



Spirit of Flight

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

November 2024



Zack and Ron work the grill at our Brats, Burgers and Beer celebration on October 5th.

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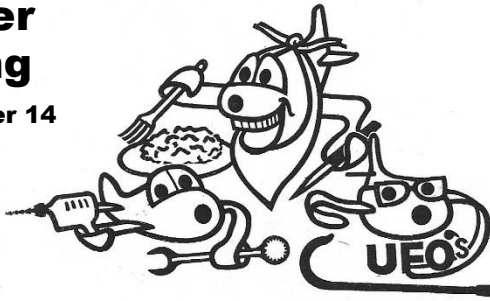


Upcoming Events

- November 2nd**—Chapter volunteer Day
- November 9th**—Young Eagles Rally
- November 16th**—Pancake Breakfast and Membership Meeting. Chapter elections.
- November 23rd**—Young Eagle dinner and movie night. Stargazing—Bring your telescope.
- December 7th**—Holiday Party / Potluck.
- December 14th**—Holiday party for Young Eagles volunteers
- January 1st**—Flyout to Chiriaco summit

Chapter Briefing

EAA Chapter 14 Members



Chapter Activities: Information provided by Chapter members.

Week ending October 5: We got a great start off for the month of October with our Bratwurst, Burgers, and Beer Oktoberfest celebration for our 68th year of being a Chapter, and our recognition of being named a Gold Chapter for 2023. Chapter members had been busy sprucing up the Chapter for the big event during the week. Despite a weather forecast of more heat, the weather was great – sunny, but not hot, with a nice breeze blowing. Tom D., a Brown Field tenant, loaned us his great BBQ which was suitable for feeding a lot of hungry eaters. It was expertly manned by Zack, Ron, and another volunteer – sorry, didn't get the name. We had a great potluck spread and according to Trinidad, altogether we served 120 plates of food. Vic from Councilmember Moreno's office was there to help and began by stocking our Chapter store with a new order of Chapter T-shirts. While people were enjoying dessert, President Trinidad L read a short history outlining some of the highlights during our 68 years. One of the highlights of aircraft displays was Gert's "FOOT" (Fly Out of Trouble). See the article elsewhere in the newsletter. Thanks so much to all the volunteers who made this happen and all of the members who came out to help us celebrate. May there be many more!

Week ending Oct 12: Since Trinidad and his wife, our normal chefs for YE Day, were in Canada, Shon, one of our YE coordinators, stepped up to the plate and served a great



Vic, from Councilmember Morino's office, helps reload the Chapter store with new merchandise. Stop by and check it out! 10/5



Zack, Ron, and another volunteer man the grill, lent to us by Tom D., at our Brats, Burgers, and Beer celebration. 10/5

meal of bratwurst, cheeseburgers, hotdogs, and all sorts of sides with the help of his daughter Isabelle and YE mother Kristin. He reported serving 60 burgers, 23 brats and he doesn't even know how many hot dogs. Altogether it was great weather, with a great meal. As usual, the Chapter had a wonderful ground support crew and our usual dedicated, capable pilots to move things along smoothly. 20 Young Eagles were able to enjoy organized tours of the Tower, courtesy of Tower Manager Mark. Some more good news: Bekk Leblanc one of our Ray Scholars for 2024, passed his solo – moving forward!



Bekk Leblanc, one of our 2024 Ray Scholars, soloed on October 11th. Congratulations Bekk!

Week ending Oct 19: Mike B, Adam L, and Ryan finished up repairs to the roof of Adam's covered tie-down. Ryan continued sourcing material for another hangar repair and making needed repairs to a hangar door. We received the sad news that long-time member Rob North died. See the article elsewhere in the newsletter.

