

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

April 2005



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Ocotillo outing scheduled April 1-2-3

**April 19th program, Robert Summers,
Norden Bombsight**

Volunteers needed for B-17 event Apr 8-10

Bus trip to March Field Air Museum

**Sunday, April 24. Still some seats available.
\$20, includes admission, box lunch (such a
deal!)**

**If you haven't renewed your membership,
you're late! See Gene, membership chair**

Cover: Entrance to the March Field Air Museum is dominated by a B-25 bomber.

President's Message Larry Rothrock **B-17 Flying Fortress, Fuddy Duddy, Allied Victory Tour**

Don't forget. Gillespie Field, Terminal building on Joe Crosson Drive, April 8, 9 and 10 (Friday, Saturday and Sunday) Come down and help sell souvenirs and give tours through the plane. Buy a flight. See last month's *Spirit* for more info.

March Field Air Museum April 24—Bus Trip Kevin Roche is organizing our next Bus Trip (alas, singing is allowed). Remember these Bus Trips? Well, they're getting even better. It's open cockpit day at March Field. Call Kevin or sign up on the sheet in Hangar One. See the article in this issue of *The Spirit*.

Mini Fly-ins Chapter is hosting a number of Mini Fly-ins this year. George Conway is organizing the series. The first one will be held on June 18 hosted by Dan Patch and is a **Canard Fly-in**. Variezes, LongEZs, Velocities...all kinds of canard airplanes are invited. The San Diego EZ Squadron, of which Dan is the prime mover, will attend. (Check out www.ez.org, click on 'hangar talk'). Free breakfast to all canardians. Check back next month for details. There is an **RV Fly-in** being scheduled for August, I think. Check with George, but there may be Kitfox and Antiques Fly-ins later in the year, too.

Now hear this!!

Two things....

1. The builders are beginning to target Brown Field. There is a plan to rezone the areas around Brown to promote development of houses. The rezoning does not follow California airport space guidelines. The approach zones are not pie-shaped as the guidelines say and they are very narrow. There is a meeting of the San Diego Airport Land Use Commission on April 5 to discuss this, but we haven't found out where. We have until April 8 to comment. Everyone should send a letter complaining that the zones around the field (especially C Zones) are not adequate for safety. We hear that they have received no letters against the zoning and, consequently, it will sail right through. Please get off a letter!! This is our field and we could lose it. Check www.sdaac.org to see the map. We'll email more information and try to get more info and the map on our Chapter website, www.eaa14.org

2. Buzz Fink, an SDM neighbor and friend of aviation, spoke at our Saturday meeting and told us about the royal shafting that the city is trying to give Gibbs at MYF. For those who don't know about it, briefly: Gibbs built MYF as Gibbs Field and operated it for years before the city condemned it and paid Gibbs a small sum. Very quickly, the city sold off part of the land to General Dynamics for several times what they had paid

Gibbs. Gibbs was allowed to operate as one of the FBO's on the field and over the last 40-plus years renewed its lease. This year, however, the city is not renewing Gibbs' lease. Among other things, this means that all the hangars and buildings Gibbs has built over the years becomes city property!! If the shameful way that the city dealt with the Old Town lease renewal – booting out the locals and giving it to a large, out-of-town corporation—is repeated, you can expect rent raises at MYF and more big corporate hangars- fewer small, affordable hangars. Buzz has asked us to turn out for a meeting of the Public Safety and Neighborhood Services Committee about plans for MYF to be held at the City Administration Building by Councilman Madaffer. The meeting is April 13 at 2:00p, 202 C Street, 12th Floor. Many of us will park and meet at the trolley station at Fashion Valley and take the trolley to the City Administration building. Meet at 1:00pm at Fashion Valley Station—or get to the meeting however you want. Wear your EAA badges. We will email more info to every Chapter member as we get it. *"All that is required for Evil to triumph is for Good Men to do nothing"*—Bishop AI

Other Stuff: Be sure to check the calendar in Hangar One for more great stuff.

Drop me an email and tell me what you want to see in the Chapter. Larry@Rothrock.us

Program...

