

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

January 2004



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It's time for membership renewals.
Your renewal form is in this newsletter,
or download from our website –
www.eaa14.org - or fill out online (you
still have to mail a check, however)

Cover: *Dan Masys made the first flight in his new RV7a at Brown Field on December 6, 2003.*

The Flying Report

By Bob Osborn

December 6 - December and another fine day at Brown Field EVA Chapter 14 fly in luncheon. Bruce Wilts of EVA Chapter 1 (The biggest chapter in the world, a title that Chapter 14 held in the past) flew in from Corona. His Varieze flamed out on final and coasted to a landing where he was rescued and towed to the hanger area in time for lunch. Lunch was served by Larry Rothrock and Dennis Cullum to some 60 hungry diners and the big draw was Polish sausage, sour kraut, rolls, chips, salad, tropical fruit, and ice cream.

With lunch over with it was time to start Bruce's Varieze and get him started home to Corona. Varieze's are hand propped and N4156 just wasn't about to start. Larry Rothrock, a Varieze owner and prop twister came up with the winning combination which he credits to Dan Patch, also the builder/owner of a varieze which has it's starting difficulties. The secret is to squirt starting fluid into the exhaust pipe, turn the prop backwards a turn or two and then, contact, and pull through. It popped on the first pull and fired right off on the third. Amazed the dozen or so onlookers who had watched the previous futile attempts to even get it to pop.

Joe Russo and Pete Grootendorst flew to Ramona to attend the dedication and opening of the new control tower. Joe reported the event as very nice, the view of the surrounding countryside excellent from the tower cab. Pres Richard kept the ticket sales for next Saturday's Holiday/Awards Banquet flowing. Contact him very soon if you do not have a ticket and plan to attend. And so until next Saturday.....

December 13 - It was the last scheduled Young Eagles flights day for 2003 for EAA Chapter 14 and seven pilots and planes were

on hand to fly some 10 Young Eagles. This completes the goal set several years ago of flying 1,000,000 Young Eagles by EAA National at Oshkosh, by December 17, the 100th anniversary of powered flight. The one million mark was met several weeks ago with Chapter 14 flying over 4,000 of them. EAA National has decided to continue the program to introduce youth between 8 and 17 to flying. Yesterdays turn out of pilots included Armond Brattland flying his Maule, Stan Bell in his Stinson, Dennis Cullum in the Tomahawk, Frank Himmerich in his Cherokee 235, Richard Keller in the Cessna 140, Richard March in his Stinson, Bob Osborn in Cherokee 19Fox, Bill Russell in his Lancair, the only homebuilt of the group. It was a beautiful day, smooth flying, a fitting end to the year.

With no cook on the horizon, Bill Moore, Larry Rothrock, and Dennis Cullum leaped to the ramparts and whipped up a lunch of Polish sausage, mashed potatoes, beans, and ice-cream to stave off starvation for over 40 hungry diners. The Newport 11 group worked diligently on their projects, showing excellent progress. Through the week we were presented with a Christmas basket of tangerines by new member Takenori Muraoka, a local Chula Vista farmer, who also brought us some deer jerky from a hunt in Alabama, two deer, a buck and doe in the first 10 minutes of the hunt.



Dan Masys' RV7A first flight.

And now for the grand finale for which hopefully someone will write a complete report with photo's of the Chapter Awards Banquet and Holiday Party. It was a CLASS ACT! Held at the Courtyard by Marriott near Montgomery Field some 60 members and wives were on hand for an excellent dinner, beautiful decorations, outstanding speaker, and lively program led by Pres Richard Kalling, and MC'd by two great Las Vegas barkers Larry Rothrock and Joe Russo. It was a blast!

