



Spirit of Flight

Experimental Aircraft Association

Chapter 14: San Diego, CA

January 2024



Chapter 14 member aircraft on the flight line in Parker AZ during a December flyout. See Chris Constantinides' article on page 3.



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January 1st—Flyout to Chiraco Summit

January 6th—Lunch at Chapter Hangars

January 13th—Young Eagles Rally

January 20th—Pancake Breakfast and Membership Meeting: Bill Judge on "Reliable Electrical Systems for Experimental Aircraft."

January 22-26—Homebuilders week sponsored by EAA National. See article on p.4.

January 27th—Thank You to Volunteers Lunch

Chapter Briefing

EAA Chapter 14
Members



Chapter Activities: Information provided by Chapter members.

Week ending Dec 2: Great weather for the last month of the year. Members were out building, flying, working around the Chapter – easy to do when it is beautiful crisp, cool (but not cold weather). Director Kerry Powell took advantage of Black Friday sales and purchased the TVs and stands etc. that the Board of Directors had voted to install in Hangar 1 to improve the video and audio experience for our meetings. They were all delivered to the Ryan household and ferried down to the Chapter by Ryan, where they awaited setup.

Lots of activity getting ready for our end of the year luncheon. As usual, Gary List and Jim MacKinnon had got our facilities clean and ready for Saturday. And, as usual, Tony Quintal was there early on Saturday to set up the tables and chairs, like he does every month. A number of other very welcome volunteers got Hangar 1 decorated and set up for the lunch. And Trinidad and Sharon Lopez, as usual, spearheaded the making of lunch, this time cooking a ham and a turkey down at the Chapter. Donna Ryan sent down another ham and mashed potatoes. Sharon and her Chapter volunteers also cooked up stuffing, gravy, vegetables and rolls. A number of Chapter members contributed some very tasty desserts. And it was a full house for lunch – all the seats at the tables were filled. Kerry Powell had brought down some DVDs with seasonal-appropriate music to help with the festive atmosphere.



Full house for the EAA-14 Holiday party in Hangar 1. 12/2

During dessert, President Trinidad Lopez discussed upcoming plans for the year. Larry Rothrock presented a plaque to Joe Russo for all of his help with the Tri-Motor event. After lunch, electronically adept volunteers got to work starting to set up the TVs. The helpers included Gary List, Kerry Powell, Jonathan Robbins, Larry Rothrock, Joe Russo, and Nigel Worrall.



Gary List completes painting the trailer roof.

Week ending Dec 9: More beautiful weather, more opportunities for flying, working, and just being down at the Chapter. Gary List and Jonathan Robbins continued the process of setting up the TVs and working on the Meyers. Billy Lopez and Gert Lundgren were each out flying. Jimmy Kennedy resurfaced after enjoying a vacation to Mexico. Nigel Worrall and Ryan worked on prepping the engine that will be going into the E-Racer. Gene Hubbard sold his Pietenpol and it is on its way to its new owner who will certainly benefit from Gene's fine workmanship. Gene reports he has his Mini-max fuselage mostly completed. The indefatigable Gary List put on the last coat of paint on the trailer. The paving job at the Tower is completed – they shared a picture looking down at our facility – looks like we have some additional roof painting to do – any takers?

Week ending Dec 16: Neil Harland, one of our past members, contacted Donna Ryan about possibly donating a partially build Mustang II kit. Donna knew the Chapter had been looking for a build project, so she and Ryan went up to look at it. Seemed like a great fit all around, so Neil delivered it to the Chapter the next day. Joe Russo, Ryan, and Bob Zucker helped Neil unload it and place it in Hangar 2. Neil had partially completed the center section and forward fuselage; there are a lot more parts and plans in boxes just waiting for someone/ or a team, to get their hands on.



Mustang II kit in Hangar 2, donated by Neil Harland. 12/16



Hangars 1, 2, and 4 as seen from the tower. Trailer roof looks great, but Hangar 1 and the container need work. Any volunteers?