Week ending Oct 26: Great weather meant lots of members were out flying or working on their planes and projects. We have an inspection coming up by the City, Brown Field Operations, and the City Fire Marshall – so tenants and Ryan were busy getting ready for the visit. Jonathan installed an antenna to help with our internet access. He, with the assistance of Scott T., have been instrumental in



Adam L. & Mike B., with help from Ryan, make repairs to a hangar door on October 17th. We depend on help from our volunteers to keep our Chapter functioning.

upgrading all aspects of our system – all of us are benefitting, especially on Young Eagles Day.

General Meeting: Trinidad Lopez opened the meeting and welcomed Chapter members and guests. . Kerry Powell, our Program Director, then introduced our speaker for the month, Chase Franzen. See a short overview of his presentation, “San Diego to Alaska’s Arctic Circle to Oshkosh . . . and Back” later in the newsletter.



Good attendance for Chase Franzen’s third-Saturday meeting presentation on flying to Alaska. 10/19



President’s Message

Hello Everyone,

The holiday season is fast approaching, and we have a number of Chapter activities planned before we close in December.

The 1st Saturday in November was our monthly Chapter Volunteer Day. About a dozen volunteers got together to help with Chapter clean up and maintenance.

The 2nd Saturday features a Young Eagles rally. This will be a large event where we are hoping to have as many as 100 Young Eagle and Eagle flights. In addition, we will be celebrating birthdays for two of our Young Eagles: Charlotte and Lucas.

The 3rd Saturday we will host our pancake breakfast and Chapter presentation. In addition, Chapter elections will be held on this date. Chapter members are encouraged to participate by voting on this date or by mail. Details are in our Chapter newsletter.

The 4th Saturday we will be hosting our Young Eagle dinner and a movie night. This will include stargazing. Chapter members are encouraged to participate by bringing out their telescopes on this evening.

Upcoming events in December will include our Holiday Party /Potluck on the 1st Saturday of December. The main courses for the meal will be provided, but we encourage our members to bring their favorite side dish or dessert.

The Young Eagles will also be hosting a holiday party for our volunteers on the 2nd Saturday of December.

The Chapter will then close for the rest of December, but will soon reopen on New Year’s Day when we host our annual flyout to Chiriaco Summit.

Before we close for the year, I would like to ask our membership to consider making year-end donations to our Chapter. All of the Chapter facilities and activities we provide are possible only through your generous help.

Finally, I want to thank all of our Chapter members and friends for helping us to enjoy another great year at EAA Chapter 14.

Happy holidays,

Trinidad, Sharon and Ashley Lopez

**Keep looking around.
There's always something
you've missed.**



Gone West – Rob North

Longtime Chapter 14 member Rob North passed away in his sleep, Thursday, October 17th. Rob was a constant presence at our lunches on Saturdays, often coming with several friends from the ultralight group at Nichols Field. He was friendly, outgoing, always willing to share his knowledge and to help out – a very welcome member of the Chapter.

Rob had a metal fabrication shop in National City. Many Chapter projects utilized his welding, brazing forming, and machining skills. He fabricated the metal sign that is on the Chapter logo on the Chapter trailer. Widely considered to be one of the best welders in San Diego, he will be missed by many at the Chapter who took their special projects to his shop. He also will be missed by his many fans in the motorcycle racing community.

Thanks to Kevin R for these pictures of Rob. Blue skies, Rob



Rob taps in an adjustment to an aluminum fuel tank.



Rob welds up a fuel tank at his shop in National City.



October program speaker Chase Franzen at the podium.

Fly Out of Trouble (in Style)

Donna Ryan

One of the most interesting aircraft on display at our 68th Birthday Bash on October 5, 2024, was Gert L's Vertical Takeoff and Landing Roadable Vehicle, aka FOOT (Fly Ot of Trouble)

Gert has a patent on this very unique vehicle. He very generously displayed it in Hangar 3 during the event and was happy to share information about it.

