



## ***EAA Ultralight 110 Round Robin***

***July 21, 2007. Our Pancake Breakfast at Hollister Airport was a major success!***

Here are most of the people who showed up - I know I've missed a few:

**Steve and Karin White**  
**Mike Arndt**  
**Lou Janis**  
**Pat Johnson**  
**Jim Shaw**  
**Harold Marchant**  
**Dan White**  
**Tim Floyd**  
**John Meyer**  
**Blade Doyle**  
**Rich Grialou**  
**John Feemster**  
**Ed Owens**  
**Dick Borg**  
**Ken Cleaver**  
**Ken Locke-Paddon**  
**Chris Sorensen**  
**Ari Krupnik**  
**George Nicholson**  
**Dennis Pretty**  
**George Watson**  
**Patrick McCormack**  
**Vaughn McClrath**



**Steve and Karin White in their brand new Challenger.**

N8437 was awarded its Airworthiness Certificate on July 17th. Robin Reid will do the first test flights, and then Steve will take over.

Meanwhile, Steve is working on getting current with Margaret Watt, in her C-152.

Go Steve!

**John Gould** noted, referring to Steve's Challenger:

***This is our fourth aircraft to join area chapters in as many weeks - EAA chapters 62, 1264, 119, & Ultralight 110.***

***Greg Budde has a fifth one ready and will take it to Lodi to fly with Bill Bardin, the DAR.***

***This is the year of Light Sport Conversion.***



**George Watson  
taking care of pancakes**

**There were three trikes on hand.**



**Ken Locke-Paddon, Dan White, George Nicholson, Jim Shaw, and Peter McCormack.**

Ken and Dan flew their trikes in from Watsonville, and Patrick's, in the foreground, is hangared in Hollister.



**Blade Doyle's Rans**

This morning I received this note from Dan White:

*Today's bkfst get together was really fun . What a cool group of guys.. We hope to see all of you guys again. If you ever need help at WVI let us know.*

*Dan and Ken, trike men from Watsonville.*

Thanks Dan!

**Tim Floyd in his  
Legal Eagle**



**Tonto**



This note from **John Gould** -

*7/8/2007*

*Lou and I are adding our odyssey to the list of inspected aircraft.*

*Today Mark Beirele, the builder, inspected our odyssey for over an hour. Full attention was focused on our nose wheel assembly with no problems noted.*

*We spent another hour reviewing operation of our Odyssey. This included about 25 minutes of run time, taxiing and pattern work to fully check-out her engine operation and flying characteristics. Stall was normal and max RPM was also normal at just under 6100 rpm. The winds required we use runway 24 at about 1:00 pm vs the crosswind on 31.*

*We do have a shorter turning radius than his newer birds and ground roll out may be susceptible to PIO\* for steering. We reviewed handling techniques. Next on my agenda are many TOGO's.*

*Mark had his new bird loaded to max for a month on the road camping. After Arlington, he plans to cross the continental divide at about 12,000 feet in Washington on the direct route to Oshkosh. I hope to see him at OSHKOSH. However I may miss our July EAA meeting.*

*John Gould*

\***PIO** - Pilot-induced oscillation

**John and Lou's Odyssey**



**John Feemster** and **George Watson**, with assistance from **George Nicholson**, adjusted the prop pitch on the Genesis, until the engine hit 6000+ RPM and nearly pushed the two Georges over. Good go!

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Keep the shiny side up! Vaughn McIlrath, 7-22-2007