



Spirit of Flight

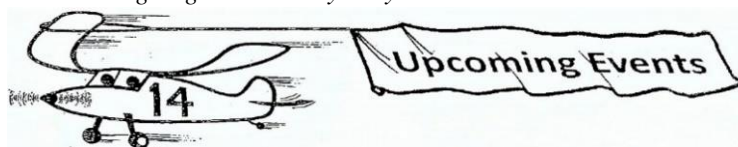
**Experimental Aircraft Association
Chapter 14: San Diego, CA**

June 2022



Charlotte Robbins assists a Young Eagle at the May rally

Table of Contents



<u>Page</u>	<u>Topic/Author</u>
2	Chapter Briefing.....Chapter 14 Members
4	President’s Message.....Trinidad Lopez
4	New Tech Counselor..... Donna Ryan
5	Review of VFR Flying..... Summary by Donna Ryan
6	Young Eagles in May
7	New Project.....Gene Hubbard
7	Recent Donations..... Ryan
8	May 26, 2022 Board Meeting Donna Ryan
8	Upcoming Programs Kerry Powell
9	From the Archives
9	Marketplace

- June 11th**—Young Eagles Rally:
International Young Eagles Day
- June 18th**—Pancake Breakfast & Membership Meeting. Shane Terpstra on “100LL Replacement”
- July 9th**—Young Eagles Rally
- July 16th**—Pancake Breakfast & Membership Meeting—Bill Brick on “Aviation Weather.”

Chapter Briefing

EAA Chapter 14 Members



Chapter Activities: Information provided by Chapter members.

Week ending May 7: Saturday was our quarterly Chapter cleanup and a number of Chapter members turned up to help with Chapter maintenance, cleaning, weeding etc. During the session, Chris Constantinides donated a 50-inch flat TV and President Trinidad Lopez directed a team to install it in Hangar 1 – it will be used during Chapter General meetings and special Young Eagle and Eagle presentations. Thanks, Chris, very much for your donation! The facilities looked much better when everyone was finished – and as a reward for everyone’s efforts, Rich Allison provided serve-yourself pizza for the group – always a treat. Rich also did a lot of weeding during the week – we really appreciate his hard work. Jonathan Robbins continued providing IT assistance for the Chapter. In addition to the issues outlined last month affecting our phone and alarm service, we also had been facing the need to deal with our internet service provider. Because our Sprint internet service was about to be discontinued by T-Mobile (who bought Sprint), we needed to deal with the switch to T-Mobile (still the best deal on monthly service). Gary List got T-Mobile to send us a new SIM card for no charge, and Jonathan was able to switch our service at the same \$50 for 50 Gb of data per month. After a few hiccups, Jonathan got the new card working in our current equipment. So another crisis averted. And there was yet one more electronic issue that needed to be dealt with. When Jonathan was working on the new alarm system, he noticed a beeping sound in Hangar 1 after the alarm was completely torn out and the phone system was removed.

Turned out the AED battery was on its last legs. After research, Treasurer Ron Shipley found a good deal for a new battery on Amazon and arranged for it to be shipped to us. The new one has a four year warranty.

Week ending May 14: Our Young Eagles program is definitely back in business – we had a large turnout of kids, pilots, and parents – and lots of happy smiles as each round of Young Eagles came back from their flights. Trinidad and Sharon Lopez served many hotdogs and hamburgers to the busy group. And we received this report from a former Young Eagle, Kaitlyn Werner, our 2021 Ray Scholar: “I wanted to give you all an update on my flight training here in Ohio. I just finished my spring semester at university with a 4.0 GPA and will now be focusing on getting my instrument rating through Avit Flight Academy, formerly known as Aerotrek Flight Academy. I will be spending my summer in Ohio working towards and hopefully finishing my instrument rating. . . I hope everyone at Chapter 14 is doing well, I truly miss seeing everyone as Chapter 14 has become a second family to me as I became accustomed to seeing everyone the second Saturday of each month. I hope to see everyone the next time I am in San Diego. Thank you again for all of the support.” We here at EAA 14 are very proud of you, Kaitlyn, for doing so well at school, for obtaining your pilot’s license, and now working towards your instrument rating. Kaitlyn is planning on becoming a professional pilot – and she is well on her way. Just one example of how our Young Eagles program, with the definite assistance of the Ray Scholarship program, is helping prepare aviators for tomorrow.

