

Spirit of Flight

Experimental Aircraft Association
Chapter 14, San Diego CA

June 2005



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Canard Fly-in - Saturday June 18, program Trio Avionics

Additional type fly-ins to be scheduled - RV next, then Antique, Kitfox, Short-wing Piper?

Reach for Tomorrow - July 9, Young Eagle pilots needed!

Cover: A frequent visitor to Brown Field is John Lammers and his Warner Sportster.

President's Message

Larry Rothrock

June will be busy for EAA-14. George Conway is lining up four, maybe five mini Flyins for type aircraft. The first is organized by Dan Patch and is a **Canard Flyin on June 18**. The second will be RV planes; the third, Kitfoxes and then Antiques. There's a rumor that there'll be a "short wing" flyin fitting in sometime.

June 11 will be a special Young Eagles day. We have invited some of our neighbors who live around Brown Field to visit and bring kids to take flights. This is the first of our Airfield Community activities and we hope it brings SDM and the Otay Mesa community closer together. It is in the interest of all of us to cooperate. Maybe we'll get some new members. We can bring affordable aviation into the lives of many of our neighbors and they can help us keep Brown Field available for all.

Don't forget that Dayton Smith has arranged for the **Reach for Tomorrow** organization to bring about 90 kids from Indian reservations all over the US on **July 9th**. We'll need lots of help in operating. We'll need pilots and planes, certificate makers, ground school lecturers, tour guides, cooks and ground controllers. There's a sign-up sheet in Hangar One...sign up!

The new T-hangar (Hangar Four, I guess) is nearly in operation. Chief Engineer Ryan needs volunteer painters. Help him out.

Best wishes to Gale Hess, long time supporter and past president of Chapter 14; he is ill and the thoughts of all of us are with him.

Program - June 18 Canard Fly-in, Trio Avionics demo

Chapter 14 will be hosting Canard Day on June 18 for VariEZ, LongEZ, Velocity and Cozy type aircraft. The San Diego EZ Squadron will setup to do weight and balance for those planes. There will be scales available and an excellent computer program that will run the W & B numbers and print out a professional-looking summary for the plane records. Also, Trio Avionics will be coming down from Gillespie Field with a short audio-visual presentation and hands-on show and tell for their autopilot system.

Other future Fly-ins are also being organized for RV's, Antiques and Kit Fox type aircraft.

The Flying Report

By Bob Osborn

May 7 - The merry month of May. Time to start farming, fishing, and flying. Actually the fly in traffic at EAA Chapter 14, Brown Field seems to have declined somewhat. Perhaps it is aviation gas at \$3.20 a gallon. That doesn't affect Ryan who works a little flies a little several times a day. A VW engine doesn't gulp gas like the 235HP Lycoming John Bovie recently installed in his Cessna 180 though. John in his 180 and Mike Dufford paid us a visit, Mike flying the 170 with the 0-360 Lycoming his dad Phil owned. John and Phil are glider guiders from the past, Mike was checked out also, years ago. Earl Hickman's Bucker Squadron arrived in formation and the flight crews joined us for lunch.

Dennis Cullum baked lasagna, added garlic bread and garden salad, fruit cocktail, and ice cream. Thus inspired and fortified, Pres Larry Rothrock called a planning meeting to update us on the lease situation and firm up a proposal for the City to double our lease acreage (and rent) and plan expanded hanger facilities. Generally it was a working day, for the Nieuport builders, Galen's Starling rehab, Chris's Sonex tweaking, Jack's RV-6 speed enhancement, Pete's

Traveler, and Richard's Colt annuals. Takes a lot of work to fly.

May 14 - Young Eagles Saturday. The pilots and planes were there, the weather cooperated, where were the Young Eagles? Joe Andrade flew two in his Cessna 172 and they turned out to be repeat Eagles on a second or third excursion. The program is to introduce flying to youth who would otherwise never experience flight in a small airplane they can control themselves. Feast or famine as usual.... Pat Falley brought his beautiful RV-4 N582M with military insignia, a large 3F8 painted on the side (Squadron number?), over from Gillespie for us to admire. It looks like a Navy F8 (almost). Joe Pribilo arrived in his Beechcraft Bonanza after completing trips in it to Sun and Fun, and a trip up north. Earl Hickman's Bucker Squadron arrived on schedule. Lots of fly-in aircraft and local pilots (Dennis RV3, Ryan Quickie, Jack RV6, Chris Sonex, Richard washed his Colt) took advantage of the summer day.