Here's a description in Gert's own words (as you can tell, he's an engineer):

"The display is a scale model mockup of a subscale vehicle. The full size of the vehicle is about 1:7 resulting in the wingspan of approximately 38 feet. By mounting the power unit centrally instead of distributed, duplicity in the form of cross coupling has been avoided. The concept is designed for a high Thrust-to-Weight ratio during hover, thus if one engine fails, a safe descent is achievable with minimal damage. As the thrust setting of one engine is increased and the other decreased, a net torque is imposed on the aircraft causing it to yaw while hovering. During wing-borne flight, one engine can be turned off for better fuel economy, without the need for drag induced re-trimming. There is no need for load transfer capability from a functional engine to a malfunctioning one, as is the case with engines mounted at the wing tips or other de-centralized locations. The road-able vehicle provides the kind of terrain independence needed during special missions. The four blue-colored canopies provide accommodation for four passengers or soldiers."



FOOT model in its cradle. Engine pod transitioning to horizontal flight configuration



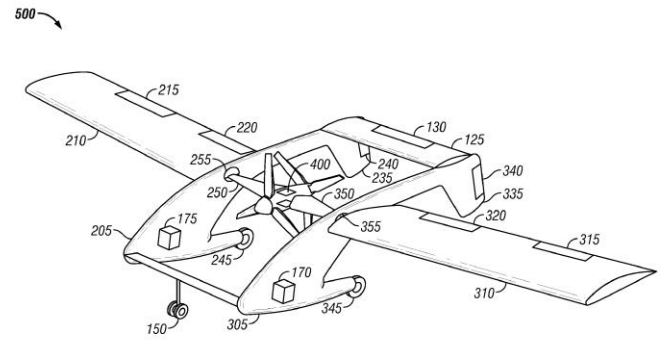
FOOT model in Hangar 3 next to Gert's RV-10. The double fuselage allows free airflow through the thrust assembly.



Gert looks on as visitors inspect his FOOT model at the Birthday Bash.



Gert demonstrates his FOOT model with thrust assembly in hover configuration at our October 5th Birthday Bash.



Patent drawing of the FOOT in horizontal flight configuration.

San Diego to Alaska's Arctic Circle to Oshkosh...and Back

Short Summary by Donna Ryan

The following information is based on a talk given by Chase Franzen

Chase Franzen provided an entertaining, informative, and very interesting talk on his recent 10,400 nm, 38 day, 120 hour trip in his Piper Pacer from San Diego to Alaska, the Arctic Circle, to Oshkosh and back. One of our faithful Young Eagle pilots, Chase is also a Gold Seal CFI, CFII, MEI, who in addition to a full time job, flies and teaches out of MYF. Many years ago he took a trip to Alaska with his Air Force uncle and has wanted to return ever since. With two friends, he decided it was finally time to return, and since all three also wanted to go to Oshkosh, they decided to combine the destinations into one trip. This article is just a short overview; the actual presentation contained much additional information, plus some really spectacular scenery pictures.

His 1959 Piper Pacer had over 500 hours going into the trip. The plane cruises at 120KTAS, with a range of 4 hour/500nm. While it is full IFR, it does not have a certificated autopilot – and that was one of the first tips he made to those contemplating a lengthy journey: it was a very long trip to make without autopilot.

Next he talked about planning the trip. While he recommended identifying places you want to visit in advance and knowing where services are available along the proposed trip, he strongly advised not making lots of specific reservations or having too strict of a day by day flight plan. Weather happens, plane repairs happen and you may make bad decisions if you are in a “get-there-itis” mindset. He stressed the need to be open and really flexible in terms of where you plan on flying each day.

Next tip concerned maintenance and repairs. Obviously you want to get your maintenance repairs done before you leave on a long trip, but preferably like a week plus before. In addition, when you are flying through Canada and Alaska it is super important to have the tools, parts, and knowledge to make repairs yourself; you may break down in the most inopportune place. This is one area where it is important to put together a list of items you need weeks ahead of time. Important tip: know how to hand prop!

