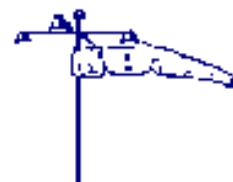


The Static Line

News and Views of EAA Chapter 538



Volume 34, Number 2-3

February/March 2009

EAA Chapter 538 2008 Officers & Staff

President	Bill Christie 623-535-1647
Vice President	Alan Stills
Secretary	Dave Biddle 602-265-1172
Treasurer	Myra Ridder 602-942-5934
1 Year Director	Tom Velvick 623-979-2519
2 Year Director	Don Ridder 602-942-5934
3 Year Director	Carlos Hernandez
Tech Counselor	Ed Daror 602-869-6728
Newsletter Editor	Tina Christie 623-535-1647 eea538tinac@cox.net

Chapter 538 Website www.eaa538.org

The Roy Castle Chapter (#538) of the Experimental Aircraft Association (EAA) publishes The Static Line monthly.

Unsolicited submissions are welcome and encouraged. Please send photos, art, articles, letters, calendar events or classified ads to the Editor. Submissions may be made via email (preferred) to the address listed above. CDs or paper can be submitted by USPS mail to the return address listed on the mailing label portion of this newsletter. All electronic submissions should be in standard MS Office (.doc, .xls, etc) or graphic (.jpg or .bmp) formats. Paper and CD submissions will be returned upon request.

Classified ads are free to all current members of EAA chapters and should be aviation-related.

Submission deadline is the last Tuesday of the month prior to the month of publication.

INSIDE THIS ISSUE

- Treasurer's Report
- Secretary's Reports
- Calendar of Events
➤ For Sale
- Corn Island Vacation
- Corn Island Vacation (continued)
- Next Meeting

Treasurer's Report

submitted by Myra Ridder
2/20/09

Beginning Account Balance: \$ 4,089.99

Income:

2009 Membership Dues	\$ 80.00
Nametag Kitty	\$ 1.00
Total Income:	\$ 81.00

Expenses:

Annual Website Security	\$ 49.95
Meeting Room Rental	\$ 100.00
Name Badge	\$ 6.20
Total Expenses:	\$ 156.15

Ending Account Balance: \$ 4,014.84

Membership: 56 Paid Members for 2009

March Secretary's Report

submitted by Dave Biddle

January 13, 2009 meeting was called to order by Bill Christie at 7PM at Deer Valley airport Pan Am classroom A.

Current **Secretary Report** published in Newsletter, **Treasurer Report** given and accepted.
Tech Counselor / Flight Advisor Report: **none**

Young Eagles Report: February 7, next event at Glendale Airport.

Old Business: Chapter logo chosen, pricing for patches and other items will be available at the next meeting

New Business: Recent Sportair fiberglass workshop reviewed by several members that were attendees.

Announcements: Chapter 81 in Casa Grande holding a Pancake Breakfast at CGZ the third Saturday of the month.

Copperstate: New President and Board in place.

Reminders: Don't forget to check the Chapter Website for newsletters and updates on meetings.

See: <http://www.eaa538.org/>

Yahoo group created for Chapter members to communicate with each other-

<http://groups.yahoo.com/group/ea538/>

Program: Wings Pilot Proficiency program overview by Ed Daror. Go to <http://faasafety.gov/> to get started.

February Secretary's Report

submitted by Dave Biddle

February 10, 2009 meeting was called to order by Bill Christie at 7:20PM at Deer Valley airport Restaurant meeting room.

Current **Secretary Report** published in Newsletter, **Treasurer Report** given and accepted.

Tech Counselor / Flight Advisor Report: AD out on engines with injectors (IO). Flare nuts, aka "B" nuts need proper torque to avoid leakage or breakage. New runway crossing procedure in place at DVT.

Young Eagles Report:

April 4, next event at Glendale Airport.

Old Business: none

New Business: Warbird Squadron 20 donating \$500 to Chapter 538 Young Eagle Academy Scholarship.

