
HOI UL NEWSLETTER

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Coming Soon - Spring Flying!

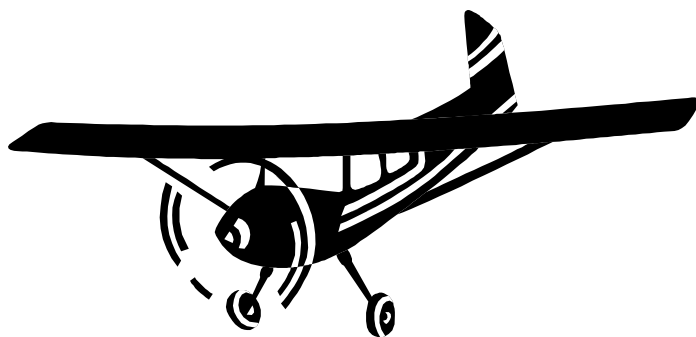
2003 March

EAA Chapter 86

www.hoi-ultralights.com

CLUB AND MEETING INFORMATION

Next Club Meeting	Officers
Date: April 12, 2003	Flight Commander: Rick Jones
Place: Well's International	Squadron Leaders: Greg Waxler, Conrad Grembowicz
Time: 7:00 PM	Treasurer: Danny Marcy
	Secretary: Alan Bunnis
	Webmaster: Tom Eichhorn



Meeting Minutes

March 8, 2003

BY ALAN BUNNIS

Well, I'm sad to say we have had the last meeting at Fred's house. The end of an era. I don't know how many years exactly the winter meetings have been hosted by Fred, but for as long as most members can remember, we've been welcomed there the second Saturday night of the month from January through March, and some members even showed up in April! However, Fred announced that he would be moving into an

apartment in April. The house is being sold to a nice family.

Our fearless leader, Rick was unable to make the meeting due to personal business, so Conrad jumped up to the arduous task of conducting the meeting.

We discussed Old Business, New Business, and the Treasure's report. Quite honestly I can't find my notes from the meeting, if I even took any. We discussed the flight to Kitty Hawk again, contact Rick

for the details. I brought up the question of whether we were going to have a fun fly this fall, and the general consensus was we are not. That is about the proposed time frame for the Kitty Hawk trip. It was proposed that instead of having our own fun fly, we should focus on attending other gatherings around Illinois this summer.

I confirmed with Rick today that we will hold the April meeting back out at Tim and Barb Wells place. We'll see you there on Saturday, April 12th, at 7:00 PM. Earlier if it's flying weather!

Hanger Rent

Thanks to All Who Have Paid

I received a real nice note from Barb Well's thanking everyone who paid their hanger rent early this year! It was much appreciated.

Safety Seminar

The Tradition Continues

AL BUNNIS

The annual Illinois Ultralight and Light Aircraft Safety Seminar was held February 22, 2003. Many of us drove down and met at the Steak and Shake in Lincoln for breakfast. Ron, Gary, Allan, Steve, Rick, Dick, Al, Gene, and Danny enjoyed a hearty breakfast and then drove in loose formation down to the Springfield Fairgrounds. As always, the seminar was free, lunch was cheap, and there were plenty of door prizes. Raffle tickets were sold for numerous items including a Comtronic's Helmet, an ELT, and several cases of oil (most of which were won by HOI-UL club members!).

Once again, Frank Beagle, the mouth, played Master of Ceremonies. He kicked it off with a history of the Safety Seminar going back almost as old as I am. Roy Beiswenger thanked all the volunteer for getting this

together again, and Dan Grunlow was recognized for his accomplishment of being named the World Champion UL Pilot for 2002.

Demographics of the audience showed that about 60% of the attendees were FAA certified pilots, another 10% were wannabe certified pilots, 50% were back for more from last year. Altogether, about 20 club members attended. In addition to the Breakfast Club, Conrad and Lynn, Tim and Tom, (are they a couple? Seems I always see them together), Ed Burkhead, Mark Green, Jamie, Ed Baxter, Greg, and I'm sure I've missed several. It was an impressive turnout from our club.