By Lista Duren

On April 16th, Robert Summers will describe his experiences in producing a documentary film on the famous Norden Bombsight of the WWII era. We've all heard of the bombsight, and most of us have seen museum displays of it, but Dr. Summers actually rented a B-25, bought some inert bombs on e-bay, and tested it at China Lake. We have to wait for the Discovery Channel to see the whole show, but Dr. Summers will be showing clips and describing his experiences.

<http://www.squadron13.com/B17/Norden.htm>

The Flying Report

By Bob Osborn

March 5 - Happy days are here again! The rain which came down in torrents Friday night, let up and a beautiful flying day resulted though considerable cloudiness remained, especially over the mountains. Several fly in aircraft threaded their way through, under and around the bright clouds

and found their way to Brown Field and the great luncheon spread put on by Chris Puntis. His Chicken Florentine is to die for and peas, corn, and a tangerine completed the menu.

Ron Royer and Ron Marton dropped in unexpectedly when the tail wheel on their Maule MX-7 Sportplane N55001 went flat as they taxied by the EAA hangers. Flying out of Gillespie, Ron Royer is working on his instrument ticket with Ron Marton instructing, and they had stopped at Brown for gas. With a bit of assistance from Chapter 14 members, tools, air browser, and First Flight supplying a new tire and tube, the flat was soon made right and the two Ron's spent the day with us. Also long time member John Kerr dazzled us by flying in in his brilliantly polished T-18, with a friend.

Chapter member Harry Sommers passed away last Monday night following the surgery of a couple of weeks earlier. A memorial service was held Thursday at Bill Allen's museum and hanger at Gillespie Field on Thursday with many Chapter members and friends attending.

March 12 - Second Saturday's Young Eagle flights are becoming an endangered species at EAA Chapter 14, Brown Field. For the third month in a row the Young Eagle flights have been weathered out. Well almost, Dennis managed to squeeze in one flight with a lone Young Eagle, morking about in the gloom and mist before returning to Brown and retiring to the hanger for a free lunch. Kathy Albright and Bob Osborn had geared up with free hot dogs and nacho's for all the Young Eagles and ended up serving some 50 members the same fare at \$2.50 each, actually turning a small profit for the Chapter. Several new members, Chris Alan and Heidi Lomax who are currently attending ground school, and Mike Napoli who is moving into flying with the Chapter, were on hand and enjoyed the late starting day for fly in aircraft.

Eventually they came, Earl Hickman and Don Meloche out of Gillespie though Earl said he nearly turned back as the weather down around Brown Field was so poor. Tom West buzzed in from Hemit in the Glassair. John Lammers from Ramona braved the vapors in the open cockpit Sportster with which he has replaced his

Glstar. Several other aircraft flew or taxied in, Lloyd Gray in the L-2 and partner Laverne Edwards in the Starduster. A nice selection of aircraft were on hand considering the challenge of the weather at Brown Field.

March 19 - Spring! San Diego at her best. While it started out another rainy Saturday, the third in a row, it came out all wild flowers, lush green fields, and sunshine. Ty Tyvoll, Bill Clark, and John Watts assembled their usual great pancake, sausage, and egg breakfast for the early arrivals. Once the breakfast tables were cleared, Pres Larry Rothrock assembled the troops and opened the general membership meeting. He called on Bob Gray to led us in the Pledge of Allegiance and noted that Bob would soon be leaving us to move to North Carolina. 4188 Glen Haven Drive, Concord NC 28027 to be exact. Bob built the verieze and flew it many years, that Larry now owns and flies. Larry pointed out the Chapters busy schedule in April hosting the EAA B-17 Fuddy Duddy at Gillespie Field, the March AFB Museum bus trip, and the Rodger Trickett Ocotillo Wells Memorial fly/camp out. Sign up sheets are on the bulletin board at the front of the hanger and rewards are offered, such as six free rides on the B-17 to be chosen from those members who sign up to assist during the tour. VP Lista Duren distributed flyers advertising the B-17 visit and asked members to post them at public locations, schools, libraries, FBO's, etc. Lista very fortunately survived a shark attack over the weekend with a neat round "kiss" on her right cheek of serrated teeth marks to show for it. She explained it was the leopard shark in the Birch Aquarium large fish tank and occurred while she was diving in the tank to feed the fish. The large groupers were hogging all the food and the shark took offense, or perhaps just liked Lista and stole a kiss. Ahhh Spring.....