Week ending May 21: Oddball weather all week, with fog and low clouds off and on. During the week, Gert Lundgren decided to put some miles on his RV-12 and flew to Las Vegas. However, when it came time to come back to Brown, he couldn’t get back in because of the cloud cover, despite several attempts. So he ended up spending the night in Borrego. The next day, he tried again. As he texted, “As I tried to get under the clouds I had to climb to avoid terrain and ended up in the soup. Climbed out of it and returned to



Clean-up crew enjoys pizza. After spending the morning tidying up the hangars, the usual suspects enjoy a serve-it-yourself pizza lunch in Hangar 1.



John Mahany discusses VFR flying at the May membership meeting. Note our “new” 50 inch TV, donated by Chris Constantinides in the upper left.

Borrego Valley, waiting it out.” Later in the day he was finally able to make it back to Brown. On Tuesday, the Chapter had its annual fire extinguisher inspection – good to go for another year.

Director Kevin Roche provided the following account of Saturday’s activities:

“Hangar 1 was cleaned on Friday by Gary List. I always thank him, but I wish he had help [Editor’s note: Gary would really appreciate help cleaning the kitchen and bathrooms on Friday – please see him to help out – you benefit from the clean facilities – pay it back!] My son David and I did the cooking and Jimmy Kennedy puts up the flag, makes coffee, unlocks the big hangar door, etc. When Gary List arrived, he cranked the hangar door open and moved Gene’s Pietenpol Air Camper outside. Breakfast started slow, but we served about 20 people. Tony Quintal usually puts up the tables and chairs.

After the General Meeting, Alan Sparkes served home-cooked Shepherd’s Pie and store-bought lasagna for lunch. [Editor’s note: It was excellent].

Past member Fred Lieder brought his 1946 Cessna 120 in for a sign-off. He has been restoring it and it looks good. He has been based in Utah flying Embraer E-175 regional jets for SkyWest.” Jonathan Robbins took advantage of better weather later on and took off on an extended trip in the Meyers.

Week ending May 28: Our usual crew of local builders and pilots were hard at it during the week: Trevor Pearson continued assisting Jimmy Kennedy with cloth covering for Jimmy’s Nieuport – much appreciated assistance. Gary List, Gert Lundgren, Jim MacKinnon, Jonathan Robbins, Joe Russo, Ryan, and Ron Shipley were also busy. Nigel

Worrall flew in and helped Ron Shipley with some AirCoupe issues; he also took time to help Ryan with various projects. Ryan was still busy with Chapter cleanup. He also took the Chapter trailer over to pick up a lathe donated by member Mark Davis. That should be a very nice addition to our machine shop. Thanks, Mark! Joe Russo helped Ryan unload the lathe and put it in Hangar 3. Hermes Hernandez and Trinidad Lopez met to go over the arrangements for our special International Young Eagles Day on June 11. It promises to be quite an event – with longer hours, and more activities available for the kids. Gary List and Jim Wright helped out, as always, with much needed maintenance around the Chapter- they’d appreciate assistance!

General Meeting: Program Director Kerry Powell opened the meeting and welcomed Chapter members and guests. He then introduced our speaker for the month, John Mahany. See a short overview of his presentation, Review of VRF Flying, on page 5.



Young Eagles Operations Area: May 2022.



President's Message

Hello Everyone,

This month our Chapter will be hosting a special Young Eagles event. In celebration of international Young Eagles day,

June 11th, we will be adding a number of aviation and STEM related activities to our normal program. We encourage our Chapter members to participate in the activities by bringing a young person, or volunteering to help set up and run the program. A large group is expected, however, there is still plenty of room for anyone that wants to participate.

Activities will also include a luncheon for our Young Eagle pilots and volunteers. Hours for this event will be different as the starting time will be at 8 a.m. Please contact our Young Eagles coordinator, Hermes Hernandez, for additional information at 561-309-6713. Chapter members who would like to volunteer to help out on the day of activities may contact me directly at 619-661-7117.

Next month's events will include a fly out to Chino Airport. An email with the details will be sent out, or you may contact our Chapter fly out coordinator Francisco Munoz at 619-254-3344.

We hope to see as many of you as possible on Saturday.

