

Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

February 2024

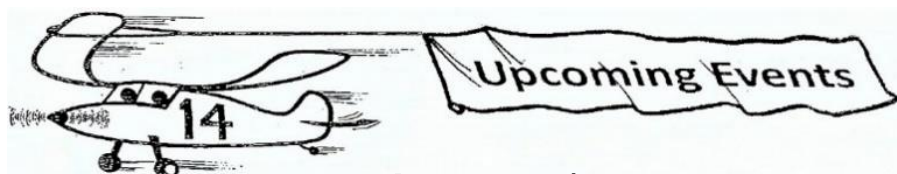


Ron Shipley taxis for a Young Eagle flight. 1/13. Photo by Nick Candrella

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February 10th—Young Eagles Rally

February 17th—Pancake Breakfast and Membership Meeting: Speaker TBA

February 24th—Flyout to Big Bear: Contact Chris Constantinides for details.

March 2nd—Lunch at Chapter Hangars

March 9th—Young Eagles Rally

March 16th—Pancake Breakfast and Membership Meeting: Rob Reddig from San Diego TRACON

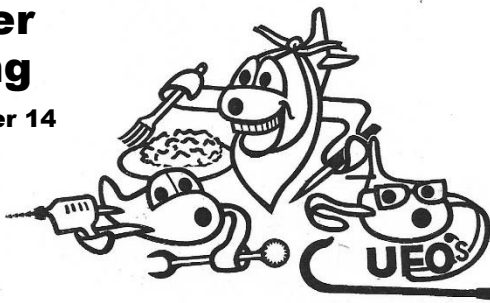
April 6th—Lunch at Chapter Hangars

April 13th—Young Eagles Rally

April 20th—Pancake Breakfast and Membership Meeting: San Diego FSDO representative Michael Reys

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Jan 6: 2024 started out at EAA 14 just like it should with a flyout to Chiriaco Summit on New Years Day 2024. See writeup elsewhere in the newsletter. During the week Jimmy Kennedy, Gene Lenard, Gary List, Billy Lopez, Jim MacKinnon, Trevor Pearson, Jonathan Robbins, Joe Russo, and Ryan were all busy with their aircraft, and several members were out and about flying. Our soda machine died and Gene Hubbard and Ryan used the engine hoist (and lots of muscle) to get it loaded up on the trailer for its final journey. A nice group met on Saturday to enjoy the first lunch of the year at EAA 14. Ryan (Diamond Katana, plus projects) served up a filling meal of lasagna, salad, and ice cream. Kerry Powell was down working on the new TV system – it is coming along really nicely and should be in place for our General Meeting.



Kerry Powell and Jonathan Robbins work to install our new A-V system in time for the January Meeting.



Larry Rothrock and Gary List present Crownair president and general manager Ray Richmond with one of the banners used during the Ford Tri-Motor visit in October.

Week ending Jan 13: The Aircraft Advisory Committee (AAC) advises the City of San Diego on aviation matters and usually meets once a month at Montgomery Airport. Our own Gary List is one of the members of the Committee. Chapter Vice President Larry Rothrock had arranged with the AAC for the Chapter representative to make a short presentation at the beginning of the meeting. Chapter President Trinidad Lopez gave a brief overview of the Ford Tri-Motor visit and how much we owed Crownair's Ray Richmond for such a successful event (see the November 2023 Spirit of Flight article). He then presented Ray with a plaque (designed by Larry) recognizing the contribution. Gary and Larry also presented Ray with one of the two banners used during the Tri-Motor visit.

As usual the Chapter was busy during the week with our regular builders. Nigel Worrall helped spruce up Ryan's KR-2 for a pending sale. Several pilots took to the skies as well, including Gert Lundgren, Trevor Pearson, and Jonathan Robbins. The Chapter was buzzing with activity on YE day and it was perfect flying weather – cool and clear. Eight pilots (Chase Franzen, Trevor Pearson, Jonathan Robbins, Gil Rud, Ron Shipley, Duane Shockey, Abraham Talerma, and Milamae Zamora) provided flights for 40 Young Eagles. While waiting for their flights, kids were busy on the simulator and the chess boards (provided by Richard West). Trinidad and Sharon Lopez served up their regular Young Eagle lunch of hamburgers and hot dogs to over 60 people. YE Coordinator Grant Rotunda will be out – of town for several months due to a work assignment and former YE Coordinator Gene Hubbard stepped up to cover the task. Really appreciate Gene's assistance – very short learning curve. Kaitlyn Werner, our Ray scholarship for 2022 was in town and stopped by at our Young Eagles day. She now has her commercial license and intends to pursue a multi-engine rating next. The second one in her family to be a real Young Eagles success story.

