

EAA Ultralight 110 Round Robin

September 16, 2006

Tech Talk. John Feemster took us down a strange path today, asking “How would you deal with this?” The throttle is stuck at say, 50% power; You taxi to your hangar and find that you can’t turn off the ignition; You have a broken wing strut allowing one wing to twist; You have a broken elevator cable; You’ve lost rudder control, etc. It was a lively discussion, capped off with **Bob Gardiner’s** tale of being forced down by a jackrabbit when he was low-flying his Taylorcraft. He lost a prop and the airplane was splattered with jackrabbit parts.



Round Robin –

John Gould announced that **Doug Rice** has formed a company selling airplanes, **Float Planes and Amphibs, LLC**, www.FPNA.com. John negotiating purchase of an A-20, that should show up in our neighborhood in October. It’s a two-seat, tandem tail-dragger.



John is up against getting insurance – the tailwheel requires training and 20 hours. Lucky he didn’t order an amphibian – the coverage cost is 3 times that of a ‘land’ plane.

Leroy Oldham’s Hawk may fly in a year or so. It needs sails.

Steven Winegarden is flying Citabrias at RHV, working on reviving his private ticket. He noted that his son is flying gliders at Byron.

Steven has found a web site that provides (for free!) GPS databases for Magellan 315, 315A and 320 units. You can buy the Magellan unit on eBay for around \$50 and then load in “Datsend” (cost = ?) and this guy’s database information, and you have a working GPS unit for your airplane. Here’s the web site:
<http://home.stny.rr.com/bkw/315/>.

Patrick McCormack is flying at Hollister and very glad that we’ve passed the cold, gray, foggy days of summer.

Rich Grialou is back from an extended vacation. He’s had his Sonex in a new hangar at So. Co. since July. The plane is losing brake fluid currently and keeping Rich

grounded. Here's the Sonex, hiding under the covers, a little embarrassed. Poor thing.

Rich is "self-insured" except for liability, and paying \$700 per year for insurance.

He also noted that **Mike Ettl's** hangar is near his, and he's seen the Rans that Mike has for sale. Mike's project is a real beauty, and would be a great deal for anyone interested in the purchase of it. It's a Rans S-6E Coyote, less engine, and including avionics and other options. You can reach Mike at michael_cettl@sbcglobal.net. If you type this, be sure to put "_" between his first and last name. (See last month's RR for a picture of the type aircraft.)



Lou Janis made the observation "Why fly a tail-dragger?" and listed several good reasons to fly an airplane with the tailwheel in front, and several good reasons not to have it in the rear. Lou – you overlooked one item in favor: "Real men fly taildraggers." ;)

Lou mentioned that the EAA Sport Pilot Magazine for August has, on page 86, summary of the steps required to move from ultralight to Sport Pilot. You can do this and take advantage of your time logged as an ultralight pilot, if you do so by Jan. 31, 2007.

Lou and **John Feemster** noted that you can take your Light Sport practical test with **Bill Bardin** in Lodi or at Rainbow Aviation in Corning.

Pavan Bhatnagal (Pavan, I may be misspelling your name) is a new guy. He joined the Club today. He's flying a Thundergull he bought from Mark Beirele, built by Mark for another customer. He says it's like a fast motorbike. It has an HKS engine. Welcome, Pavan!



Here's a Thundergull:

John Feemster encourages all ultralight pilots to go for the Sport Pilot rating.

By the way, **John Gould** has found an airplane for me. Here it is:



Thanks John!