Clear skies,
Trinidad Lopez



2022 marks the 30th anniversary of the Young Eagles program. The original goal was to fly a million kids by December 17, 2003, the 100th anniversary of the Wright Brothers' flights. They made that goal and kept on going, with over 2.2 million flights to date. Join us on Saturday June 11 to celebrate International Young Eagles Day with aviation and STEM-related activities.

New Tech Counselor

By: Donna Ryan

EAA Chapter 14 member Dan Gerdes has joined Gene Hubbard as an EAA certified Technical Counselor for our Chapter. Around the first of May, we put out an email outlining ways our members could become volunteers for the Chapter. One of the ways was to serve as a Technical Counselor. Dan Gerdes offered his services and we sent off his application to EAA National, who quickly approved him. Dan has great qualifications for the position. He built an RV-14A and is currently building a Kitfox Series 5. He has special experience with sheet metal (both driven and pulled rivets), as well as significant experience with electrical/avionics and firewall forward – 4 stroke. Besides this, he has about 20 years with Northrop Grumman avionics and aircraft design and test.

Technical counselors can be an invaluable source of information for novice and experienced builders. Here is some verbiage taken directly from the EAA National website describing this important function:

“What is a technical counselor? A volunteer aviation education counselor who, when asked to do so by an amateur aircraft builder, shares his knowledge, expertise and experience in order to assist the builder with the project. . . .

EAA Technical Counselors are experienced airplane builders, restorers, and mechanics who volunteer their time to visit other EAA members who are in the process of building or restoring their own aircraft. . . .

EAA's Technical Counselors program, developed in 1965, is aimed at providing experienced builders to help you make the right choices during construction.”

There are definite activities that the Tech Counselor can't do, e.g. they can't sign log-books and they don't charge for their services. Their primary goal, according to the website is “ensure that a well-constructed, airworthy aircraft is presented to the FAA for final approval and . . . to pass on aviation knowledge to promote safety.” To learn more about this important program, here's a link to the program information on the EAA website: [Additional Information on EAA Technical Counselors](#).

We really appreciate Dan's willingness to help out our Chapter and you, our fellow builders. His contact email is dan.gerdes@icloud.com. Thank you so much, Dan!

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.



Review of VFR Flying

Short Summary by Donna Ryan

The following information is based on a talk given by John Mahany

John Mahany

At the May 2022 General Meeting, John Mahany gave an informative and important review of many aspects of VFR Flying. With over 40 years as an instructor (and holder of the industry’s Master Instructor Designation 7 times), as well as an ardent aviation safety advocate, John was well placed to present this program. The talk, which was given for Wings credit, was applicable to all pilots, not just those who fly VFR. The following summary covers just a few of the highlights of the talk – it definitely does not include all of the points.

John began the talk with a review of the 2019 Joseph T Nall Report. Using a number of slides, he gave a brief rundown of a number of sobering statistics for non-commercial fixed wing GA accidents, including the major types of GA accidents, the pilot types involved, and types of aircraft. For example, of the 988 accidents, 62.1% were pilot related, 19.6% were mechanical, and 18.2% were other or unknown. 817 of these occurred in Day VMC flight conditions, 65 in Night VMC, 33 in Day IMC, 7 in night IMC, and 66 were unknown. Of the pilots involved, 441 held Private Pilots certificates. One slide showed the major types of accidents.

308 landing accidents	5 fatal
115 takeoff accidents	16 fatal
96 ‘other’ accidents	19 fatal
58 fuel management accidents	8 fatal
36 maneuvering accidents	20 fatal
34 descent / approach accidents	11 fatal
34 weather accidents	30 fatal

For Fixed Wing, Amateur Built Sport/Experimental aircraft, the type of accidents broke down as follows:

Accident Type	Number
Landing	141
Mechanical	32
Takeoff	20
Other	19
Maneuvering	9
Descent/Approach	9
Fuel	7
Preflight	7
Taxi	3
Go-Around	3

After providing the statistics, John stressed that these statistics are not always about pilot currency, they are about proficiency. All pilots should ask themselves the following questions:

- How often do I fly?
- How often do I practice?

- How often do I hire a CFI to fly with me, especially if it’s been a while.
- Am I in the FAA’s Wings Program? (it makes a difference).