Announcements: Chapter 81 in Casa Grande holding a Pancake Breakfast at CGZ the third Saturday of the month.

Program: Otto Bishoff spoke and showed pictures and logs of a trip taken in his homebuilt aircraft to Corn Island Nicaragua.

Calendar of Events

Some events are tentative. **PLEASE CHECK IN ADVANCE TO ENSURE AN EVENT IS TAKING PLACE.** All chapter event information can be found on our chapter's website, www.eaa538.org.

Our **monthly chapter meetings** are held on the second Tuesday of each month. Project meetings and potlucks will be held, occasionally, in addition to the monthly meeting.

NOTE: The Static Line will be published on the first Tuesday of each month. Email reminders will be sent to all members. Those without email will be mailed a paper copy of the newsletter.

March 2009

10: Phoenix, AZ – **Chapter Meeting**, 7:00 pm, Deer Valley Airport (DVT), **Program Topic: Paperwork for Registration and Certification of Homebuilts – Ed Daror**

14: El Centro, CA – **Blue Angels**, NAF El Centro. Information: www.blueangels.navy.mil.

21: Eloy, AZ – **Star Aero Club Fly-in Breakfast** to Eloy Municipal Airport (E60). Information, contact Michael Gibbs, members.cox.net/staraero.

21-22: Luke AFB, AZ – **U.S. Air Force Air Demonstration Squadron "Thunderbirds"**

28-29: Lake Havasu City, AZ – **2009 Fly-In at the Lake**. Information: Darren Marinelle, 928-764-1999 or www.havasuairstar.com/about_future_events.html.

31: **The Static Line submission DEADLINE for April issue.**

April 2009

4: Glendale, AZ – **Young Eagles**, Glendale Airport (GEU), 8:00 am. Pilot and Ground Crew Briefings @ 7:30 AM.

14: Phoenix, AZ – **Chapter Meeting**, 7:00 pm, Deer Valley Airport (DVT), **Program Topic: Oxygen Use – Roger Whittier**

18: Prescott, AZ – **EAA Chapter 658 Fly-In, Car show and Pancake Breakfast**, Ernest A. Love Field (PRC). Information: Dave Roy, 928-925-4902 or www.eaa658.com.

28: **The Static Line submission DEADLINE for May issue.**

May 2009

12: Phoenix, AZ – **Chapter Meeting**, 7:00 pm, Deer Valley Airport (DVT), **Program Topic: TBD**

16: Payson, AZ – **Payson Aero Fair Youth and Aviation**, Payson Airport (PAN). Information: Dick Garmon, 928-968-0147 or www.paysonairport.com.

23: Sedona, AZ – **Star Aero Club Fly-in Breakfast** to Sedona Municipal Airport (SEZ). Information, contact Michael Gibbs, members.cox.net/staraero.

26: **The Static Line submission DEADLINE for June issue.**

For Sale (back on the market as of 02/02/2009)

Re: Delbert Blain, Aviation Enthusiast & Aircraft Homebuilder

Linda Blain (Delbert's daughter) is asking \$55K for both the plane (Euro Fox light sport blue and white 2-seater) and the trailer to haul it in. She prefers to sell them together, but would consider all offers. The engine she had for sale has been sold. They still have everything else for the KR-2S.

Please see our chapter website for more details. Use the Classifieds Link to get to our new Forum, then chose "Classifieds."

CORN ISLAND VACATION

By Otto Bischoff

Friday the 19th of January 07 at 7:30 am we took off towards Nogales, but the weather was so marginal that we had to turn around after just flying 45 miles. That meant we were unable to meet up with our fellow Baja Bush Pilots Ted and Margo from Santa Barbara in Mazatlan.

The next 3 days a low over southern Arizona was ever so slowly moving East, unusual for this part of the country. On Monday, the 22nd the weather improved enough so we could fly to Puerto Penasco to clear customs into Mexico. Onward we stopped in Ciudad Obregon for fuel and in Mazatlan to overnight. We usually land after 2 or 3 hours of flying to take a break. The Olas Altas Inn is our favored Hotel here. It is oceanfront and has a pool and nice restaurant. It was kind of a long \$26 taxi ride from the airport thought. Next time I intend to stop in San Blas, so we can walk to the hotel.

