

# Hoiu Newsletter

AKA The Deer Creek Air Force

[www.hoi-ultralights.org](http://www.hoi-ultralights.org)

Volume 2006, Issue 2

April 2006

## Next Club Meeting

**Date:** 5/13/2006

**Place:** Wells Field – Deer Creek, IL

**Time:** If warm enough (5:30pm gather-6pm) bbq  
7pm meeting

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## Officers

### President

Allan Mays

### Board of Directors

Up for grabs

### Treasurer

Richard Baner

### Secretary

Lynn Dunaway

### Webmaster/Newsletter Editor (not reporter)

Tom Eichhorn

## Meeting Minutes

By Lynn Dunaway

### April 2006

Heart of Illinois Ultralights  
April Meeting

A smattering of club members turned out on a cool evening for the April Meeting. At 7:01 p.m., we were called to order by our dedicated officers.

The minutes as published in the newsletter were unanimously approved. Dick Baner gave the Treasurer's Report. We still have money in the HOIU savings account.

Gene Ramsey introduced the guests, Colin and Taylor Edwards, a young couple who recently moved to Peoria. The guests seemed quite excited about attending the club meeting. Denny made a sacrifice to the Wind God to appeal for smooth skies for the following week for test flying his Rans.

Before adjournment, Conrad Grembowicz made a motion to renew the license plate sticker for the club's trailer which was approved.

A beautiful sunset, a roaring bonfire, and rousing hangar flying were enjoyed by all.

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## New Product News by Tom Eichhorn

While involved with my top end de-carbonizing, I used three products, Gunk Carburetor and Parts cleaner, Mystery Oil and Piston Kleen. I initially started with Gunk which after one day immediately removed the carbon from the heads and top of the piston, however it left the top ring land and inside of the piston with heavy baked on residue. After 2 days of soaking little more was gained. I asked a local motorcycle and Rotax repair shop what they use, their reply was Mystery Oil. Since that is cheap I tried 2 days of soaking with that more carbon was released however the top land wasn't significantly improved. I decided to search the internet for product and came up with Piston Kleen (<http://www.orisonllc.com/cleaners/piston/carbon.html>). The directions said it is very effective when used at 90-130 degrees works in 2-24 hours.

I used 2 coffee cups and only about 1/2 cup of Kleen in each cup, putting 1/4" in the bottom putting piston in and filling over end of piston. After 3 hours it at 90 degrees, simple rubbing with a Popsicle stick, the top land was clean even around the land pins.

1 Gallon ran 8.00 and 6.00+ for shipping from Texas in a plastic jug

## **Tis the Season....**

By Conrad Grembowicz

The arrival of decent weather and longer days means flying season. But for many of us, we first need to complete a thorough Annual Inspection of our aircraft before we start the season. Obviously the goal is to insure that your machine is safe not only for you, but also for your passengers as well. The annual is a good way to insure your preventive maintenance list (i.e. fuel filter, plugs, pump rebuild...) gets done, along with the list of minor items that accumulated during last year's flying season that need attention or repair.

An annual is also a good way to become re-acquainted with your aircraft after a long winter of inactivity. Hopefully, you're conducting a good preflight and post flight inspections whenever you fly and documenting any items found in a logbook. If so, these same items (not previously addressed) will reappear during the inspection along with a ... "Oh yeah, I was going to..." comment as you recall the item. Of course, checking your logbook notes should provide the same information.

I would not rely on memory for what items need maintenance. Instead check the recommendations in your Rotax Engine Manual, the Aircraft Owner's Manual, and a "generic" Annual Inspection Checklist. A good checklist for the procedure can be found on the club website (<http://www.hoi-ultralights.org/>) under UL Inspection. This list was developed from a variety of sources and provides a thorough and systematic guide for conducting an inspection. Another good source of information is to ask fellow club members. Mark Twain said, "Learn from the mistakes of others since life is too short to make all of them yourself." I have applied this advice countless times.

I have put over 500 hours on my Challenger and plan on adding a lot more. During that time I have had no "accidents", and very few "incidents" effecting safety. I believe thorough inspections, good maintenance, and timely repairs are the keys for maintaining that trend that I hope to continue. . However, during that same time I have also found minor items on almost every system on the aircraft that needed some attention at one time or another. Unless a thorough Annual Inspection is conducted, you won't know what you don't know. Be Safe, Fly Safe.

## **What Was I Thinking?**

By Conrad Grembowicz

Saturday was one of those beautiful spring days when a young man's fancy dreams about flying. I told Lynn that we'd go to Deer Creek "as soon as I finish looking into a couple of minor problems with the car" that I had been ignoring for months. She loaded herself and some supplies into the car and began knitting while she watched and waited.

Well, the washer "fix" was straight forward, requiring only fifteen minutes replacing the nozzle and adjusting the spray pattern. Over confident from this success, I gleefully attacked the door lock problem by removing and disassembling the driver's master control console switches....MISTAKE!

I realized the magnitude of this foolishness when I pried the last snap-lock tab open and several springs and switch contacts went flying from the console. I cursed the designer for being a watchmaker rather than a mechanic. About an hour or two later, after a thorough cleaning of parts and a lot of head scratching concerning part locations, it was reassembled only to discover that now I had fewer working functions than I had started with.....#&@\*\*!!! ..The second try of disassembly and re-assembly messed up the driver's door lock, so disheartened I started to disassemble the door panel..... Another hour or two passed on the 3rd try, which resulted in more functions than I started with so though not "perfect" I decided to call a truce as the sun slowly set on the horizon.

Needless to say, we didn't make it to Deer Creek. However, it wasn't a complete waste; Lynn had knitted a baby hat and a couple of matching booties during my follies.

Sunday afternoon Lynn & I arrived mid afternoon at the field to find Allen busy inspecting his Trike. After a short while, he declared a test flight was in order, and Lynn volunteered to be a test passenger after he completed a couple of shake-down laps around the pattern. In spite of the high and gusty winds, I watched as they rocked and rolled across the sky as Allen experimented with different techniques while practicing touch-and-goes.

Inspired by his performance, I went back to work on my own aircraft, methodically working through the annual inspection process and relieved that at least Lynn had gotten her "aviation fix" for the weekend.

Meanwhile, I have a lot of little things to work through on the plane....hopefully no springs and contacts will go flying in the process.

## **Monthly Events**

Normally this area is for monthly events however since it is available on the web in PDF format and maintaining the calendar in two formats and areas is difficult it can be seen there.

Go to <http://www.hoi-ultralights.org/> and then to Monthly Events.