



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

November 2020



F-16, apparently from the Arizona ANG, visits Brown Field. We don't see much Air Force equipment here. Photo by Jim MacKinnon 10/16

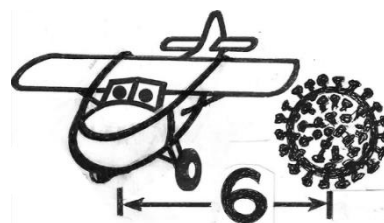
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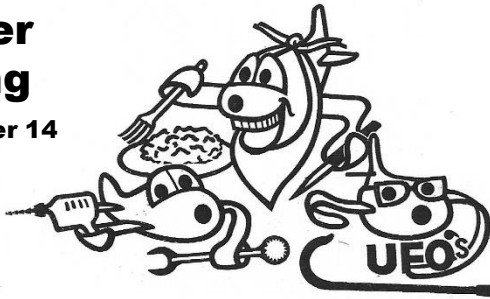
November 21—Chapter Meeting on Zoom!
Rob Reddig provides a SOCAL TRACON Update. Watch for an e-mail invitation.



Stay Safe!

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Oct 3: The entire week was a scorcher, but members still made the trek down to the Chapter to work on their planes. Gleb Dorogokupets worked on the Serendipity plane and then rewarded himself by taking a flight. Gary List spent more time working on Richard Kalling's plane. Chuck Stiles and Jimmy Kennedy were busy addressing issues on the Nieuport. Mark Albert, Jim MacKinnon and Ryan rounded out the aircraft work crew. Joe Russo stopped by to check up on the Grumman.

Week ending Oct 10: This week saw much nicer weather, and more people stopped by the Chapter to either work on their planes or visit. Seen around the Chapter were Mark Albert, Bob Hitchcock, Jimmy Kennedy, Gary List, Jim MacKinnon, Ross Kovalskii, Trevor Pearson, Ryan, Brett Stephens, Stu Strebis, and Chuck Stiles. We got word from Tobias Burch that he and his wife have moved up near Temecula. Tobias is the builder of the beautiful Carbon Cub who has been featured in several Chapter newsletter articles. Tobias said, "Now we live on an airstrip which always was my dream. I really love it!" Tobias has joined Flabob Chapter #1 as it is now convenient for him. He promises to stop by Brown Field now and again in the Cub. The Serendipity Club had a meeting at the hangar to welcome a new member. Craig Cornford received his Tailwheel endorsement and will be flying his plane soon. Dion Dyer made his successful solo flight – great news. Hopefully he will be able to fly his new Tailwind soon!

Week ending Oct 17: More hot weather, but the normal suspects showed up to work on their projects and planes. Jimmy Kennedy recounted to the lunch table bunch (social distancing observed) that he used to be a baker up in La Jolla when he was still in school. Challenged to display his baking credentials, he showed up with a homemade peach/cherry pie which Chuck Stiles and Ryan pronounced as delicious!

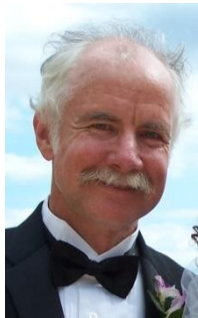
Week ending Oct 24: Weather cooled down significantly leading to a full house of visitors and workers. Ryan continued work on the Katana, Jimmy Kennedy and Jim MacKinnon made progress on their Nieuports, and Chuck Stiles offered aviation advice to all who inquired (delivered in his own inimitable fashion). Chris Constantinides was out flying, as usual, in his Turbo Arrow. A most welcome

sight was our Chapter President, Gene Hubbard, who is back after a long stay back east. Hope he'll be able to get some work done on his beautiful Nieuport.

