

HOIUL NEWSLETTER

AKA The Deer Creek Air Force

EAA Chapter 86

Volume 2004, Issue 3

March 2004

Next Club Meeting

Date: April 10th, 2004

Place: Wells Field – Deer Creek, IL

Time: 7 PM.

Officers

Flight Commander

Rick Jones

Squadron Leaders

Conrad Grembowicz

Greg Waxler

Treasurer

Danny Marcy

Secretary

Vacancy apply within

Webmaster

Tom Eichhorn

Meeting Minutes

By Tom Eichhorn

March 2004

March's meeting was at Schooner's in Morton. Many gathered early to dine and visit, which went so well that the meeting was called to order at 8pm.

Conrad substituted for Rick Jones, who is in Missouri working. Rick, however, did make it to the Wednesday's pilot supper at the Port of Call and said he had been able to get some time to work on his plane while up.

Dick Baner mentioned he would be at Sun n Fun and Dennis Wyckoff said he was volunteering for four days at the event.

When asked who had been flying this year, all of the members present responded Allan Mays (who unfortunately couldn't attend). Word has it Allan has been taking some more of his now noted aerial pictures, which we hope to be showing soon.

Various members are working on their planes projects. Both Steve Hendricks and Gene Ramsey are installing oil injection on their Rotax 503s. They were comparing notes with each other about their projects.

Dick Baner is re-engineering his doors on his 701 and preparing to have the Kolb he and Gary Weiss have resurrected painted.

Tom Eichhorn is putting a KeyWest electrical system in his plane.

Jim Sturges is working on his 3 trikes, see the article he submitted.

Danny Marcy was unable to attend so there was not financial report.

Our next meeting will be Saturday, April 10th, at Wells International.

INSIDE THIS ISSUE

- 1 [Meeting Minutes](#)
- 2 [Safety First](#)
- 2 [Spring Fly Ins](#)
- 3 [Jim Sturges's Trike Projects](#)
- 4 Jim Sturges's Trike Projects (cont.)
- 4 [House Paint on my Airplane?](#)
- 5 [Thoughts for Food](#)
- 5 [Monthly Events](#)

Safety First!

By: Tom Eichhorn

Spring is coming; it's in the air. Many pilots are taking this time to service engines and add updates and upgrades that they have been dreaming about since fall. Many aircraft supply houses are filling orders to that end. There are many ways to achieve both success/accomplishment and failure/disappointment.

If you are planning multiple projects at once, one runs the risk of being bogged in the mire of process of elimination. The KISS (keep it simple sir/stupid/silly...etc) process seems to always lead to an easier and sometimes faster approach to change. Implementing one change testing it, then the next can often be faster than implementing all the projects at once.

Clubs are a great source of reassessment if **Safety is first and Ego is second**. How is that you ask, well I'm glad you did. Set aside an afternoon (when flying time is not at a loss) and arm each pilot with a piece of paper and pencil. Open hangars and planes so each pilot can perform an inspection of all the aircraft participating. As each pilot completes their pre-flight they leave an unsigned piece of paper listing possible safety issues or improvements that the plane's owner might have overlooked and place the list in a box or can near the plane. There can be three categories: critical (prior to ever flying), needed (could eventually lead to a complication) and minor (a technique, modification or way to make a life easier).

After all the rounds have been made each pilot can assess these notes and with priority address the issues needed. Many times we as pilots don't see what is right in front of us, due to familiarity, lack of knowledge or merely an overlooked detail. Fresh eyes can often lead to opening our own.

If you want to go one step further, (to truly insure pilot/airport safety) appoint a safety leader, who goes through right after the preliminary inspection and assess the notes left on each plane. They should have the agreed authority to create their own list (based on the recommendations) of serious issues that must be addressed before the plane can fly, issues that should be addressed within a certain time period and those of mere enhancement. They should have club backing that a plane may be grounded if it has too many or a serious safety violation. Grounded planes can only fly if the critical items are corrected.

