
H O I U L N E W S L E T T E R

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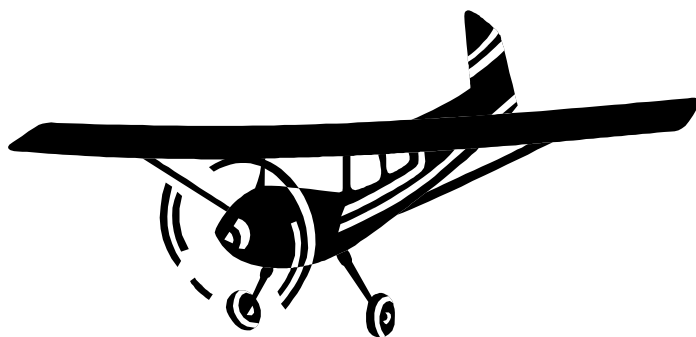
It's Flying Season!

2003 April

EAA Chapter 86

CLUB AND MEETING INFORMATION

Next Club Meeting	Officers
Date: May 10, 2003	Flight Commander: Rick Jones
Place: Well's International	Squadron Leaders: Greg Waxler, Conrad Grembowicz
Time: 7:00 PM	Treasurer: Danny Marcy
	Newsletter Editor: Alan Bunnis
	Webmaster: Tom Eichhorn



Meeting Minutes

April 12, 2003

BY ALAN BUNNIS

The meeting was called to order at 7:00 PM at Well's Field. The first meeting at the field, and pulled into the yard just in time to watch Jamie grease his pretty new Rans S4 onto the runway. Overhead I could see Allan Mayes' trike in the pattern despite the still windy conditions.

Old Business

Somehow I forgot to get an update on our EAA standing from Rick during the meeting. Other old business, Tom is still putting the club tool list together, but very few members have volunteered their inventory of tools. Rick indicated that we have a new windsock for the field, and we will replace it on club clean up day. (see story - Club Clean Up Day) Several visitors were present at the meeting, representing local interest in Ultralight flying.

New Business

The Deer Creek Library has asked us to again donate to their annual children's day event. Last year our donation helped sponsor such attractions as the rock climbing wall. A motion was made to donate \$100 to the event which was quickly passed. Greg Waxler has been speaking to Tim Well's about adding a section to the end of the large hanger which would accommodate his MX and also a second story clubhouse. Tim indicated that he and Barb are open to the idea. Having lost our long time winter haven due Fred Mathews moving into an apartment, the club agreed to explore this option. Greg will draw up a proof of concept and present it at the next meeting. The last new business discussed was an award for

one of our members who has supported the club for many, many years. This idea was enthusiastically welcomed, and ideas for this award will be reviewed at the next club meeting.

Treasure's Report

Danny Marcy was absent from the meeting this month, so I'll include last month's figures. I can't imagine they've changed considerably. As indicated last month, \$260 were deposited in January through collection of member dues. The club checking account currently has \$234.15, and the club savings account currently has \$2387.85.

Spring Clean Up

May 10th, 2003

AL BUNNIS

As the spring flying season is upon us, we have scheduled our traditional "Spring Clean Up" day around the field and hangers for May 10, 2003 to coincide with our May meeting. Volunteers may show up anytime during the afternoon and we may have a bonfire for the meeting that night! Most of the

tasks will include trimming some trees, carrying branches, cleaning up the club storage area, etc. We'll also be putting up a new windsock. The runway appears to be in pretty good shape this year and we will not be rolling it.

Club Project

P 38 Completion

AL BUNNIS

It's time to get this thing "wrapped up"! The weather hasn't been great for flying, but its warm enough to cover the wings and put the finish on this bird. At the last discussion Conrad was going to coordinate a

couple of days when the covering team could get together and apply fabric. Please give him a call if you have some time to help out.

Spring Flying With Al and Conrad

AL BUNNIS

A few of us have ventured out this spring to log precious minutes on our planes between spring storms and wind gusts.

Saturday morning (April 12) Conrad met me at my hangar for what unexpectedly turned out to be a great day flying. The weather was mostly clear with good visibility. According to Bloomington, the wind was variable SW at 3 to 12. (Boy, were these guys off!) This meant we'd be taking off and landing in the mechanical turbulence of the workshops and hangars at Daniels field. It was also the first time both seats in my Challenger II would be occupied.

We'll, were here, lets go up and see what it's like. I had preflighted the plane before Conrad pulled up, so he helped me fill the tank and pulled it over while I handled the controls. After our run up, we headed to the South end of the runway and took off to the North. Yup, it was pretty bouncy but as I climbed through 500' it began to improve. Turning to the West we quickly found ourselves halfway to Deer Creek, so I thought an overflight was in order. Not much activity going on there. At 1000' the ride was smooth.

Let's check out Minier. Wow, this crab angle is fantastic - about 45 degrees at 65! Minier has an East-West runway that'll give me some landing practice before I have to face the crosswind challenge at Daniels. There were some cars around the hangar, but nobody was jumping today. They were pushing the plane out when we entered the pattern.

