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

Volume #2003
Issue #5

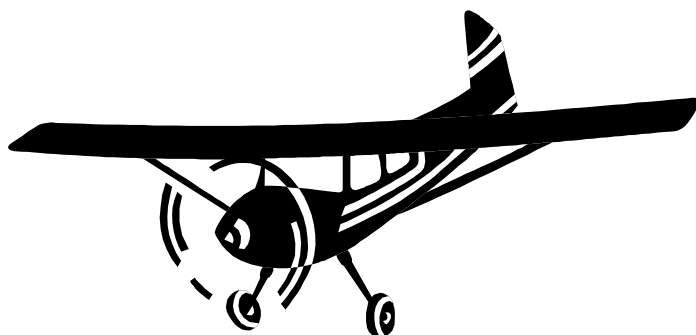
Canton Fly In!

2003 May

EAA Chapter 86

CLUB AND MEETING INFORMATION

Next Club Meeting	Officers
Date: June 14, 2003	Flight Commander: Rick Jones
Place: Canton Air Park	Squadron Leaders: Greg Waxler, Conrad Grembowicz
Time: 7:00 PM	Treasurer: Danny Marcy
	Secretary: Alan Bunnis
	Webmaster: Tom Eichhorn



Meeting Minutes

May 12, 2003

BY ALAN BUNNIS

The May club meeting was held on Saturday, May 10th to stormy skies. Attendance was surprisingly good with Flight Commander Conrad Grembowicz calling the meeting together in Allan Mays' hangar. Rick was on the road to MO. In spite of the impending weather, several club members turned out for the Well's Field clean up earlier that day. Rick brought his chainsaw and trimmed trees, other cleaned out the gutters around the big hangar and downspouts. A big thank you to all who helped out! What's next? How about a big painting party? Several of the smaller hangars have lost their radiant barn red glow,

and are due for a bit of scraping, priming and painting. No date was set for the painting party. Conrad is going to look into renting a professional quality airless paint sprayer and we'll set a date at the next club meeting. Speaking of the next club meeting, see the story on the Canton Fly-in below.

The club decided to donate \$100 to the Deer Creek library as suggested in the April meeting.

Dick Baner provided an update from the Peoria Historical Society annual fund raiser. According to Dick, about 300 people were in attendance. Randall Bernardi brought his UL Scale replica of the "Spirit of St. Louis" to display. Short of having to remove one

horizontal stabilizer to get through the door, they got it into the lobby ok. Apparently, it was the hit of the day, aside from Erik Lindbergh speaking about both this grandfather's and his own transatlantic flights.

Who's Flying and Who's Wishing?

Club Poll

So, aside from Lindbergh, who is else is flying this spring? We took a brief poll of the club members:

Gene Needs to remount his engine

Allan M. Needs to remount his engine

Dave Ready to go

Steve Ready to go

Tom Flying

Al B. Flying

Tim F Inspect and Go

Art Flying

Tom E Flying

Jamie Flying

Conrad Waiting for engine parts

Ron Waiting for engine parts

Dick 701 needs some wiring and the gas tank hooked back up

His new old plane, the "Guppy" is still being reconditioned

Greg Has ordered a new seat, wheel pants, brakes and an enclosure

Bill J. Completed his teardown

Hangar Openings

Subtitle component

AL BUNNIS

It was noted that there are a few hanger openings in the area this spring. Tom Jensen sent a note that Shuck Oltman has at least one space available, and with Bill not flying anymore and my plane moving to California,

there is practically a private airport waiting at Daniels field. Contact Tom for further info on Shuck, and Tim Daniel at Daniel Manufacturing for more information on Daniel Field.

Jurassic Fly-In

Or Al and Tom's Trying Adventure!

AL BUNNIS

The first fly-in of the year was held on Saturday, May 24th, with a small squadron of ultralights flying up to Jurassic Landings, home of Lee and Paula Crevier. Several club members had shown interest in flying along with Tom Eichhorn, and myself as we flew over to take our EAA Exams. My goal was to be in the air at Daniel's field by 7:00 AM. Rick Jones met me at Daniels at about 6:40 AM, just as I was topping off the tank and getting ready to close the hanger.

At about 6:50 AM we heard the sound of 2 stroke engines approaching from the West and looked up to see Jamie, Steve, and Tom Eichhorn turn and head north from the field. We flew into a headwind all the way to Pontiac, and received permission from the tower to land around 8:00. Steve had to leave us at Pontiac, but promised to come looking for us again at dusk.

I'm not sure exactly what time we got to Jurassic, but it was probably around 9:00 AM. When I checked the weather Friday night, they called for calm winds. It was anything but.

Jurassic Landings is a wonderful place. About 40 acres of heaven, with a 2000 foot run cut down one side. It's about 15 miles to the nearest town, and very peaceful. Several house line the north side of the runway, each with a hangar and several ultralight planes.

Tom and I were both going to take our UL certification exams, and shortly after we landed, Frank Beagle flew in with "Air Male". Woof. That is one nice Challenger! Frank and Paula decided to split the load; Tom jumped in with Frank, and Paula in with me. We had hoped to get the flight portion out of the way before the wind and thermals picked up. Too late.