December 20 - Brown Field flying circus best describes the activity at the EAA Chapter 14 fly in luncheon Saturday. A variety of homebuilt, certified, classic, warbirds, and two blimps (airships) were on the scene. Bill Baylock did a beautiful fly by in his RV-8. It looked like a WW II F8F Bearcat zooming by. This was just the preliminary to Steve Dari's two, 200 mph+ passes in his Cassutt racer. What a flashing red beauty! Steve raced at Reno last season and plans to win next year. Two award winning L-19's (O1D's), well armed with wing mounted rockets, three Bucker trainers, and one Helio Courier represented the warbirds. Anderson's Piper Comanche, Joe Pribilo's Bonanza, and a Culver Cadet, represented the Classic class. There was a beautiful Grumman American, and they all came to a great pancake breakfast prepared by Ty Tyvoll and Roger Magee or the fine lunch Bill Clark and Ty followed up with.

There was no monthly program as Prez Richard's father passed away and Richard was off to Minnesota for the service. Bill Chana, a founding member of Chapter 14 was aboard with a handsome trophy commemorating his award and induction into the EAA Aircraft Homebuilders Hall of Fame presented to him at Oshkosh on 24 October. Bill was president and CEO of the San Diego Aerospace Museum until his retirement and builder of the Wee Bee line of aircraft displayed there. Bill has promised to return for a future Chapter meeting and update us on the history of flight in San Diego. Bill's new

book was recently published titled "Over The Wing - The Bill Chana Story".

During the week several local events took place on Dec.17th to commemorate the 100 Years of Powered Flight. Reg Finch had open house at the San Diego Flight Museum at Brown Field with the museum's aircraft and several fly in aircraft displayed. Chapter 1 had open house at Flabob Field to which Dennis Cullum and Chris Puntis flew the Tomahawk and Paul Hanson and Loren Schreiber drove in for. The San Diego Aero Space Museum in Balboa Park had open house, a free day, and memberships available for a year at half price. It was a fine show, many docents on hand to answer questions and give escorted tours, and lots of kids out front building and flying model airplanes.

December 27 - Another beautiful, though chilly day at the EAA Chapter 14 fly in luncheon at Brown Field marked the end of the year for these events. Joe Pribilo flew in our dessert of cupcakes, cheese cake, and apple strudel in his Beechcraft Bonanza, a nice touch. Larry Rothrock and Dennis Cullum served up a hot meal of sloppy Joe's, potato salad, cole slaw, and tropical fruit to some 40 chow hounds with a little interference from Bob Osborn. Hopefully the new year will bring a new coterie of cooks to



Dr. Kerber, awards banquet speaker, with Richard Kalling.

continue these gourmet gatherings. Sign up now on the Cooks List on the cupboard door while there are still openings!

The sunny calm day following last weeks winds and rain brought out a nice assortment of airplanes and the Met and Sanyo airships doing take off and landings. Many local based aircraft flew locally and over the snow covered Laguna Mountains. Paul tested out the new cowling on his Offshoot for more speed. It looks much faster! Dean flew the Turner T-40, Dennis the RV3, Ryan the Traveler, Rik the Cessna 140, Bob the Piper Cherokee, Richard the Piper Colt...it was just too nice a day to stay on the ground.

Pres Richard Kalling returned from Minnesota and the funeral for his father. He reports it is really cold in Minnesota. He has offered to donate the flag he received at the service to the Chapter a much appreciated gift as the winds have shredded somewhat our current one.

And now that the year is ending make these your New Year Resolutions:

1. Fill out a renewal membership form and send in your dues.
2. Sign up on the Cooks List and fulfill a vital Chapter obligation.
3. Join the Saturday fly in gang often and have more fun!

First Flight

By Dan Masys

N747DL is a Van's RV-7A "slow build" that was begun in July of 2001 and had its first flight at Brown Field on December 6, 2003. My wife Linda (a.k.a. Rosie the Riveter) and I attended the EAA Sportair workshop on RV assembly in August of 2001, and with that experience she drove all of the exterior rivets on the plane. (I was Buck.)

The airplane took a little over 1800 shop hours to complete. It has a 200 hp Lycoming IO-360 and Hartzell CS prop, and weighed 1123 pounds when complete. Gary Sobek

served as EAA technical counselor during construction, and also as the chase plane pilot for the first flight. A great side effect of having a chase plane is having unforgettable in-flight photos. Pictures of the big day are on the web at

<http://132.239.155.44/rv7a/firstflight.html>

Aircraft performance is nominal per Van's specs, which is to say great fun! The 2100 fpm rate of climb on the first flight was the first stimulus for the famous "RV grin."