Week ending Jan 20: On Sunday, the 14th the buyer of Ryan's KR-2 pulled up with a trailer to take the plane back to its new home in Arizona. Ryan's Diamond Katana got some workout during the week providing one Eagle flight to

a potential pilot and one to his friend who was already a pilot. Gene Lenard and Gary List continued doing some work on Gene's Luscombe.

On Saturday, we had a nice crowd for Kevin Roche's pancake breakfast, who was aided as always by his son David. Such a tasty way to start the weekend. More people stopped by in person or on zoom to hear Bill Judge provide an excellent talk about "Reliable Electrical Systems for Experimental Aircraft," described below

Week ending Jan 27: Ryan and Nigel Worrall took a quick look at any damage caused by the heavy downpours on Sunday and Monday. The previous storm had blown off a roof panel and they repaired it. Jonathan Robbins had requested some additional wiring in Hangar 1 to appropriately power the two new TVs and Jimmy Kennedy was busy on Tuesday putting in new wiring. Lots of activity on the part of the Lopez Family and Donna Ryan getting ready for the Volunteer Appreciation Luncheon on Saturday. Most of the hard work though was done by the Ross family, who volunteered to make homemade pizza (with homemade dough) and spaghetti for the over 45 attendees. They brought their own portable pizza oven to the Chapter to make the pizzas – really impressive piece of equipment. Ryan gave Ashley Ross a tour of the kitchen on Thursday to make sure everything was ready for Saturday, and Gert Lundgren opened the Hangar 1 doors early on Saturday so Tony and Ashley Ross could start making all the final preparations. They came prepared, and son Dylan and friend Logan got to work putting everything together. By 12:00 the hangar was packed and members were happily eating the really tasty pizza and spaghetti. Trinidad Lopez had picked up a cake with the names of all the prospective attendees on it – it was a big hit as well. Trinidad Lopez, with assistance from Sharon, handed out small gift bags to



Thanks to Tony and Ashley Ross for providing homemade pizza and spaghetti for the January 27th Volunteer Appreciation Lunch.



Kerry Powell thanks Trinidad and Sharon Lopez for their many contributions to the Chapter. 1/27

our much appreciated volunteers, and thanked each of them for their service. Kerry Powell made a separate speech to Sharon Lopez acknowledging her special contribution to Young Eagles lunches and full menu holiday and special event lunches. It was a beautiful, sunny, warm day – perfect for a long overdue event. The Chapter couldn't exist without its hard-working volunteers. Thank you so much.

General Meeting: Trinidad Lopez opened the meeting and welcomed Chapter members and guests. He reminded members to renew their membership for 2024 and reviewed upcoming events. He also announced we had been awarded two Ray Scholarships for this year and said we would be taking applications through the end of next month. Kerry Powell, our Program Director, then introduced our speaker for the month, Bill Judge. See a short overview of his presentation, "Reliable Electrical Systems for Experimental Aircraft – A Primer" on page 7.



The inevitable chess game at the Young Eagles rally. Thanks to Richard West for providing the equipment and the instruction. 1/13



President's Message

Hello Everyone,

I would like to begin by thanking everyone who participated in last month's Volunteer Appreciation Luncheon. The event was well attended, the food was delicious, and everyone had a great time. Thank you to all of our pilots, Young Eagles, Chapter members, and volunteers who made this event and whomake all our other Chapter events so successful. Special thanks go out to Tony and Ashley Ross and family who prepared a wonderful Italian meal, and to our Chapter secretary, Donna Ryan, for coordinating the event.