Buzz Fink, a member of the San Diego Airport Advisory group addressed the members and expressed concern with the City's miss-management of Brown Field and Montgomery Field, the lack of leases as in our own case, the termination of Gibbs lease at Montgomery Field, the many lawsuits resulting therefrom, such as the \$3.5 million Palladin was awarded from local federal aviation funds, and asked members to attend a meeting scheduled the 29th at the Four Winds Hotel and another with the FAA, April 15th.(Check on both



Richard Kalling makes airplane noises while seated in the first Nieuport 11 fuselage, rapidly taking shape in Chapter 14's hangar 2.

meetings on the web site WWW.SDAAC.ORG.) Carl Trautvetter presented the program, a video on the Horton Wingless aircraft which dates back to the late 1940's and involved Howard Hughes, Horton, and Curtiss in an endeavor that produced a lifting body type aircraft that stalled at 35 MPH with a top speed of 225 MPH and flew out of Orange County airport. It was the first use of the Chapter's new projector, procured by Kerry Powell and with a bit of hasty jury rigging for sound produced a smooth running operation.

Life members, Mike and Margaret Fisher presented a sell out crowd with their famous "Fisher Special". Roasted chicken, mash spuds, gravy, corn, salad, ice cream and cookies, with the admonition "Should hold you for the entire weekend". Mike offered everyone seconds and most accepted. While we packed it away a strange new experimental aircraft doing touch and go's, taxied in, parked front and center and out jumped Bob Hecht-Nielson of Mitsubishi (MU2) fame. Bob has sold the MU2 and bought a new Pipistrel Virus Experimental Motor Glider N9HN. Made in Slovenia, it resembles a Katana (high wing, T-tail), is powered with a Rotax 912 of 80 HP it will cruise at 125 Knots and stall at 32 knots. Weighs in at 711# and grosses 1250# with two aboard, side by side seating. It features a glass cockpit and ballistic safety parachute. Bob took delivery in Moriarty, NM of his gleaming new glass bird with adjustable prop (full feathering for glider operation) a 24 to 1 glide ratio, 40' wingspan, and the same black box (flight director?) used by Bert Rutan on Space Ship One. Wow! Hi tech, I guess, we all want one Bob.

March 26 - March. Out like a lamb. Perhaps that is why Chris Puntis's "cottage pie" was such a bit hit. Chris's luncheons are always worth flying in for and the hard working crews Saturday really appreciated it. Crusty, thick, juicy servings of cottage pie filled with chunks of beef (lamb), potatoes, other tasty ingredients, peas, and dessert grapes, with seconds even. Don Hamm flew down from Riverside in his RV-4, all freshly painted in it's Easter finery just for the event and managed to score a double helping of pie even as the lunch line closed for the day.

The work party for the day rolled the airplanes in hanger two outside and unloaded a 2 ton metal brake off of the "big blue" trailer. How Ryan, Galen, and Jack loaded it is a mystery for it took Ryan's chain hoist, Gene's muscle, and Paul's direction to unload it and install it in hanger two. John Alley, Ernie Block, a dozen others then proceeded to load the trailer for the trip to Ocotillo Wells next weekend. So what has all this to do with flying? A nice assortment of fly in aircraft were on hand and local pilots all managed to squeeze in flights also. Pete Grootendorst blew the bird nests out of the Grumman Traveler and aviated to Oceanside. Richard and Gene rolled the Colt out of hanger three and prepped for the flyout to Ocotillo next Saturday, Dennis, Paul, Dean, all exercised the RV3, Offshoot, and T-21, respectively. Jim departed for Borrego in the Kitfox. It was too good a day to pass up without flying.

New Members!

Help us give a big Chapter 14 welcome to the following new members since February!

Cory Moesta is a professional graphic designer just getting underway with a Pitts Model 12 project. He brings skills in video production, graphic design, welding, and small arms maintenance, and would be interested in discussing construction with knowledgeable chapter members.