John then asked “Do you have Personal Minimums?” He pointed out that “Personal minimums are different for each of us” and we need to ask ourselves “What am I comfortable with as a pilot?” The answer depends on your experience or lack of experience and on what kind of aircraft you fly. John made two suggestions: 1) Get together with your CFI to discuss this, and 2) Look in Chapter 2 of the Pilots Handbook of Aeronautical Knowledge, 2016 edition for the PAVE (Pilot, Aircraft, Environment, External Pressures) checklist to identify hazards and personal minimums.

John next reviewed some landing accidents, especially dealing with flying unstabilized approaches and deciding when to go around. John reminded the group that “A pilot is flying a stabilized approach when he or she establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. . . Every runway is unique, but a commonly referenced optimum glidepath follows the “3:1” principle. The principle, also seen as a descent ratio, means that for every 3 nautical miles flown over the grounds, the aircraft should descend 1,000 feet. This flightpath profile simulates a 3° glideslope.”

John then discussed takeoff accidents. These typically result from a takeoff that should have been aborted or rejected. He asked the group, “Do you ever practice an aborted takeoff? Are you ready?” He suggested making these your standard takeoff operating procedures before takeoff:

- Brief as necessary. *Have a plan!*
- Call out/confirm assigned (correct) runway.
- What will you do if something fails or you have to abort? *Have a plan!*
- What is your takeoff alternate? Are you familiar with this?
- If something goes wrong right after takeoff, where will you go if the airport you departed is below landing minimums? *Have a plan!*

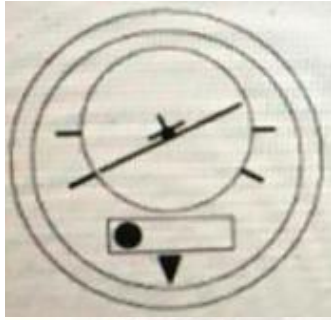
Once you have been cleared for takeoff, John reminded the group that certain items must be properly set. While these are aircraft specific, they generally include the following:

- Flaps
- Fuel – correct tank(s) – is it set correctly for takeoff?
- Trim(s) set
- All lights on
- Pitot heat (any limitation?)
- Ignition if turbine
- HSI or DG/Heading bug
- Transponder ALT

After discussing fuel system accidents, his next topic was maneuvering flight. He stated, “more than 25% of GA fatal accidents occur during the maneuvering phase of flight – turning, climbing, or descending close to the ground. The vast majority of these accidents involve buzzing attempts

and stall/spin scenarios (half of which are while in the traffic pattern).”

One slide asked “How coordinated are your turns?”



A **slipping** turn is when the ball is deflected ‘inside’ the turn.



A **skidding** turn is when the ball is deflected ‘outside’ the turn.”

After sharing some slides showing how a skid rolls in and a slip rolls out in an uncoordinated rudder (yaw) in a left turn, John stated that uncoordinated turns are considered dangerous because they greatly increase the risk of a stall turning into a spin. “Uncoordinated turns near the ground (such as during takeoff or landing) that result in a stall and spin are a potentially fatal scenario if there is not enough altitude to recover from the spin.” He then pointed out why skidding turns are more dangerous than slipping turns. “Because they have a higher chance of creating a spin. When in a skidding turn, the low wing has a higher angle of attack than the high wing. This means that a stall could easily develop into a spin toward the direction of the turn. This can result in the inside (lower wing stalling before the outside (higher) wing and the airplane will roll straight into a spin on the low wing side.”. He stated that “slipping turns are less dangerous than skidding turns because while they can still create a spin, the high wing in the turn will stall and drop first, bringing the aircraft more towards coordinated flight. There is also more time to correct the spin than if the low wing stalls first and inverts the aircraft.”

John next discussed how flying a stabilized approach leads to a good landing. He mentioned these stabilized approach criteria:

- On glidepath
- On final approach course
- On speed
- Fully configured (gear, flaps, etc.)
- Rate of descent – 500 fpm
- Power set properly for approach
- Checklists complete

Finally John asked the group to think about what lessons can be learned from the mistakes of others. He listed the following:

- How is your flying and how does it measure up? Do your piloting skills meet the ACS for your grade of certificate?
- Get involved in the FAA’s Wings Pilot Proficiency Program, or ask what does your insurance require?
- Set up your own plan for ongoing training and schedule time with a CFI regularly, every 3 or 4 months, for example. Be pro-active, not reactive.
- Don’t wait . . . a BFR every 2 years is not enough.