Pres Larry Rothrock took advantage of the summer day to prepare a healthy meal for us. Pretentious Poultry, Corn Tropicana, Old King Slaw, Marie Antoinette Bread, Corn (just plain corn??), and ice cream. It hit the spot with the work crew that erected the siding on our new T-hanger. Looked like Gene and Joe sparked the work party with numerous others pitching in to complete the job. Now what? A concrete floor?

May 21 - Ty Tyvoll and Bill Clark turned out the pancakes, eggs, and sausages to order on a warm but hazy Saturday. Earl's Bucker Squadron was almost lost in the haze as they arrived for their break overhead. Perhaps they home on the odor of frying sausage. With the breakfast cleared away at 1000 hours, Pres Larry called on Lee Klaus to lead the Pledge of Allegiance to the flag and got the May General Meeting underway. Announcements included an up date on Gale Hess's medical status as improved, a check for \$3100 from EAA Headquarters for our

share of the B-17 weekend "take" at Gillespie was exhibited, the Canard Fly-in for Saturday, June 18 was announced (free weight and balance and lunch if you fly with a canard), and an update on our request for a lease (double our leased area, 10 year contract) by Larry. Gene Hubbard announced we have 218 paid up members for the year and we are looking for someone to fill the post of Technical Advisor. Ryan requested a paint party for next Saturday to paint the new hanger. Kim Dodd's discussed the use and types of defibrillator kits for restarting faltering hearts which is under study for obtaining and having on hand at the hanger. Kerry announced he would send the Newsletter over the internet to anyone who checked the box on the annual membership form. If you check also that you don't want a mailed copy, it will save on postage, otherwise it will be mailed. Kerry furnished a new pull down video screen which new (prospective) member Tommy Matthews installed later in the day. And Reg Finch passed out fliers and cards and called for volunteers to work at the San Diego flight Museum located by the old terminal building.

Kerry Powell ran a video presentation of the new Sport Pilot rating prepared by EAA National. It was quite comprehensive, covering all aspects of the pilot and mechanic rating, medical, and training, and aircraft criteria including ultra light aircraft, experimental, and certified aircraft. Meanwhile, Joe Russo having purchased the "makings", Richard Kalling laid out a lunch of cold cuts, salad, and tropical fruit. A very full and successful May day at EAA Chapter 14 Brown Field.

May 28 – Was it the weather (IFR)? Was it the holiday weekend (Memorial Day)? Was it the cook (President Larry Rothrock)? Was it the threat of Ryan's painting party (It didn't fly)? Whatever the case Saturdays fly in luncheon was lightly attended, perhaps 35 came. The first fly in was a Beech Bonanza



Larry Rothrock and Dennis Cullum consult on Chris Puntis' Sonex

from Palomar on an IFR flight plan and the three aviators were looking for breakfast. No luck there, coffee and doughnuts until 1130 and lunch service. They took a look at Larry's lunch menu and decided to fly off to look for breakfast elsewhere. The menu read Medley du Mer/Terre, Somekinda Fruit, Marie Antoinette Cake, and Freshly Baked Dessert. They should have stuck around, it was better than it read. Larry and Dennis served a delicious tuna salad with chopped apple bits over lettuce, French bread and butter, mixed tropical fruit, and pan after pan of fresh baked chocolate chip cookies. We ate it all....

Music was furnished by Ernie Shattuck who donated several CD's he cut of records dating back to the 30's. It was our kind of music, played on the new CD player and either over the TV set or the amplifier and speaker. Joe Russo also supplied a fine CD of delightful dinner music to brighten our day. Other than the low fly in count, it was business as usual with flying activity increasing throughout the day as the weather improved and local pilots tuned up their aircraft. Ryan rolled out his Teeny Two (?) to demonstrate for a possible sale, Bill Moore decided to get back into the flying game by buying Ed Fitzgibbons Mini Max. At least one visitor liked what he saw and joined the Chapter leaving his check with the treasurer. Another good day at Brown Field.