Many thanks to the SoCal wing of Van's Air Force, and to the members of EAA Chapter 14 for their help with this project.

-Dan Masys

President's Message

By Richard Kalling

We are starting another new year with high hopes that it will be even better than the last. For me, this year will be hard to top. At the beginning of the year I had no idea I would soon become President with the departure of Sam McCutcheon. We miss you Sam but we will survive. This year just seems to have flown by and what better way to end it than the awards/Banquet. I thought, and from the comments I heard, it was a wonderful success. The food was great, the surroundings were great and the company we keep is the greatest. If you missed it you missed out. A special thanks goes to all of those who helped make it a success. If you were at the banquet you know who they are but if not they deserve mention again. Jan Moore, thanks for all your work finding a very nice place and making the arrangements. Joe Russo and Larry Rothrock, thanks for handing out the door prizes and running the auction with lots of humor and laughs. Dr. Kerber gave a great presentation about "Sex and the aging aviator" If you were not there you will just never know how important a topic it is. Dr. Kerber has also promised to bring his L-39 Albatross down to one of our general meetings and give us a presentation. Last, but not least important, all of our members,

with out you it wouldn't happen.

Coming events that will be here before you know it:

1. A trip to Planes of fame (time and date not set yet)
2. Our annual Ocotillo Wells fly-in camp out.
3. Young eagles every second Saturday of every month.
4. Dr. Kerber talking about his L-39
5. Watching the Nieuports grow.
6. A possible Super bowl on the Big screen party.
7. And of course our every Saturday Lunch get together.

Come and join the fun.

Do you know some one in need of cheering up due to a serious illness or loss. Give Mike Fisher a call at 760-753-1064. At our last Board meeting Mike offered to make sure these members know we are thinking about them. It is a shot one for this month, See you at the field.

Richard Kalling

President Chapter 14 EAA

The Siesta Patrol is Not Unhinged!

Rumors that the Siesta Patrol is completely unhinged were laid to rest in December when Rob North delivered a hundred and eighty hinge sections for squadron elevators, rudders, and ailerons. It's a lot of hinges— Thanks, Rob!

The tail surfaces received their baptism of fire in December when Gene Hubbard demonstrated practical metallurgy by annealing the spar tips where the ends are flattened to enclose the perimeter tubing. We used the traditional method of smoking the end of the 6061T6 with a pure acetylene flame, and then burning off the soot with a

neutral flame. They tell you to quench it, but by the time you can get to water, tubing this light is cool to the touch anyway.

Along with the fire and brimstone, we managed to fit, file, form, and fudge the rest of the empennage tubing for the project by Christmas. In desperation, Steve Opgenorth ordered a sheet of 2024T3 from Airparts, and the Saturday after Christmas, Lista Duren started laying out patterns for gussets to hold the tail surfaces together. The rest of the crew took up shears, routers, drills, files, and other implements of destruction, making lots of chips and thirty of the forty-eight tail gussets needed on the project. Join us next month for another riveting story of the Siesta Patrol!

Ciao.

Pistons & Pylons

By Lista Duren

My project with Ray Cote continues. We are putting together a book about Formula One Air Racing that will include a biography of Ray. If you have participated in Formula One races as pilot, crew, family, volunteer, or fan, I'd be interested in talking with you and hearing about your experiences. If you have stories to share about Ray Cote, I'd be interested in hearing them. If you are willing to share books or articles about air racing from your personal library, I'd like to hear from you. Specifically, right now I'm looking for Sportsman Pilot magazine, Fall issues, from 1996 to the present. I can be reached at 858-452-7112. Thanks to all of you who have been helping me with research so far!

January Birthdays

Please join us in wishing the following Chapter 14 members a very happy January birthday.