Another before trip planning involved brushing up on bush pilot skills. He strongly suggested getting some instruction on this, specifically on mountain flying/canyon flying. Among the reminders in this section of the talk:

- “Drag a wheel” – don’t trust the surface especially on new color sand
- Do the math for how long the “strip” is

- Uphill is better than a headwind (usually)
- Be well acquainted with the online tool OnX (especially to help with landowners and legality)

After this introduction, Chase shared information on his actual flight. He highly recommended going to the San Juan Islands on your way up, and to definitely plan to make a landing at Copalis Beach, the only LEGAL place you can land on the beach on the West Coast.



Copalis Beach Airport, the only legal place on the west coast to land on the beach.

He noted there were 4 basic routes to get to Alaska: The Trench, Cassiar, Coast, and the Al-Can Highway. The Coast is the prettiest, but also the most dangerous and it has fewer airports. They choose that route. He cited three useful sites in planning the trip:

- www.backcountrypilot.org
- www.aopa.org/travel/international-travel/canada
- www.fly2ak.com

Next he provided some information on flying in Canada (very easy to do).

- File eAPIS (US Advance Passenger Information System)
- Each leg in Canada needs to be on a filed flight plan.
- Call CANPASS
- Make sure you have required documents, equipment
- Make sure your plane has 12 inch N numbers (can just use electrical tape)
- The ATC in Canada is advisory – not like in the U.S.
- Call to see if airports have avgas – bring fuel bags!!!
- Do some risk management planning on how you will handle emergencies, e.g depending on your route do you want exposure suits or life jackets.

He then moved on to successfully flying in Alaska. Some important considerations:

- Weather can change on a dime
- Coastal weather is very, very tricky.
- Flight following doesn’t exist (no radar)

- Very few AWOS (Automated Weather Observing System) stations
- Don't count on the internet to work anywhere in either Alaska or Canada.
- T-Mobile doesn't have service in Alaska or Canada.
- To get up-to-date weather, you can call the FAA's FSS (Flight Service Station). Ask them to look at their webcams for the area you are planning on flying to so you know what to expect weather wise.



Visual conditions from over 750 airports in the US and Canada available on weathercams.faa.gov.

- Windy and Foreflight Forecast Weather are great resources.
- There is a very specific list of food and equipment you must have to fly in Alaska. Example: "food for each occupant for one week; one axe or hatchet; one first aid kit; an assortment of fishing tackle such as hooks, flies, and sinkers; one knife; fire starter; one mosquito headnet for each occupant; and two signaling devices such as colored smoke bombs, pistol shells, etc sealed in metal containers"

He pointed out that the forest service maintains some grass strips and you can land and camp on them. In addition, a fixed wing can basically land anywhere in the national parks.

Chase shared a variety of his own observations on places/events to include (or avoid) on your own flight.



Camping at a grass strip operated by the Forest Service.

- Talkeetna, the jumping off point to Denali was the third best "homebase" location (of the two airports there, pick the Village Strip).
- Skip Fairbanks.
- Air space in Anchorage is kind of complicated.
- Denali was incredible.
- Flying at midnight in the Arctic Circle in the summer was a highlight – the sun never set, but it was 85F with mosquitoes. Fuel was also \$15.00 a gallon.
- Alaska was very expensive – beer was cheap.
- Homer and Seldovia was the best place to homebase in Alaska (make sure to check your NOTAMs).
- Can land anywhere in the Kenai Fjords.



Landing fixed-wing aircraft, but not drones or helicopters, is legal pretty much anywhere in Kenai Fjords National Park.