RECENT DONATIONS

By R.S. Ryan

We are very pleased to report that EAA Chapter 14 just recently sold the Pulsar project for \$8,113 to a man who came all the way from Kansas to pick it up. He wanted the plane and understood the condition issues, so it was a win-win situation all around. Michael Carlson donated this Pulsar project to the Chapter at the end of December 2004. The funds from the sale of the plane will play a valuable role in future efforts to expand Chapter 14 activities. Here's the text of the letter we sent to Mr. Carlson thanking him for the donation.

Dear Mr. Carlson:

We want to thank you again for your most generous donation of the 1990 Pulsar XE Factory Kit with 912 Rotax engine to EAA Chapter 14.

We just sold the plane to a gentleman who traveled all the way from Kansas to pick it up. He was very happy to receive the kit; we were very happy to receive the funds from the sale of the kit.

EAA Chapter 14 is actively involved in offering increased support to airplane enthusiasts, including more building workspace for projects and workshops, as well as additional programs to enhance community support for flying. The funds from your donation will enable EAA Chapter 14 to fulfill this mission even further. Thank you again—none of this is possible without the generosity of people like you.

We also just received two most generous donations from Dave Beaver of Paladin aviation here at Brown Field. First, Dave gave us a motorized sweeper, which will be put to use almost every weekend keeping the hangars and surrounding tarmac clean and safe. To top that off, he donated a set of three high quality aircraft scales, which we can use immediately for upcoming fly-in

programs and our own members. These aren't just regular scales—they are top-notch airplane scales that will enable us to perform very accurate weight and balance measurements as part of the W & B aircraft documentation. The Chapter will get a lot of use and value from both of these donations. We sent the following letter, thanking him for his donation.

Dear Mr. Beaver:

We were extremely happy to receive your generous donation of the sweeper and airplane scales. As you well know, it is a never-ending battle keeping the dirt and dust out of the hangars and work areas here at Brown Field. The sweeper will provide valuable assistance in keeping up with that task—and now we will be able to do it much more efficiently and quickly.

But while the sweeper helps with housekeeping, the airplane scales contribute to what we all love most to do—fly. We will be putting these to work immediately, not only as individuals, but also for a fly-in we have scheduled in June. No longer will we have to make do with just regular scales—having high quality aircraft scales will enable us to be much more accurate (and hence safer) as we prepare our aircraft for flight.

Thanks again for donating these valuable items to EAA Chapter 14. We really appreciate it.

EAA Chapter 14 can really use and benefit from any aircraft related donations. This includes aircraft, as well as projects and kits, in various stages of completion. We'll take equipment too. We offer donation forms for people who can use the contribution tax write-off. If you have something to donate, just see me at the Chapter or give me a call. Our new donation motto is:

Large or small
We'll take it all
(well—almost).

New Members

Help us welcome the following new members to Chapter 14 this month. Some of the faces will be familiar, others might not be. Whoever they are, meet them, talk to them, get to know them. All of our members have something to contribute to the Chapter, and to everyone in it.

Leon Kloovsky is a private pilot from Spring Valley. He has offered to help out other members with computer and aero structures, and is looking for information on construction techniques. During the week, he works as an engineer

Larry K. Owen is an artist and graphic designer living in Jamul. Larry has been hanging around Chapter 14 for several years now, and donated the Pietenpol print mounted on the Coke machine. This print is from his series of watercolors depicting life along Route 66 during the early to mid part of the 20th century.

Dejan Vucinic is a private pilot living in San Diego. He works as a scientist in “real life” and is currently has a about Zodiac CH-601 project about 90% complete.

June Birthdays

Help us wish a very happy birthday to those Chapter 14 members celebrating their birthdays in June!