Young Eagles in May



Kids and parents attend the safety briefing in the Eagles’ Nest.



Pilots fill out logbooks and complete paperwork after a flight



Everyone enjoys hamburgers and hot dogs after the flying is done.

New Project

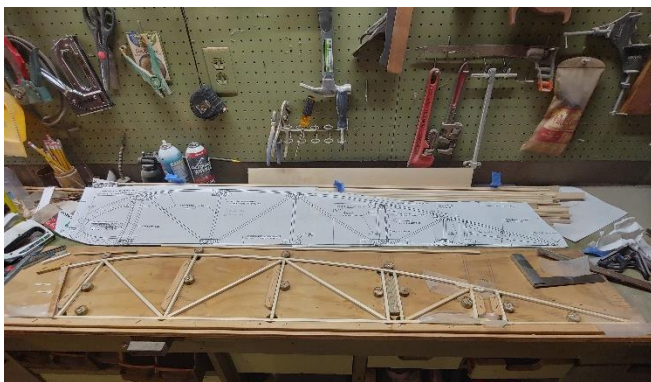
Gene Hubbard

Many of you know that I've been spending summers in southern Michigan in the place where I grew up. It's a town called "Niles," about ten miles north of South Bend, Indiana and a hundred miles east of Chicago, Illinois. For a very long time, I've known that Niles was home to the Heath Aircraft Company for a few years; what I found out after joining the local Chapter 865 was that Niles is now home to Team Mini-Max LLC, the organization that now owns Wayne Ison's line of Mini-Max aircraft. And I was thinking about a project...

About a month ago, I visited owner David Cooper at the Jerry Tyler Memorial Airport to learn more about the Mini-Max and his operation. Dave operates out of a large hangar on the airport and he spent quite a while showing me around and explaining the different airplanes in the Mini-Max line. Since I'm currently building an 1835 cc VW, originally for my Nieuport, but now unassigned, we decided that the 1550V V-MAX was the most appropriate version and I purchased a set of paper plans with the understanding that if I purchased a full kit, I'd get credit for the cost of the plans.

The plans are very complete, construction is fairly standard for a wood airplane, and a week later I decided to spring for a kit. Dave makes all parts available individually so I could have scratchbuilt, but with the kit option, I don't have to make endless orders to Aircraft Spruce—I'd rather be building. Besides, it's like scratchbuilding—the kit includes material but very few completed parts.

Since I'm local, Dave isn't charging for crating or shipping, and I didn't have to wait for him to assemble the entire kit before I started building—I can just stop by the airport and pick up kit components as they're ready. I started by building wing ribs, next comes the empennage, then wings and finally the fuselage. In a week and a half, I have a bit over half of the ribs completed, getting one glued up in the jig each day. Not a lot to show yet, but I'll keep everyone posted on the project.



Mini-Max rib under construction. Each rib takes three days to construct and I can start one each day: The first day I glue up the framework in the jig with T-88 epoxy (shown here), the second day I glue and staple the gussets, and on the third day I remove the staples and do a final shaping on the belt sander.

Recent Donations

Ryan

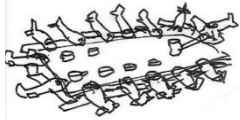
The Chapter always benefits from your donations; we either keep them for the members to use or we sell them to help pay for all the Chapter expenses. Here are two very much appreciated donations.

Flat screen TV: Member Chris Constantinides donated a 50-inch flat screen TV which was promptly put to use in Hangar 1.



Threading Lathe: Member Mark Davies donated an older (approx 1948 vintage) South Bend 9C threading lathe that he inherited from his father. He learned the basics of operating it while growing up and it served him well while building his Lancair Legacy. Mark included the instruction manual, stand, and some accompanying tools for it as well. It is now in hangar 3 waiting for final assembly.





May 26, 2022 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The Board meeting was held via Zoom on Thursday, May 26, 2022 beginning at 7:30 pm.

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

A virtual Board Meeting was held on April 30 to deal with an emergency motion concerning the AED battery.

Responses received from Directors: Jimmy Kennedy, Trinidad Lopez, Kerry Powell, Jonathan Robbins, Kevin Roche, Larry Rothrock, Donna Ryan, Ron Shipley, Stu Strebig. No responses received from Gene Hubbard, Ted Krohne, Ashley Lopez, Francisco Munoz, Alan Sparkes.