Jimmy Kennedy has been busy painting the wings of his Nieuport project. Gert Lundgren is off for a trip, but instead of taking a commercial airline up to Los Angeles to catch the flight, "Captain Debbie" flew Gert up there in Gert's RV-12iS and then returned the plane to the hangar. When he returns, she'll do the process in reverse. Chris Constantinides talked about doing a flyout during the Dec 2nd lunch, and 14 members and friends decided it was a great idea. See the article on page 4. As usual, the 99's delivered platefuls of cookies to the Tower staff – a very welcome tradition.



San Diego 99s distribute cookies to Tower staff, a Christmas tradition. 12/16.

Week ending Dec 23: It was time for some maintenance on our alarm system in Hangar 3, and Billy Lopez, Gert Lundgren, and Ryan all got involved. Safetec Alarm came out and completed the maintenance – so we're good to go again. We appreciate everyone's time and efforts. Billy also spent some time working on the always problematic Hangar 3 doors – the Chapter always benefits from his enthusiasm and hard work ethic.

Week ending Dec 30: A quiet week at the Chapter, with some cold and some scattered showers. But Jimmy Kennedy, Gary List, Billy Lopez, Jim MacKinnon, Trevor Pearson, Joe Russo and Ryan were all there working away. Dion Dyer dropped us a line; he's busy with work and family in Dallas but hopes to be at the Chapter in January. And it looks like Trevor Pearson has a new motorcycle to start off the new year. May 2024 bring you good health and a wide variety of activities to feed your love of aviation.



President's Message

Hello Everyone,

I want to wish all of you a Happy New year. Our Chapter is back this month with a full schedule of events.

The first event of the year will be the traditional flyout to Chiriaco Summit held on New Year's Day. I would like to thank Jonathan Robbins for hosting the event this year.

This will be followed with a Chapter lunch being served on the 1st Saturday of the month, January 6th.

The 2nd Saturday of the month, January 13th, we will be hosting our Young Eagles Day and lunch.

The 3d Saturday, January 20th, will include a pancake breakfast and presentation at our General Meeting.

The 4th Saturday, January 27th, we will be hosting a special event - a volunteer appreciation lunch for all the pilots and volunteers who make our Chapter events and Young Eagle program such a success.

We also have some upcoming volunteer activities, with the first being our planned refurbishment of the library trailer. This will include a section for a Young Eagles Workshop and a new location for our certified flight simulators.

With the start of the new year, it is also time to renew your Chapter membership. This can be done online, at our Chapter website or in person at one of our Chapter events.

Finally, if you are in the Spring-cleaning mood, please consider donating your unused or unwanted items to the Chapter for our upcoming Spring rummage sale.

I look forward to seeing each of you at one of our upcoming events.

Clear skies,

Trinidad Lopez



Kerry Powell, EAA-14 Program Director

Our new audio/visual system will be in place and ready for the January meeting, and will feature three video screens and speakers, located at front and rear/sides of our hangar presentation space. Our speaker will be Bill Judge speaking on "Reliable Electrical Systems for Experimental Aircraft".

Rob Reddig from the San Diego TRACON will speak in either Feb or Apr, and new San Diego FSDO rep Michael Reyes will speak in March.

Flyout to Parker P20

Chris Constantinides

On a beautiful December day, 14 of our members and friends decided to stretch our wings for a Flyout to Parker, Arizona for lunch and aviation conversation. Included in the group were Mark Albert, Shon Alexander, Chris Constantinides, Mark Long, Tony Quintal, Trevor Pearson, Nigel Worrall, and Jim Wright, among others.

The actual flight included 8 aircraft with a flawless flight over the vast West desert landscape at 9,500 feet. A mini van picked us from the airport and drove us to the Blue River Casino for a great lunch. After a “healthy” lunch that included pancakes, sausages, bacon, and mashed potatoes some of us decided that lunch was not enough and decided to gamble. Needless to say we lost but we won the appreciation of the casino.

What a Fantastic trip!!!. The airport personnel were very friendly and accommodating. I recommend it to anyone looking for a cross country destination.



Location of Avi Saguilla airport (P20) near Parker, AZ on the Arizona side of the Colorado River.



