

HOIUL NEWSLETTER

EAA Chapter 86

Volume 2003, Issue 6

www.hoi-ultralights.org

June 2003

Next Club Meeting

Date: July 12th, 2003
Place: Canton Air Park
Time: 7:00 PM

Officers

Flight Commander
Rick Jones

Squadron Leaders
Conrad Grembowicz
Greg Waxler

Treasurer
Danny Marcy

Secretary-News Editor
Conrad Grembowicz

Webmaster
Tom Eichhorn

INSIDE THIS ISSUE

- 1** Meeting Minutes
- 2** News Items
- 3** Frasca Fly-in
- 4** Lacon Fly-in
- 5** Dick & Gary's Kolb
- 5** Calendar of Events

Meeting Minutes

Conrad Grembowicz

The June club meeting was held on Saturday, June 14th on a beautiful evening. Flight Commander, Rick Jones, called the meeting to order in a timely fashion sometime after 7PM, and conducted the meeting from the back of his pickup truck parked next to Allen's hangar. (Tailgate party anyone?). Attendance, though not necessarily everyone's attention, was surprisingly good, including the pilots who flew to events at New Holland (Jamie, Allen) and Frasca (Conrad/Lynn) earlier in the day.

Deer Creek Thank You - There was hardly a dry eye in the group as Tim Wells read a thank-you note from the Deer Creek Librarian in response to the club's \$100 donation to this community initiative. It is good to see another form of club support for the local community. (Now if we only get the club to authorize some funds to pump the sewage out of the club's outhouse, we could really improve the local community....)

Greg's Excellent Idea - During the last State of Illinois Safety Seminar, Greg won two cases of Pennzoil 2 cycle oil, which he donated for sale to club members. The oil can be found in the HOIU Club room at Well's Field and pints can be purchased for \$1.20 per pint. The money from these proceeds will be used to buy NGK spark plugs that will also be available for sale in the clubroom at cost. A big "thanks" to Greg for his generous donation. Rick agreed to follow up on this matter.

continued on page 2

HOIU to the Rescue

Several club members (Gene, Allen, Conrad, Tom, Steve, and Jamie) agreed to add their names to an Ultralight Search and Rescue Team. The idea and request came from Dave Zobrist, a volunteer fireman from Congerville. If help is needed the Congerville fire department will call the names on the list to see who is available. Conrad agreed to compile and mail the list.

Next Club Meeting

Greg has confirmed with Canton Airport Management that we are (still) welcome to fly over and camp on July 12. Flying members will meet at Wells Field at 4:00 PM and be ready to fly by 4:30 PM. The meeting will begin at 7:00 PM in Canton for members driving over. Canton is a beautiful but little used airport that has always been a fun place to visit in the past.

Please contact Greg Waxler for more details.

Dick Baner - Volunteered for Newsletter

Since Al Bunnis moved to California to start the western branch to the HOIU club, the honorable position of club newsletter editor was left vacant, but no more, the members in a unanimous vote decided to bestow this honor on Dick Baner.

There were several reasons for this decision. It was felt that Dick's previous legal experience demonstrated command of the English language and should minimize the chances of liable suits being directed at the newsletter's content.

Another factor is the fact that most of the really interesting stuff going on in the club involves Dick or his activities. It was thought to be a great timesaving to just have Dick document these activities as they occurred rather than having others track down and misinterpret the facts. There is no truth to the rumor that he got this honor due to his lack of attendance at the meeting.

News Items

Conrad Grembowicz

Dick Gets New Pair of Pants!

Dick Baner purchased a snazzy pair of gray colored pants. Though not new, the pants are in excellent condition and show no signs of wear.

Dick was fortunate that the pants fit with no modifications, and really "spruces up" his appearance (who would have guessed that Dick and Bill Jones take the same size pants!).

Anyhow the pants have been installed on Dick's new Guppy Biplane (an earlier wooden version of the Hiperlight) and can be seen in his hangar during normal visiting hours.

Tom Gets a Nose Job

From an appearance stand point, there is no way to tell about the change, but Tom is still happy with the results. Tom learned about the procedure a couple of weeks while at Jurassic Park airstrip taking his EAA U/L test. It seems that Frank Beagle had a similar problem until he got his nose job done; now he's raving about the results. The improved ride quality comes from a small air shock retrofit that can be installed in a Challenger nose gear to add some suspension and dampening.

Ask Tom Eichhorn for details.

Flight of the Phoenix

Last Wednesday evening Dick Baner committed aviation again in his Zenair. In somewhat ominous weather conditions that other pilots chose not to challenge, Dick mounted his trusty steed and took to the air in his first flight since his visit to Mt Hawley last year. It was a short but impressive flight as Dick made a couple of wide high-speed loops around the airfield then landed. Everything appeared to checkout OK; well, almost everything. Later, Dick commented, "next time I need to remember to bleed the brakes." I guess the end of the runway can appear to come up awfully fast when the pedal bottoms out during a landing roll.