- 1 Ashley J. Palmer
- 1 John V. Pettinari
- 2 James F. Coleman
- 2 Robert W. King
- 2 Robert K. Lockwood
- 4 David W. Peters
- 5 Dennis W. Longley
- 6 Angelo S. Cervi
- 6 Urho Makela
- 7 Rudolf M.T. Stadler

- 10 Charles R. Bradshaw
- 10 Cory Moesta
- 15 Edward R. Bancroft
- 17 Philip S. Lankford
- 19 Lee E. Klaus
- 21 Floyd H. Green
- 21 Donald L. Meloche
- 22 Lloyd T. Gray
- 22 Raymond E. Johnson
- 23 Louis Albrechtsen
- 30 Julius LaVerne Edwards
- 30 Sam McCutcheon
- 30 Rob L. North
- 30 Greg Vines

Three EZs Go to the Rincón de Guayabitos Fly-In

November 2004

By Dan Patch (DeltaPop)

VariEze - N862DP

[Editor's note: I published the first half of Dan's story in the April issue, meaning to print the conclusion in May. With all of the April activities to report (Ocotillo, B-17, Bus trip to March Field) there wasn't room. Here, as they say, is the rest of the story. Also, some of Dan's excellent pictures, some of which were taken by Ann Landers.]

Just Hanging Out

After a quick check-in, it's time to stroll 200 feet down the beach to Tonita's, a favorite dinner spot with seafood so fresh it's almost still jumpin'. I'd recommend the shrimp, or the lobster, or the fillet (either Tonita or Guayabitos style) or... well, you can't go wrong with anything on the menu, especially after more than fifteen hours since breakfast. Some reconstituting liquid, like a Tonita Margarita (or two), makes sense. Duck's son, Mike, who flew down commercially, joins us for dinner so we're all here except my wife, Jill who's arriving the next day from Puerto Vallarta – she thinks that seven hours in the

back seat of a VariEze, with two stops is a bit too much for one day!

The next morning, hot coffee and pastries are waiting poolside at 6:15 AM for the early risers, and it's time for a walk on the beach to do a little bird watching, wading and picture taking. It's cooled down nicely overnight to ~69 °F, so the sand feels hot where the ~84 °F water has washed up on the beach, and the surf is small – as usual. You quickly learn that 7:00–8:30 AM is a good time for a walk, since the temperature starts heading up, and the sea breeze doesn't really kick in until later in the morning, effectively cooling things back down. It's midweek and the beach is sparsely populated. A swim would be nice – so that's what I do. Getting in, the water is barely cool enough to notice that it's there.

After lunch, Bill Oertel and Bob Fuselier go to the airport to prospect for oil – or more correctly, the source for the oil that's deposited on N262E's cowl, as another quart disappeared (at least from inside the engine) in the one-hour flight between Mazatlán and El Llano. After some wrench twisting and a trip to the auto parts store for RTV, six-two Echo's blown crankshaft seal is back in place, and Bob's spirits are distinctly brighter.

More American planes begin to arrive, so it won't be just our three EZs representing the



Bill (Duck) and Donna Oertel climbing out of San Diego in VariEze N183W looking west at the edge of the cloud deck. (Photo by Ann Landers)

U.S. But there's bad news. Landing, Günter and Ann Hagen hit a reinforced, concrete fence post on the end of the runway with the right wing of their Cougar twin. The Cougar's engine(s) were running rough on final and failed to gain power when Günter advanced the throttles. Nobody is hurt, but the Cougar definitely is. It has several holes in its (formerly) wet wing just out-board of the engine, the right flap is damaged, the left gear over-center spring is history, and the prop leading edges indicate that the barbed wire put up a stiff fight.

Fly-In Activities

Flying begins Friday morning (we left on Tuesday) with a spot landing, ribbon cutting, and balloon popping contest. The helium guy doesn't show up, so the balloon contest is a bust (as it were); Duck and I cut the required top ribbon, no problem; but I do a miserable job on the spot landings, hitting well short of the mark both times. It's also an opportunity to inspect Günter's twin to begin formulating a repair plan, and for Bob to take a local scenic flight to check out the repaired prop seal. Well, his prop seal stays put, but after landing there's new oil on six-two Echo's cowl, albeit less than before. What's up with that? Time to look at the oil separator, which gets a mixed review based on some simple ramp tests. Bob decides to take it out of the system, but now there's some concern that the problem is actually excessive blow-by from... what, a broken ring?