Michael J. Napoli is a peace officer, computer systems professional, and former navy jet engine mechanic. He is starting work on his private pilot



Bob Hecht-Nielsen with his new Pipistrel motorglider.

rating, and would be interested in talking to other members about aircraft selection, design, and construction, as well as obtaining his private pilot certificate. Mike has expressed interest in helping out with our video collection, security needs, computer system, or any other way he can.

Joshua I. Pine is an electrical engineer just starting out on his private pilot certificate. He offers electronics and computer skills to the chapter, as well as expressing an interest in helping maintain the chapter library.

Franklin D. Ramirez is a film and advertising professional, as well as a student pilot. He is just getting started on a Pitts project, and offers skills in videography, web design, photography, and graphic design to the chapter. He would like to discuss construction techniques with knowledgeable chapter members, and has expressed interest in helping out with the chapter video library.

Clarke A. Templeton is a CFI offering skills in video and photography.

Introduce yourself and help our new members feel at home. Drink some coffee; tell some stories; listen to some stories. Compare how steep the hills were and how deep the snow was walking to school. We have a wonderful facility at Brown Field, but it's the membership that makes the Chapter special.

April Birthdays

Help us wish a very happy birthday to the following EAA members born in April!

- 2 William R. Durr
- 2 Warren J. Eding
- 14 William F. Chana
- 14 Gale A. Hess
- 14 James Alan Sparkes
- 15 Robert D. Lowell
- 15 Harry V. Somers
- 18 Gayl V. Boddy
- 18 Maurice Orange
- 20 Ralph R. Pierson
- 21 Eugene N. Hubbard
- 21 David L. Shuman
- 24 John P. Thomson
- 26 Jack M. Brower
- 26 William L. James
- 26 Robert F. Mawhinney
- 27 Bill J. Clark
- 27 Michael L. Madden
- 28 Ben J. Balanag
- 28 Kimball D. Dodds
- 30 Paul Stadler



Dennis Cullum changes plugs while Armond Brattland and Larry Rothrock supervise.

March Field Museum Trip

By Kevin Roche

Chapter 14 is sponsoring a bus trip to March Field Air Museum in Riverside County on Sunday, April 24, 2005. Start planning now.

Sunday, April 24 is an Open Aircraft Day. The museum holds these events about two or three times during the year. This event is the opportunity for EAA14 visitors to see the insides of many aircraft that are normally only seen from the outside. Extra food vendors, merchandise booths and activities are scheduled. Our admission covers all exhibits (except the SR-71, which is extra).

The March Field Air Museum has about 60 planes, mostly World War II vintage. Among them are some rare and unusual aircraft, including a Bell P-59 fighter, the first operational jet adopted by the U.S. Air Force over 50 years ago. You will also see artifacts dating from 1918 to the present.

The museum complex, adjacent to the March Air Reserve Base, also includes the P-38 Museum (full scale replica P-38 is currently under construction), the Heritage Courtyard, and the 475th Fighter Group Museum. Check out the website at www.marchfield.org

The chapter will charter a bus for this trip – a large, comfortable, air-conditioned coach with a bathroom. We will meet at Montgomery Field

Terminal (Casa Machado) parking lot for a 7:00 a.m. departure. We plan to arrive at March Field about

9:00, when the museum opens. The bus will wait for us at March Field, so you can leave your day pack on board while you wander around. We will arrive back at Montgomery Field sometime between 4:00 and 6:00.

The trip is \$20 per person, including transportation, box lunch, and admission to the museum. All Chapter members and their guests are invited. This is a fun activity for your kids, grandkids and Young Eagles, too. It's a great deal!

Advance registration is required; seats will go fast. Sign up and pay any Director at a Saturday meeting
Singing on the bus? We'll see.

Brown Field area being zoned for development

[See picture that follows]

Take a look at the zones. Almost no "C" zones. www.sdaac.org/files/documents/ksdm-20050329-compatibilit-zones.jpg

Zones A, B1 and C are airport friendly.

Zones D and E are developer friendly.