Blue Water Casino near Parker, Arizona

Homebuilders Week-Coming Soon

Mark your calendars. From January 22, 2024 through January 26, 2024, EAA National is repeating its very popular Homebuilders Week. You can watch six webinars a day on a variety of topics designed to get you started building an aircraft by yourself (and finishing it too). The webinars are given by experts in each particular area.

You'll need to register for each webinar you want to attend. Go to www.EAA.org. On the top menu, click Aircraft Building, then select Homebuilders Week. Once you've registered for a webinar, you'll get an email giving you a log-in link. Remember, the time shown on the email will be two hours later than the time you'll actually log in here at San Diego. For example, the schedule and email will say the webinar will start at 11:30 am (which is Central Standard Time), but you'll actually log in at 9:30 am (Pacific Standard Time).

Here are each day's webinar titles as shown on the website:

Monday, January 22

Building an Aircraft – What you Need to Know
Wiring Basics
Welding Basics – Gas & TIG
Sheet Metal Basics
Panel Planning and Wiring
Rotax 9 Series Installation and Operation

Tuesday, January 23

Composite Construction
The Nuts & Bolts of Nuts & Bolts
Fabric Covering Basics
Factory-Built to Homebuilt – What's the Difference
Dynon Avionics
Painting Your Plane – DIY or Use an Expert?

Wednesday, January 24

Amateur-Built Aircraft Certification Process
Building on the Cheap
Buying a Used Van's RV Aircraft
Advanced Flight Systems
Flight Testing 101
Engine Break In

Thursday, January 25

Lies, Darned Lies, & Homebuilt Accident Statistics
Lycoming Engine Installation
Sonex Aircraft and AeroConversion Products
Garmin Experimental Avionics Solutions
Propeller Selection for Homebuilts
Van's RV Aircraft Kits

Friday, January 26

EAA Advocacy Update: Top Homebuilding Issues & the Impact of Mosaic
Working with Wood 101
Zenith Aircraft Kits & Plans
Scratch Building from Plans: 90% Done and 90% to Go!
Latex Paint – A Low-Cost Alternative
Common Building & Maintenance Errors

Starting a Flying Club

Short Summary by Donna Ryan

The following information is based on a webinar given by EAA National

On December 20, 2023, EAA National presented an excellent webinar on “Starting a Flying Club.” The webinar was presented by two long-term members of EAA National: Timm Bogenhagen, Ultralight & Light-Plane Community Manager, and Charlie Becker, Director of Chapters and Communities. The following summary covers the highlights of the webinar; the information is based on the PowerPoint slides used during the presentation. EAA National members can watch the entire webinar on the EAA National website, www.eaa.org. At the menu on the top, select News and Media, then EAA Webinars.

Also, be sure and go to the EAA National website: www.EAA.org/FlyingClubs. The site has excellent information on such areas as Getting Started (includes a very thorough Flying Club Formation Checklist and Flying Club Manual), Sample Documents (bylaws, operating rules, membership agreements etc), Tax Exempt Basics, FAQs, Benefits and Discounts, EAA Forums. Be sure to check it out as one of your first steps if you are interested in starting a flying club – it is a great resource.

Timm started off the webinar with an overview of what a flying club is and isn't. A general definition of a flying club is “a method for creating affordable access to aircraft for members looking to fly for fun, earn a pilot certificate and share the spirit of aviation.” Flying clubs can own experimental, amateur built aircraft not generally found at FBO's. They can also enable members to belong to a community of people who provide support and motivation to increase piloting skills or even get a certificate if the club rules allow student pilots. They can also be a way for members of a chapter to do a chapter build project and then enjoy owning and operating the finished aircraft. In addition, flying club normally mandate recurrent training and safety meetings that can help maintain proficiency.

But Timm stressed that the FAA has a very specific definition of a flying club as a “nonprofit entity organized for the express purpose of providing its members with aircraft for their personal use and enjoyment only.” One of the main takeaways from the webinar is that a flying club in no way can resemble an FBO or advertise that you can learn to fly by joining the Club.