- Lake Hood was the second best place to homebase. It was a taildragger paradise and you could taxi over to Anchorage International because they have a shared tower.
- Knik River and the glaciers were an incredible bush pilot playground. Very strong wing shear off the glaciers – be prepared
- The REAL way to fly in Alaska is via floatplane. IFR in Alaska is "I Follow Rivers." He got his float plane rating at Wasilla – which was one of his goals for the trip (and he gets to go back next summer to help teach there).
- Strongly recommends Starlink Mini and an Ankar battery/solar charger.
- Be prepared to deal quickly with weather if you have plans to go somewhere. From Anchorage, they had planned on taking the Trench route out of Alaska – but by Saturday morning a huge blizzard was forecast and they had to leave. But to take the Trench route, they would have had to get gas in Mackenzie, which was closed Sunday and Monday. So change of plans – had to go southeast up and over the Rockies.

- Going through Customs at Kalispell was not terrible - he had heard that it would be.
- If you want to combine Oshkosh with another destination, go to Oshkosh first.
- Don't go to Jackson Hole airport – go to Driggs.
- The Tetons are gorgeous.

He shared some final statistics:

- Trip took 38 days
- 12,000 miles
- 120 flying hours

- TONS of uncharted landings sites (way more than charted)
- 0 days of not being able to fly when we wanted to (another perk of being flexible)
- 0 IFR clearances
- Used 605.5 gallons of fuel
- Total cost for fuel: \$5,059
- Average fuel price: \$8.34/gallon average.

Chase ended his slide presentation with the words: "Aviation is incredible freedom with an amazing family – we are so fortunate to be part of this."



Ten thousand miles from MYF to Alaska, Oshkosh, and back.

Saving A Life

Edited by Donna Ryan

One of our members shared these heartfelt words about the assistance of another EAA 14 member. I have deleted the names out of respect for the privacy of our members, but also because this incident, while particular to this member, is just one example of how many of our Chapter members help each other and make a difference.

“This year’s Annual Inspection is \$4,000 and counting. Going experimental is the only way the average person can fly, and this is where people like (the EAA Chapter 14 member) really make a difference. On two separate occasions he saved my butt. First, by noticing my rudder was malfunctioning and second, right before I was about to take off, he yelled, ‘Stop! Why is my ankle wet?’ My oil pressure gauge was spewing oil in the passenger compartment. I, as a student pilot, would have never seen that leak! Can you imagine! All my oil would have pumped out and I could have had a massive engine failure as a student pilot. This is the value of being an EAA member and having knowledgeable builders and pilots surrounding you that find things student pilots just don’t see! He gets credit for possibly saving my life.”



Shon and Isabelle work the grill at the October Young Eagles Rally.

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.

Barry B. is an ATP and now owns a 1938 Luscombe 8. He is happy to assist in being a Young Eagles pilot. We always appreciate that kind of volunteer spirit.

Nick C. If you have enjoyed the photos of planes and young people getting ready for a flight on our Young Eagles media accounts, that’s thanks to Nick. In addition to helping the Chapter with photography, he can contribute aerospace engineering networking and STEM Outreach.

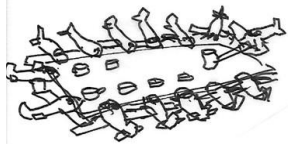
Vic C. is a Community Representative for the City of San Diego and has already proven himself to be a great representative of community outreach. He helped with our September pancake breakfast when he read in the newsletter that we were looking for volunteers, and then he came to our October 5 BBQ and promptly started restocking and arranging our Chapter store. He is glad to help volunteer where needed and is interested in learning about aviation (past, present, and future) from both professional and amateur pilots.

Kaimana C. has the following ratings: PPL with multi-engine, drone and high altitude endorsement. She has a Velocity XL-PG, and loves to help and teach people to complete their build projects. She is president of DABC (Deaf Aircraft Builder Club). Finishing build projects – we always can benefit from info on this!

David G. is a private pilot, who is in the process of fixing up a Lancair 320 to make it flight-worthy again. He also has a Lancair 360 and a Lancair IV (lucky man!!!!). Under special skills he could contribute, he stated he could help with information on aerospace medicine.

Jeff K’s son and wife already joined EAA 14 in September. Jeff came to the October 5th BBQ and joined too. He is very proud to be the parent of a young aviator. He also enjoys woodworking and cycling.