Board Decisions

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

- April 2022 Minutes reviewed and approved. Kerry Powell/Gene Hubbard: passed.
- Allow the Ultralight group to temporarily meet in hangar 1 on the 4th Saturday of the month until the end of the year: Gene Hubbard/Kerry Powell: passed (2 Abstain).
- Purchase a replacement battery for our newest defibrillator at a cost of approximately \$400. Jonathan Robbins/Donna Ryan: passed by virtual motion.
- Motion to adjourn. Kerry Powell/Ted Krohne: passed.

Old Business

Lease Option: **Trinidad Lopez** discussed the upcoming lease committee meeting and the plans for contacting the City.

Recognition of Pete Grootendorst: The award for **Pete Grootendorst** will be presented to Pete's family on Saturday, June 11, 2022 at the special Young Eagles Day luncheon.

International Young Eagles Day: **Trinidad** has been meeting with **Hermes Hernandez**, our Young Eagles Coordinator, to go over plans for the special Young Eagles Day. He discussed the additional activities and special lunch planned.

Ray Scholars: **Trinidad** discussed the status of applications for the Ray scholarship. He will contact EAA National to see about a possible extension in awarding the scholarship.

Lunches for Saturday: Few volunteers have signed up to do lunch. The group suggested possible solutions and will discuss further at the next Board Meeting.

Telephone, Alarm System Connection: These new arrangements are working well. The Board once again expressed its appreciation for all of the time and hard work expended by **Jonathan Robbins** to make these upgrades happen.

New Business

First Aid Training: The Board discussed a possible need for first aid training. We have held AED training in the past – perhaps we can arrange additional training through the AED manufacturer. A number of our members took first aid training previously; it may be beneficial to do so again. This will be discussed further at the next Board Meeting.

Internet Connection at the Chapter: We had difficulty at the last General Meeting with our internet connection. **Kerry Powell** will send the information to **Jonathan Robbins**.

Possible upgrades to Chapter audio equipment and video presentation options: **Kerry** mentioned that the video display on the new flat screen was very bright and clear; however, since it is smaller than the projection screen, it may be more difficult to see in the back of the room. He will find out more at next month's General meeting. **Trinidad Lopez** asked if our current audio equipment is adequate. **Kerry** noted that in general it is working well, but will provide additional information at next month's meeting.

Items Identified During the Meeting to be discussed next month

Lease update, internet connection, first aid training, Saturday lunches, audio/video report, signs and banners

The meeting was adjourned at 8:03 pm.

Submitted by **Donna Ryan**



Kerry Powell, EAA-14 Program Director

June 19th: There is a lot of information around about the conversion of 100LL to Unleaded fuel. Join Shane Terpstra, Director of Safety and Chief Pilot for Plus One Flyers and FAAS Team Rep for a presentation about fuel and everything you need to know about leaded fuel issues in GA and what is being done and can be done, to move away from leaded fuel reliance in aviation.

July 16th: Bill Brick, on Aviation Weather. Many of the meteorological conditions that lead to poor air quality are conducive to low ceilings and visibilities. Bill will explain how these processes work, and how this knowledge of meteorological processes can be used in flight planning.

Bill's career as a meteorologist focused primarily on air quality, with many years of using aircraft to conduct air pollution research throughout the country.

From the Archives



Five Years Ago: June 2017. A Young Eagle practices using a rivet gun under Jim MacKinnon's close supervision.



Ten Years Ago: June 2012. Chapter members pose with CAF's "Sentimental Journey" at Wings Over Gillespie. Looks like Richard Kalling, Gene Lenard, and Jim MacKinnon.



15 years ago: June 2007. "The City Limits" barbershop quartet performs at Chapter 14. Left to right: Bob Holloway, Joe Perry, Dick Robinette, and Alan Sparks.



Marketplace

For Sale: Brand new RV-10 empennage. Purchased for \$4,500 in February 2021. All parts, tools, and paperwork available; can be registered at Vans. Donated to EAA Chapter 14. Selling for \$1,500. Text Ryan at 858-229-4875 for more information and pictures.



Both optimists and pessimists contribute to our society. The optimist invents the airplane and the pessimist the parachute

June 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

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 Strebig	(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