This month I am pleased to announce that we have again been selected to participate In the Ray Aviation Foundation scholarship program for 2024. This year for the first time our Chapter has been awarded two scholarships.

- Everyone 16-19 years old is eligible, with special consideration given to those who have participated in our Chapter Young Eagles program.
- The application period for the scholarships is now open and is scheduled to close at the end of this month.
- To be considered for a scholarship you must be interviewed and nominated by one of our Chapter members.
- Chapter members will be available this Saturday, February 10th, during Young Eagles Day to conduct the interviews.
- Full scholarship details are also available on the [EAA National website](#).

On the third Saturday, February 17th, we will host a pancake breakfast and presentation at our General Meeting.

On the fourth Saturday, February 24th, we will host a special event - a flyout to Big Bear airport. Our Chapter member Chris Constantinides will be hosting this event. Many thanks to him.

Refurbishment of the Library trailer is scheduled to start this month. It will include a section for a Young Eagles Workshop and a new location for our certified flight simulators. We need volunteers to help with this project. Please contact me if you can help.

For Chapter members who have not done so, it is time to renew your Chapter membership. This can be done online at our Chapter website or in person at one of our Chapter events.

Clear skies,

Trinidad Lopez



January Young Eagles Report

Grant Rotunda

On Saturday, January 13, the chapter hosted the first Young Eagles rally of 2024 and it was busy as usual.

Pilots **Chase Franzen, Trevor**

Pearson, Jonathan Robbins, Gil Rud, Duane

Shockey and Abraham Talerman supported all of the Young Eagles. Collectively, they flew 17 flights with 34 Young Eagles, including 18 Young Eagles who took their first flight. Ground support was provided by **Shon Alexander** and **Nick Candrella** and Young Eagles **Noah Cortezano, Bekk LeBlanc, Aidan Kulij, Mia and Jordan**. Chapter President **Trinidad Lopez** and his wife **Sharon** prepared a delicious lunch of burgers, hot dogs and fries for the Young Eagles and families. The day was a great start to the new year!

If you have stopped in the Young Eagles Nest lately, you may have seen both simulators were relocated to the library. As a result, additional space was created to add another computer for the Young Eagles to use flight sims while they wait for their flight. **Skye Turner** donated an additional PC this month to add to the number already in the nest. The chapter now has five working PCs that can run flight sim! These are always popular with the Young Eagles and we are thankful to have this many.

The next Young Eagles event is scheduled for Saturday, February 10. **Gene Hubbard** has graciously volunteered to lead the Young Eagles events in February and March. Come on out and get involved in the Young Eagles events this year!



Photographing the photographer: Nick Candrella at the January Young Eagles' rally, talking to Ray Scholar Kaitlyn Werner and her grandmother. Nick generously provides many of the photographs used in the Chapter newsletter and website.

New Year's Day Flyout to Chiriaco Summit

Jonathan Robbins

It was a good day for the annual flyout to Chiriaco Summit to ring in the New Year. There were far more participants than anticipated and the weather was very cooperative. The forecast of possible Volcan rain and low clouds over Brown Field never materialized and other than a layer of clouds over Volcan/Cuyamaca that was easily traversed by either going over or under based on pilot preference - no issues. Smooth air and friendly skies.

At the ramp we ran into the Gillespie Pilots Association and a group of pilots from KTRM (Thermal) all with the same idea. Some of the attendees included myself and daughter Sydney, Trevor Pearson, Tony Quintal, Rich Czarniecki, Mark Long, and Jim Wright. We moved the gathering into the Chiriaco Summit Restaurant and picked our choices for the first meal of the year. Spam and eggs were so popular the place ran out and some had to deal with plain ham instead. After the meal some flew home and others enjoyed a trip to the General Patton Memorial Museum next door.



Breakfast at the Chiriaco Summit Restaurant.



Sydney and Jonathan on the ground at Chiriaco Summit



Sydney and the Meyers at Chiriaco Summit Airport (L77). Proof that they were really there!



Taxiing for takeoff from L77.

New Members

Donna Ryan

Welcome to our new members. The information below comes from their membership application. Some people just include the essentials; others expand a bit on their experience and we always appreciate that.