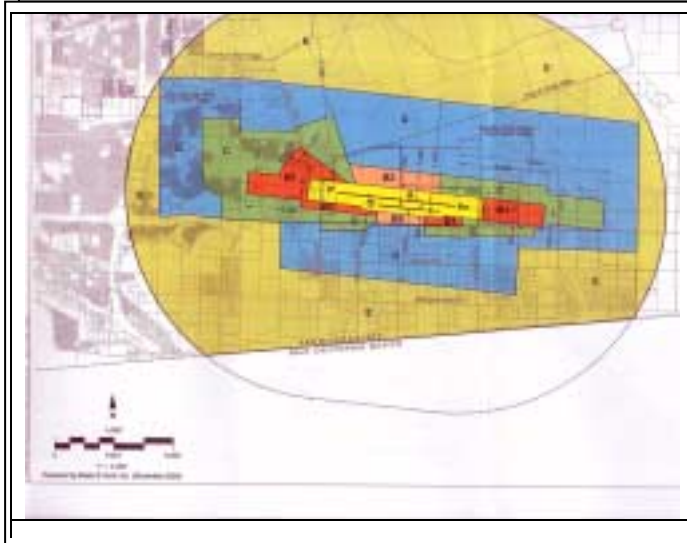
It's a war out there, check your six
A response is needed by SDM users by April 8.

Post your questions at www.sdaac.org/forum in the forums

"Brown KSDM Forum (public)" (or "Brown KSDM Forum (private)" if you're an sdaac member)

All the Best,
Rick Baker
President, www.palomarairportassociation.com
Officer, www.oceansideairport.org
Member, www.sdaac.org

Written public comment is due by April 8 to:
San Diego County Regional Airport Authority
C/O Juan Lias, Airport Planner
P.O. Box 82776
San Diego, CA 92138-2776
Phone: (619) 400-2464
Fax 619.400.2458



Three EZs Go to the Rincón de Guayabitos Fly-In

November 2004

(installment 1)

By Dan Patch (DeltaPop)

VariEze – N862DP

Motivation and Background

Well, last year's trip to Mexico was so much fun that committing to the trip again this year was easy. I won't rehash the details of that trip,¹ but for more hints on how to prepare for a trip to Mexico, I suggest that you check out Dave (Beagle) Orr's excellent guide, *Another "Save the Males Fly-in" – to Acapulco*.¹

We're Off

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 at the start of more than a 1000 nautical mile trip deep into Mexico after a four hour delay for IFR weather conditions to... But wait! – That describes the start of last year's trip to Rincón de Guayabitos. The weather just had to be better this year than the glop dished out by an unusual and nasty cutoff low that parked its ugly self off the San Diego coast in 2003... didn't it? Well, yes... and no, but I'm getting ahead of the story.

Plan A was for very experienced Mexico travelers, Bill (Duck) and Donna Oertel to launch from Chino at 6:00 AM aboard their rompin', stompin', O-320 powered VariEze (N183W). A low-level pass at Ramona would entrain Bob (Bobby) Fuselier's O-320 powered LongEZ, N262E and his GIB,¹ Ann Landers, in Duck's prop wash. Meanwhile, my little O-200 powered VariEze (N862DP) would putt-putt out of Montgomery a bit after 6:00 AM, subsequently to be run over by the two speedy-birds somewhere around Calexico. An early start was critical because we intended to make two stops enroute – the first, Hermosillo (MMHO) for gas and to clear into Mexico, and the second, Mazatlán (MMMZ) to stock up on fuel an hour out of our destination, El Llano (LLF) located about seven miles north of Rincón de Guayabitos. Of course, a stop in Mexico isn't like a stop in the U.S. In Mexico, a stop is more like one of life's phases – the time to pass through it is tough to estimate, and it can be a while... *quite a while*, on occasion. Many papers need to be shuffled, five different charges to pay, receipts to fill out, forms to be signed, the same forms signed again by someone else, and... well it takes *time* for all this, and they do have *lots of time* in Mexico.

