accidents Investigation Branch) are applicable to the UK.*

A recent letter to LAA Inspectors from our Chief Inspector, Ken Craigie, drew our attention to three recent structural failures involving an aileron hinge bracket on an Edge 540, Autogyro rotor blades, and rudder posts on Vintage Pipers. Apart from the ubiquitous Pipers, the Edge family and autogyros are not plentiful in our area. However, they are administered for airworthiness by LAA and as such, of interest to all permit aircraft owners. All three incidents highlight how difficult it is to see impending structural failures and emphasize the need for good inspection techniques. This is where the judgement of the inspector comes into play in deciding just how deep an inspection should be.

The Edge aircraft “lost” an aileron during an aerobatic training sortie. The comprehensive AAIB report is a fascinating read, covering the pilot’s cool handling of the emergency and the technical aspects of the failure. Read the report to get the full story but it acknowledges that the hinges are not easy to inspect in place. A MPD has been issued by CAA (supported by a mandatory service letter from the Zivko Aeronautics Inc) for removal of the hinges for dye penetrant inspection. This must be included at annual inspections or every 100 hours whichever comes first.

[https://assets.publishing.service.gov.uk/media/61e934e1d3bf7f0540d10cad/Edge\\_540\\_G-EDGY\\_02-22.pdf](https://assets.publishing.service.gov.uk/media/61e934e1d3bf7f0540d10cad/Edge_540_G-EDGY_02-22.pdf)

The pilot survived the failure on the Edge 540 but, I am sorry to say, the autogyro crew were not so fortunate as both were killed in the resulting accident. This seems to have been a fatigue failure of the inboard end of the rotor blade and CAA have issued a MPD reducing the life of blades and calling for an inspection before next flight. The full MPD



*G-EDGY after landing, showing inboard hinge with section of aileron still attached and the distorted outboard hinge*

can be downloaded here or from LAA website:  
<http://publicapps.caa.co.uk/docs/33/2022-002.pdf>

Now we come to the Pipers. This affects a lot of aircraft, those having a CofA, as well as those on LAA permits. Five rudders have failed, spread across PA12, PA14 and PA 18 models, all using the same rudder post, Piper part number 40622. The rudders have failed in bending just above the top hinge. The rudder area above the top hinge measures about 300 square inches and is unsupported. Two aspects come to me from the reports. Firstly, the damaged aircraft were all high powered Cubs, having 150 to 180 hp (so not J3s with fewer than half those horses). Secondly, they all had the original tail-lights, which sit on the very top of the rudder post, replaced by larger and probable heavier, aftermarket lights. I am guessing that the high power and the aftermarket lights have put increased loads on the rudder at full deflections, leading to the failures. At present this problem resides in US and so far, no MPDs have been issued by CAA. The full American NTSB report is available using this link. Again, this is a good read with links to technical analysis of the failures.

<https://www.nts.gov/investigations/AccidentReports/Reports/AIR2202.pdf>



*The following pictures show the fractured rudder posts of the two Pipers.*

# Liability When Selling Your Homebuilt

## Short Summary by Donna Ryan

*The following information is based on a webinar given by Pat Phillips and Kathy Yodice during EAA National Homebuilders Week*

Another really helpful webinar presented by EAA National during Homebuilders Week was titled Liability When Selling Your Homebuilt. This webinar was presented by Patrick Phillips and Kathy Yodice. Pat has practiced aviation law for 45 years. He also has ATP, CFII, and A&P certificates, and has restored numerous aircraft. Kathy was an FAA attorney and has represented all aspects of aviation law for 21 years. She is an instrument rated private pilot and aircraft owner. Both speakers are members of the EAA Legal Advisory Council. The members of the Council are all experienced aviation attorneys and they volunteer their time to help other EAA members with aviation related legal questions on a preliminary basis. If you need representation or further legal advice, members of the Council can either be retained or they can refer you to an aviation attorney in your state. The following summary covers just a few of the highlights of their talk – it definitely does not include all of their points. To see the entire presentation, it will be archived on the EAA National website for EAA National members.

When you sell your homebuilt, you want to try and protect yourself, your family, and your assets and estate against liability and lawsuits. While you can't absolutely avoid the possibility of a lawsuit, you can minimize the risk against a law suit being filed at all, or of a lawsuit being successful. Patrick began the talk by explaining the difference between Tort Liability and Contract Liability. Tort Liability deals with negligence, failure to use "reasonable care." Maybe the builder failed to follow the plans when assembling the kit, or made modifications to the kit that weren't approved by the builder.

Contract Liability, however, deals with "a breach of contract", a failure to live up to all or part of the agreement. That is why it is so important to have a written contract that clearly sets out both the seller's and the buyer's expectations and responsibilities. All negotiations should be complete before drawing up the contract. The contract needs to have specifics to prevent any misunderstanding. Don't ever do any "handshake" deals. If you need a lawyer later on, the written contract will give your attorney something to go on. In passing, Pat mentioned that the actual owner of the aircraft needs to be one of the parties to the contract; if the plane is owned by a corporation, get legal advice on how to handle the sale.