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

Walt Demore is a private pilot with an RV-14A project. He can help with kit airplane assembly, electrical design and wiring, light machining of small parts. Walt and his wife Mojgan first visited us back in November 2023, and enjoyed meeting members and hearing the impromptu talk by an acquaintance of Duane Shockey. I'm sure we'll be contacting him – great skill set for those of us engaged in or contemplating building our own plane (or working with our existing plane).

Justin is a Young Eagle who joined after our January Young Eagles Rally. Hope to see him back again soon to learn more about aviation. Maybe the AeroEducate program next?

Several years ago, **Miguel Toro**'s son Michael got a ride with Ryan as part of our Eagles program and he is now a commercial pilot, working on his CFI. Michael turned out to be a chip off the old block. Miguel is an ATP and CFII with a Bonanza C35 and a Beech C35. Obviously, a love of aviation runs in the family.

Milamae Zamora has been supporting our Young Eagles program as a pilot for several months and we really appreciate her assistance with this valuable program.



Kerry Powell, EAA-14 Program Director

February 17th: No confirmed speaker

March 16: Rob Reddig from San Diego TRACON

April 20: New San Diego FSDO representative Michael Reys.

January Young Eagle Photos



A Young Eagle climbs into Jonathan Robbins' Meyers



Young Eagles and family walk out before a flight



Trevor Pearson returns from a YE flight



Full parking lot at the January Young Eagles Rally

Reliable Electrical Systems for Experimental Aircraft

Short Summary by Donna Ryan



Bill Judge

The following information is based on a talk given by Bill Judge

Bill Judge, an electrical engineer, a pilot with over 4,000 hours, and an RV-8 builder, gave a very fast-paced, interesting, and informative talk as part of our monthly General Meeting. He presented an hour-long briefing on how to build a reliable electrical system in an experimental aircraft. The

presentation covered the basics of what materials to use and then covered a few different schemes for varying levels of electrical redundancy. The presentation also covered selection of diodes, batteries, and switches. Current limiting, also known as fuses, and breakers were covered along with wiring relays and a tiny bit about human factors. Bill is also the manufacturer of the Monkworkz vacuum pad driven generator that weighs 2.6 lbs. and puts out 30 amps of power. You can contact him for more information on this at bill@monkworkz.com. The following summary is taken directly from slides and comments that Bill shared at our General Meeting. It contains just a portion of his excellent talk. He also had a number of diagrams and charts useful in designing your system. This copyrighted material is used with Bill's permission.

Bill began the presentation with some disclaimers about the talk and presentation. He noted that the briefing:

- Dealt only with experimental aircraft.
- Only supplements doing your own research on aircraft electrical systems.
- Is not a replacement for learning and understanding best practices of aircraft electrical systems.
- Is only a high-level overview of what it takes to build a well-thought-out, reliable electrical system.

He next shared some prerequisites for reliable systems:

- Use quality wire, Tefzel M22759/16 or /34 (thicker insulation)
- Make sure that the wire can take the current!
- Derate for longer runs/high temperatures.
- Quality terminations, full metal sleeve.
- PIDG – every termination should have a mechanical metal to metal crimp and a metal strain relief grabbing the wire jacket.
- Use quality tools.
- Strippers: Use good ones—no wire nicks when stripping.
- Crimpers: right ones for the job.
- Immobilize wires: our planes vibrate a lot.
- Adel Clamps when there is relative motion or proximity to controls.
- Zip ties, lacing, RTV every 2-6 inches.

- Avoid solder, but if you have to use it, immobilize far from the joint as this is a stress point.

He included a wire data table from Aeroelectric.

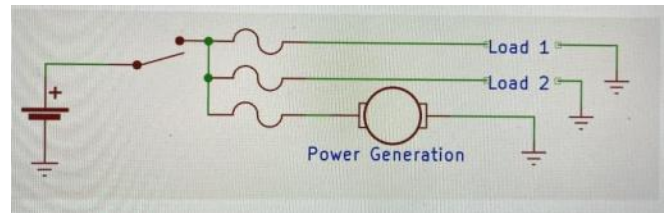
Then he outlined 4 steps that are critical before you start designing your own system.

