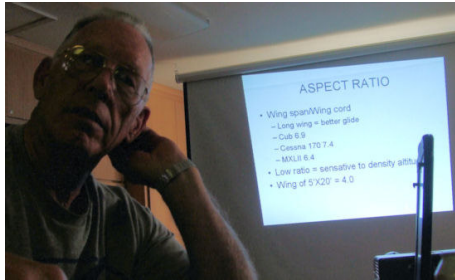


EAA Ultralight 110 Round Robin

October 2008

At the meeting on October 18th:



John Feemster gave a tech talk on parameters of airplanes that we need to take into account, as we move from airplane to airplane - differences in wing loading, gross weight per horsepower, wing shape, and so on. Pretty darn interesting, John.

John later related that during a flight in his Quicksilver, something didn't sound right. He did a post-flight inspection and found that he was about to lose a buffer that protects his sail from exhaust heat. Pay attention to your bird - pre and post-flight!

Gary Garcher says he hasn't done much flying recently. He's got a paraglider hanging in his garage, and he's tearing out magazine articles about flying. He's done some hang-gliding and talked about what that's like.



Stephen Mann brought his old spinner from his Sort-of-Citabria. The spinner nearly spun off, as it was missing a piece.

Mike Arndt flew with Lou Janis yesterday. Lou stayed low, and Mike took his quick to 4000 feet. Says his airspeed was 37 mph and his ground speed was 2.6 mph at one point.

George Watson reported that the Genesis has been sold. George has put a lot of time and effort into closing this deal. Thank you, George!



Pete Marsh joined us for the first time. Welcome Pete! Pete hails from Alaska, is a Sport Pilot, and a CFI in Land/Sea/Ski ratings. He's a paraglider pilot and currently flies a trike, he keeps in the EAA hangar at So. Co. Airport. Pete is willing to give a free first demo flight to anyone in the club.

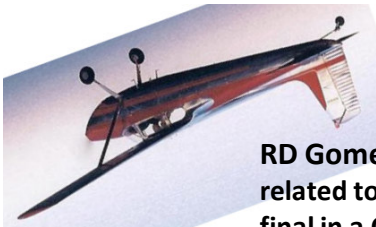
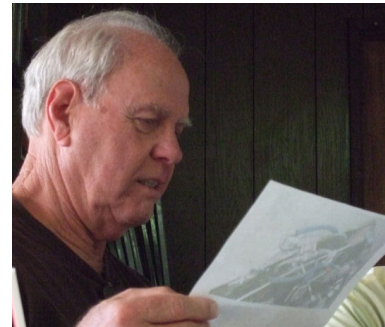
Mary Doherty is flying again in a rented C-152.

Go Mary!



Jim Doherty has upgraded the entire fuel system in his Odyssey.

George Nicholson is back! Hi George.



RD Gomez made a comment on P-Factor in higher-powered airplanes, related to John F's aircraft parameters. He was low and slow in a turn to final in a C-180 when he decided to hit the throttle. The P-factor caused a pucker-factor as the airplane wanted to roll further left. His correction was to put in right rudder. He survived to tell this story.

*Keep the shiny side down ----
Vaughn 10/24/2008*