Matt R. has ratings of ATP, CFII, SEI/MEI and is an airline captain. He owns a Steen Skybolt (radial) and his wife owns a C-150 TW Conv (always nice when one’s partner has an aircraft as well). He has over 30 years of aviation program/project management background and is interested in classic aviation, history, and education. They just recently moved to the San Diego area.



October 19, 2024 Board Meeting

**Donna Ryan, Chapter 14
Secretary**

Provisional Minutes – Pending Board Approval

The Board meeting was held on Saturday, October 19 beginning at 11:36 a.m.

Directors and officers present were: Rich, Jimmy, Trinidad, Kerry, Larry, Jonathan, Kevin, Donna, and Stu. Directors and officers absent were: Gene (excused), Grant (excused), Ron (excused), Alan, Nigel (excused). A quorum was present for the meeting. Guests: Shon, Scott D., and Scott T.

Board Decisions

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

- September 2024 Minutes were reviewed and approved. Stu/Rich: passed.
- Increase price of internet provider service by \$15 to provide better access; authorize purchase of up to \$1,000 for new equipment (modem, antennae, wires and connections) to meet internet access needs. Stu/Rich: passed.
- Motion to adjourn. Stu/Rich: passed.

Old Business

Business Cards: **Scott T** offered to help with this as he has a non-profit account with a print shop.

Pancake Breakfast Volunteers: **Larry** will oversee pancake breakfast in November; **Stu** will oversee pancake breakfast in January. This task is on the list of volunteer opportunities.

Volunteers: The Board continued the discussion about the need for volunteers. **Trinidad** pointed out that we are a volunteer organization, so we need volunteers. **Rich** asked if we taken a survey to see what has prevented members from volunteering. Several suggestions were made for how to track volunteers, including how to track renter volunteer hours as their participation is required because of the terms of their rental agreements. A sample list of volunteer opportunities was reviewed by the Board. A meeting will be held with all renters in the near future to discuss this and revised hangar/tie-down prices.

Hangar/Tiedown Documentation: The Board reviewed the revised *Aircraft Hangar or Tie Down Month to Month Agreement* and the *EAA Chapter 14 Hangar and Tie-down Policy* documents to ensure the wording reflected the intent of decisions made at the September Board of Directors' Meeting.

Hangar Prices: The Board began a discussion of the factors to be considered in the necessary increase in hangar rental

prices. Several suggestions had been made as to how this should be adjusted. Suggested options: straight percentage increase across all rentals; increase based on standard model for hangar pricing at other airports, e.g. the price is based on the category of hangar or tie-down (medium T-hangars, executive hangar, covered tie-downs, tie-downs etc.); price based on square footage of hangar or space. Other factors may be considered: condition of hangar, renter actively building or restoring aircraft, renter is a Life Member, renter provides substantial support to the Chapter. The November Directors Meeting will discuss this topic in more detail.

New Business

Young Eagles Presentation: Young Eagles coordinators **Shon** and **Scott** made an excellent presentation on the Young Eagles program. Coordinator **Noah** was unable to attend.

Shon outlined the basic division of tasks between the 3 coordinators. He provides leadership and has been concentrating on getting more pilots for the programs. He also has been attending different aviation community events to share our program. He also plans on attending a nearby YE event in Riverside to see how their program runs. **Scott** handles the YE IT needs with input from Director Jonathon. He has recently set up a specific YE PayPal with Venmo to follow, as many of the parents coming to the rallies have requested a digital donation method. He also shared a recent survey that he developed where YE participants and parents can provide feedback on current and hoped for operations. He also shared the site where members of the public can learn about our YE program. Go to www.eaachapters.org and then click on Chapter 14.

Noah coordinates the ground volunteers and interface with the Tower. At the last event, 20 YEs were able to tour the Tower. Our YE team spoke highly of the Tower's Mark D. who has been working closely with us to provide tours and support during the rallies.