I'm sure Tom was a little disappointed with his flight test, he only got to bounce and jounce around with Frank for about a half hour before either: A.) Frank was convinced Tom knew how to fly, or B.) Frank was convinced Tom's flying in these conditions was going to kill them both, Or C.) Frank had already flown 45 minutes in this stuff and was just as happy to get back on the ground! Whatever the case, Tom did a great job and got Frank's signoff.

On the other hand, I got excellent value for my examination dollar with Paula. Why, she had me fly a 20 mile cross country into the remnants of a raging hurricane. We went up, we went down, we went left when I turned right, we went right when I turned left. It got so I could barely concentrate with all the girly screaming coming over the headset. Finally, I just shut my mouth and flew the plane. Paula didn't even break a sweat. I've heard it's a much rougher ride in the front seat...

Actually, I think I did ok except for a few things. First, I need to work on steeper turns, seems I like fly a little too conservatively. Second, who knew you're not supposed to go into a 60 degree dive when recovering from a stall? I also got blown in a couple of times on my turns from base to final, cutting the corner if you will. On the upside, I made a nice slip to the right to avoid a ditch on my final approach, and greased it in as pretty as you please.

In addition to the Practical both Tom and I had to take a Written examination, and an Oral exam. The written was much harder than I anticipated. If you are going to take it, don't limit your studies to the USUA Ultralight Handbook. I strongly recommend you pick up a GA Student Pilot Training Manual. Not to worry though, both Tom and I struggled through it with passing scores and have become the clubs newest EAA Registered UL Pilots.

About midday Lee fired up the bar-b and tossed on some brats and hot dogs. Paula and her mother made salads and set out a spread. mm, mmmm, mmmm. After lunch entertainment consisted of “Down Wind Brian” conducting aerobic maneuvers in his YAK about a mile south of the runway.

After that we got a UL history lesson and even got to sit in an “antique” Pterodactyl. Getting in was tough, but I thought I was going to have to wear it home.

And speaking of home, around 5:00 PM the fun was coming to an end. We fueled the planes and headed back. Wouldn't you know it, the wind had changed direction on us. The tower was closed at Pontiac, so Jamie quietly led us in to fuel Tom's plane. A whopping 1.7 gallons makes you wonder if it's even worth starting the fuel truck! On the other hand it's the difference between making it home or not.

Thankfully, Rick was with me in my plane. I let him have the front seat if he promised to do the flying home. As you can imagine, he reluctantly agreed.

Just west of El Paso we caught sight of the familiar triangle shape in the sky that was Alan coming back to meet us. Running low on fuel and daylight, Rick and I peeled off to drop into Daniels, while the rest of the squadron continued home to Wells field and burritos. But that's another story.

Exhausted as we all were when we got home, it was a great feeling of accomplishment. Oh, and one last thing, that Jamie is quite a kisser!

Canton Fly-in and June Club Meeting

Subtitle component

ALAN BUNNIS

Greg has confirmed with Canton Airport management that we are welcome to fly in and camp out on June 7th. Flying members will meet at Wells field at 4:00 PM and be ready to fly out at 4:30 PM.

The meeting will begin at 7:00 PM in Canton for members driving over. Please contact Greg Waxler for more details.

When Pigs Fly

A Weekend Project That Took Forever

CONRAD GREMBOWICZ

Or, how a simple engine decarbon job can take weeks or months. In theory the process is simple and should only take a day or two. Remove the engine from the plane, detach the carbs, air shroud and exhaust, then pop off the heads and cylinders, clean all the parts, then reassemble. So, what happened? First spent a day or so tracking down tools. Then, found a bad piston pin and ordered parts. A few days later, I got the wrong parts in the mail. Re-ordered the "right " parts then waited a few more days for them to arrive. Lost the decarbon solvent, so I had to buy some more. Decided to check the mag side crank seal. Scrounged a flywheel puller tool. The seal was weeping (along with the mechanic) and decided to replace it. Ordered replacement seals. Take a week's vacation to visit the relatives and recover from the engine work trauma. Return home from vacation and spend a week recovering from the vaca-

tion/work trauma. Needed to make a tool to remove the reduction drive puller. Eventually, was able to remove the drive pulley and split the engine case. Replaced the engine seals that looked good. Tracked down a source for the Loctite sealant and reassembled the cases. Tracked down more tools to reset the ignition timing. Cleaned and inspected the carbs. Decided the muffler needed paint. Find a reasonable cost sandblaster service and leave the muffler. Retrieve the muffler than find a supplier for the high temperature Then, paint the muffler. Reduction drive belt looks aged, so find a local source and order a belt. Decide the engine temperature probes are shot and need to be replaced. Learn new probes won't fit properly and require custom rework. Install reworked probes along with new harness connector..... Any how I think you get the idea.