The majority of the talk dealt with what contracts will do for both parties. Pat and Kathy discussed important items that are frequently found in contracts, including these highlights:

- Parties to the contract
- Aircraft identification

- Equipment that will be part of the sale (include trailers, radios, avionics etc.)
- Price
- Delivery of aircraft
- Damages in event of a breach of contract

A contract should also go into specific terms including the following:

- Deposit (amount, whether it will be credited toward purchase, who will hold deposit, how to apply in case of breach of contract)
- Title company or method of searching for clear title
- Use of title insurance
- How to handle defective title or liens
- Who will pay sales tax
- Arrangements for pre-purchase inspection
- How to define loss or damage of aircraft prior to closing
- Seller's use of aircraft prior to closing

Contracts protect both the seller and the buyers. Sellers want to put disclaimer warranties for injury or death in the contract. Sellers also want to ensure that they are held harmless for anything the buyer later does. A buyer wants to see representations and warranties as to the airworthiness and condition of the aircraft, as well as a good title to the aircraft and that it is free from liens.

Pat provided these two miscellaneous recommendations:

- If you had the repairman's certificate to maintain your plane, do not continue doing the maintenance after you sell the plane.
- Do not do the pre-insurance check on the plane yourself – insist that someone else do it.

Pat and Kathy discussed at length the Sample Sales Agreement developed by the Legal Advisory Council. It is available to EAA National Members. Go to [www.eaa.org](http://www.eaa.org). Click on Aircraft Building/Builder Resources/Next Step After Airplane is Built/Selling and Buying a Homebuilt Airplane. Sign in with your EAA National log-in and click on Sample E-AB Purchase and Sales Agreement. Click on the Agreement and you will see a 4 page sample agreement. Note: this Agreement was written in favor of the Seller and is not recommended for the Buyer. Use it as a starting place with an attorney of your choice. Important tip: If an item is all in capital letters or is in bold font in the sample, keep it that way in your contract. While you are in this area of the website, take a look at the other helpful tips for selling your aircraft.

Pat and Kathy then briefly discussed some myths about escaping liability. The first one is simply disassembling the plane when you sell it and thinking you don't need a contract with the proper hold harmless verbiage in it. You could still be liable because you maintained the aircraft and you built it - "your fingerprints are all over it." The second myth is deregistering the aircraft and thinking no one can link you to the aircraft – that won't work because the FAA still has all the information on file. Incorporation by itself

won't work either – you are still the one who built the plane. One final myth is that you are protected by the General Aviation Revitalization Act. That act was designed for general aviation aircraft – not experimental.

One item that many sellers overlook is getting insurance on the aircraft to cover you after sale of the aircraft. Pat suggested looking at your own current insurance policy to see if it covers the aircraft after it is sold. He also mentioned getting as much as you can afford. He mentioned that Avemco had good after-sale insurance. He also provided this information offered by EAA & Global Aerospace.

EAA & Global Aerospace, Inc., Insurance Plan

- \$250,000 combined single limit
- Bodily injury and property damage
- A form of products liability insurance covering Seller for aircraft defects existing at time of sale
- Lasts as long after the sale as the policy was in effect, up to 12 months

In passing, Pat and Kathy provided these tips for buyers of a homebuilt. It makes sense for the seller to have these all ready for a potential purchaser.

For finished and flying homebuilts:

- Bill of Sale
- Data plate intact
- Logbooks
- Major changes must be documented (FAA Form 337s do not apply)

For projects in process:

- If you are buying a kit, you must have each Bill of Sale going all the way back to the kit manufacturer
- Builders Log

If you have specific questions on selling your aircraft, the team said to contact EAA National and you will be referred to an attorney in your area.

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## Any Rotax 912 Experts Out There?

One of our members, Finbar Sheehy, is looking for a Rotax 912 expert in the nearby area, ideally someone with Rotax training. A mechanic would be great, or even someone who could offer advice when needed. Finbar is a new member, who just recently moved down from the Santa Monica area. He has an experimental LSA Sting-3 which he used in the past to fly Young Eagles. He hopes to do so again soon now that our program will be up and running.

If you know of someone, please contact Finbar directly at (858) 663-2872. Thanks for your help!

## Last Call to Renew

By: Donna Ryan



Thanks to all of you who have already renewed your membership for 2022. 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 roles. 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/Form* slot of the Hangar or *Membership Payments* lock box next between the lunch counter and chapter Store inside Hangar 1 or in the mailbox outside of the small door to Hangar 1. You may prefer to renew using PayPal. To do so, follow these steps:

1. Access your personal PayPal account.
2. In the upper menu, select Tools, then at the dropdown menu, click Send Money.
3. Enter email address: [Eaach14@gmail.com](mailto:Eaach14@gmail.com)
4. Enter payment amount: \$25.00 (\$5 for Young Eagles)
5. At the Add a note option, enter "2022 membership for [your name]"
6. Send the payment.

We appreciate and need your support. Don't delay—renew today



Qantas airliner seen at SDM in early February.