Shon discussed some of his goals for the YE program. He would like to hold an offsite YE event next year, as we have done in the past. He also discussed ongoing issues for YE no-shows and shared how the team is addressing it. The Board approved of the approach and also expressed deep appreciation for all 3 of the coordinators' efforts.

Upgrading Internet Access: As part of the Young Eagles presentation, the need to upgrade our current internet access was raised. This affects not only Young Eagles rallies, but other activities at the Chapter. **Scot** and **Jonathan** brought up the need to increase the amount paid to our internet servicer by \$15 a month to improve our internet access. In addition, we need to purchase new equipment (modem, antennae, wires and connections) to have a usable system. The cost would not be over \$1,000. A motion was made to authorize both the increase in our internet bill and to purchase needed equipment. **Jonathan** purchased the equipment online during the meeting.

Hangar Waiting List: A copy of the Hangar Waiting List was requested to be sent to all Directors.

Chapter Activities: The Board discussed the following upcoming activities:

- Volunteer Day, November 2,
- Chapter Holiday Party, Saturday, November 23 (at 12:00 pm),
- Special luncheon for those assisting with the Young Eagle program, Saturday, December 14,
- Flyout to Chiriaco Summit, New Years Day, 2025.

Board of Director Elections in November: The upcoming election for Board of Directors was discussed. Young Eagle Coordinators **Shon** and **Scott** asked to be added to the ballot.

Items Identified During the Meeting to be Discussed Next Month

Tracking Volunteer Hours, Tenant Meeting. Hangar Pricing

The meeting was adjourned at 1:37 pm.

Submitted by **Donna Ryan**

October 28- 30, 2024 e-mail Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – pending board Approval

A meeting was held via e-mail from October 28, 2024 to October 30, 2024. Directors and officers participating were: Rich, Gene, Jimmy, Trinidad, Kerry, Jonathan, Kevin, Larry, Donna, Ron, Stu, Nigel. Directors not participating were Grant and Alan.

Board Decisions

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

Designate Shon Alexander as the Lead YE Coordinator.

Trinidad/Jimmy: Passed



Volunteers check in Young Eagles at the Eagles' Nest. 12/10/



Parents and friends wait for Young Eagles in the WWI hangars. 10/12

Chapter Information

Facebook	http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593	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
Website	http://www.eaa14.org		
Hangar Phone	619-661-6520		
General Information	eaal4contact@gmail.com		
Membership	Applications available at our Brown Field hangars and on our website		

Around Chapter 14

Photos by Chapter Members



Lots of progress on Jimmy's Nieuport. 10/5



Another view of Jimmy's Nieuport outside Hangar 2. 10/5



Lunch line for Brats, Burgers, and Beer. 10/5



Gold at last! Our Chapter Recognition Banner from National at the Brats, Burgers, and Beer celebration. 10/5



Outside Hangar 1, waiting for the program to start. 10/19



Hangar flying at Brats, Burgers, and Beer. 10/5

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 13, 2024 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 place the ballots and envelopes 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 L (for President)	<input type="checkbox"/> _____
<input type="checkbox"/> Larry R (for Vice President)	<input type="checkbox"/> _____
<input type="checkbox"/> Donna R (for Secretary)	<input type="checkbox"/> _____
<input type="checkbox"/> Ron S (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"/> Shon A	<input type="checkbox"/> Kevin R
<input type="checkbox"/> Rich A	<input type="checkbox"/> Finbar S
<input type="checkbox"/> Jimmy K	<input type="checkbox"/> Stu S
<input type="checkbox"/> Kerry P	<input type="checkbox"/> Scott T
<input type="checkbox"/> Jonathon R	<input type="checkbox"/> Nigel W
<input type="checkbox"/> _____	<input type="checkbox"/> _____
<input type="checkbox"/> _____	<input type="checkbox"/> _____