- 1 Elvin W. Allen
- 1 George W. Ferez
- 1 Margaret A. Fisher
- 1 James C. Moore

- 2 Ronald L. Shipley
- 2 Emmett E. Skirvin
- 8 James N. Houck
- 8 Merrell McMasters
- 9 Erik J. Palen
- 10 King A. Goulet
- 14 Lista A. Duren
- 18 Norman E. Hendrickson
- 21 Kerry G. Powell
- 22 Eugene J. Gaidousek
- 23 Paul C. Hanson
- 23 Hampton R. Mitchem
- 25 Daniel J. Palen
- 27 Stephen G. Squires

Flight Leader letter from Tom Poberezny

Dear Dayton Smith:

Today is truly a day to celebrate! As of this morning, we have successfully completed our initial goal of flying 1 million Young Eagles. If I had the opportunity, I would congratulate each of you personally for your role in reaching this historic milestone, but with an army of more than 85,000 volunteers who have supported the program over the past decade; this letter will have to express my appreciation.

The 1-million mark was reached because of you. You and your fellow members wholeheartedly believe in the mission of Young Eagles, which is to introduce young people to the world of aviation and provide an inspiring flight experience. You have now done that more than 1 million times since July 3 1, 1992. Many in the aviation world thought our goal was impossible. You proved them wrong. We can be extremely proud of what has been accomplished.

This has been a journey of discovery and we have learned much along the way. When Young Eagles was launched, it was thought to

be a good idea. Today, as we celebrate this accomplishment, the success of the program proves it.

Young Eagles represents one of the most significant achievements in aviation. We have given the gift of flight to more children and families than any other civilian program in history. The reasons for our success are many, but your "can-do spirit," your attention to high standards and dedication to safety are among the most important.

So does that mean that it's over and we stop flying Young Eagles'? No. The program will continue into the future because you have told us how important it is to remain involved with young people, working together to build aviation's future. Young Eagles has become a part of the very fabric of EAA. Our mission is too significant to stop now.

Young Eagles is working. We are promoting aviation. We are bringing children and flight together in a meaningful way. We are making a difference in the lives of young people. We have provided motivation for children to stay in school or pursue lofty goals, such as attending a military academy. A significant number of former Young Eagles have earned their pilot's license and have returned to fly their own Young Eagles, completing the journey started with their initial flight.

The Young Eagles program will continue to provide a high-quality, satisfying experience for young people. In addition, your headquarters staff will strive to provide the tools and support our Young Eagles desire, as they explore all the world of aviation is able to offer them. Young Eagles will build aviation's next century.

Thanks for your effort, leadership and dedication.

Sincerely,
Tom Poberezny
EAA President

Seen at the Awards Banquet:



Larry Rothrock, Joe Russo, Kerry Powell, Bill Moore, Bob Johnson, and Prez Richard Kalling in formal attire!



Al Allen had the best tie, featuring Bugs Bunny piloting an open cockpit plane!

Award Winners:



Bob Osborn



Gene Hubbard and Lista Duren



John Alley

To Mexico and Back the EZ Way (part I)

By Dan Patch (DeltaPop)
VariEze N862DP

Well, it wasn't a very promising start. It was an hour past our 10:00 AM, drop-dead departure time, and we were just lifting off from Palomar Airport at the start of a 1000⁺ nautical mile trip deep into Mexico. We had planned to launch from Montgomery Field at 7:30 AM; but the steady rain, 700-foot overcast ceiling with multiple layers, reports of hail, moderate rime icing at altitude, IFR conditions in the desert, and the generally unhappy voice of the FSS briefer cast a wet blanket, as it were, over our plans.

Motivation

For a number of years, a hearty bunch of West Coast canardians, under the venerable guidance of Bill Oertel and David Orr have ventured off to warmer climes in Mexico in a quest to dispel a bad case of the doldrums. Despite its advertised purpose as a trip to "Save the Males" (from moping around the house from lack of flying), lady-folk have been both welcome and well represented on these trips. Perhaps it's the knowledge that they can escape from "airplane talk" simply by heading out for some shopping, taking a walk down the beach, or by discovering something cool to drink at the nearest cantina. As a result, there were as many gals on this trip as there were guys!