Week ending Oct 31: Craig Cornford has recently been flying his newly completed Bushby Mustang II. He is very pleased with its performance – a wonderful outcome after so many hours and effort. Well done, Craig! Ryan had surgery on his left wrist and will be sporting a full arm splint for several weeks – not conducive to getting lots done on aircraft updates. Member Sebastian Seimer offered to be an extra hand to help out which was much appreciated. Sebastian used to fly at our Young Eagles program back in the 90's and early this year could finally begin to follow up on his twin loves of aviation and motorcycle riding. He got a good start on aviation; he was in the midst of taking ground school at a special course at the San Diego Air & Space Museum when COVID-19 restrictions hit, putting the rest of the course on pause. However, he has been enjoying riding around on his Harley and just got back from camping at Joshua Tree. Pay attention to this tip from one of our pilots. If you are taking some practice flights in the morning before the Tower is operational for the day, watch out for other aircraft using the pattern. Recently, two pilots were not using their radios, making for some really unsafe conditions.



Sebastian Seimer helps Ryan with the ignition on one of his projects.



President's Message

Gene Hubbard



For the first time since March I don't have to explain why we don't have any Chapter activities scheduled. Yeah!! We still can't meet in person, but we're getting moving again.

First off, I want to thank retiring Hangar Manager Chuck Stiles for his years of herding cats for the Chapter. It's a thankless job. Chuck was the first one at the field while it was still raining when the wind flipped Dennis Cullum's hangar a few years ago, first to secure Dennis's RV-3, then to clear the wreckage and make sure it never happened again. Chuck was the one who always made sure that we were ready for inspections from the City, and that we always passed with minimal discrepancies, if any. Ryan has agreed to resume his previous role as Hangar Management, effective immediately. For the past few years, Ryan has worked closely with Chuck so we shouldn't see any substantial changes in Chapter operations.

Several members have asked about opportunities to display historical aircraft. After some discussion and consultation with the County Assessor's Office, we have decided to resume our historical aircraft displays on Saturday mornings. Bring your aircraft, display it, shoot the breeze for an hour (socially distanced of course) and get Ryan or one of the Board members to verify your participation.

Thanks to Kerry Powell for agreeing to serve as the Chapter 14 Safety Coordinator, a job previously held by Pete Grootendorst. Kerry is currently a FAASTeam lead representative for the San Diego district. He has been coordinating Safety Seminars at our monthly meetings for several years now, so he has a good handle on the safety aspects of local operations.

It's been too long since we've gotten together as a group, so this month we're going to try holding a general meeting on Zoom. It will be a chance for members to see and talk to each other and Kerry has arranged for Rob Reddig to talk about the latest happenings at the SoCAL TRACON (with WINGS credit available of course). Watch for an e-mail blast with details in the next couple of weeks.

Finally, this is Chapter 14 election month. Last month we published the list of nominations for directors—the official have changed due to COVID. Read Donna's instructions before voting.

Gene Hubbard

Ray Fellowship Update

Trinidad Lopez

Anyone at Brown field in the last couple of months has probably seen Ryan Flores flying in the pattern or heard him on Brown tower frequency. He has advanced quickly and is nearing completion of his private pilot training. He now only needs to complete his long cross-country and prepare for his check ride.

Ashley Lopez is helping Ryan with a review of ground school and cross country planning. At this time Ashley is working on completing her Private Pilot cross-country flights prior to beginning instrument flight training. She has agreed to take Ryan with her during these flights to give him additional flight experience.

One of the scholarship requirements is that Ryan volunteer within the community. Due to the covid-19 pandemic we have had to modify the way in which he fulfills this requirement. Ryan has agreed to lead a project to repaint the Young Eagles nest. Anyone wishing to volunteer to help with this project please contact me.

Trinidad Lopez

November Chapter 14 Membership Meeting on Zoom

Kerry Powell, EAA-14 Program Director

For November, we will resume our monthly chapter membership meetings on the 3rd Saturday at 10AM, just not in person. The meeting will be held online using Zoom.

You will soon be receiving an email invitation to join the meeting; All you need to do is click on the meeting link in the email on Saturday morning November 21st at 10AM. You just need a computer, laptop, tablet or smartphone with Internet access and a web browser in order to join. You can click on the meeting link any time before the meeting to test your connection to Zoom. You do NOT need a Zoom account in order to join a Zoom meeting. Note that you will need a webcam and microphone to be seen and heard on the call, but you can still view and hear the meeting without them.

For more information on getting started with Zoom:
<https://support.zoom.us/hc/en-us/articles/360034967471-Quick-start-guide-for-new-users>.