So, last year I was stuck at Montgomery field in IFR conditions, with Bob Fuselier wait-ing semi-patiently in Palomar for me (and the weather) to get moving. This year it is his turn to sit under a low ceiling in "always a blue sky" Ramona. Cell phone call to Bobby, "Well, doesn't look too great here." Call to Duck in Chino – "We're good to go." So what's Plan B? Oops, we forgot to put one together. Now what? Ditch my flight mates? Burn precious time waiting on the ground? More calls. "Hey, it's looking a bit better now in Ramona. I think I might be able to get out." Call to Duck – "Don't hesitate, launch now!" – and I'm on my way, thirty minutes late, and squished between a rising cloud deck and the bottom of San Diego's Class Bravo airspace, but it's a go! By Alpine I'm climbing over the tops at 6500', and the edge of a mess of clouds is disappearing under the canard. To the east, it's clear as far as the eye can see. Joy prevails.

The Flight Down

Heading out, I try a few calls to raise Duck or Bobby. No joy, but not a big surprise. Twelve out from Mexicali (MMML) I switch to tower frequency and give them a call before crossing the border at Calexico. Gee, this is way easier than last year when we were fighting to get through to MMML under a *low* deck in near-IFR conditions! As expected, Mexicali requests that I report overhead, and then again 30 nm outbound – that's about all that's required to enter Mexico – assuming, of course, that you personally filed a DVFR flight plan with SD FSS and remembered to open it in the U.S. at least 15 minutes before crossing the border. I did. About 40 nm past Mexicali I hear the

speedy-birds come up on the frequency. Hooray, they made it out of Ramona!

Once Mexicali turns us loose, we are free to link up on the air-to-air frequency. From their Mexicali position reports, it's not too hard to deduce that the speedy-birds are about 70 nm behind me, and they are really hauling the heating oil to grandma's house, making 188 kts over the ground. I'm gonna be road kill pretty quick at my normal cruise speed of around 145 kts – except I'm making 166 kts. Sweet! A romping tailwind and it holds all the way to MMHO. Landing at MMHO, I'm still about 50 nm out in front, proving that a little head start is equivalent to a lot of extra speed.

At Hermosillo I get my paperwork rolling, and am well along with my flight plan, landing fee, customs, visa application, etc., when the N262E and N183W drive by heading for fuel. I'm nearly done by the time they start their paperwork. Since we all agree that time is of the essence, I get fuel and launch – *pronto*. Nobody says anything to me about finding oil running out of 62 Echo's cowl. I'm about 50 nm out when the speedy-birds are up and talking to MMHO departure. Then a side discussion starts between Bobby and Duck about lower than normal oil pressure, and an unknown amount of oil flowing aft on 62 Echo's cowl. Oh oh, this doesn't sound good! But Bobby's oil pressure starts back up in level cruise, and the loss rate appears to be acceptable, so a decision is made to press on, with watchful eyes both inside and outside the plane monitoring the situation. This illustrates why it's a very good idea to fly with another plane when in Mexico!

With only a three-hour leg from Hermosillo to Mazatlán, plenty of fuel, clear skies, and my heated socks set on 'toast', life is good. We're all at sitting at 9500 feet and the distance between planes is closing, albeit at less than the anticipated rate. I'm a happy camper not to be holding up the show; but I figure we still need to get in and out of MMMZ by 4:20 PM MST at the drop-dead, latest if we are going to make El Llano by official sun-set – 5:23 PM. The one-hour time change (two hours for Puerto Vallarta) that runs against you down-bound into Mexico is a big factor since the sky belongs to IFR, twins once the sun touches the horizon. No singles and no VFR flight in the dark! Landing after sunset is not considered a joking matter, and you never know if a passel of soldiers might be stationed at the field just to keep every-body honest. Since LLF has no lights of any kind, landing after dark would be no joke, in any event.