Saturday most of us participate in the Fly-In Rally. The previous night we were each given the latitude-longitude of seven waypoints and a crude map. Our task is to convert the waypoint information into a route, figure out times to each waypoint, and declare a cruise speed for our flight. Then all we have to do is arrive at each point exactly on time (tough luck if you miss-plot a point!) and identify which waypoint goes with each of several dozen photos that we are shown on our return. Experience gained last year

serves me well, as I remember to start my stopwatch on take-off, and I have a better chart than the one we were given. Hitting my waypoint times while dodging under and around building cumulus makes for an interesting event, but the flight works out well for me. The bad news is that Bob returns with more oil on the cowl. There isn't much he can do other than reconnect the oil separator and live with the oil-loss situation. To help entertain the local crowd while we're off flying the Rally a bunch of skydivers 'drop in' unexpectedly, and R/C modelers fly their planes.

Saturday night is the Awards Banquet and there is a special treat for us (in addition to the excellent meal). The VBV staff has arranged to have a Mexican folk ballet dance group perform for us. They are Nayarit State Champions who came in from the capital, Tepic; and they put on a fabulous show, with incredible costumes and dancing at the world-class level. For the second year in a row, the American pilots break a long-standing tradition of being crushed by the Mexican pilots. Bill Oertel wins the spot-landing contest, and Don Luschar flying a Mooney Rocket and I take second and first places in the Rally.

The last day of the Fly-In is devoted to flying Mexican Young Eagles. For most of them it is the experience of a lifetime, and it is a way for us to pay back the hospitality that we experienced in Guayabitos. Bill Oertel is flying kids as fast as he can load and unload, while I only fly a few because rain showers in the area make for high landing speeds and degrade my climb performance. The factory-builts are hauling kids by the dozen. I count one batch of nine kids getting out of the Cessna 210, and a big twin holds a lot more than that. Increasing rain showers mark the end of YE flying, and then a real soaker washes through. I'm told that this is only the third time that they have had heavy rain in November in the past eight years.

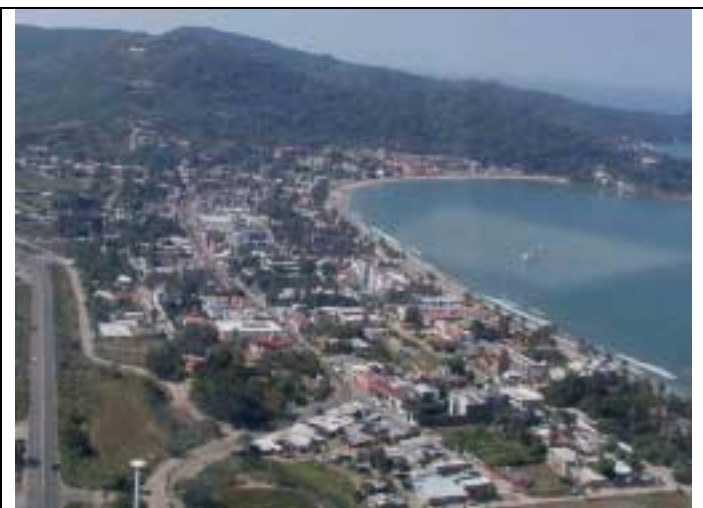
Heading Home

Sunday afternoon it's time to think about heading home. I check the weather using the VBV office computer. Showers are forecast for the route between MMMZ and MMHO, with areas of rain inland. The coastal cities are forecast to be VFR, with temporary MVFR in showers. The prog charts for Tuesday look about the same or worse, so delaying our departure doesn't seem to yield any advantage over Monday. Bob and I plan a dawn launch from LLF.