The main presentation was given by Dr. Ed Dorner, Professor Emeritus of Safety, ISU, entitled "What is Safety". Dr. Dorner defined safety as a four step process that when employed provides control over situations and prevents or mitigates injury or loss.

What are the four steps?

1. Recognize the Hazard
2. Eliminate or Mitigate the effects
3. Evaluate the Remaining Risk
4. Weight the Benefits vs. The Risks

In flying, the hazards include Energy Exchange, otherwise known as deceleration disease. It's not the fall, but the sudden stop that'll get you. Mechanical Failure, Gravity, Moving air, Ice, Rain, Snow, Etc. As a pilot himself, Dr. Dorner recommended several things that we can do to mitigate these hazards. Always use checklists, conduct thorough preflights, check the weather before you takeoff, and make cheat sheets with frequencies, names, and distances, plan your route with alternate landing places. Compute weight and balances, brief passengers and crew,

And if you do get into a situation, file an NASUA? Form with the FAA to mitigate the hazard of losing your license.

Eliminate the Hazard whenever possible. If its weather, don't go, or delay your takeoff until the weather improves. Repair any mechanical defects before you take off.

Mitigate the effects.

- Go around adverse weather

- Avoid flying at cloud tops, that's where icing occurs most

- Carry a bail out kit appropriate for the flying situation

- Secure your flight controls when parked

- Always tie your aircraft down

- Keep your piloting skills honed

Develop a personal Pilot Operating Handbook

- Include checklists: -

- Preflight

- Take off

- Landing

- Securing the Aircraft

- Your specific Aircraft Performance #s

Evaluate the remaining Risk

- Make Go - No Go Decisions

- Delay Taking off

Soaring Presentation

After a short break we came back into the auditorium and heard a presentation on SOARING in the great Midwest presented by Judy Ruprecht past president of the Soaring Society of America

Judy flies out of Sylvania Field.

I'm not going to include her presentation here, although I found it very intriguing, especially owning a Challenger II poor man's motor glider. I suspect a few lessons would come in handy if I ever suffer an engine out. If you are interested in Soaring, contact the Soaring Society of America at www.ssa.org or phone them at (505) 392-1177.

Club rates for an entry-level glider would run between \$20- \$30 per flight, and commercial rates between \$50 - \$70 per flight.

More door prizes and lunch followed the SOARING presentation. Bar-B-Qued chicken, beans and coleslaw, all for \$5.00. I have to say you can't beat the prices.

Sport Pilot Presentation

The main presentation in the afternoon was from _____ with the EAA discussing SPORT PILOT and Light Sport Aircraft. It seems imminent that this will be released later this year. It's being viewed as the rebirth of aviation, and the pressure is on to get it released this year, the 100th anniversary of powered flight. Most of the information we have been fed

remains accurate. There are still no changes to FAR Part 103 except that the 2 place training exception will go away. After a grandfather period, all training will have to be done in manufacture certified Light Sport Aircraft. The weight limit initially quoted for LSA, 1280 lbs. will probably be increased to 1300lbs - 1320 lbs. This will allow many existing aircraft to meet the LSA standard.

Credit will be given for hours-logged in ultralight aircraft for people registered with EAA, ASC, or the USUA. This will not allow Sport Pilots to recognize existing hours directly, but will be in the form of a certificate indicating that you meet the minimum hours and training required to apply for a Sport Pilot Certificate. Hours logged after receiving the Sport Pilot certificate will be allowed toward advanced ratings.

Training requirements will be appropriate for your type of aircraft. If you fly a trike, training will be in a trike. Once you have obtained a Sport Pilot Certificate, a log book endorsement by a CFI is all that will be required to transition to another type of aircraft.

The third class medical requirement will be replaced with a valid driver's license as a minimum Sport Pilot Medical Certificate.