- Know your mission:
 - Day VFR, around the patch or long distance IFR traveling machine?
- Know your budget:
 - Dual redundancy is the gold standard but can get expensive.
- Know your critical equipment:
 - Electronic ignition? Electronic/electric fuel delivery?
 - IFR instruments? Radios

He stated that the presentation would focus on the differences between partial and dual redundancy, along with the advantages and disadvantages of each. He asked the audience, if there is a failure while in the air, if any one thing breaks, how do you want your system to work? Which of these 3 requirements are you comfortable with?

- Minimum Requirement: No immediate pilot intervention required—the PIC doesn't have to properly diagnose a problem and perform the "right" sequence of commands in a hurry and there are no cascading failures
- Better Requirement: You won't be forced to land before your intended destination.
- Best Requirement: You would feel comfortable taking off again and flying home VFR (or even better IFR).

He began by discussing a simple approach: Single Bus consisting of battery, master switch, fuses, loads, power generation.



Schematic for single-bus electrical system. Easy to install, easy to troubleshoot, inexpensive, and light.

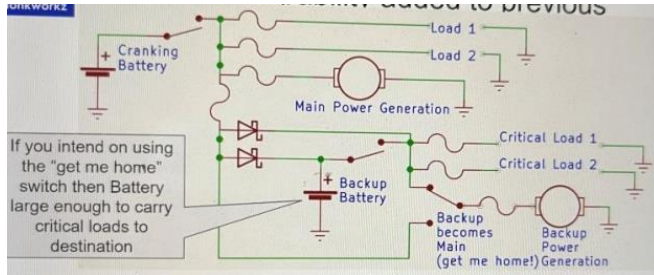
This simple approach has been used for years and it works fine for VFR. It is easy to install, easy to troubleshoot, and inexpensive. It is also light. With a battery weighing between 4-15 pounds and the power 3 to 6 pounds, the total system is only between 7-21 pounds. However, Bill noted some disadvantages. There are no electrical flight critical items, radios may "brown out" when starting, and the battery takes a beating from starter load and is less reliable as a backup.

With just a little more complexity (Diode Isolated Critical Bus), you can add a backup battery. This will carry critical loads with no intervention required, critical loads aren't exposed to brown out on starting, and a main battery short

will not impact critical loads. However, the diode may need cooling, and the battery weight will go up between 8-30 pounds, with a new total system weight of 11-36 pounds.

Bill then next shared a slide showing the addition of a second power source. With this option, the backup battery can be lighter, meaning less long term maintenance costs, and the diodes don't carry the entire load from charging and critical loads. The disadvantage of this system is more complexity and weight. The power source will now weight between 6-12 pounds, meaning your system's total weight will be between 12-29 pounds.

Finally there is the "Get Me Home" capability added to the previous systems.



Schematic for enhanced electrical system with "Get Me Home" capability.

With this system, the backup battery can be lighter, but there will be added weight and complexity. Batteries will now weigh between 6-17 pounds, power will weigh between 9-12 pounds, with a total system weight between 17 to 29 pounds.

Bill then reviewed some important points in component selection for your system. He began with a quick overview of batteries and shared these reminders:

- Discharge rate impacts capacity.
- Lithium batteries retain voltage longer.
- A backup battery can be smaller.

Next, he discussed diodes, one of the main points being that diodes are your friend. After sharing a schematic of voltage drop versus current, he contrasted this with relays. He pointed out that current in a coil cannot change instantaneously. However, inserting a diode lets the current dissipate gradually and gracefully. In fact, as part of his comments he noted that it is a simpler system if you just get rid of relays and put in diodes.

He next moved on to switches. He stressed the need to get good switches and noted that, "all things being equal, Mil spec Switches are 75 times more reliable than commercial counterparts but only 15 times more expensive."

This led into a short discussion on current limiting. He underlined the importance of sizing to protect the wire and reminded the audience that if the wire needed to be protected (i.e. fuse/breaker/whatever popped) then there is probably an issue you can't cure while flying. He noted the properties of fuses, breakers, switch breakers, and electronic current limiting.