Spark Plugs and Cowl Blisters

Ryan

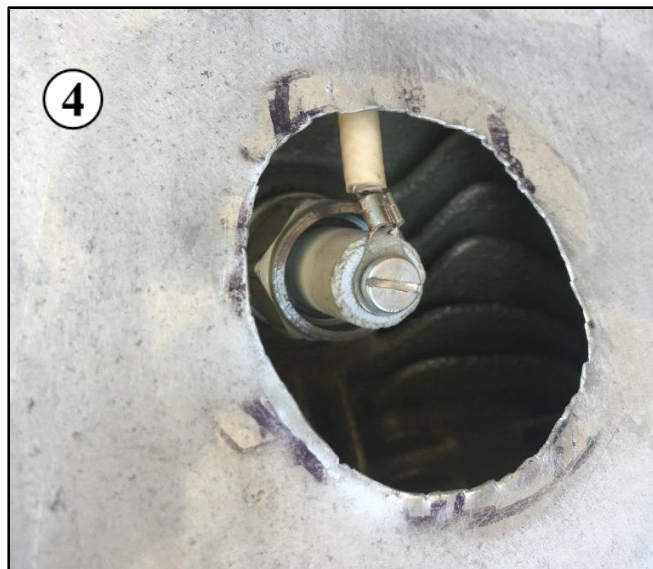
As I mentioned in a previous article, I needed to deal with the spark plug height in order to have them completely inside the cowl of my Diamond Katana DA-20. At first, I thought I would use shorter automotive plugs and adapters. This is easy to say, but it took hours on the internet and multiple purchases to find spark plugs that would fit the bill.



These are just a few of the spark plugs and adapters I was trying out.



This photo shows an original aircraft sparkplug in the rear cylinder. The new modified one is in the front – and now no longer sticks up above the cowling.



Here's the spark plug underneath the cowling.

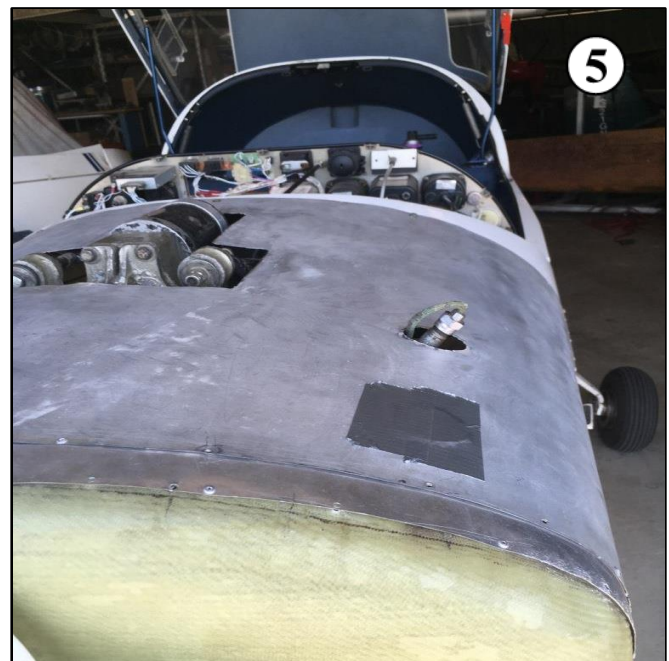


After learning from the internet how to modify automotive plugs, it looked like I could modify my original aircraft spark plugs instead.

Learn how to make a "stubby" spark plug to fit under tight cowls

<https://www.modelgasboats.com/magazine/how-to-articles-mainmenu-606/65-shorten-a-sparkplug>

But when I actually did it, it didn't work as I intended, so I went back to 18mm automotive plugs for the top set. See the difference in size.



One spark plug down, three to go. There may still be changes on the actual spark plugs I use, but I know now I can get something that will fit under the cowling.