The Sport Pilot Certification Test is being modeled after the Ultralight Pilot Exams, which will require a Written Knowledge Test, an Oral Exam, and a Flight Test. The written test will likely be given on a computer similar to the General Aviation Tests today.

What's to become of us fatty's who don't qualify as Ultralight? They will need to be registered as Experimental Light Sport Aircraft, and maintained appropriately. This means FAA inspections, airworthiness certificates, etc. On the other hand, the EAA is really gearing up to make this process as painless as possible for us. They have received approval for the volunteer DAR program (which means it has to be free), and are even planning fly-ins to various airports

around the country to facilitate this process on the spot.

So, if you're fat and you want to get a jump on Sport Pilot here are a few things you may want to do:

1. Register with the EAA, ASC, or USUA. The EAA seems to be farthest along in this process.

2. Separate out your logbooks

- Pilot Log

- Aircraft Log

- Engine Log

If you are not registered with one of these organizations, you may have to go through a 20- hour instruction with a Sport Pilot CFI. Eventually you may need to attend a 16-hour maintenance class to obtain inspection authority. Don't panic - there will be a transition period of anywhere from 3 - 7 years. For those registered with these organizations, a notarized statement will be issued for current logged time to prove flight experience and forgo the 20 hour Sport Pilot instruction.

For FAA Pilot Certificate holders, with or without a current 3rd class medical, the transition requirement is simply to get a current flight review, make sure you have your state issued driver's license in your pocket, and go flying! That's got to be a relief to many pilots who have lost or not renewed their medical.

Bing Carburetors

The last presentation give was by Tom Olenik of Olenik aviation on the care and feeding of Bing Carburetors. This presentation was very informative. For his time and knowledge transfer, Tom got to plug his altitude adjusting carburetor modification. With this kit you would never have to worry about changing jets to adjust to higher altitudes. I thought he did a good job, so I'll plug him here too.

www.buyitsellitfixit.com

HOI UL Club Dues

Membership in Illinois Premier Ultralight Club!

CONRAD GEMBOWICZ

The annual club dues are also due. Please deliver them to the Treasurer, Danny Marcy.

Apparently, Conrad was misinformed last month, Danny IS accepting postage stamps in lieu of cash. Those who haven't paid should mail their dues to:

Danny Marcy

2502 Spilman Rd.

Chillicothe, IL. 61603

Hiller Aviation Museum

Aviation History Around the Nation

ALAN BUNNIS

As many of you know I travel frequently with my job. One of the drawbacks of doing so are long layovers or weekend stays with little to do but work. However, I have occasionally taken these as opportunities to visit local aviation museums around the country. I have visited such places as the American Airlines Museum in Dallas, TX, the New England Aviation Museum near Hartford, CT. This weekend I visited the Hiller Aviation Museum in San Carlos, CA.

The Hiller Aviation Museum is located about 20 minutes south of the San Francisco airport on hi-way 101. Easily recognizable by the Burt Rutan Cozy (I think) on the roof.

It is sponsored by Hiller Aviation, one of America's predominant manufacturers of rotocraft. The Cozy on the roof is just a precursor to what you will find inside. It's not a large museum but is chocked full of unique and interesting aircraft ranging from a Quick-silver MX to the Boeing Condor, a robotic aircraft with a 201 foot wingspan capable of taking off, cruising, and landing without human intervention. (All caught on video from the cockpit).

When you first walk into the exhibit hall you are greeted by a full scale replica of Fredrick Marriott's "Avitor", which in 1869 became the first controlled

power "Aeroplane". He invented the word. From there the museum is a living timeline of Aviation History. The 1900's are represented with early gliders, the Gull, Evergreen, and the Santa Clara. If you think YOUR ultralight seat is uncomfortable, try sitting on a 2x4, on edge, with a wrap of thin carpet. One bad landing and all the Viagra in Florida won't help!