So, every year when the trip to Mexico rolled around I would think, "What a great trip! I'm gonna go—next year when I'm not so busy!" This was, of course, a cop out to cover up my real thoughts of, "Cripes, that's a long trip over some serious Indian country, and I don't even know enough Spanish to yell 'help'. Besides, I think I heard a rumor that somebody could mess with my airplane; and if they did, it's a long walk home!" Well, over the years something like 30 different canardians have ventured into Mexico on these expeditions, not a few pilots with significantly less experience than my 22 years of VariEze time—so it was time for, as the country western song says, "a little less talk and a lot more action!"

This year (2003) the destination was Rincón de Guayabitos located on the mainland coast, 12 minutes north of Puerto Vallarta (by air that is—an hour by bus). My better half, Jill, said, "OK, and I'm coming too—but not that far in the back seat of a VariEze!" Buying a non-refundable airline ticket to Puerto Vallarta and shipping off a chunk of cash to reserve our room at the beautiful Villas Buena Vida¹ put the trip seriously into the category of "well, now we really are committed!"

Getting In and Out of Mexico—A Very Short Course

Task number one (after deciding to go) was to round up the required documentation. As it turned out, there are many good sources of information, with Dave Orr's wonderful trip write-up at <http://www.ez.org/mexico.htm>, Bill Oertel's Mexico trip checklist, and AOPA's web site proving to be excellent. Of course, none of the checklists are identical, so rounding up everything mentioned, "just in case they might want it" was overkill.

Even so, I never did get around to replacing my long-lost Restricted Radiotelephone Operators License (supposedly still required for flight in Mexico), and none of us requested prior permission to fly an experimental aircraft in Mexican airspace (per ICAO rules and my operating limitations; but seemingly ignored as a practical matter, and potentially opening a big can of worms). As a minimum, however, be assured that you will need a passport (or equivalent), proof of Mexican insurance, your pilot's license and current medical, your plane's Airworthiness Certificate and Registration, and lots of cash including small bills—they don't do credit cards or change in Mexico! Read and follow the suggested checklists; only original documents are acceptable; and don't wait to the last minute to round up what is needed! In addition, to get back into the U.S. you are going to need to buy a \$25 decal from US Customs, and you are required to have 12-inch N-numbers on your plane (bring duct tape, more on this later). Be advised that decals weren't available at Brown Field Customs when I last checked (but Calxico had them), and that ordering one on-line from Customs proved to be fast and convenient.

Getting Started

The best thing to take to Mexico, especially if you are a newbie, is a trusted companion in a compatible plane. It's safer, more fun than flying alone, you have someone to share the planning chores, and having another set of ears to interpret what the Mexican controllers are trying to tell you can be helpful.

Dave Orr linked me up with LongEZ pilot, Bob Fuselier several months before our departure. Bob's O-320 LongEZ is faster than my O-200 VariEze; but a checkout trip to Chino established that we could make the flight work. Bob had never flown into Mexico either, but we planned to go with the old Mexico pro, Dave Orr. This plan fell through when a late change in Dave's plans moved his departure day out of our time window.

Plan "A" was for Bob and his back-seater, Ann, to meet me at Montgomery, clear into Mexico at Mexicali, fly to Guaymus for

fuel, and then finish the day with a short (~1 hr.) hop to Alamos, a beautiful old silver mining town. Three hours of flying the next day, plus a fuel stop at Mazatlán, would take us to our destination, El Llano, an uncontrolled field about 5 miles north of Guayabitos.

Conservative flight planning is a good idea in Mexico since night-VFR flight is not allowed (when in doubt, check with Jeppesen for official sunrise/sunset), and you have no control over how quickly (or not!) things happen on the ground. Throw in the possibility that your airport of choice is out of fuel, and allow some extra time to reach an alternate before sunset, and conservative flight planning becomes an excellent idea!