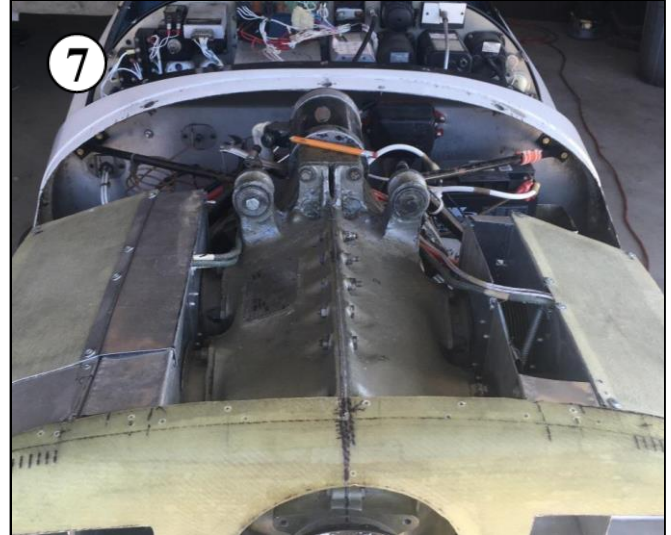
I then decided to modify the cowling with a new sheet rather than repairing the holes left over where the spark plug holes were.



At first I tried just a rather short piece of metal with enough height to cover the starter which was open at both the front and the back.



While the concept would work, I wanted the final product to look like it belonged there. I also wanted improved air flow over the front where the cowling meets the nose bowl up to the rear over the starter. It also looked better if the front of the blister was narrower than the rear. It took several more tries cutting and fitting to get the shape I wanted.



Next I needed to make a blister over the starter area.



Chuck Stiles pointed out that this design would not be good in terms of cooling. So, I next made a pattern out of paper to angle to close the opening on the cowling and streamline the blister.



I also made a cap at the back of the semi-dome blister to close it up.



The cowl was starting to look more streamlined because I was spending lots of time getting the metal to fit all the angles and curves I needed. The top metal cowl is going to serve as the base mold for an all fiberglass cowl later (expected for an all fiberglass airplane).

Next up – time to do the tidying up in the engine compartment and cockpit, wiring and labeling. And then, it will be time to perform Weight and Balance calculations.

A Challenge to Members to Share the Gift of EAA

David Leiting, EAA Lifetime 579157

Vice President of EAA Chapter 252

EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



The Lockheed Electra 10E: A Lost Star

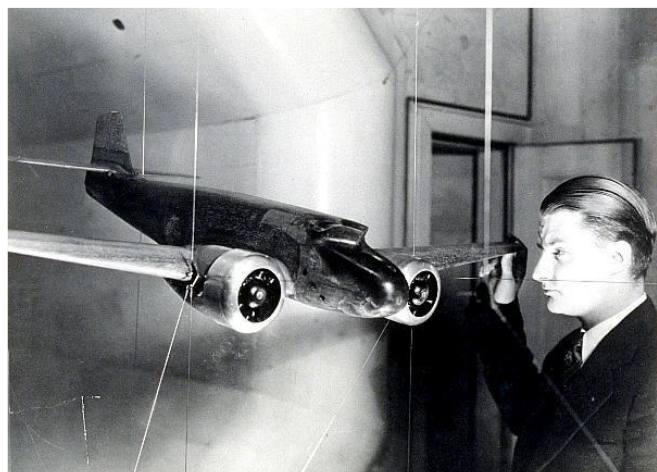
By George A. Haloulakos, MBA, CFA

The Lockheed Electra was named after the third brightest star in the Pleiades open star cluster. Interestingly enough, Electra is known as the “lost star” despite being visible to the naked eye. The Electra 10E variant was the one piloted by Amelia Earhart in her daring 1937 round the world trip in which she and her iconic aircraft disappeared in the South Pacific. As Earhart was a “star” among stars in the context of aviation, the mystery of her disappearance is thus heightened by having flown the aircraft named for the famous lost star!