Timm reviewed some of the requirements of a Flying club according to FAA Order 5190.6B Change 3, page 10-4 of the Airport Compliance Manual. He strongly recommended being familiar with this. Note: These requirements only apply if the club is based at a public airport (one that receives federal funding). Some points:

1. Ownership of club aircraft must be “vested in the name of the flying club or owned by all its members” – this means the club has full control of the plane, whether it

is owned by the club or if it is leased exclusively by the club.

2. The property rights of club members “shall be equal.”
3. No part of the net earnings of the club may “inure to the benefit of any individual in any form, including salary, bonuses, etc.”
4. A flying club may not “derive greater revenue from the use of its aircraft than the amount needed for the operation, maintenance, and replacement of its aircraft.”
5. “Flying clubs may not offer or conduct charter, air taxi, or aircraft rental operations. They may conduct aircraft flight instruction for regular members only, and only members of the flying club may operate the aircraft.”
6. “All flying clubs and their members are prohibited from leasing or selling any goods or services whatsoever to any person or firm other than a member of such club at the airport, except that said flying club may sell or exchange its capital equipment.” This restriction includes even selling club T-shirts to anyone not a member of the club.
7. “Flying clubs may not indicate in any form of marketing and/or communications that they are a flight school, and flying clubs may not indicate in any form of marketing and/or communications that they are a business where people can learn to fly.”

Timm also emphasized the need for a flying club to be a separate legal entity from the EAA chapter. A flying club cannot be called the “EAA 14 Flying Club,” for instance. This helps the Chapter with lower insurance costs and it limits the liability for the Chapter. However, flying clubs can be organized by chapter members, store their aircraft in a chapter hangar, use a chapter simulator for flight training etc.

Timm mentioned that the founding members of the club need to decide if they will own the aircraft (equity) or if they will lease an aircraft from another entity, but have exclusive rights to use it (non-equity). Note: A flying club can own an ELSA, but can't lease one.

He then went into a detailed discussion of the how to get a flying club started. Obviously the first is to gather interested members and then establish the founding members, including the leaders of the club. In addition to such standard officers as President, Vice President, Secretary, and Treasurer, there should be a Safety Officer, a Maintenance Officer, and a Scheduling Officer.

Next step is to create a realistic budget and club expenses. Listed below is a list of typical fixed expenses:

Typical fixed expenses:

- Hangar rent
- Aircraft insurance
- Annual inspection
- Annual registration fee (state specific)
- Flight scheduling software
- Principal and interest payment on loan
- Personal property taxes (if applicable)
- Social activities
- Reserve for the unknown

Next is a set of typical variable expenses.

Typical variable expenses:

- Fuel
- Oil
- Engine overhaul
- 100-hr inspection (optional)

Tim stated that a good practice is to set up your monthly dues to cover your fixed expenses and your hourly charges to cover variable expenses. He also recommended using a simple Excel spreadsheet to do this – it doesn't have to be super fancy. You can get a copy of a very useful one from the Flying Clubs section of the EAA National website.

To get a tax exempt designation (a real plus), EAA recommends that flying clubs incorporate as a “non-profit, non-stock, not for profit” entity (or similar state designation) and as a 501(c)(7) (IRS status). An EAA chapter frequently incorporates as a 501(c)(3), as it can accept donations and is a charity that benefits the community. However, a flying club benefits the members, not the community, and hence is considered a “social or recreation club”; thus, incorporate as a 501(c)(7).

Timm listed some requirements of 501(c)(7) flying clubs:

- Must be organized for exempt purposes;
- Must provide in its organizing documents (Articles of Incorporation and Bylaws) for personal contact among members
- Be supported by membership fees, dues, and assessments
- Needs to benefit all members equally

He then outlined the steps to officially form the Club. He strongly recommended professional legal counsel from your local area; hopefully the Club has someone who could volunteer their time. See the EAA national website for sample bylaws and additional information on legal requirements.

1. File Articles of Incorporation for your state

2. Adopt Bylaws establishing a social or recreational purpose
3. Acquire a Federal Tax # (FEIN) online, for free. <https://sa.www4.irs.gov/modien/individual/index.jsp>
4. File IRS Form 1024 to become a 501(c)(7). \$600 filing fee.