On Tuesday. we flew along the beach at 5500' and soon run into light rain showers until we reached Puerto Vallarta Bay. Again more showers until Zihuatanejo- Ixtapa, another fuel stop. From here on it was clear to Puerto Escondido our preferred overnight stop.

The Surf Olas Altas Hotel on Zicatela Beach has a great Italian restaurant and juice bar and they make the best pina coladas. On the 3rd day we flew 2 hours to Tapachula to clear out of Mexico and file a flight plan direct to Managua, Nicaragua. We reported "REU" (Guatemala), MGSJ San Jose and El Salvador Approach. The green countryside gets interesting here with some volcanoes sticking out above the clouds. We had to descent to 2500' and dodge some lower clouds and mountains. AT 6500' over flying the Nica. border I was not able to get "Managua Radio", but 30 miles out got approach control. We over flew 2 Central American Republics and landed after 3 hours in Managua.

In a short time we were surrounded by about 5 people and bombarded with questions South American travelers may be asked by the US Customs officers: Why are you coming to this country? What is your occupation? What company are you working for? Have you been in Nicaragua before and whom do you know here? How much money do you have with you? How do you know about Corn Island? My answers, \$1000 cash and going to the island, (large amount of cash, as per the customs manual) made me a suspect character and the drug dogs were brought out to sniff the airplane.

The technical Dispatcher said he makes \$300/ month and can't make ends meet. His official charge was \$10. Practically all airports except only cash for fuel and service charges as do some hotels. As the only propeller airplane on the ramp, we were the big event. It was after 4 pm and there was nobody at the Aero Club to pump fuel for us. We walked across the street from the airport and checked in the Best Western Hotel (\$75). It is kind of old, but conveniently located, I was told one can do better at down town hotels.

Next morning we got 27G gas for \$155 = \$5.75/G, high compare to less than \$4 in Mexico. While taxiing out for take off we noticed Ted's Cessna 172RG on the ramp. Our flight went east over a deck of clouds to Bluefield. Ted did hear me talking to Managua approach and we could exchange some information on 122.75. There were fewer clouds out over the Caribbean Sea except for the one over Great Corn Island. We flew along the South coast for some pictures than landed in light rain.

The airstrip is well guarded with army and airline security. The Paraiso hotel is just 1 mile away. Ton and Mike the owners are from Holland and bought this place just 2 years ago from some Canadians. The 2 room cabanas and the bar-restaurant are palm thatch covered to give the tropical character-ambience. The beach is just 20 yards away. There are 3 small shipwrecks to explore, about 30 yards out.

While we were sitting in beach chairs under a palapa the military commander came by and asked me in Spanish if I am the captain of the aircraft at the airport since my Spanish is not as good I went with him to the hotel owner and since he is from Holland he designated his waitress as translator. Now, the question was how many days is the plane going to be there (6) and that was it. He was very serious about it. It is job security I guess. Everything official in Central America seems to be associated with lots of papers, stamps licenses registration numbers and signatures.

Continued on page 5

Corn Island Vacation

(continued from page 4)

There was always a light breeze of the water. At dinner we met another couple from Florida who have a vacation house in Granada. We walked along the beach into the village to see the big jungle trees in the swamp. The Black-Miskito Indians speak mainly English, while the officials, all from the mainland, speak Spanish. One American has an Ultra-light on floats to take tourists on flights around the Island or over to little Corn. Next day a group of 16 Canadians, came in mainly farmers, they were traveling through Central America staying a few days here and there. One family bought a farm bordering the lake Nicaragua, because if the price is right you have to buy.