Remember I said safety first, not egos.

It is every clubs responsibility to police its own safety and image.

Planes are not the only safety issues; unsafe piloting incursions are also each clubs responsibility. A club's image and safety are only as strong as its weakest link. It is up to each to set the standard that they as a club wish to project to the community and their fellow club members.

Does your club have a safety officer?

Spring Fly Ins

By Tom Eichhorn

With good flying weather upon us soon, the club is trying to achieve a higher profile at various fly ins and events that the club may be able to attend. To that extent our web site is constantly being updated and those updates will be included in our newsletter. Members are encouraged to email the newsletter [editor](#), so new items maybe constantly updated. See www.hoi-ultralights.org "Monthly Events".

What's New with Jim Sturges

By Jim Sturges

A status report from Jim Sturges that is subtitled, Jim's Air Force continues to grow. While it seems as if I have disappeared, I have been busy with several projects. Here is a picture summary of what is going on.

Sabre Trike



Late last fall, I brought my Sabre to Wells International for some testing. Too much wind to install the wing, but here I am doing taxi tests, getting used to

the steering, and hold full throttle for an extended period. All went well. I added a couple wing pictures to prove I had one, and, gee, the colors are nice.

UltraLite Trike



Construction has continued to a small amount on my Ultra Light trike. Due the winterization of my shop, I am not able to get a good current photo (can't get it out the door), so I will show you one from last fall that you have not seen. The engine, controls, seat, fuel system, brakes are all installed now. This was designed to be the lightest possible trike. Basic frame weight is 18 lbs. Most of the structure is 7/8"od x .035" 4130 tube. The complete trike carriage will be in the 80 lb range.

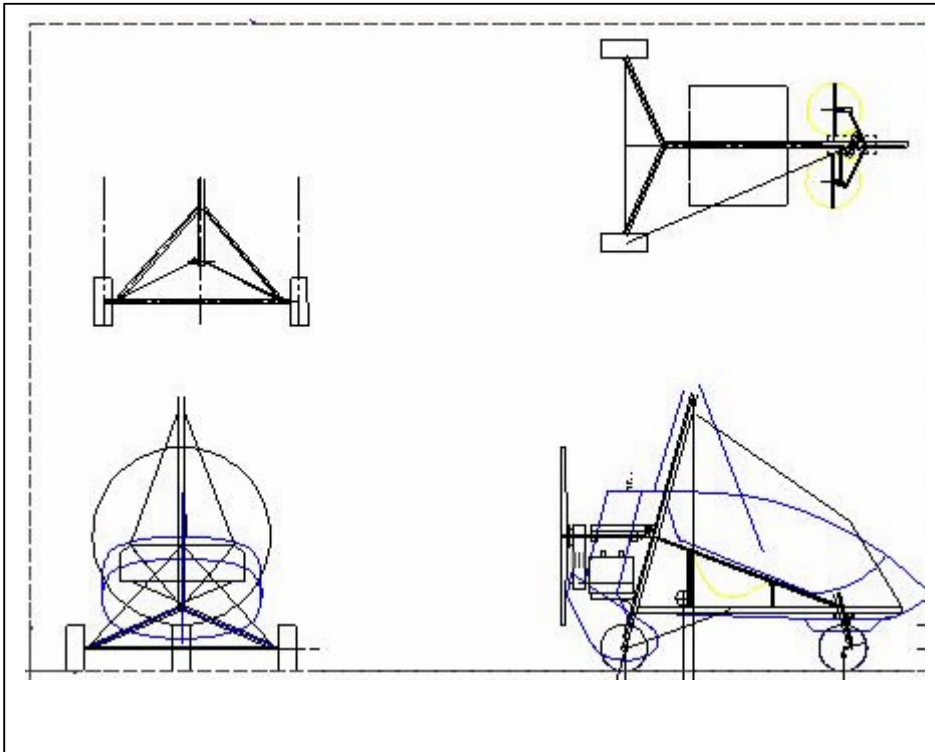
Note: The seat is a nylon sling that mounts in the top rectangular opening. Very comfortable.