One of the most important portions of the webinar was a discussion on operating rules for the club. Your rules need to be carefully thought out (again, see the website for sample operating rules). Below is a complete list of the considerations Tim shared. As you can see, it is realistic – but, better to have a plan in place for possible unpleasant issues down the road. The rules need to be straight-forward and consistent. They also need to ensure that no one member benefits – make sure to level the playing field for all members.

- How often will your club meet? How will you make club meeting interesting and engaging?
- What will your leadership structure be? How will you manage transitioning from one group of leaders to another? What will happen if an officer or director fails to live up to their responsibilities? How would you remove that officer?
- How will you manage scheduling? Scheduling is often one of the trouble spots in a flying club. An online system is imperative, and there are several options (see EAA website for sample sources). How will the club handle the situation if a club member fails to return the aircraft on time? How far in advance will a member be able to reserve the club aircraft?
- Will the club allow night flying? This can often be a touchy point with insurance companies.
- For how long will a member be allowed to schedule the aircraft-a day, three days, a week?
- Will the club offer flight training? If not, will there be a minimum number of hours required for a pilot to join?
- Will you allow IFR flight, assuming the aircraft is IFR equipped?
- What will the club's maintenance policy be? How will members report maintenance issues? What will happen if a member doesn't report a maintenance issue?
- Will the club have a requirement for members to attend safety programs?
- How will the club determine if a member will be approved?
- How will the club handle a situation where a member doesn't pay his dues or for rental of the aircraft?
- How many members will your club allow?
- Will the club allow members to take a “furlough” from the club? For how long? How will billing be handled in that situation?

Once operating rules are in place, everyone must read and sign the rules.

Timm briefly discussed options for acquiring an aircraft (chapter builds/donations, loans with payback built into member dues, funds from members of club).

He next outlined these points concerning club insurance:

- Work with an agent experienced with insuring flying clubs
- Establish your club's organizational and tax-exempt structure before seeking insurance
- Groups of four, five or maybe six members can be considered a partnership for insurance purposes by the potential insurers; anything over that will likely be treated as a flying club.
- Make sure the aircraft is suitable for a flying club and that all members have the skills needed to fly the aircraft.

Timm had some hints about building club membership, but then stressed again: Do not market your club as a flight school, a maintenance facility, or any kind of a specialized aviation service. It could result in the loss of your tax-exempt status. You definitely do not want the public to see you as any kind of a fixed based operator.

EAA National has some additional webinars dealing with flying clubs.

Webinar—Financing a Flying Club Aircraft

<https://www.eaa.org/videos/4653481068001>

Webinar—Flying Club Scheduling: Challenge or Strategic Advantage?

<https://www.eaa.org/videos/5808492862001>

Webinar—Flying Club Insurance

<https://www.eaa.org/videos/4662610833001>

Tim provided his contact information and stated he was glad to answer any questions:

Timm Bogenhagen
flyingclubs@eaa.org
920-426-6831



Sharon Lopez and helpers sample the desserts at the 2023 Chapter 14 Holiday Party. See Chapter Briefing on page 2.



Renew Your Membership Today

Donna Ryan

Last month we kicked off our membership renewal period for 2024 and we appreciate those of you who have already renewed. Obviously our goal is to have you all renew. But why should you?

Most of us make donations to organizations that are important to us, whether we receive any direct benefit or not. Many of us attend a religious organization of some sort, and drop some dollars in the collection plate. Many of us donate to alumni organizations, to fraternal organizations or lodges, or to environmental or humanitarian organizations. We don't make these donations because we "get our money's worth" in services, but because these organizations are important to us, because we think they do good work and deserve our support to keep on doing it.

We hope that Chapter 14 is important to you. Clearly, many of you do "get your money's worth" by coming down to the Chapter, enjoying breakfast or lunch with other airplane enthusiasts, listening to the programs, using the library or computers, getting help with a project. Undoubtedly you would want to be a part of the organization that provides that. But even if you can't come down to the Chapter as often as you would like, we hope that you back its mission to offer information and guidance to general aviation participants who build and/or fly aircraft for recreation. We also hope that you value its commitment to ensure the future of aviation by providing flights through our Young Eagles program.