Future Flight of the Phoenix Planned...

Rick Jones has removed the engine from his Chinook aircraft, and is having the crank seals and bearings serviced. This is the first step in the restoration process to get this historic aircraft air worthy.

Hendrix Security System

Though there have been no reported foul play incidents in the hangars at Well's International, Steve Hendrix decided not to take chances. He has installed a new security system in his hangar to insure his stuff stays "put".

The system is somewhat unconventional consisting of a guard snake that patrols Steve's area. Lynn and Conrad found the snake on Steve's bench early one Saturday morning as they claimed to be "passing by".

The snake is "damn big", at least 3 or more feet long (though no-one has tried to measure it) with a brown and black diamond pattern along its body and an ominous tail rattle. It also has a small narrow head with cold eyes and a large forked tongue.

Though everyone knows rattlers aren't native to our location, and some believe Steve's snake may be "a harmless Bull snake" others aren't so sure, and Steve won't comment on the matter. The snake can be viewed at any time but proceed at your own risk. (Note: some claim that the snake was moved to other locations at Well's Field to keep mischief makers guessing.)

Going, Going, Gone...

Dan Adye's aircraft, an Avid Champion was recently sold over the Internet. The new owners from Pennsylvania came and got the ultralight last week.

Frasca Air show

Conrad Grembowicz

Saturday morning Lynn and I arrived at Wells Field about 8 AM planning to fly to Urbana, IL. for the SAA Fly-in. Though others talked about going, we were surprised nobody else was around. (Clue # 1.).

The sky was sunny, but hazy and a quick check of the NOA weather broadcast mentioned morning fog in eastern Illinois from yesterday's stalled front. (Clue # 2.).

We preflight the plane, then took off heading southeast. Visibility was fair, about 5 miles with cloud wisps forming to the south at 1400', and poor visibility to the East. (Clue #3).

As we flew the route, Lynn had no problem finding her landmarks and the air remained smooth though we had a strong quartering wind. Past Farmer City the skies to the East looked ambiguous with perhaps lower cloud ceilings, but we continued on. (Clue #4).

Around the town of Mahomet standing water was seen everywhere in the fields from heavy rains earlier and the ceiling was down to 1000'. (Clue #5).

Continued on page 4

We were 15 miles from our destination when a wall of low clouds (800') appeared, now below my minimums and comfort factor. Lynn however, had already found a nearby alternate (Bradd field) a farmer's private airstrip about 2 miles to the North.

By the time we found Bradd, a grass East-West strip, the winds were strong, gusty and out of the North and we were doing some serious rock-and-roll. While on final at 60', airspeed dropped 20 mph instantly along with the plane due to house-induced turbulence at the end of the runway. The landing was soggy but smooth on the unmowed and saturated grass.

As we back taxied to the house, an elderly woman holding an infant with a toddler by her side appeared at the back of the house....About an hour and a half later, the weather cleared, and the family followed us out of the house to watch the preflight and wave as we took off. Previously we invited inside, offered drinks and snacks, introduced to various relatives and entertained with Flying Farmer stories from earlier adventures.

Eventually, we did arrive at Frasca Field and found about 50 planes attending the 2nd annual Sport Aviation Association (SAA). We also found Gene Ramsey who drove over the previous day when the weather was uncooperative. The SAA is a new organization founded by Paul Probreski, that recreates the early "grass-root" days of the EAA. The organization consists of a rather small group of dedicated members, a magazine which is published quarterly, and one or two small fly-in events.

The Fly-in is hosted by Rudy Frasca, a successful businessman who has been manufacturing commercial flight simulators for over 40 years. Besides owning the airport and simulator plant, Rudy has several large hangars with world class flying replicas (WWII) and lots of aviation paraphernalia. Rudy also has plenty of friends who attend the event in mint condition antique aircraft, along with a gaggle of Tailwinds, Cougars, RVs and other homebuilts. At the Fly-In you can browse the hangars, tour the plant, walk the flightline, attend seminars, or watch the planes fly overhead. All in all, it was a very pleasant experience, which we plan to repeat next year.

See Gene Ramsey for more details.

Lacon Fly-in Breakfast

Conrad Grembowicz

The weather Father's Day morning was beautiful and 5 club aircraft (Gene, Jamie, Steve, Conrad, Allen) left almost on schedule (8 AM) for the Lacon event. The air was smooth, clear, and cloudless with fantastic visibility. The planes flew in the standard club formation, -a meandering curve strung out over a mile and at various altitudes. Kermit (i.e. Gene's plane) had navigation responsibilities with the lead position, and Allen's trike played the sheep dog working the formation and taking pictures. In spite of the occasional radio chatter, the skies appeared empty until we arrived at Lacon. Then the scene appeared more like a disturbed beehive with lots of arriving and departing traffic. However, everyone was using their radio and following the traffic pattern rules so landing was a nonevent.

