



## **EAA Ultralight 110 Round Robin**

6-16-2007 -

**David Egli** couldn't make it today - so he sent a current picture of his Rans S-18 project:



Nice work, David!  
Thanks for the photo.

**Lou and John Gould** gave us a blow-by-blow of their flight from Montague/Yreka to Los Banos, and their encounter with winds.

**Rusty Wells** has this to say about dealing with wind:

*Once upon a time, long ago, I flew to Denton, Texas with C'Bob Hamilton, an accomplished pilot--had a date with Barbara and a blind date for him. It was a wonderful flight up, with a brisk tailwind, we were singing the Aggie Wahr Hymn, my old Airknocker Chief was singing sweetly along with us. We were partly (read wholly) distracted and got lost. A handy well labeled water tower straightened us out and we proceeded North paying a little more attention to the map. 'Long about where DFW is today, we were studying a peculiar symbol on the map and deduced that there was a 2600 ft. radio tower somewhere out in front. Say, what's our altitude? 2500ft? Maybe we should look out and ..YAAAHHH!!*

*A quick dodge to the side and that problem was solved, but what is that on the horizon? The blackest squall line ever right where we were going. Intrepid airmen that we were, we landed at the Denton airport and were rolled into the hanger by the FBO just as the icy golf balls started to fall, pounding the roof of Barbaras fathers big brown Buick. It was a lovely evening--can't remember what we did--probably had dinner, caught a movie, and parked near a lake to "watch the submarine races."*

*The following morning, there was a screaming 40 mph wind from the North. The FBO wingwalked us out onto the ramp and pointed us into the breeze. Bob said "maybe he'd better do this one, " I said "be my guest, PLEEZE," and we elevated. The sideways viewed sweep of the earth outside twisted my little pea brain considerably as we turned.*

*After a quick trip home, the FBO at the other end had to walk out, grab the wing strut, and pull us down, but everything was fine. Great flight.*

**John Feemster**: will be giving up flight instruction at the end of this year, so that he can actually fly. He's converting his Quicksilver to Sport, and has it ready for FAA inspection. The N-number will be **N110UL**. How about that!!!?



**Stephen Mann** has put his Sprint up for sale. It's a beauty, and it's an N-numbered Sport aircraft. He's asking \$14,500 and has way more than that in it. He wants a Champ, with 2 seats so he can take someone along and go places.

**Don Wiggins:** A few days ago, tried starting the Tundra, and it wouldn't go - so, he and Bob washed it.

**Bob Meuse:** Has been working with **Rusty**, building a SeaWind. The airplane is amphibious, seats 4, will have 300 h.p., carry 3200# gross, at 200 mph cruise, with a range of 1500 miles. The prop is a tractor, on the tail. And, she's BIG! The horizontal stabilizer has a span of 16 feet!

Bob is really enjoying working on this airplane.



**Mike Arndt** is taking flying lessons with **John Feemster**, and flew this morning! Congratulations Mike!

**RD** was late today. That's ok. We're glad you're here, RD!

**Steve White:** brought his building record of his Challenger, along with his checklist book. The aircraft has been pre-inspected by Ed Owens, and is ready for FAA inspection. Steve is a GA pilot, and will work with an instructor at Hollister to get current. He's also planning to fly with Bill Bardin at Lodi in a clipped-wing Challenger to get the experience of the clipped-wing version. Steve's Challenger will be N8437.



A Clipped-Wing Challenger

**Jim Doherty:** He's moving the cooling air intakes to below the wing of his Odyssey. He's also messing around with ideas of 'vectored-thrust' engines. This could be one very interesting bird when Jim gets finished with it!

**George Watson:** The Genesis is waiting for FAA inspection. He and John F. have received the exhaust system for the new engine in their Rans, and they are working on the instrument panel.

**John Gould:** showed some pictures from the Odyssey flight that he and Lou recently completed. John also treated us to movies of **Lou** and **Blade** each shooting landings into **Mark Beirele's** mountain strip.