Plan “B”

So there I was in IFR conditions at Montgomery Field, while my LongEZ flight mates, Bob Fuselier and Ann waited at Palomar. Conditions were VFR at Palomar, so Bob was ready to rock—and the clock was ticking! After a bunch of phone calls to FSS (“VFR eastbound not possible”) and to Bob (“Looks great here, what’s the hang-up?”), MYF went VFR at 10:00 AM, and I headed up to CRQ since it was obvious that we weren’t going to get very far heading east out of Montgomery (Gillespie was still IFR). With visibility at 1.25 mi. in heavy rain at Palm Springs and IFR in the Banning Pass (and Yuma), a northern route didn’t look good either. However, with clearing at the coast, it was reasonable to at least take a look before we wrote off the day.

With a bunch of twists and turns, some light to moderate rain showers, adequate clear air between layers, and a convenient hole in the low cloud deck at Calexico, we made it into Mexicali by noon. Although it was obvious that Plan “A” was shot (the weather to the south looked grim), it was real progress to have all the critical papers and fees complete, hopefully allowing a clean start the next morning. All the officials in the Mexicali airport were friendly and helpful—it was a good experience. A long (40 minute) and occasionally exciting cab ride into town, a late lunch, and a couple of games of pool (with an appropriate beverage, or two) completed the day. A little flight planning that night suggested that we weren’t going to be flush with excess time the next day, so a 6:30 AM launch from the hotel was the plan.

As promised by the evening weather forecast, the new day slowly emerged in near zero-zero fog. No time for breakfast, and off we go on another fascinating cab ride, with both the inside and outside of the windshield fogged up. No problem, just drive really close to the back of big truck and good things will happen! So half way to the airport the sun starts to cut through the shallow fog and it’s obvious we’re going to have a clear sky departure. Finally, things are looking up, and we can sure use the break because we have a long way to go!

Flying in Mexico

Two-ship departures evidently aren’t approved at Mexicali (or other Mexican airports either, as it turned out). Tower cleared Bob (Six-Two-Echo) to back-taxi on the runway for take-off, while I was stuck on the ramp at mid-field. The controller then cleared Two-Delta-Poppa for take-off, obviously confused about who he just cleared onto the runway. It took a lot of convincing, but we eventually managed to “de-confuse” the controller. Once Bob took off, I was cleared to begin my back-taxi. This procedure makes for a challenging form-up given that number-one aircraft is long gone by the time number-two breaks ground. This was a recurring problem throughout the trip, as Mexico airports generally do not have full-length taxiways, and the controllers usually would not allow more than one plane on the runway at a time. Bob solved the join-up problem by picking out a distinctive field on the ground and circling until I spotted him. Finding another EZ is a lot “EZer” if you know where to look and if the EZ is in a bank! End on—forget it!

Heading for Punta Penasco took us over an amazing array of desert sand dunes that made the steady rumble of the engine a comforting sound—landing in these dunes would not be a happy adventure! I was running flat out minus about an inch of manifold pressure (for better fuel economy) at 8500 ft and Bob was loafing along with me at 2200 RMP because that’s all he needed to keep up with his O-320. My GPS said 150⁺ kts, which was ten knots above plan. Beyond Punta Penasco, we caught up with the remnants of the weather system—a high overcast and light rain showers that lasted most of the way to our first Mexican fuel stop at Guaymus. Hitting rain in my VariEze was good for an immediate 15 kt. loss in air speed. About three minutes past the last rain there were three sharp ripping sounds as portions of my temporary 12-inch N-numbers shed their surly bonds to the fuselage. Carefully waxing the plane to prevent the duct tape from pulling any paint off may have saved the paint, but otherwise it was proving to be a flawed idea. Although the prop didn’t seem to mind, I’m sure that the tape didn’t survive the encounter!