What we did not like at the Hotel was the dirt road next to it where poor island people live in shacks. I would not mind that, but cannot understand leaving trash (old plastic bottles rusty car parts) all around the abode for decoration. So after the 3 days we moved on to the best beach on the Island and I think the best hotel, the Arenas Beach. Here you can have a wide expanse of Sand on a calm bay great for swimming or walk up the beach for a mile without shacks or trash in sight. The hotel rooms (\$75 double) are spacious all tiled with TV, but it did not have the tropical atmosphere of the "Paraiso". I would call it a 4 star hotel if they had warm water. Margaret saw the need for lots of flowering plants here. There were only 6 other guests there. "No-see-ums" bit me, possible because the wind was not from of the water, but from inland. 500 yards south there is a somewhat simpler hotel The Picnic, I find room #9 is the best \$63. A Dinner is about \$10. Shrimp and Lobster dinners are more. The restaurant is on the beach. The waters around the Island are over fished and living from fishing is not as easy anymore. There are 2 fish packing places on this small 2x4 mile island.

To me it is the same old story. In the last 100 years the worlds population has about quadrupled but the oceans are still the same size, besides being polluted. The poor have not, education not to litter or ability- the ingenuity to produce more than they consume. There are 2 airline flights in the morning and 2 in the afternoon. The twin turbo props are Short 360, LET 410 or AN 26. Young back packers come here also to stay for less in simpler accommodations not found on other Caribbean islands.

On Wednesday at 7:30 we were at the airstrip, but could not leave before the air lines airport manager got his old typewriter and cumbersomely figured our parking, landing (by the hour) and passenger fees. It came to \$41 for 6 days. Clocks go slower here far south of the border. Finally by 9am we were off and climbing to 6500' at the mainland the scattered clouds below us changed to overcast. We continued VFR on top since Managua reported broken clouds at 4000'.

Isn't it great to fly your own private plane over the sea, forests, mountains, farms and villages? After landing security brought the drug-sniffing dogs out again and put one in the airplane. The man said he is sorry, but in my case the protocol calls for it. (No job and lots of cash, I guess. After this kind of reception I intend to avoid Managua the next time. It took about one hour to do the paperwork (\$30 + a \$32 passenger departure tax).

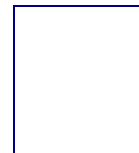
Another 2.9 hours of flight over San Salvador and Guatemala brought us back to Tapachula, old Mexico. We had a tail wind at times and saw a ground speed of 182 knots at 8500' at 75% power.

Things went relatively smooth here at MMPT like all the way up the coast. In less than 2 hours we made it to Puerto Escondido. This is a great place to relax and watch the surfers, so we made it a 2-night stop. All the airports we landed are regional airline airports and are now set up to handle American pilots flying up and down the coast.

I was told by one other pilot to avoid Acapulco since the officials are not expedient toward us single engine flyers. South of Acapulco we noticed a 30-mile wide layer of brown smoke at 5000' to 6000' coming from the ocean and I was wondering where it might come from. China? Friday we just flew 734 nm, to overnight in Mazatlan. Here at the Olas Altas restaurant it was still Happy-hour, we ordered dinner I had some salsa, chips and cold beer, but soon did have to run. I could not eat anything just had some Pepto-Bismol. Next day had porridge for breakfast and was ok again to fly 588 miles to Nogales (US) to clear customs and 177 nm back home to AZ28 = Thunder Ridge Airpark. We used our credit card for hotel bills and paid cash for incidental restaurant and airport expenses.

Otto

Newsletter Editor
EAA Chapter 538
12902 W. Missouri Avenue
Litchfield Park AZ 85340



ADDRESS CORRECTION REQUESTED



LeRoy Castle EAA
Chapter 538

Next Chapter Meeting: The Usual Time & Place

Tuesday, March 10, 2008

Time: 7:00 pm

Program: Paperwork for Registration and Certification of Homebuilts

Our chapter meetings are held Pan Am Classroom "A". Pan Am has 3 buildings; the classrooms are located in the one-story building East of their hanger building. From the parking lot go through the fence gate just north of the hanger building to the southeast building.

The airport is located at the intersection of Deer Valley Road and 7th Avenue in Phoenix, AZ.

NOTE: Check the website for meeting location changes: www.eaa538.org