

EAA Ultralight 110 Round Robin

April 15, 2006

Bandsaw Bunch: A funny thing happened at the Wings of History dinner/meeting on Thursday night. Some of our club members were there, when someone from WOH stood up and announced that the Prop Shop needed a new bandsaw, and where would the money come from to purchase one? **John Feemster** popped up and offered \$100 toward that purchase; then **John Gould** offered to match John F's offer. Then **Bill Denison** offered to match the standing amount, bringing the total to \$400 in less than a minute! A declaration was made that this would stand as EAA 110's support of Wings of History. What a great showing! Here's the gang: **Bill Denison, John Feemster, John Gould,** and one very happy **Dick Denesha** (WOH).



Wings of History: **Dick Denesha** took a group of us for a walk to the back of the lot earlier this day and **gave us an airplane!** It even comes with a trailer. **John Feemster** accepted it and said we'll find a place to put it. It appears to be an early Quicksilver or nearly so. How about them apples??!

Mary Doherty: Can't make the South County Open House on May 13th. She'll be walking in The Human Race. You can support her by donating to her effort. Contact Mary at maryatscruz@aol.com. Go Mary!

Jim Doherty: Has redesigned the control system of his and **Mary's** Odyssey. The aircraft's designer, **Mark Beierle**, upon hearing this jumped into his own airplane and high-tailed it to as far east as he could get. Jim has renamed this line of aircraft from "*Thundergull*" to "*Frugull*". Good luck Jim!

George Watson: The Genesis is about ready to fly. It needs a way to attach the elevator trim cable and FAA inspection and approval. George noted that the EAA provides a package that gives a lot of assistance toward registration.

Jim Manly: Jim is Vice President of EAA 62, by the way. He's considering building an



ultralight helicopter, similar to the "Mosquito", on floats and with a bubble-cover for the pilot. Jim also recommended that builders try a Google search for other builders

of their type aircraft. The net is a rich source for information and photos of people's projects and a great place to learn about techniques and pitfalls.

Norman Winer: Norman hails from Toronto, Canada, and flies a Cherokee 180. He's currently investing heavily in upgrading the panel in his aircraft. Great to meet you Norman!

Rich Grialou: Rich has been enjoying flying his Sonex out to lunches with EAA 62 people. He noted that an FAA Examiner, **Mike Shiflett**, spoke at the last SCAPA (So. County Airport and Pilots Assoc.) meeting, and that Mr. Shiflett is recently authorized to do Light Sport pilot checks as well.

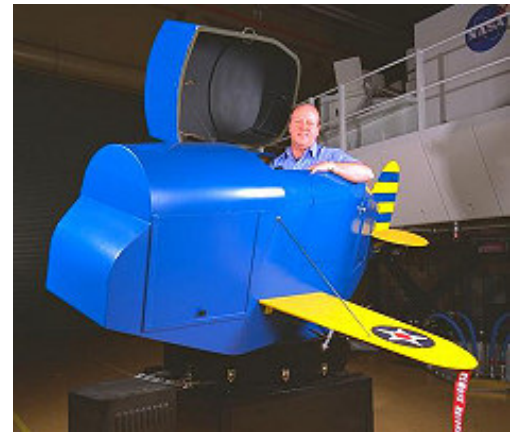
Steven Winegarden: Steve's new Challenger II is now in Lodi. **Rich G.** noted that Ed Owens, at the Hollister airport, is an A&P and a good person to have do an annual inspection.

Ryan Kimber: Ryan's Hawk is ready for it's dacron skins, and Ryan is a bit nervous about the riveting technique for attaching them. **George Nicholson** offered advice in that area.

Dick Denesha: Dick is an active member in Wings of History and offered a couple of items for our use – a test stand for mounting and testing engines, and a soon-to-be-restired **Link Trainer!** Thank you Dick!

Ed Corter: Ed is a new guy today, and a friend of **Lou Janis**. He rebuilds motorcycle engines.

Lou Janis: Lou emphasized the importance of doing a pre-flight inspection by relating an incident when he recently discovered that the bracket holding the fuel pump on his Quicksilver had broken, leaving the pump dangling and ready to disconnect. **Ed Corter** suggested re-mounting it in a bracket with rubber bushings that would absorb some of the mass vibration, to prevent that from happening again. Thanks Ed!



Mike Ettl: Mike's Rans is moving right along – the fuselage is 75% complete. It will be powered by a Hexodyne P60. That's a 2-cyl. 4-cycle, 60 hp engine. Mike recommends that anyone looking at engines subscribe to **Contact** magazine, a publication put out by volunteers who know alternative engines for airplanes. <http://www.contactmagazine.com/>
Subscription cost = \$24 per year = 6 issues.

David Egli: David is a New Guy today – he's building a Rans S18 tandem pusher, with a Rotax 912. David started out in hang-gliders and tried building a powered hang-glider from parts of various kits. He wouldn't recommend that approach and is going a "sanctioned" known kit route this time. He's picked a pretty darn nice airplane to do that with! It's great to meet you, David.

Bill Denison: The Hornet is waiting for minor parts, and for its inspection and factory test flight. With any luck, it will be flying soon.

Stephen Mann: Stephen brought his brand new Quicksilver MX Sprint to the meeting, in its trailer. Stephen showed off his



Airworthiness Certificate to the group. He commented that building the aircraft took he and his son 8 days, and getting the certification took 3 months. Not bad! Stephen still holds the record build-time in the group so far, and likely will for some time. Congratulations Stephen!

Vaughn McIlrath: Vaughn is excited about a new aircraft kit (it's been around for 3 years). It's a GA airplane, the Glasair "Sportsman 2+2" with 2 seats for adults and 2 for little people in the back. The wings fold, and the elevators come off so you can tow it to the drive-in or park it behind your condo. Glasair claims that two people can convert it from tricycle gear to taildragger, or floats, in one hour. One author referred to it as a "Baby C-180". Vaughn doesn't know how much this thing costs, complete and flyable, but he'll check it out and report back.



Meanwhile, **George N.** suggested an alternative - the Zenith 701 with a Rotax 912:



Not bad George! Thanks.

Vaughn McIlrath, 4-17-2006