While Lockheed manufactured 149 Model 10 Electra aircraft, only fifteen (15) 10E variants were built. The paucity of 10E variants along with its connection to Earhart has resulted in its contributions to the advancement of aviation being somewhat overshadowed by the mystery and notoriety of her final flight. The Electra 10E is of special importance because it served as:

- Progenitor of Lockheed's Skunk Works (led by Clarence “Kelly” Johnson);
- Technology Driver for future generations of Lockheed's aircraft;
- Prototype for the concept of “specialty” aircraft;

It was Johnson who added the “twin-tail” feature to the Electra 10E that was to become the signature characteristic of multiple future generations of Lockheed's high-tech aircraft such as the P-38 Lightning, SR-71 Blackbird, F-22 Raptor and F-35 Lightning. In the case of the Electra 10E the twin-tail (along with rudders behind its twin engines) provided greater stability and improved performance. The real distinction between Earhart's Electra and the airliners of the the day, namely the Boeing 247 and Douglas DC-2, was its long-range capability. The Electra 10E Special had a



Kelly Johnson inspects an early wind tunnel model of the Model 10 in the University of Michigan wind tunnel. Note the single tail design of this iteration. Johnson suggested the signature double tail as a result of these tests.



Amelia Earhart leans over the additional fuel tanks installed in the aft cabin of her Model 10E Special. The fuselage tanks, totaling over 750 gallons, took up all the space between the cabin door and the cockpit, requiring the crew to crawl over them to enter the cockpit.

range of 4,100 – 4,500 miles flying non-stop, or four to five times greater than either the 247 or DC-2.

With special fuselage tanks the Electra 10E was uniquely suited for Earhart's 29,000 mile flight plan because it had fuel capacity of 1,200 gallons versus the customary 200 gallons, thereby enabling non-stop flight times of 20 hours or more! While this may appear modest by today's jet-age standards, this was unique for 1937 and remained unsurpassed until the advent of the B-29 Superfortress in World War II.

From a Finance perspective, the Electra 10E was viable with a respectable operating profit margin of 10%. However the economic value of Lockheed's Electra 10E was far greater than Accounting data can reflect. Lockheed's preeminence in specialty high-tech aircraft led by its famed Skunk Works has made immeasurable contributions protecting our nation in times of war and peace for generations. All of this, and more, started with the Electra 10E, named for a “lost star,” but a star in its own right and for all time.

About the Author: *George Haloulakos MBA, CFA* is author of “*HIGH FLIGHT*” [ISBN: 9780-1007-2738-0] and “*CALL TO GLORY*” [ISBN: 9780-6924-7545-4]; both available at ‘ucsandiegobookstore.com’ or phone orders at 858-534-4557.



Amelia Earhart's Lockheed 10E Special during an engine run-up.

October 2020 Board Meeting

Donna Ryan, Chapter 14 Secretary

Provisional Minutes – Pending Board Approval

The meeting was called to order by President Gene Hubbard at 4:00 pm on October 26, 2020.

Directors and officers present were: Gene Hubbard, Jimmy Kennedy, Kerry Powell, Jonathan Robbins, Kevin Roche, and Donna Ryan, Directors and officers absent were: Ted Krohne, Gene Lenard, Ronald Shipley, Trinidad Lopez, Larry Rothrock, Alan Sparkes, Chuck Stiles, Stu Strebis. A quorum was not present and no motions were presented or passed.

Action Items:

Donna Ryan will contact the County Assessor's Office to see if there is any further information concerning the Certifications of Attendance for Aircraft of Historical Significance (Closed).

Kerry Powell will arrange for a speaker to make a Zoom presentation to members for the 3rd Saturday of October. He will prepare an article for the newsletter concerning the Zoom meeting (Pending).

Kerry Powell agreed to be our new Safety Coordinator for the Chapter. (Closed).

Kerry Powell will look into the "Bad Gateway" message received when using Firefox to access the EAA 14 website. Accessing via Google Chrome works as expected. (Closed)

New Business

Certification of Attendance for Aircraft of Historical Significance:

Gene Hubbard mentioned that several members had asked how the certifications of attendance for displaying their aircraft would work during the pandemic restrictions. **Jonathan Robbins** stated he had contacted the County Assessor's Office previously about this, but the representative said that they were still awaiting feedback from the State on how to proceed. After the meeting **Donna Ryan** contacted the County Assessor's Office to see if there had been any updates. The representative pointed out that the form does not place any kind of a limit on how many people need to be at an event, so if owners had been displaying their aircraft and had obtained the necessary signatures on the form, this should be allowed. As a reminder, each entry should be completely filled out prior to presenting the form for signature. Members can contact one of the directors, or the Hangar Manager, **Ryan**, to obtain signatures.