Your continuing support is vital to us. Please take just a few minutes to renew your membership. Use the Membership form included in this newsletter and then mail it back to us, along with your payment, to EAA Chapter 14, 1409 Continental Street, San Diego, CA 92154-5707. You can also drop the form and your payment off at the Chapter. Just put your packet in the slot of the Membership/Hangar Rent metal lock box next to the lunch counter in Hangar 1 or in the lock box outside of the small door to Hangar 1.

If you want to pay by PayPal, follow the steps below:

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

We look forward to continue having you with us once again in 2024.

EAA Chapter 14 Membership Application/Renewal

Please Print Legibly

Current Member				
Name		E-mail		EAA National # /Exp Date
Emergency Contacts (Name and Phone)				
Please check the box if there have been no other changes in your details since your last renewal. Otherwise, please update the applicable fields below. <input type="checkbox"/>				
New Member/Updates for Current Member				
Name (Mr., Mrs., Ms.) <i>Please Print</i>				
Street Address			E-mail	
City	State	Zip	Spouse/Partner Name	
Home Phone		Cell Phone		Work Phone
Year of Birth	EAA National #/Exp Date	Occupation		Retired – Yes/No
Emergency Contacts (Name and Phone)				
FAA Ratings – Licenses Held		A/C Project		Aircraft Owned/Home Field
Special Skills You Can Contribute to the Chapter				
Special Interests				
Payment Information				
New Member: \$25 (\$13 after July 1) Renewal: \$25 (due January 1 st) Youth (under 18): \$5 Payment Enclosed: \$_____			Make checks payable to EAA Chapter 14 Please mail this form with payment to: EAA Chapter 14 1409 Continental Street San Diego, CA 92154-5707	



Marketplace

For Sale: Mini 500 Helicopter (minus engine). The helicopter is complete and has never flown. Seller doesn't have the plans, but can put you in touch with the builder. Priced at \$10,000 or top offer. Highest bidder gets it. Call Frank at: (619) 449-1570 for details. The Mini is located at the Alturdyne Sheet Metal & Machine shop at 1405 N Johnson, El Cajon 92020. (Note: Alturair does their BD-5 aircraft).



For Sale: 1958 Tri-Pacer Parts– PA-22-160. Donated to EAA Chapter 14. Excellent workmanship. Wings, struts, rudder, horizontal, and elevator: Make offer. Email Ryan at rryan@san.rr.com and/or text at (858) 229-4875 to inspect the items and make offer.



For Sale: Nieuport 11 project. Excellent workmanship. Almost complete. Engine included. Donated to EAA Chapter 14. Selling project for \$7,500 or best offer. Email Ryan at rryan@san.rr.com for more information and photos.



Facebook

<http://www.facebook.com/pages/EAA-Chapter-14-San-Diego-CA/134162329986593>

Chapter Website

<http://www.eaa14.org>

EAA Chapter 14 Memberships

Applications are available at our Brown Field hangars and on our website.

Chapter Contacts

Director Name	Phone #	email
Rich Allison	(619) 850-6247	rich@hrtroops.org
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Ted Krohne	(619) 435-8940	tedkrohne@hotmail.com
Jimmy Kennedy	(619) 405-7266	jk@kencomgraphics.com
Trinidad Lopez	(619) 661-7117	bajaassy@gmail.com
Kerry Powell	(760) 613-4389	kgpowell02@gmail.com
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Kevin Roche	(619) 249-1285	tkevinr@rocketmail.com
Larry Rothrock	(619) 507-4455	rothrock@znet.com
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Ron Shipley	(619) 857-5201	ronaldshipley@cox.net
Alan Sparkes	(619) 463-2648	alspa700@mac.com
Stu Strebig	(619) 346-9788	trail2texas@yahoo.com
Nigel Worrall	(858) 705-1986	swazinigel@aol.com

Technical Counselors	Phone #	email
Gene Hubbard	(858) 722-1918	nx421gn@gmail.com
Dan Gerdes	(760) 449-4772	dan.gerdes@gmail.com

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

General Chapter Information:

Trinidad Lopez (President)
(619) 661-7117.

eaal4contact@gmail.com

Ryan (Hangar Manager)
(858) 229-4875 (text first)