Somewhere around 800 feet the ride went to hell, and I wrestled to keep my little plane on track.

I carried a little power into the wind and made the end of the runway in a survivable, albeit not too pretty, landing. But once on the ground the wind gradient allowed little rudder control and we were heading left toward a runway light!. At the last minute I eased forward on the stick and got the nose wheel steering. No problem. I offered Conrad the chance to fly back, but he declined (obviously not wanting to embarrass himself as I just had).

After liftoff I had difficulty keeping the plane lined up with the runway but we were climbing like a rocket. Again I wrestled the plane to about 800 feet and the ride began to improve. Another 15 miles of crabbing practice brought us back to Deer Creek and I dropped back down a bit into the turbulent air below. Don't think we'll be landing at Deer Creek today, man was that rough! Back up to a thousand feet and directly into the wind. The cars below were zipping by us; I had 70 indicated on the ASI.

Holding a 40 degree crab on final while maintaining 60 to 65 on the ASI, and trying to keep it lined up was all I could do. I finally asked Conrad to take us in lest I wipe out a landing gear leg or otherwise bang us up. Quickly coordinating the controls he set her down without incident and we taxied back to the hangar. In spite of the 20 -25 mph winds we had managed to fly 1.3 hours in bumpy air and had a blast doing it!

Club Planes at Peoria Historical Society

Erik Lindbergh Guest Speaker

ALAN BUNNIS

Don't forget the Annual dinner at the Peoria Historical Society this month!

News Release

Peoria Historical Society

Annual Dinner 2003

The mission of the Peoria Historical Society is to preserve and celebrate Peoria's story.

In honor of the 100th anniversary of aviation, in celebration of Peoria's link to aviation history with Charles Lindbergh's solo flight across the Atlantic, and in recognition of Erik Lindbergh's triumphant recreation of his grandfather's achievement, the Peoria Historical Society Annual Dinner 2003 will feature Erik Lindbergh.

In 1926 Charles Lindbergh flew the first air mail route between St. Louis and Chicago with an intermediate stop in Peoria. It was on a flight out of Peoria that he conceived of his flight across the Atlantic. Landing in Paris on May 21st, 1927, Charles Lindbergh made aviation history as the first person to fly solo across the Atlantic. For this accomplishment, he won the \$25,000 Orteig Prize and was named Time Magazine's first Man of the Year. Later, he won a Pulitzer Prize for his book, *The Spirit of St. Louis*, that chronicled the story of his adventure.

Seventy-five years later Erik Lindbergh recreated his grandfather's solo trip across the Atlantic. For Erik, the flight was a memorial to his grandfather as well as triumph over personal adversity. Diagnosed with rheumatoid arthritis as a young adult, Erik was disabled in his early thirties. Medical technology and a new drug enabled him to successfully dream and persevere just like his grandfather.

The triumphs of both Charles and Erik Lindbergh are milestones in the history of aviation that began at Kitty Hawk with the historic flight of the Wright brothers on December 17th, 1903. But the Wright brother's success depended on the pioneering work of Octave Chanute, considered the father of modern aviation and buried in Peoria at Springdale Cemetery.

Peoria's connection to developments in aviation, begun by Chanute and continued by Charles Lindbergh, will mark another milestone with the appearance of Erik Lindbergh as the Peoria Historical Society's annual dinner.

Featured Speaker: Erik Lindbergh

Date: Sunday, April 27th, 2003

Time: 5:30 cocktails and 6:30 dinner

Place: The Hotel P'ere Marquette

Cost: \$100 per person.

Member Projects

Winter Boredom Fighters

CONRAD GREMBOWICZ

Ed's Challenger II

Ed Burkhead has received his Challenger 2 kit and has started the tail assembly in his garage with consulting expertise from his daughter.

Jamie's Rans Flies!

There was no doubt that this plane was flying at Saturday's club meeting. Boy, did it look good doing it too. I first caught sight of it from Hwy. 150, be-

tween Goodfield and Deer Creek, looking pretty as could be. In spite of a moderate crosswind, Jamie made several takeoffs and landings. The grin on his face made clear his feelings for the little single - "I guess I'll keep it". So far Jamie had about 10 hours on the plane with no problems.

Club Secretary Relocating

Al Bunnis Moving to California

I mentioned to several club members after the meeting Saturday that my family would be relocating back to California this summer.

As fortune would have it, our home in Bloomington sold this week and it appears we will be moving sooner than later. The house will close on or before June 15th, so you may want to elect a new Secretary at the May meeting.

We've really enjoyed living here for the past 3 years. However, my wife want's badly to be nearer her parents, and my son Tony has been accepted into a program at the UC Davis M.I.N.D. Institute, in Sacramento, CA.

I haven't figured out how I will move my plane yet, or where I will keep it out there. I have checked out the Lodi airport, home of "Ultralights of Sacramento" which appears to be an option. I'll stay in touch and invite you all to come fly with me if you're in the Sacramento area.

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

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