I sleep in until a lazy 4:20 AM, catch a quick breakfast at 5:00, and it's off to the airport in the dark by 5:30 AM. The airport gate is locked up tight, but we wiggle through a hole in the fence and load up. The soldiers wake up and come out to see us off at 6:15 AM, just as the sun comes up. The route to MMMZ is reasonably clear with some showers and lightening in the southwest. About 40 nm out, Mazatlán approach gives us a left 360 turn for traffic, and then wants another 360 a few minutes later. I request lower instead, since there's rain on our left, and that's acceptable. We extend our down-wind at MMMZ for a jet to land and back-taxi, and then we're on the ground for fuel, flight plans and weather. Bob is only down about 1/3 of a quart of oil. Several showers come through, soaking the ramp – not a particularly good sign. Station forecasts are consistent with, or even a bit better than those from the previous day. The satellite image, however, shows a band of cloud cover with build-ups heading northeast, beginning about 60 miles north of Mazatlán and roughly 100 miles wide. The weather briefer at MMMZ doesn't recommend VFR flight, but we decide to take a look.

About 60 nm out of Culiacan we reach the edge of the weather system, as expected. Dropping down over the ocean and running underneath isn't an option because mucho lightening is at work out there, and we want no part of that. So we opt to head inland toward the northeast where conditions look better. Conditions are better, some-what; but

we can't find a clear path toward Hermosillo. Since I departed MMMZ with enough fuel to make San Diego (albeit, barely) under normal conditions, and Bob has even more time-in-the-tanks than I do in his Long-EZ, it doesn't seem like fuel can become an issue; and MMMZ is forecast to remain VFR for the next five hours if we need to return. So we press on to the northeast in search of the fabled 'Northwest Passage', with the expectation (hope?) that conditions on the east side of the mountains are better. They are, slightly, but we are now far off the direct route, and we haven't made any real progress toward Hermosillo since we left the coast. Chihuahua is in easy reach, but when Bob calls, they are reporting IFR to the ground. Weather south of us at Torreon is likely to be VFR, but we can't confirm this with Chihuahua and likely just isn't nearly good enough for me, since committing to Torreon probably would eliminate all our other options. A belated return to Mazatlán seems to be in order; but a turn in that direction and a groundspeed check shows that it's all up hill, with a spanking headwind. If we can't go direct to MMMZ from where we are because of weather, my fuel could get really tight. This is not good, at all, and some smarter decisions are needed, immediately. I'm determined not to head for any airport that might be IFR since Bob isn't IFR rated and I



Rincón de Guayabitos looking south. (Photo by Ann Landers)



Bob Fuselier catches the top ribbon – and a just little bit of the bottom ribbon too!

don't have IFR charts, or where I might run out of fuel on the way there – obviously! I know that I have enough fuel to make Hermosillo, and that it should be (and is forecast to be) VFR since it's on the far side of the weather. Alamos and Guaymas are potential alternates enroute to MMHO, but they aren't very attractive since Alamos is in the mountains and Guaymas is closer to the main weather system.

Decision made, we set a direct course for Hermosillo and do what we have to do to get there. Thoughts of mistakes made under similar circumstances (e.g., Gus Sabo) come to mind, and definitely not for the first time this day. Scud running would be suicidal in this jagged terrain, and I rule out going higher than 11,000 ft because I don't want to spend any fuel climbing that I might need later (when it's gone baby, it's gone!). It isn't an easy flight, and visibility at times is, shall we say, very limited. Conditions begin to improve about 100 miles out of Hermosillo and we land in the sun-shine, with a few stray showers lurking in the area. I land with a full reserve tank (~40 minutes of fuel at cruise) and pay for 26.4 gallons of gas. The mains hold around 28 gallons with the nose down.

Well, it's a lot later than we planned. We need to clear Mexico before dark, and it's still a two-hour flight to the border. Bob rounds up 3 quarts of oil with some difficulty, and we

feverishly begin sticking the 12-inch N numbers on our planes that are needed to enter U.S. airspace. Meanwhile, Ann does all the paperwork for us and we're good to go. Well almost, as it turns out. After we are cleared onto the runway for take-off the tower calls again, "Somebody left their passport!" Well, that was a close call! We taxi back to immigration at a sprightly clip to retrieve it.