By 3:15 PM I'm on the ramp in Mazatlán, and the speedy-birds are entering the pattern. We need to close our old flight plans and open new ones (filing is mandatory at all con-trolled fields), get fuel, and pay the landing fees. The Mexican authorities are clearly worried about the time of day when they hear we are planning to fly on to LLF. By their reckoning, we need to be off by 4:00 PM or they can't let us depart since otherwise they aren't sure that we can make LLF before sunset. So they do their best to expedite the process. The tough nut is figuring out the landing fee and making up the three required receipts. Neither LGEZ nor LEZE aircraft are listed in their official, gross weight book, and the receipts must be carefully filled out with various bits of irrelevant information (they're beautiful, nearly frame and hang-on-the-wall pieces of paper). Duck low-balls them with a gross weight of 450 kg and they settle for it. Getting this detail squared away takes about twenty-five minutes and the charge comes to \$7.50... total, for all three planes! By now it's 3:57 PM and we're still in the terminal. In the midst of all this, Bob is busy checking on his oil loss situation and rounding up more oil (at ~\$8.00/qt.). His cowl and the ramp are seriously soggy, and he's down 3+ quarts in three hours. Not good, but tolerable for the remaining one-hour leg.

4:00 PM comes and goes, but not by much, before we taxi out as a flight of three and depart in formation from intersection Delta. Jeez, that was really close; but we made it, the sky is clear, and the temperature tropical. We never would have cleared Mazatlán in time to reach El Llano if Ann hadn't jumped in to handle paperwork at both stops, while the guys dealt with fueling and the oil loss issue. Thanks Ann! Special rec-ognition, however, certainly goes to Donna Oertel. A lifetime of living with diabetes has taken much of the feeling and mobility from Donna's

legs, so that getting in and out of the VariEze is a difficult and time-consuming endeavor for her. With the delayed start, Donna knew that we just didn't have any extra time, so she chose to stay in the plane from Chino to El Llano – over ten hours straight! An astounding feat!

As the familiar shoreline appears north of the small El Llano airstrip, we start down out of our low cruise altitude of 5500 feet. Duck keeps going down and down, with N262E close behind. I'd be down there too dancing with the dolphins, and pelicans, but I'm a bit wary of the flocks of seabirds that I know are to be found near the shoreline. Last year flying Young Mexican Eagles I strayed into a huge flock of Frigg'in birds, I mean Frigate birds. It was a bit like flying through a rainstorm and hoping you wouldn't get wet. So, here comes the El Llano strip, cut out of the low jungle growth, and it's a high-speed, pass down the runway, followed by a low-level run over Guayabitos. Somebody needs to announce our arrival, of course, so we shoulder the burden.

With a climbing right turn out over the bay, our three-ship heads back north the seven miles to El Llano to land, with the sun just on the horizon. Bob is in a hurry and cuts a close-in right pattern, Duck comes around in a wider left pattern, and I'm taking my time behind Duck. The El Llano runway isn't short (it's 3280 ft), but you definitely won't mistake it for LAX either, and it's a good idea to be sure that the local bovine population is off doing some-thing other than exploring the many attractions of standing on the runway.

Well, the cows are nowhere to be seen, but there is plenty of circumstantial evidence on the runway that they had been around, and not that long ago. Whatever, it's good to pull up off the runway and shutdown for the day! The silence is welcome, and the half-dozen armed soldiers who come out the jungle are friendly enough. Actually, I'm glad they are there – nobody is likely to bother the planes with the Mexican Army camped 25 meters away for the duration of the Fly-In! But mostly, we are glad to see the crew from the Villas Buena Vida Resort, who has been waiting for us to arrive.

By the time we have our stuff out of the planes and loaded up, it's nearly dark. When the sun goes down at this latitude (21° north) daylight doesn't linger. So we're off, with me wedged into the rumble seat of Karen Hofstad's pristine, fully restored 1930 Model A Ford (powered by a 351, V-8), racing the fading light into town.

[More to come next month – Editor]

Unclassified Ads

Unclassified ads are free to Chapter 14 members - \$5 to non-members for 2 months. To submit an ad (or other newsletter input) send to Kerry Powell, Newsletter editor, either by email (preferred) at kgpowell@adelphia.net or by phone at 760-602-0662

Hipp Reliant SXMOD experimental N25266. Total hours airframe and engine: 46 hours. 447 Rotax engine with electric start. \$7,500 or offer. Built by Gene Whigham - year of airplane 2001. Good flying condition. ICOM handheld radio included. Hangared at Brown Field, San Diego, CA. Contact Ernie Shattuck, (619) 281-2722 or R. S. Ryan (858) 273-4051 (rryan@san.rr.com)

Celebrity "Sport" Bi-Plane - 2 place open cockpit fun. Completed airframe ready for engine. Built from quick-build kit and covered with Poly-Fiber. Flight instruments & radio. Over \$20k invested. Asking \$10,950. Hangared at SEE. Doug (619) 464-5484 or dugcook@cox.net.