- Fuses are lightweight, easy to install, inexpensive, very reliable, and highly configurable.
- Breakers have decent reliability. However, they are slightly heavier, six times the cost per circuit, reconfiguration may impact your immaculate panel layout and they are tedious to install.
- Switch breakers have inferior reliability and it only saves the cost of a switch.
- Electronic current limiting is resettable, provides knowledge of how much current is going where, customizable coordination of power management, but is a potential single point of failure.

He then noted that fuse blocks are your friend. He shared a slide of a simple but elegant system using a single 5 A breaker, 2 fuse blocks and just 8 switches.

At the end of his talk, Bill shared these key takeaways:

- Use good technique, quality materials and tools:
 - Secure wires in place and at regular intervals.
 - Every terminal has a crimp and strain relief.
 - Avoid solder; where necessary, immobilize far from the solder joint.
- Let your mission drive your electrical system – think through failure modes.
- Diodes are your friend!
- Don't over-complicate it.

Helpful Website

Dan McCarthy

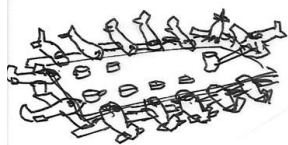
Since my plane was missing one of its log books, I've been doing internet searches to see if there was any history of substantial damage and I came across this website at the National Transportation Board:

<https://www.nts.gov/Pages/AviationQueryv2.aspx>

I just typed my model, "AA5" and it pulled up every accident with an AA5 Grumman that had been reported to the NTSB. Pretty cool, especially if you're researching buying a plane from someone that claims to know nothing about the plane. I figured EAA members might find this website useful.



Wolff Reece and his N3N at SDM. 1/16



January 20, 2024 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, January 20, 2024 beginning at 11:23 p.m.

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

Board Decisions

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

November 2023 Minutes were reviewed and approved. Stu Strebig/Kerry Powell: passed.

Authorize spending up to \$1,500 for a tangible recognition of our hard-working Young Eagle and Chapter volunteers. Stu Strebig/Kerry Powell: passed.

Motion to adjourn. Stu Strebig/Kerry Powell: passed.

Old Business

Lease Option: **Trinidad Lopez** noted that we had forwarded our appraiser selection to the City.

Ray Scholarship: The Chapter was approved for two 25%/75% Ray Scholarships (the Chapter will pay 25% and the Ray Scholarship will pay 75% of each Ray scholarship). Nominations for the scholarships can be made through the end of February. The February newsletter will include mention of the nomination process.

Treasurer's Report: **Gary List** discussed the report for the year. While prices are rising, and we expect some increased costs in the upcoming year, we are in a favorable financial position so far, partially due to much appreciated monetary and aircraft donations.

New Business

Volunteer Appreciation Luncheon: **Trinidad Lopez** and **Donna Ryan** discussed the upcoming luncheon for volunteers. The Board discussed different options for expressing our appreciation for our hard-working volunteers. The Board approved a motion to spend up to \$1,500 to thank our volunteers.

Young Eagles Activities: Our Young Eagles program is extremely popular and slots for the rallies fill up extremely quickly. The Board discussed the continuing need to find activities for returning Young Eagles. Such options as workshops, the AeroEducate EAA National Program, STEM Days, and family social events were among those options in the works.

Trailer Refurbishment: **Trinidad Lopez** reviewed the need to better utilize the trailer for workshops, simulator use, conference room, etc. Spring is an excellent time to do the necessary upgrades. **Gary List** very kindly volunteered to serve as the coordinator of this effort. He will need help – see him if you can lend a hand.

Asphalt: The Board recognizes the need to establish a concrete plan to deal with the asphalt repairs that will be coming up. While we don't need to do everything at once, we do need to formalize the steps towards accomplishing this important maintenance task. **Kerry Powell** graciously volunteered to head the committee to begin evaluating, planning and executing the asphalt project. **Alan Sparkes** volunteered to assist.

Upcoming Events: **Trinidad** asked each member of the Board what they would like to see happen in the upcoming year at the Chapter. The Board agreed that a mix of informative program talks, flyouts, building, Young Eagles, and social events would provide something for all of our members and make us a Chapter in which they want to be involved. Additional suggestions included the following: more representation at local air shows and community events; more program talks from our own members on interesting trips or building projects they are involved in; scheduled classes in such areas as machining, fabric covering, simulator use, etc. We want to try different things in the upcoming year, as well as continue our tried and successful current events.

