



EAA Ultralight 110 Round Robin

March 15, 2008 Meeting, and more...

Lou Janis and **John Gould** are becoming a very strong PowerPoint team – great presentation, you guys!



John Feemster is back to flying, and needs a CFI to give him a biennial flight review. John also brought piles of Light Sport brochures from the EAA. One is "EAA's Guide to Learning to Fly and Light-Sport Aviation - REACH for the SKY" Another is a concise handbook called the "EAA Sport Pilot Sourcebook". Both will be made available at our table at the May Wings of History Open House Day.



C-172 Panel with Garmin G 1000

Vaughn McIlrath took a ride in a brand new C-172 last week, and logged an hour of instruction time after a 17-year dry spell. The airplane is equipped with a Garmin 1000 GPS – an amazing piece of technology. In the picture, the view on the right is showing terrain that is above you in red. If you go there, climb!

Rich Grialou has just flown his Sonex again after two months' down-time. He had a loose wheel which then caused warping of a brake rotor.

Rich's Sonex with a smile on its face



George Nicholson is back from Florida. Great to see you again George!

R.D. Gomez is interested in joining the partnership with **John Gould** and **Lou Janis** in their Odyssey.

Jeff West is a new guy – welcome Jeff! He's a private pilot, and interested in ultralights and light sport, and plans to become a CFI in Light Sport soon.

David Hinojosa will complete his practical review next weekend, and then will take his check ride soon after.

Here's David with his trike.



Steven Winegarden recently flew a C-172 Mountain-Checkout at Blue Canyon, Truckee, and South Lake Tahoe. Steven also is completing building a Challenger, in the EAA hangar at South County.



Blue Canyon Airport
BLU

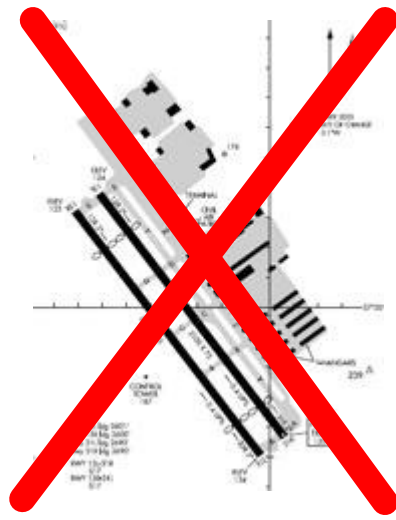
Jim Doherty is nearly ready to fly his Odyssey, and is currently dealing with the heel-brake issue. **Harold Marchant** rode with **John Gould** in his Odyssey on Saturday morning, and has a very strong opinion on heel brakes. His advice to Jim is to remove the control completely and replace it with a hand brake that applies the brakes on both main wheels simultaneously.

When Harold was being trained to fly heavy iron, he learned to plant both heels firmly on the floor so that he could control rudder action. He claims that if you have to keep your feet up, to avoid braking, that you lose a firm reference for your feet, and you'll more likely be dancing on the rudders and waddling down the runway.

Stephen Mann is enjoying the heck out of his Sort-Of-Citabria. He's put about 50 hours on it now, and loves it for its stability and airworthiness.

John Gould mentioned the once-again threat to close Reid Hillview Airport. There will be more information on this soon - you can count on it.

John also reported that the EIS failed in his and Lou's Odyssey this morning. After some discussion, it seems apparent that the battery is not getting the charge it needs and that a voltage drop is the culprit.



Have a great Easter and we'll see you in Marina, PG, or somewhere in April!

Thanks for letting me do this job...

Vaughn