# February 9, 2022 Board Meeting

**Donna Ryan, Chapter 14 Secretary**

*Provisional Minutes – Pending Board Approval*

The Zoom virtual meeting was held on Wednesday, February 9, 2022 beginning at 6:34 PM.

Directors and officers present were: Jimmy Kennedy (proxy), Ashley Lopez (proxy), Trinidad Lopez, Kerry Powell, Jonathan Robbins, Donna Ryan, Ron Shipley. Directors and officers absent were: Gene Hubbard (excused), Ted Krohne, Kevin Roche (excused), Larry Rothrock, Alan Sparkes, Stu Strebig.

## Board Decisions

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

All EAA Chapter 14 activities will resume in March 2022, including Young Eagles, General Meetings, Pancake Breakfast, and lunches, if the downward COVID trend continues. Kerry Powell/Jonathan Robbins: passed.

Francisco Munoz is appointed a Director of EAA Chapter 14. Kerry Powell/Jonathan Robbins: passed.

Motion to adjourn. Kerry Powell/Ron Shipley: passed.

## Old Business

Ray Scholars: **Trinidad Lopez** provided an overview on the status of our 2020 and 2021 Ray Scholars. Our 2020 scholar completed an evaluation of what else he needs to complete his checkride; our 2021 scholar hopes to take her checkride in February, weather permitting. We have applied for additional funds for a 2022 Ray Scholar.

Signs: We received approval for our proposed directional and ID signs and **Trinidad Lopez** will proceed with obtaining them. The City has also given us permission to put up our Young Eagles banner on Gate 4 on Young Eagles days. The Board expressed appreciation for the cooperative spirit displayed by the City representatives.

Simulator: **Jonathan Robbins** reported that the flight simulator was back in our hands and that **Gary List** is getting it assembled. Once that is done, we will work with the vendor to make the final configurations.

## New Business

Fly-out Coordinator/Returning Director: **Francisco Munoz**, a previous EAA Chapter 14 director, has agreed to resume the responsibilities of being a director of EAA Chapter 14. He also has agreed to become the Chapter Fly-out/Fly-in Coordinator. The Board expressed its appreciation for his volunteer spirit and looks forward to hearing about upcoming plans. A motion was made to appoint Francisco as a director.

Resume Full Chapter Activities: After discussion, a motion was made to resume all Chapter activities in March 2022, as long as the downward COVID trend continues. The Board discussed the requirement that all participants in Young

Eagles flights must be fully vaccinated and wear masks. The Young Eagles coordinator will handle this requirement.

Recognition of Pete Grootendorst: Several members have suggested recognizing **Pete Grootendorst** for his many years of service to Chapter 14. We had planned on doing this prior to his passing in 2020. Trinidad asked the directors to think about how best the Chapter can do this and it will be a topic of discussion for the next meeting.

Lockers for Tie-down Renters: **Trinidad Lopez** asked about the possibility of having some type of small lockers for tie-down renters. While they cannot interfere with aircraft access and they need to be kept away from tie-down spaces, **Ron Shipley** will look into finding a possible site for small containers.

The virtual meeting was adjourned at 7:06 PM.

Submitted by **Donna Ryan**

## New Member

**Donna Ryan**

Welcome to **Mikhail**

**Makhmudov**, 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.

**Mikhail** is interested in gliders. Once we're open again, we're looking forward to hearing more about his plans for flying one or building one!

Look for Mikhail at the next meeting, introduce yourself and get to know her better. We very much appreciate his support.



*Craig Cornford applies Mustang-themed graphics to his newly-painted Bushby Mustang. 2/20*

# 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: <b>\$25</b> without badge (\$13 after July 1) <b>\$35</b> with badge (\$23 after July 1) Renewal: <b>\$25</b> (due January 1 <sup>st</sup> ) Youth (under 18): <b>\$5</b> Payment Enclosed: \$ _____			<b>Make checks payable to EAA Chapter 14</b>  Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707		

# March 2022

## 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.

#### General Chapter Information:

Donna Ryan (Chapter Secretary) (858) 273-4051. Leave voice mail or text.  
[eaal4contact@gmail.com](mailto:eaal4contact@gmail.com)

Director Name	Phone #	Email
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Ashley Lopez	(619) 277-8518	ashleylopez8518@gmail.com
Trinidad Lopez	(619) 661-7117	bajaassy@gmail.com
Francisco Munoz	(619) 254-3344	fjmunozpilot@gmail.com
Kerry Powell	(760) 613-4389	kgpowell@roadrunner.com
Jonathan Robbins	(619) 572-5087	snibbornoj@gmail.com
Kevin Roche	(619) 249-1285	tkevinr@rocketmail.com
Larry Rothrock	(619) 507-4455	rothrock@znet.com
Donna Ryan	(858) 273-4051	rryan@san.rr.com
Ron Shipley	(619) 857-5201	ronaldshipley@cox.net
Alan Sparkes	(619) 463-2648	alspa700@mac.com
Stu Strebog	(619) 346-9788	trail2texas@yahoo.com

EAA Chapter 14 (with answer machine) (619) 661-6520

### 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

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