Bad Stuff

When Good Seals Go Bad

CONRAD GREMBOWICZ

Have you ever wondered what happens when a crankshaft seal goes bad on a Rotax engine? Are you curious on what is meant by a "bad" crankshaft or bearing ? Why not ask Ron Stalnaker ? Unfortunately, Ron is the not so proud owner of these fine examples items which were removed from his Chal-

lenger during a recent engine tear down inspection. It is truly amazing that the engine was still able to run at all. I asked Ron if there were any indications that something was wrong, he responded..."Nope, the engine ran great. ...well, the temperatures were kind of high during climb out.....it was kind of hard to

start, but a few shots of ether would usually get the job done.."

Congerville Looking for Pilots

UL SAR Sorties

CONRAD GREMBOWICZ

The other day I met Dave Zobrist while visiting Daniel's field (see story below). Dave is a volunteer fireman at Congerville and he stopped by to watch the planes and ask for volunteers. He thought an U/L might be handy for some types of search activities (as in search and rescue) the Congerville fire department gets involved with. He wondered if the planes could be used in this manner and whether anyone would be willing to help

if needed. I responded yes, and yes. Unfortunately, all the planes at Daniel's will be gone in another month, so the sorties will have to be flown by the Deer Creek squadron. I will compile a list of volunteers and numbers to give to Dave. As far as I know, there are no pending or planned emergencies at this time. Call or email me if you're interested in getting on the list or want more info (Conrad 688-4028)

Rick & Conrad's Excellent Adventure (NOT!)

Or When Pigs Quit Flying

CONRAD GREMBOWICZ

Last night Rick and I went flying in the Challenger with Rick as PIC. First we flew by Mackinaw then on to Darrin's air strip south of town. After circling and waving a few times, we landed to watch the hot air balloon and talk to Darrin's family. I gave Larry (Darrin's father) a short "introductory flight lesson" since he has never he has never seen his property from the air. It was a beautiful evening. Larry was also convinced the balloon would land on the neighbor's corn field and get a shotgun eviction from the irate owner. Instead, the balloon landed on a freshly mowed hay field. Later we headed for Daniel's to see if AL Bunnis was around. As we approached the strip at 800 feet checking for traffic and about to enter the pattern, the engine hesitated for a second ("Conrad, I didn't do anything, did you...") then died. I took the controls and prepared for a normal pattern

approach. At the time, there was a gyro slowly taxiing on the runway. Rick leaned over and shouted down "Engine out, clear the field." I flew a normal pattern and landed with no gyro in sight. Unfortunately, we were at the wrong end, 2000 feet from the hangar! As we looked over the plane looking for clues, we were met by Mark and Kathy Green (gyro folks) and Dave Zobrist, a volunteer fireman from Congerville. They foolishly agreed to help us push the plane to the hangar. After 15 minutes of huffing, puffing and wheezing, the plane was parked in the hangar. Who says ultralighting isn't an aerobic sport?

Later Rick wondered out loud about the value of shouting at a taxiing gyro

"engine out"... Kathy was doing ground hops in the gyro and Mark and Dave were watching. Mark said

he noticed the Challenger flying overhead and was surprised how quiet it was, "then I heard this shout, 'engine out' and I noticed the prop wasn't spinning."

He then signaled Kathy to clear the runway. So it turns out that it wasn't such a dumb idea.

New Flying Club

CONRAD GREMBOWICZ

Several HOIU club members with recent engine problems have decided to form a HOIU glider club branch. So far Ron and myself are current members. However, we decided to "grandfather" Rick Jones into the club because of his extensive glider activity last year. The club is looking for a tow pilot and

plane to get the new club "off the ground" or, a replacement engine (which ever comes first). New glider club membership applications are now being accepted, the only requirement is having a nonfunctional U/L engine. Contact Ron for more details.

Kitty Hawk or Bust ?

100th Anniversary of Flight

CONRAD GREMBOWICZ

Rick has lost interest in this project and other club activities (probably due to the difficult circumstances that he is going through and because he doesn't have a plane anymore). I still think a U/L trip to Kitty Hawk is a great way to commemorate the 100 year anniversary of flight. So, I will assume planning responsibility for this trip. (Ever hear of the Donner Party Expedition ?) I hope to take advantage of the lessons learned by Dick Baner during a similar flight planned for July.

I also hope other club members with an interest in going or planning will help with the process. Let's plan on getting started after the next club meeting so bring your materials and let me know if your still interested in making the trek. Also, I'm hoping Rick will have a change in heart and decide to travel together in my plane since Lynn informed me that she's "definitely not going". In the interim it might be helpful to offer Rick an occasional ride in your plane if he's around.

That's a wrap!

No Really, this is my last issue. Thanks to everyone who submitted articles and ideas over the past 2 years! I've really enjoyed the Newsletter Editor job and Secretary functions. Sometimes its been more demanding than I needed, but its been a lot of fun too. Good luck to all of you! If you don't mind I'll drop an occasional article or note to let you know I'm still flying.

PLEASE SEND ANY ARTICLE SUBMISSIONS, PICTURES, OR COMMENTS TO

Tom Eichhorn

Tom Eichhorn
113 Chestnut Drive
Morton, IL 61550

Postage Area