The Lacon breakfast always has good attendance with plenty of planes and "locals", and this year no exception. The Ultralights seem to draw more than their share of the breakfast crowd, with some familiar faces including other club members (Greg Waxler, Ron Wright, Tim Fischel, Jim Fox...). Lacon also had competent and conscious linemen to direct and protect aircraft during the event, holding trike wing tips during engine start-ups and the like. After eating too many pancakes and staying longer than prudent, we left for home. Our luck held as smooth air was found above 1500 AGL, and the sky remained cloudless. Conditions were so nice that Jamie was trying to convince another plane to refuel him in flight, so he could stay flying all day, but no volunteers were found.

Dick & Gary Purchase Kolb

Gary Weiss

I believe the year was 1992 when Gary Weiss, Ed Pence, and Larry Carpenter purchased a Kolb Ultrastar from Bill Dulin of the Gateway Club near St. Louis. We all began taking lessons in Kewanee in a T-Bird. Though my memory may be playing tricks, I believe the instructor was Dale Lindstrum. Gary had about 12 hours in a Cessna 152 at Marshall County and so was the first to pilot the Ultrastar. Later that same summer, Ed and Larry also began flying it.

Ed Pence's first flight was the day before that year's HOIU Fly-In in Lincoln. With considerable prodding, Ed entered the contests with only one solo flight previous to the contest. With a very unorthodox, overhand, across the body, bomb drop technique, Ed took **FIRST PLACE** in the bomb drop that year. **AMAZING STUFF!!!!!!!**

The following winter had the Kolb in Gary's garage for a thorough checkout and new paint. We painted the frame red and though we thought we had surrounded the area pretty well with plastic sheeting, Gary found **PINK** garage doors the next morning. A day of scrubbing with paint thinner returned the doors to their original white color.

Later that same summer, we built new landing gear with chromoly from Wicks and welding by Bessler. I believe it was September when the new gear was installed. With just about 30 minutes of daylight left, by means of a coin toss it was decided that Larry would get the honor of first flight with new gear. I'll spare the details of my fuzzy recollection, but the landing gear had one take-off and no landings as the Ultrastar came to rest in the **INVERTED** position. Thankfully, we had also installed a new 4-point harness and Larry was mostly un-injured other than his "PRIDE". The Ultrastar wasn't so lucky. We sold some parts from it and then Bob Neumann of Spring Bay bought the bulk of the remains.

Oddly enough, Bob also had crashed his Ultrastar that same summer. In his case, it pancaked in destroying the gear and boom tube, the very parts that weren't hurt on our Ultrastar. Bob began reconstruction, ordering a new prop, a gear leg, and some instrumentation. He was able to attach his fuselage cage to our boom tube and tail section. As everyone knows, things of this nature take a lot of time, effort, and dedication. By now Bob was flying a Cessna out of Marshall County and had found a new hobby in restoring tractors. Meanwhile, the Ultrastar has sat pretty much untouched for the last 6 or 7 years.

ALAS, Dick and Gary to the rescue. Everyone knows Dick needs a project "FIX" every 6 months or so. Gary probably won't be able to keep pace, but right now both have 2 ½ aircraft in various stages of assembly. We hope to be able to fly this **ULTRALIGHT** out of Dick's 1000' strip in Eureka. Very convenient for both of us!!!!!!!!!!!!!!

Calendar of Events

JULY

July 6 Fly-in Drive-in Breakfast
Hartenbowers Hectares, Lostant, IL
815-882-2573

July 12, **Club meeting & over night camping
Canton Airport - Canton, IL
Contact Greg Waxler: 309-693-0027

July 29 – Aug Oshkosh Airventure

AUGUST

August 3 Fly-in Drive-in Breakfast
Hartenbowers Hectares, Lostant, IL
815-882-2573

August 17 Fly-in Drive-in breakfast
Pontiac, IL airport
815-842-3738

August 22 – 24 Midwest Light Aircraft Rendezvous
(Tommy George) - Lake Sangris Airpark, Springfield
217-623-5772

SEPTEMBER

September 19-21 Challenger Factory Fly-in - Erie, IL
Contact Jim Robinson 309-659-2721
(www.erieairpar.com)

Well, that's a wrap

Please forward any articles, gossip or personal stories or comments to:

Dick Baner at - db8@mtco.com

- or -

Conrad Grembowicz at - grembowicz_conrad_g@cat.com

We want to thank all of the members that contributed to this publication, Thanks All.

Conrad, great writing, after retirement we expect to pen "The Great Ultralight Adventure".

Tom Eichhorn
113 Chestnut Drive
Morton, IL 61550