Experimental Trike - side by side seating

And now for my latest project that has taken the most time. A 2 place side-by-side trike. The structure is much more conventional than the light trike above. But, the frame is still significantly different from a conventional trike due the requirements of the seating. Frame material is all 4130. No aluminum. The construction is well along, with the frame at 90% complete. Photos will follow with warmer weather and some more weld in place.

Specifications:

1. Seating - 2 side-by-side
2. Engine - Kawasaki 440D (2 cylinder, 2 cycle, 4 spark plug, 58 hp)
3. Reduction - belt
4. Wheels/tires - 6.00 x 6
5. Brakes - rear only (cable controlled)
6. Weight - 350 lbs



7. License - Experimental - glider

Initial flights will be under my Sabre 16 wing.

This is a cleaned up layout of the sbs trike frame. The rectangles in the top view support the sling seats. Also shown in the lower right side view is my developing design for the cabin. Lower pod plus front and overhead plexi-glass for wind protection.

Thought for Food

By Tom Eichhorn

Thoughts without action are worthless... Confucius

An unexamined life is not worth living... Plato

Success is going from failure to failure without a loss of enthusiasm... Winston Churchill

Abundance, like want, ruins many... Romanian Proverb

Bad is never good until worse happens... Danish Proverb

The deeper the sorrow the less tongue it hath... The Talmud

Deliberate often--decide once... Latin Proverb

Forget injuries, never forget kindnesses... Chinese Proverb

Few are those who see with their own eyes and feel with their own hearts... Albert Einstein

HOUSE PAINT ON MY AIRPLANE?

By: Charles Threewit

Published: July, 2002 Custom Planes Magazine®

For a great article on why to use Latex House Paint on your airplane, take the time to click on the following hyper link <http://www.ultralightnews.ca/articles/housepaint.htm>.

Monthly Events

APRIL

10th HOIUL meeting

Wells Field - Deer Creek, IL Meeting.....7 PM

13-19 2004 Sun-N-Fun Fly-in

Lakeland Florida

24 - 25 11th Annual Charlie Wells Memorial Fly-In/Drive In Pancake Breakfast

7am-noon - Capital Airport - Springfield, IL

25 2nd Annual Poker Run and Raffle

Lewis University/Lockport LOT - Romeoville, IL

MAY

8th HOIUL meeting

Wells Field - Deer Creek, IL Meeting.....7 PM

14 - 16 2nd Annual Midwest Aeronca Festival Convention/Fly-in

Kewanee Municipal Airport KEZI - Kewanee, IL

15-16 Wig-Wag 2004 Competition

Boyer Flight Park, Burnettsville, IN

MAY

16 33rd Annual EAA Chapter 15 Fly In Breakfast

Lewis University Airport LOT - Romeoville, IL

JUNE

6th EAA Chapter 1304/Olney Area Pilots Association's Annual Spring Fly-In Breakfast

Olney-Noble OLY - Olney, IL

12th HOIUL meeting

Wells Field - Deer Creek, IL Meeting.....7 PM

11-13 SAA Fly-in Frasca Field

Urbana, IL

JULY

10th HOIUL meeting

Wells Field - Deer Creek, IL Meeting.....7 PM

July 27-August 2 Oshkosh Airventure

AUGUST

July 27-August 2 Oshkosh Airventure

7-8th Wings and Wheels

Ultralights are not invited to fly into this event, per BMI Central Illinois Regional Airport BMI - Bloomington, IL

14th HOIUL meeting

Wells Field - Deer Creek, IL Meeting.....7 PM

SEPTEMBER

6-12th National Stearman Fly-in

Galesburg Municipal Airport: (309) 343-6409

OCTOBER

9th HOIUL meeting - Weiner Roast

Wells Field - Deer Creek, IL

Meeting.....7 PM

NOVEMBER

13th HOIUL meeting - Dinner Meeting

TBA