A 50 nm radius TCA surrounds many of the bigger airports in Mexico. The routine is to give a standard, no radar, IFR position report about 50 miles out. With the near universal radar coverage in the US, it had been a long time since I had done one of those “for real”. The trick is to remember that the radial bearing is the reciprocal of your heading when you are inbound. I

knew that, of course, but flubbed it twice in a row—embarrassing. Working out the time to reach your next fix before calling isn't a bad idea either, so that you won't have to declare "Standby One" as part of your route. Typically the controller will tell you to call again at one or two more inbound ranges, overhead (or abeam), and once or twice more outbound. Remember that you are under radio control, not radar control in most of Mexico. All of the tower and ATC personnel that we contacted spoke very workable English, and we never had a serious language problem. Because Mexican operations are somewhat different, however, there is a real potential for confusion while you are figuring out exactly what they are asking you to do.

Landing at Guaymas, we met our friends, Gunther and Ann, from Santa Monica in their twin who were also going to Guayabitos. They left Tucson the day before, but a bad magneto had them spending the night in Guaymas. Fortunately, service and parts were available, and they were on their way shortly after we landed. Our EZs were a hit with the local airport crowd (including the airport comandante), perhaps because we were about the only live entertainment at the time. This attention gave me my first serious practice in answering questions in Spanish with just a smile and what I hoped wasn't too stupid a look.

Fueling at Guaymas was fast and efficient—but paying for fuel and the landing fee inside the terminal was decidedly not fast! The main priority appeared to be maximally complicating the job to justify the need for a full time cashier. While passing the time waiting for the teller (about 35 minutes just for my gas ticket), Bob pulled out his stout and trusty pocketknife to open a bag of potato chips with the head of airport security standing next to him all decked out in a very official looking uniform—oh, oh! After carefully examining Bob's knife and showing it to the security guy next to him, he handed it back to Bob—obviously impressed with it's quality—with words to the effect of, "That's a really nice knife! Have a nice day, Señor." (Indeed, it was a nice knife—and sharp!) Now that's my kind of airport security. It sure beats being strip-searched for having a fingernail file; and my little Swiss Army knife felt a lot more welcome in Mexico too.

Well, the time was passing and it was none too soon to push on. We amended our flight plan remarks to indicate that we might overly Mazatlán and land at El Llano. In Mexico you must file a flight plan whenever you depart from a controlled airport, and the flight plan is a quadruplicate affair that needs lots of official stamps certifying that you are all paid up for fuel, landing fees, etc., otherwise you aren't going to be allow to depart.

Clear weather and beautiful scenery dominated the rest of the flight down the coast. Particularly impressive were the extensive mangrove swamps and estuaries that extend for several (sometimes many) miles inland from the beach. Approaching Mazatlán, it was obvious that we still had plenty of fuel aboard, but not enough time to reach El Llano before sunset if we stopped, so we announced our intent to press on. In Mexico, flight plans are only closed on the ground in person. Evidently, they just disappear from the system if you divert to an uncontrolled airport (as best I understand it). Their main functions appear to be a way to track airport arrivals and departures (for landing fee purposes?), to irritate pilots, and to create jobs for the filler-outers.

About 25 miles out from El Llano, we encountered a lower deck of clouds over the ocean. A call on Unicom confirmed that El Llano was also overcast, so a quick 360 descent was needed to slide under the edge of the marine layer. The base was high enough for a no-sweat arrival, with 15 minutes to spare before sunset (according to my GPS). Entering the pattern, we were invited to try our luck at a spot-landing contest. Discovering that the "spot" was not that far from the middle of the 3300 ft (very nice, paved) runway, however, we declared that our intentions were for a "practice spot touch-and-go" since the fence and jungle at the end of the runway didn't look inviting if things didn't work out well in the braking department. Bob, being more adventurous, went for the full spot landing after a couple of practice runs—with a distinct smell of hot brakes as he whistled by us on the ramp.

Being handed a "cold adult beverage" by my soon-to-be good friend, Pedro Cadena, as the engine spooled down and the sun dropped to the horizon was a welcome ending to our flight! Given our late arrival, the start of the Welcome Dinner/dance was shifted from 6:00 to 8:00 PM. Did I mention that a full-time watchman was posted at the airport just for us all the time we were there? So much for my worries about security!