RV-6A kit. \$5000 OBO, can deliver almost anywhere in S Calif. 858-442-8818 cell, or 858-277-8818 home ewatson1@pacbell.net

Nieuports Begin to Take Shape!

After about a year of work, the golden Nieuports are becoming three dimensional. Squadron Member Joe Russo constructed a fuselage assembly jig and the team has assembled the first of eight fuselages into three-dimensional form. Gene Hubbard made up forming fixtures to mount the tailpost, and Jim MacKinnon has been busy making fittings for the forward fuselage. We're waiting on tailpost material to finally start riviting the fuselages together.

The Nieuport group is about to pass another milestone with completion of the last of eight right fuselage sides. Last weekend, on the 26th Richard Kalling drilled the last of a couple hundred side gussets. Just some alodining and riviting to go. There's still a lot of work to do, but it's a big step forward. Way to go team!

Planes for Sale

Interested in a plane? There are two planes at the Chapter that are for sale.

Carl Benson has indicated an interest in selling his Kitfox. See it on the southwest portion of the tiedown apron. Contact Carl directly at (619) 440-1590.

Gene Whigham's Hipp Reliant is also for sale. Please see the advertisement in the For Sale section. Ernie Shattuck and I are helping Gene's daughter sell the plane. If you know of anyone interested, please have them contact Ernie or myself.

Donations

The Chapter received Whitney-Jensen industrial six-foot sheet metal bending brake donated by Jack Green. This brake can be used for bending sheet-metal parts. We appreciate Jack's generosity. Thanks, Jack. The Chapter will benefit from this equipment.

As always, we appreciate and can use any aviation-related donations. This includes projects or kits in different stages of completion, as well as equipment.

Ryan—Hangar Manager
858-273-4051

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CALENDAR OF EVENTS

- April 2 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- April 9 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- April 16 – Pancake breakfast 7:30, Chapter membership meeting—10AM, Open house, coffee at Chapter 14 hangars, Brown Field. Lunch – 11:30
- April 23 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- April 28 (Thursday) – Board of Directors meeting, 7PM, Montgomery Field administration building.
- April 30 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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April 2005

CHAPTER WEBSITE

<http://www.eaa14.org>

E-mail

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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

<u>Title</u>	<u>Name</u>	<u>Phone</u>	<u>E-mail</u>
President	Larry Rothrock	(858) 748-1626	rothrock@znet.com
Vice-President	Lista Duren	(858) 452-7112	lduren@pacbell.net
Secretary	Kerry Powell	(760) 602-0662	kgpowell@adelphia.net
Treasurer	Dennis Cullum	(760) 436-5806	dfcullum@aol.com
Director	John Alley	(858) 277-2054	jalleynbart@juno.com
Director	Charles E. "Mike" Fisher	(760) 753-1064	cmdfisher@aol.com
Director	Pete Grootendorst	(619) 421-6252	pjgrootend41@cox.net
Director	Gale Hess	(619) 390-7510	ghess4@cox.net
Director (Membership)	Eugene N. Hubbard	(858) 274-2091	enhubbard@sbcglobal.net
Director	Richard G. Kalling	(858) 549-0785	rkalling@mail.sandi.net
Director	Bill Moore	(619) 222-8835	
Director	Chris Puntis	(760) 943-6997	skitchmo@netzero.net
Director	Joseph Russo	(619) 295-1718	jrossosd@aol.com
Director (Hangar Mgr)	R.S.Ryan	(858) 273-4051	rryan@san.rr.com
Director	Dayton L. Smith	(619) 421-6546	daytons@cox.net
Director	John P. "Jack" Thomson	(619) 425-6404	jpt@nethere.com
Director Emeritus	Ben W. Hunsaker	(619) 276-5121	
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 - 11:00 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.