

EAA Ultralight 110 Round Robin

June 17, 2006

Since the meeting:

Chapter 62 lost **Vern Miller**, his wife, **Elizabeth**, and two others, ladies from Creswell, OR, when Miller's Cessna struck a tree along the Rogue River in southern Oregon. Miller was very active in the EAA group and made his hangar available for their meetings. He will be missed.

Notes from the meeting:

Vaughn McIlrath: John Gould and I plan to attend the EAA Northwest Regional Fly-In in Arlington, WA. The event goes from June 5 – 9.

Bill Denison: The factory is coming this week to finish up the Hornet and to test-fly it. Also, **Bill Bardin** in Lodi is willing to be test pilot.

Patrick McCormack: The trike is nearly finished. He is going for his Sport Pilot rating and an N-number on the aircraft.

Jim Shaw: Commented that Patrick's trike wing is heavy. His airplane will share hangar 12B (Hollister?) with Patrick. Jim is having difficulty mounting the BRS.

Rusty Wells: Commented upon hitting wingtip vortex turbulence in a Cessna 170 while landing well behind a commercial jet. He learned that the turbulence can hang around for quite a long time.

Rusty also commented that **Mike Reynolds** is selling his XAir-H, with a Jabiru engine. Rusty expects that the airplane could be purchased for \$20 - \$22,000. Rusty will be going to Oshkosh.

Blade Doyle – flew this morning. Go Blade!

Steven Winegarden: His Challenger is in Lodi and may go to Frazier Lake. It's "a little complicated."

Lou Janis: Noted that we should be aware of updrafts below cumulus clouds. And, regarding wingtip vortices – the CDF tankers that fly out of Hollister can weigh 34,000 lbs. and with that weight can generate strong turbulence.

Bob Meuse: He and **Don Wiggin** have changed the prop pitch and re-torqued and safety-wired the prop bolts of the Tundra. Bob is also going to Oshkosh with The Flight of Eagles.

Don Wiggin: Related an experience with wind shear in Alaska when a C-47 he was crew-member aboard descended 5000 feet in a few seconds. The strain on the aircraft caused multiple hydraulic leaks.

More since the meeting:

Russ Wells: Has a hangar and an aerodrome field in Texas, with an hour-glass figure. There is an 1800-foot strip and a 1200-strip connected by an 80-ft wide slot, requiring extreme dexterity in lining up your landing. He has a bulldozer in his hangar and as soon as the dozer is running, will widen the narrow section. Here's a photo:



Rich Grialou: Has moved his Sonex into his NEW HANGAR at South County! He's happy as a clam and busy as a beaver with that.

Russ Wells and **John Gould** flew to the EAA Fly-In at Arlington, WA. **Vaughn McIlrath** rode up and back, compliments of United Airlines. The event was very pleasant – large and subdued. Many new Sport Aircraft machines were on display. Vaughn noted that there were a large number of bush-types there wearing fat tires or floats, and quite a few Canadian flags on tails. **Mark Beierle** was there with his Odyssey and was so busy that I don't think he noticed us noticing him. The weather was fantastic. It was a good time for all.

Here's a pic of Lake Union, near downtown Seattle, my old "splashing ground" –VM.