Next month: Guayabitos Fly-In Activities and conclusion! – Pictures on next page...



Bob Fuselier and Ann Landers at Nelo's Dance Club in Rincón de Guayabitos.



Sand dunes near Punta Penasco—not a great spot for a forced landing!



Getting the last gas at Guaymas (sorry about that Beagle) and lots of attention. (Photo by Bob Fuselier)



Dave "Beagle" Orr and Mary just in from LA trying to explain to Bill "Duck" Oertel how they got to El Llano by 3:00 PM in one day!

Atlas Experience

By Paul Stadler

[Editor's note: Paul is a retired missile mechanic and the builder and flier of the Jodel D-11 in Hangar 3. He built it some 30 years ago, perhaps longer.]

The last San Diego built Atlas missile was recently sent up from Cape Canaveral. The Atlas was the workhorse that lifted the Centaur missile with payload into orbit. The Centaur could be started up again in space when they had the right "window". Both missiles were shipped from Miramar on the C5A to the Cape. They put up the communication-navigation-weather satellites as well as "deep space" probes.

Up there with the cirrus clouds at 40,000 feet, leaving late afternoon and going east you soon hit time zones where it is already dark. The idea was to arrive in Florida, Cape Canaveral early in the morning. That is if there were no problems like a rapid decompression, in which case the C5A was diverted to their base in Oklahoma to make repairs. The C5A once was the worlds biggest aircraft. If memory serves, they said there was room for 17 city buses! Both Atlas and Centaur Missiles were loaded on it. The steel pallets on which the missiles were slid into the loading room of the C5A were actually part of the special trailers on which the missiles were transported to and from the airport. These were chained down in a certain prescribed order on the airplane and an inspector had to sign off that everything was properly installed. On one occasion a young Air Force loadmaster thought he had a better idea as those old fogies about how those pallets ought to be chained down and made some changes after final inspection. On departure those airplanes rise pretty steeply and *****caboom**, the missile in front collided with the one in the rear. In-flight inspection showed some damage to the shrouding, especially the fiberglass rocket engine covers. The missiles seemed to have escaped serious damage but boy did the pilot note the sudden change in the weight and balance of his airplane. On a later flight I was told the guy lost his job as loadmaster and was demoted by the Air Force.

As the principal P&H (pneumatic and hydraulic mechanic) I and one helper had to go down in the loading room every half hour and check the instruments and if necessary regulate the pressures. On the way up I liked to look out the portholes and that was on one occasion when I was really stumped to explain to myself what I saw deep down. There were broken clouds above a town and the town, roofs and all, were lit up as from a full moon. Only there was no moon. If it were the moon the clouds themselves should be lighted too but they weren't. After much braincrunching I came to the conclusion that the towns own lights were reflected by the low clouds.

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CALENDAR OF EVENTS

- January 3 - Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- January 10 - Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- January 17 - Pancake breakfast 7:30, Chapter meeting - 10 AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- January 22 - Board Meeting - Montgomery Field administration building 7PM
- January 24 - Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- January 31 - Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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EAA Chapter 14 Memberships

Membership cost is \$25.00 per year plus an initial \$5.00 induction fee for new members. Applications are available at our Brown Field hangars and on our website.

Chapter Officers and Directors

Title	Name	Phone	E-mail
President	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Vice President	Larry Rothrock	(858) 748-1626	rothrock@sd.znet.com
Secretary	Lista Duren	(858) 452-7112	lduren@pacbell.net
Treasurer	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
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Flight Advisor	Reuven Silberman	(619) 749-5561	pilots2@yahoo.com
Brown Field Hangar No. (with recorder)		(619) 661-6520	

On-Going Chapter Events

Open House at the Brown Field Hangars every Saturday from 8:00 A.M. to 2:00 P.M. with lunch at 11:30.

Pancake breakfast - third Saturday of each month.
 General Meeting - 10:00 A.M. third Saturday of each month.

Tape Library

Our tape library contains over 700 tapes of many interesting and informative subjects. These tapes may be checked out by members for a period of one week. If you can't return the video in person, please return it by mail.