Safety Coordinator: **Kerry Powell** agreed to assume the position of Safety Coordinator. **Kerry** is currently the San Diego FAASTeam Lead Representative. The directors present thanked **Kerry** for volunteering for this position.

Zoom Meeting for Members: The directors agreed to try a Zoom meeting on the 3rd Saturday of November. **Kerry**

Powell had already contacted some previous speakers who had agreed to use a Zoom format. **Kerry** will set up a meeting and will write up a short article for the newsletter concerning the meeting.

Board Elections: **Donna Ryan** had already prepared a ballot for the upcoming Board of Directors election. The ballot has been revised to account for the pandemic restrictions. The ballot will be included in the November newsletter. As a reminder, only current EAA National members (and obviously EAA 14 members) are authorized to vote.

Chapter Renewal: **Donna Ryan** outlined steps taken to contact EAA National concerning our upcoming Chapter renewal. After the meeting, she received an email from **Charlie Becker** stating he had received our latest request and hopes to have an answer very soon.

Access to EAA 14 website using Firefox: During the meeting, **Jonathan Robbins** tried to access the EAA 14 website using Firefox. He received a "Bad Gateway" message. **Donna Ryan** reported she had also received this message previously. However, both could access the site using Google or Google Chrome. **Kerry Powell**, our website coordinator said he would look into the issue. On October 29, 2020, members were able to access our website using Firefox.

President **Gene Hubbard** adjourned the meeting at 4:45 pm.

Submitted by **Donna Ryan**

FAA Safety Webinars Continue

Kerry Powell

As a member of the FAA Safety Team, I have continued to attend San Diego district meetings, which are now being held online via Zoom. At our last meeting, we discussed upcoming safety webinars which will be conducted via Zoom and will be eligible for WINGS credits.

To search for available webinars, go to faasafety.gov and select Seminars & Webinars. A page will be displayed showing a map of the United States and prompting to search for Seminars and Webinars. Don't search by zip code, search by Region, use the drop down arrow menu to select WP09 (San Diego) and check the box "Show only Webinars" then click on Search.

You will see a list of available webinars by date. Click on a title to show details about that webinar. Included in the details for each webinar will be a link to follow to register for that webinar. Upon registering for a webinar, you will be sent Zoom meeting information to join the meeting.

You can download Zoom software to your computer/tablet or phone, but you can also just go to the meeting URL (web address) in your web browser.

You need a webcam and microphone for full interaction, but you can also ask questions via Zoom's chat feature.

Marketplace

ZENITH CH750 STOL • PRICE REDUCED • \$58,975 OBO • LIGHT-SPORT AIRCRAFT FOR SALE! • Built by legendary award winning builder Marv Vanderpool in 2013. Incredible build quality like no other. TT: 72hrs. Mattituck Continental IO-240 125hp. Whirlwind Ground Adjustable Prop. Better Ergonomic Dual Stick Option. Upgraded Nosegear Fork. EarthX Lithium Battery (New2020). GTX-320A Transponder. ICOM A210 Comm. Unpainted beautiful exterior. Beautiful custom interior. Michelin 8.00x6 Tires. Vortex Generators. Last Annual by A&P Nov 2019. Amazing slow speed handling. Light Sport Compliant. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (11/20)



Highlander - JUST Aircraft • PRICE REDUCED • \$55,950 OBO • LIGHT-SPORT AIRCRAFT FOR SALE! • TT:~700hrs. Rotax 912ULS. 3 Blade - Ground Adjustable - KIEV Prop. Dynon Avionics Skyview. Grand Rapids EIS. Vortex Generators. Good payload capacity. Light Sport Compliant. Not in annual. • Contact Gleb Doro, Friend of Owner - located San Diego, CA United States • Telephone: 347-575-3102 (11/20)



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.

Carlos Canez is a new member of the Serendipity Club. He is new to aviation, but is very interested in learning more, including becoming an A&P. He also wants to gain knowledge (and practice) in cross country travel.

