

EAA Ultralight 110 Round Robin

August 19, 2006

Jim Doherty has an idea for a project, a Spare Parts Trailer. Jim is ready to contribute time, effort and a trailer to this. The idea is to keep a trailer, that can be moved from airport to airport, containing aircraft parts that people contribute. The trailer is 19' x 7' and can hold a lot of items. What doesn't fit can be recorded in a binder that would stay in the trailer, with descriptions, photographs, etc. Jim wants to know if anyone has any complaint or reason why this doesn't seem like a good idea. Cast your criticism to maryatscruz@aol.com (Mary's e-mail).

John Gould gave a brief description of two cross-country adventures he's done recently, complete with maps and photos. One to the Arlington Fly-In with **Rusty** in the C-182 and another with another friend into Idaho and driving extensions into Canada.

George Watson says the Genesis is getting hydraulic brakes and a new nose gear. There was a brief discussion about using bicycle parts on airplanes. It was suggested that if someone is interested in this, a good place to contact is Easy-Racer in Watsonville.
<http://www.easyracers.com> Here's an Easy Racer bike:



Mike Ettl has had very bad luck with his Rans S-6ES Coyote project because of the engine. The aircraft is now for sale for \$15,000 with avionics and options, and less the engine. It will require one of 45 – 100 hp. Mike says the Rans kit is excellent. The Hexodyne engine is junk, with oil leaking from seals and gaskets, and overheating. He's hoping he can recover his cost of the engine and start a fresh project aircraft. You can reach Mike at michael_cettl@sbcglobal.net. If you type this, be sure to put “_” between his first and last name.



Jim Doherty – the Odyssey should be flying in about a month. He's replaced the cooling system aluminum tubing with hoses to better handle vibration.

Steven Winegarden has acquired a share of Frazier Lake Airport. He plans to build a hangar there. Steven is currently working on getting back into GA flying.

Bob Meuse – The Tundra is ready to fly. She has a new ground-adjustable prop, and runs like a champ with a maximum 6400 RPM in her Geo Metro engine. The propeller is from Ultra-Prop in Grass Valley. **Jim Doherty** noted that in early flights with an adjustable prop, it's wise to keep it set for higher rpms for better performance (not for cruise) during takeoff landing.

Bob enjoyed his trip to Oshkosh very much, with the highlight being two F-22 Raptors doing fly-bys. He said one made an amazing high-speed u-turn and surprisingly the pilot did not squirt out through the bottom of the fuselage.

Don Wiggin is not flying right now. He's having chemotherapy for cancer of his spleen. Good luck, Don.

Vaughn McIlrath gave a brief report on the EAA Northwest Fly-In at Arlington, WA.

He went there by UAL 757 and met **Rusty** and **John Gould**. He was particularly taken by an abundance of bush gear – floaters and fat-tired adventure craft. Here's one – a Bush Hawk:



Rusty Wells gave the beginning of a slide show with in-depth descriptions of aircraft from the Arlington Fly-In, and from Oshkosh. Rusty really knows airplanes, inside and out. Thanks Rusty.

Vaughn McIlrath, August 26, 2006