



EAA Ultralight 110 Round Robin

October 21, 2007.

At the meeting yesterday, **Lou Janis** gave a presentation on airport signage, produced by King Schools. It was a very brief movie with a quiz at the end. Handy information to know.

Local phone numbers for checking weather conditions:

CVH (Hollister)	AWOS	831-636-4394
RHV	ATIS	408-923-7100
WVI	AWOS	831-724-8794
SNS	AWOS	831-422-2830

Mary Doherty mentioned that the monthly meeting of Watsonville Pilots Assoc often includes a Safety Seminar that counts for Wings. The WPA schedule is at: <http://www.watsonvillepilots.org/pages/WINGSarchives.htm>



Someone else mentioned a seminar in Salinas about understanding regulations. It's on Oct 30th. Information is at: www.aopa.org/asf/seminars/seminar.cfm?FA=SS

Jim Doherty: The Bone Wagon is back and will be stored in the EAA 119 Hangar at Watsonville. The Odyssey's fuel system is now working, with two pumps in series.

Sport Instruction - Three people were suggested as Light Sport flight instructors:

Mark Beirele, Inventor and Manufacturer of the Odyssey is a BFI (What is a BFI?). He can be reached at thundergul@aol.com.

Another is **Steve Blackwell**, Light Sport Instructor at Watsonville: n10557@gmail.com. Cell: 831-818-2145.

And another: **Vess Velikov**, at Reid Hillview. 408-644-3566.

Bob Meuse: The Tundra has fire and fuel. He and **Don** are working on the injection carburetor.

George Watson: The Genesis is for sale, and currently has 3 lookers.. He and **John Feemster** are covering the fuselage on the Rans Coyote.

John Feemster can still train people to fly ultralights. There's been a change in FAA ruling that re-opens that door.

Blade Doyle has sold his Weedhopper. He's working on his Sport Pilot license, and so far has put 65 hours on his Coyote.

Mary Doherty has recovered, not entirely, from her forced landing in a C-150 with her instructor. She's still a student and will be back working on obtaining her license soon.

Mike Arndt has logged 62 landings in the Quicksilver.

Stephen Mann has performed several controlled crashes.

Stephen says **Bill Denison's** excellent Hornet is for sale for \$30,000.



The Hornet

Jim Shaw: The FAA will inspect these airplanes next Wednesday, the 24th:

N46UL (Fixed Wing) owned by **Jim Shaw**
N992CR (Trike) owned by **Patrick McCormack**
N3284X (Fixed Wing) owned by **Pavan Bhatnagar**
N7066O (Fixed Wing) owned by **Greg Budde**

Good luck gentlemen!

John Petersen is a New Guy today! John has a Quicksilver GT-500 that's currently at Corning. He'd like to hangar it closer to home and go flying with other people, like us. Well, this is the place - welcome, John!

Ron Smith flies a C-182 and is dreaming of ultralights. ;) He's also working on a nifty hold-down design for building construction, and passed his prototype around the room. The design may soon receive its first exposure in Georgia. Good luck Ron!

Don Wiggins brought a huge collection of magazines today, offering them to whomever is interested. Thanks Don - I noticed that all the magazines disappeared from the tables.

Vaughn McIlrath received a report from **Steve White** - Steve and **Rich Grialou** flew a trip from Hollister to Davenport and back a couple of weeks ago and had a great time, with Rich sashaying and flying in circles in his Sonex, so that Steve could keep up in his Challenger.

Steve has also completed the Repairman Inspection course at Corning. He can now do his own annual inspection. Congratulations Steve!

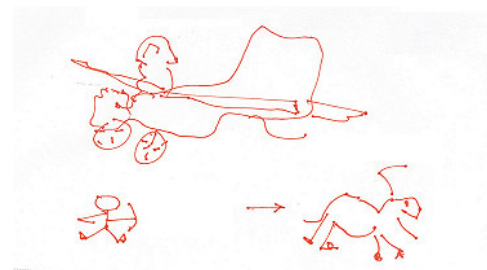
Mary Doherty's period for completing her work toward her Private License runs out about May 31 next year.

Vaughn made an agreement with Mary - that by May 31, he will re-establish currency in his own status - that means doing what it takes to pass a Biennial Flight Review.

C'mon, Mary!

Blade says there's some possibility that Aircrafters at WVI will be hosting the Repairman - Inspection class soon.

Rich Grialou was missing today. He's in France researching his ancestry - looking for airplane designs in ancient cave drawings. Bonjour, Richard!



Paul Anderson is working on his aircraft design. He had a question about having the airplane qualify as Light Sport, and was soundly assured that it's possible. One can design and build an airplane and register it as "Experimental". If it fits within Light Sport rules, it can be registered as ELSA - "Experimental Light Sport Aircraft."

What a Great Group!

Vaughn McLeath

posted 10/22/2007