Emmy Dillon is a CFI, and a commercial pilot, with instrument, tailwheel and high performance ratings. She is enthusiastic and says she can help with social media, event organization, and recruitment – all welcome skills at the Chapter. She is interested in our Young Eagles program, Women in Aviation, IAC, and Warbirds. And good news: she would love to help with an aircraft project!

Charlie Gunderson is an ATP, CFI, CFII, ground instructor-advanced instrument. Besides owning an aircraft, he is looking to work on or possibly purchase an RV-9A. He is looking to connect with other RV enthusiasts. Charlie says he can contribute the following skills to the Chapter: single and multi-engine instruction, instrument instruction, fine furniture wood-working and general building skills. He is looking forward to attending the general meetings and we are looking forward to working with him as well.

Eliseo Sisneros holds a private pilot license and is working on a Wittman Buttercup project. He is glad to help with events, and is also willing to help maintain our resource library. We're anxious to see some pictures of your project!.

Erratum

In last month's photo collage, I identified the helicopters in this photo as CH-47s. Several Chapter members pointed out that they are really UH-60 Blackhawks. The difference is pretty obvious—I was in a hurry.



Around Chapter 14



*Kim Dodds' Glasair, originally built by Briggs Gillispie.
November 2004*



*Loren Schriber with Paul Hanson's "Offshoot."
October 2004*

From the Archives

These are some of the Experimental aircraft that made their first flight at Brown Field.

Dates indicate when the photo was first published in the Spirit of Flight



*Jack Thomsen and his RV-6a:
December 2002*



Dick Davies' MiniMax. February 2002



Chris Puntis's Sonex: April 2007



Hot Air Blimp: Dec. 2002



*John Wood's Kolb Firestar:
September 2002*



*Dan Patch and his VariEze,
December 2002*



*Dennis Cullum changes plugs on his
Fisher 505 while Armond Brattland and
Larry Rothrock supervise: January 2007.*



*Gale Hess's Volmer Amphibian:
July 2003*

EAA Chapter 14 Election Rules

Special 2020 COVID-19 Rules

Eligibility:

Chapter members of record in good standing (i.e. dues paid 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 mail up until November 20, 2020 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.

The Secretary or designated representative will open the envelopes and place the ballots in the ballot box prior to counting of votes.

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

BALLOT for OFFICERS and BOARD of DIRECTORS

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

<input type="checkbox"/> Gene Hubbard (for President)	<input type="checkbox"/> _____
<input type="checkbox"/> Gene Lenard (for Vice President)	<input type="checkbox"/> _____
<input type="checkbox"/> Donna Ryan (for Secretary)	<input type="checkbox"/> _____
<input type="checkbox"/> Ron Shipley (for Treasurer)	<input type="checkbox"/> _____

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

<input type="checkbox"/> Jimmy Kennedy	<input type="checkbox"/> Larry Rothrock
<input type="checkbox"/> Ted Krohne	<input type="checkbox"/> Alan Sparkes
<input type="checkbox"/> Ashley Lopez	<input type="checkbox"/> Stu Strebig
<input type="checkbox"/> Trinidad López	<input type="checkbox"/> _____
<input type="checkbox"/> Kerry Powell	<input type="checkbox"/> _____
<input type="checkbox"/> Jonathan Robbins	<input type="checkbox"/> _____
<input type="checkbox"/> Kevin Roche	<input type="checkbox"/> _____

November 2020

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.

Contact:

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
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(858) 274-6266	jk@kencomgraphics.com
Gene Lenard	(619) 442-4978	elenard@mac.com
Trinidad Lopez	(619) 661-7117	bajaassy@aol.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
Chuck Stiles	(912) 661-0486	hangarmanagereaa14@gmail.com
Stu Strebig	(619) 346-9788	trail2texas@yahoo.com

Chapter Events

Open House at the Brown Field hangars:
every Saturday from 9:00 am to 2:00 p. Lunch at 11:30

Young Eagles Flights:
9:00-1:00 am, second Saturday of the month

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

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

Directors Meeting: after lunch in the library. 3rd Saturday

Hangar Phone:

619-661-6520

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