The meeting was adjourned at 12:48 pm.

Submitted by **Donna Ryan**

Flyout to Big Bear on 2/24/24 - Save the Date

Donna Ryan

Save the Date! Member Chris Constantinides is planning a flyout to Big Bear on February 24, 2024. Chris shared the following information:

“The flight out will be on 2/24, weather permitting and runway condition due to ice or snow. Departure time will be at 8:15 am and we will be having breakfast at the Barnstormers restaurant right on the airport premises. Please let pilots make sure they study the special pattern entries to the runways.”

Contact Chris at ikaros61@hotmail.com or 619-301-2026 for more information. Also see Big Bear Airport information at bigbearcityairport.com or [AirNav: L35 - Big Bear City Airport](#)

Chris organized a flyout to Parker, Arizona in December (see the January 2024 Spirit of Flight newsletter), and the group had a great time. This promises to be a great flyout as well.



Don't Delay – Renew Today!

Donna Ryan

Thanks to all of you who have already renewed your membership for 2024. Your support enables us to help keep general aviation alive in San Diego County when there are so many pressures weighing on its future. Through your participation we are able to maintain our fine facility at Brown Field, where we can offer monthly seminars on aviation-related topics, Young Eagles flights, an extensive aviation related library, and a place to meet with like-minded aviation enthusiasts. Obviously the greatest asset of our Chapter is our members. Together, they represent years of aviation experience, ranging from gliders to helicopters to homebuilts to general aviation to jet fighters. We encourage you to remain a part of this enthusiastic and knowledgeable group. Your membership helps pay for our lease, our supplies and the facility maintenance, as well as our outreach to the community. Please help us by renewing your membership in EAA 14. It will take just a minute but it will pay dividends for your Chapter throughout the whole year.

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 in front of the lunch counter inside Hangar 1 or in the mail box outside of the small door to Hangar 1.

To renew by PayPal, follow these steps:

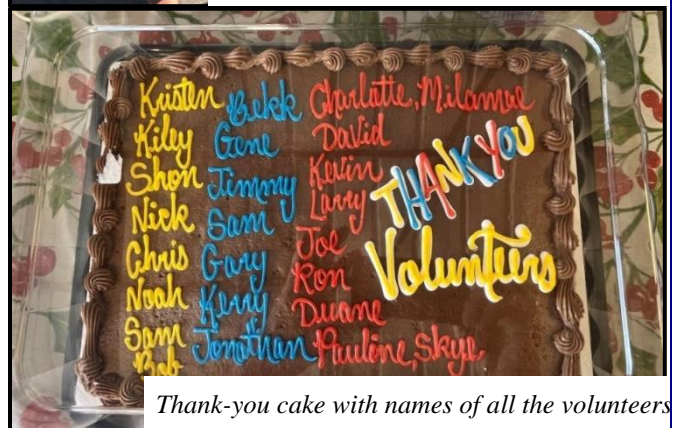
1. Access your personal PayPal account.
2. In the upper menu, select Tools, then at the dropdown menu, click Send Money.
3. Enter email address: Eaach14@gmail.com
4. Enter payment amount: \$25.00 (\$5 for Young Eagles)
5. At the Add a note option, enter “2024 membership for [your name]”
6. Send the payment.

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

Volunteer Appreciation Lunch Photos



Tony Ross works the portable pizza oven



Thank-you cake with names of all the volunteers



Charlotte cuts the cake



Sharon Lopez distributes thank-you gifts to the volunteers

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 type="checkbox"/>				
New Member/Updates for Current Member				
Name (Mr., Mrs., Ms.) <i>Please Print</i>				
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: \$25 (\$13 after July 1) Renewal: \$25 (due January 1 st) Youth (under 18): \$5 Payment Enclosed: \$_____			Make checks payable to EAA Chapter 14 Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707	



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 \$5,000 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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Chapter Events

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

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

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

Hangar Phone:

619-661-6520

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