The teens are represented by a Curtis Pusher, a Fowler Gage, a Curtis JN4, and the Little Looper, the first airplane in America to perform a loop. A Waco 10 and Stinson Detroider originally used by Varney Airlines in the 1920s lead into the 1930s. There we a find Boeing T-3, a Fairchild 24, a Sea Bee amphibian and several 1940s model Hiller helicopters. These include the XH-44, a coaxial twin with no tail rotor which flew in 1944. There is also a Pan Am Clipper, and the original Light Sport Airplane, the Mono-coupe!

Have you ever heard of the Coleopter? This derivative of a flying platform was built in 1952, but looks like it is still light years ahead of anything flying today.

Designed for Vertical Take Off and Landing, this round single person craft actually leans over and flies like a bullet. The secret is in the ducted fan beneath the stand up fuselage, which has an airfoil shape. It

looks impossible, but the military funded the project through flight tests.

In the corner are a couple other flying platforms and video footage of them in action. Moving into the era that I can remember is an early Lockheed stealth aircraft, the Y03A Quiet Star, Boeing SST, and NASA Swing Wing. There was also a Christensen Eagle and Burt Rutan's original Defiant. This certainly isn't a complete list of the aircraft present by any stretch of the imagination.

The museum also sports a fight shop, a restoration workshop, a theater which is used for education events, a library, and a flight deck overlooking San Carlos airport. The \$8.00 entry fee is used to fund this wonderful museum as well as to sponsor Young Eagle flights every third Saturday, an Aviation Explorer Post that meets twice a month, and a Global Transportation Forum every quarter. So, if you are stuck at SFO on a long layover, or just feel like admiring some truly amazing aircraft, check out the Hiller Aviation Museum. Also available online at www.hiller.org.

Member Projects

Winter Boredom Fighters

AL BUNNIS

Well, I don't have an update on Ed's challenger, or Rick's Rans this month, but Danny provided some new pics of the engine on his Avid. Hopefully Tom will have them on the website by the time you read this.

Jamie has his new Rans S4 put together and by the time you read this he may well have had the first flight. Beautiful plane!

That's a wrap!

Thanks to everyone who submitted articles and ideas this month! Keep them coming! Remember, if you're tired of reading about my exploits, send me some of your own.

PLEASE SEND ANY ARTICLE SUBMISSIONS, PICTURES, OR COMMENTS TO

Alan Bunnis

24 White Place

Bloomington, IL 61701

abunnis@genesyslab.com

or call (309) 821-9767

The Aviator - (In Memory of the Challenger Crew)

Vern Dallman

AN AVIATION POEM

Oh I am the Aviator
Who taught the world to fly.
One of the few
with sticks and glue
Who learned to tame the sky.
To pay our debt
to Lafayette
Above the cannon's roar,
I took the chance
To die in France
In the war to end all war.
I flew the mail
Through rain and hail,
Barnstormed across the land.
I found the way
For meager pay
Where airline routes are planned.
I've looped and spun

Against the sun
At shows and county fairs.
I raced the best
So we could test
The aircraft factories' wares.
I tested ships
With stalls and slips
Until the way was clear
To find the way
One wondrous day.
Up to the Stratosphere.
I've trod the moon
And one day soon
I'll reach beyond the sky.
For I am the Aviator
Who taught the world to fly.
Who taught the world to fly.

Airplane For Sale

Dan Addis Avid Champion

BYLINE COMPONENT

I received an email from Dan's daughter, Rhonda who asked me to post this in the newsletter. As most of you know, Dan passed away last summer, before realizing his dream of flying this plane. Rhonda asked if I would put it in the newsletter for sale, and thanked everyone for helping out with this.

Dan Adye's Avid Champion is for Sale This is the prototype plane, the first Champion ever built. It has a Rotax 447, a warp drive two blade prop, altimeter,

cylinder head temp gauge, exhaust temp gauge, and air speed indicator. Always hangared and in very good shape. This plane is hangared in Deer Creek, IL.

Asking \$9,000.00 or best offer.

Phone Rhonda for an appointment - (309) 635-1687.

Tom Eichhorn has taken pictures of this plane and you may see them on the HOIUL website. hoi-ultralights.org