North of Hermosillo we see about the best rainbow ever – especially since it is clear of our intended flight path! Two hours later we're over the border just at sunset, and we shut down exactly on our amended flight plan TOA. U.S. Customs is cordial, fast and friendly. Evidently, last year's good experience isn't a fluke, so hats off the U.S. Agents in Calexico – we sure appreciate the great service! My engine starts first pull and I quickly rig my bird for night flight. Last year it was still light when I departed Calexico, and I hadn't fully thought through the fact that darkness was imminent. This year it is full-on dark. We're off together, and heading out on slightly diverging flight paths on a clear, see-forever night. Bob and Ann are heading for Ramona and I'm bound for Montgomery in San Diego. We can see each other's running lights for most of the flight back as we slowly drift apart. Wow, what a trip, and it's sure good to get everyone home safe!

Conclusion

Flying in Mexico is like a step back in time – it still has a lot of the wonderful freedom that has been lost in the more structured and busy airspace of the U.S., particularly in Southern California with its layers of Class Bravo airspace, ATC, etc. But Mexico also has a higher level of responsibility that can challenge the complacent pilot. Weather in-forma-tion can be spotty to non-existent, paved airports are few and often very far apart, mechanical assistance may be limited to what you can do for yourself, and there are few, if any controllers to hold your hand and help pull your fanny out of the fire if you insist on warming up your underwear. In short,



N862DP homeward bound north of Hermosillo, at the end of the rainbow.

(Photo by Ann Landers)

conservative flight planning with a flexible schedule is required. I knew this before I left, but I know it even more after returning from this trip!

As was the case last year, I found all of the officials at the Mexican airports to be very friendly and helpful. Of course, they have their regulations and procedures to follow (it's their country and their job, after all); but they did their best to expedite and guide us through the process. Just be sure to do your part by bringing the required documentation. Having lots of cash in hand, including small bills helps too – Visa not accepted!

Epilog

Even before we departed Monday morning, Günter had already rounded up a perfect replacement for the damaged over-center spring on his Cougar at the local auto parts store. Over the next two days, wizard A&P, Bill Oertel modified the formerly wet, then dry, and finally the semi-wet right wing by adding eighty-eight pounds of water ballast, and pop riveting an aluminum sheet over the damaged wing skin. The ballast was contained in a large number of Individual Fluid Containment Modules (IFCMs). With the addition of wing ballast, the Cougar's roll trim system had sufficient authority to compensate for the full range of fuel levels in

the left (operational) tank. Günter flew the Cougar back to Santa Monica on Wednesday with no problems, making four fuel stops.

With everyone else safely home and out from underfoot, Bill and Donna were finally able to kick back and enjoy their remaining nine-day stay in Guayabitos. Coming home, they had beautiful flying weather with favorable winds to Guaymas, followed by head winds but good flying weather all the way to Palomar Mountain, just east of the LA air basin. Unfortunately, their home airport, Chino was hard-IFR in rain so they had to leave the plane at the French Valley airport, less than 40 nm from Chino to be collected later. The final leg home by car took as long as the ~540 nm flight from El Llano to Guaymas!

Bob Fuselier convinced himself that he must have a broken piston ring, pulled two 'suspect' cylinders, and found... nothing. Installing a new prop seal did the trick; but next time I expect he'll take a good look with a borescope before firing up the wrenches.

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

Continental IO-520A with the GAMI mod, was involved in a "minor" prop strike and has been run for about 3 hours since then. Runout numbers are 0.000 and 0.001. It has a new VAR crank. I need to get \$14,000 for it. 858-442-8818 cell, or 858-277-8818 home ewatson1@pacbell.net

Wanted Corvair engine, any condition, Rob at 858 292 1350, e-mail via air@juno.com

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. Hangered 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. Hangered at SEE. Doug (619) 464-5484 or dugcook@cox.net.

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CALENDAR OF EVENTS

- June 4 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- June 11 – Young Eagles, 9AM, Open house, coffee, lunch at Chapter 14 hangars, Brown Field.
- June 18 – Pancake breakfast 7:30, Chapter membership meeting—10AM, Open house, coffee at Chapter 14 hangars, Brown Field. Lunch – 11:30
- June 23 (Thursday) – Board of Directors meeting, 7PM, Montgomery Field administration building.
- June 25 – Open house, coffee, lunch at Chapter 14 hangars, Brown Field.

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June 2005

CHAPTER WEBSITE

<http://www.eaa14.org>

E-mail

kgpowell@adelphia.net

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	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	gness4@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	jrussosd@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.