



Drag-On-Flyers

EAA Ultralight

Chapter 17

"For Ultralighters and Sport Pilots"

August 2013

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ANUG Rep: J.D. Rexroad

Refreshments: Steve Peck

The Prez sezs...

Next Meeting: Tuesday, August 27, 7 pm @ Chalco Hills Recreation Area

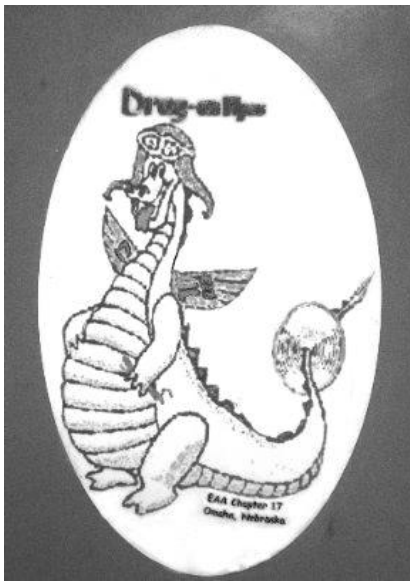
Sad news as the report of Paul Poberezny's death on the 22 of August 2013 reaches the members of EAA. Paul started and ran a wonderful organization called the EAA which was designed to help thousands of builders of small aircraft with the knowledge and expertise to complete home built aircraft. The EAA has certainly touched my life by bringing me many happy hours of flight and entertainment at the Oshkosh Airshow. The EAA not only helped the little guy, but it brought recognition to the guys that flew the war planes. This was the first year they flew an airliner into the EAA Airshow and picked up Vietnam Vets and then flew them to Washington for recognition. Then they were returned to the Airshow to the applause of all the people at the Airshow. What a great year!

I was able to go over to Bobbie Harvey's house and clean out all the shelves and drawers in Bob's work area. It is pretty picked over for useful items, but I will set up the boxes at our fly-in at Brad's house on Saturday the 31st of August. Feel free to pick items that you might use and remember Bob. Bobbie is getting ready to list the house and move into a more comfortable setting.

We will try and show you some of the activity that was at Oshkosh with our cameras and cell phones. JD did a wonderful job of winning the "Green Wienie at Oshkosh".

Our fly-in will be at Brad's Airpark for lunch on Saturday the 31st of August located at 24949 West Center Rd in Waterloo NE. It is the mail box with the little wind sock on the South side of the road.

See you at the meeting Tuesday, August 27th at Chalco Hills Recreation Center 154th and Giles at 7:00 p.m. The tea lady said he would bring some cookies and drinks that mix with water. If you're hungry we will see you at El Bee's 10402 S144th St. around 5:30 or so.



Calendar

Chapter 17 Events

Aug 31 - Brad (Safford Int'l)
Lunch 11:00 a.m.

Sep 14 - Bob (Scribner)
Lunch

Sep 28/29 - J.D. (Field of Dreams)
TBD

Others

Sep 5 to 7 - Mt. Vernon Airport, IL
Midwest LSA Expo

Sep 5 to 8 - Scottsburg Airport, IN
6th Annual Indy Air Hogs, PPG

Sep 7 - Council Bluffs Airport
CAF Breakfast 8 - 11 a.m.

Sep 12 to 15 - Baugh Flight Park,
Reeds, MO
Sho-Me Chute Flyers Fly-In

Sep 20 to 22, Erie Airpark, Erie, IL
Challenger Fly-In

Sep 21, Mexico Airport, MO
Zenith Open Hangar Day

1st Sat. of Month - York Airport
EAA Chapter 1055
Breakfast 8 - 10 a.m.

3rd Sat. of Month - Crete Airport
EAA Chapter 569
Breakfast 8 - 10 a.m.

Chapter 17 Minutes

Chapter 17, June 25th, 2013

Meeting was called to order at 7:00 p.m.

The minutes were accepted as they were printed in the news letter.

Treasurers Report

We have a balance of \$749.86.

Christmas Party

The party will be Jan. 28th at El Bees in Millard.

Monthly Activities

ANUG was June 28th, 29th, and 30th.

Oshkosh was July 29th-Aug. 4th.

Aug. 31st - will be at Brads for an 11:00 lunch.

Sept. 14th - Bob at Scribner.

Sept. 28th and 29th will be at Field of Dreams with JD.

Unfinished Business

Kurt is working on the plaque for Larry Bonkers family.

Steve said he was never able to make contact with Arthur from Australia.

JD told of finding a powered parachute for sale in Mo. He said it was in good shape and selling for \$7000 with a trailer.

There was no new business.

Builder and Flyer Reports

Mark and Dave flew a little in the last month.

Harold also had his trike out.

JD flew some test flights

Green Weenie

JD ended up with it again.

50/50 Raffle

JD won \$7.00.

Meeting was adjourned at 8:55.

Respectfully submitted, Brad Safford, Secretary

"The New Guy"

More from Bob Furr. Thanks, Bob!

Okay, I was going to write about my passing 100 hours and 400 landings flying the Starflight. It was quite a milestone and honestly, one that I am quite happy with. It took about 10 months longer than my wife expected and maybe 4 months more than I thought it might. Instead I am going to talk about how my 101st hour almost was my last hour flying.

I took off from the Scribner airbase a few minutes after 8 and flew north for about a half hour before turning back and returning. It was a beautiful, smooth evening with enough haze in the air to make the sun red for the last 20 minutes of the day. It also reduced visibility more than I liked in the last few minutes before sunset.

As I approached the airport, I scanned both the air and ground for traffic and didn't see anything. I was on crosswind, getting set up to turn to final, when a gray tail dragger caught my eye - mostly because he had chosen to take off downwind at Scribner. Now, three times in the past two years I have seen aircraft ignore the windsock and do touch and go's at Scribner downwind. Usually the wind is light (it was about 3 mph) and usually they are very visible (if startling). This one was gray and nearly invisible in the dusk other than his strobe, and I didn't see that until he was actually in the air.

The complaints I have had about ultralights is generally centered about us taking non-standard action near an airport. I ALWAYS fly a normal pattern, so that my actions are predictable. We cannot control other folks, but remember that MOST light airplane pilots expect aircraft to be flying so that landings are into the wind.

I did stop and say hello to the pilot and his passenger and told them what a beautiful little bird they had. I also suggested as kindly as possible that they take off into the wind. I don't know what they thought of an ultralight guy telling them how to fly, but I suspect I have as many total flying hours as they do. I know I am more safety driven.

I did call an old friend of mine that let me fly his Champ many years ago and we talked about tail dragger landings. He said that the only ground loops he had ever seen were done when someone tried to land a tail dragger downwind. Kevin is now a pilot for United, but said some of the best times he had flying were with that Champ.

"Around the Net"

Light Sport and Ultralight Flying magazine (aka. *Glider Rider* for some of you) is running a series of blueprints on Mike Sandlin's Goat UL glider. The June issue featured Group 1 plans and the July issue featured Group 2.

Mike is a very prolific designer and has been featured in EAA's online *Experimenter* magazine. He now has several powered UL designs (Bloop 1 and Bloop 2) and shares his experiences/blueprints on his website: <http://m-sandlin.info/>



Goat Glider



Bloop 2 Motorfloat

2013 Airventure Gallery

Thanks to J.D. who submitted most of the following photos. There'll be more next month.



**J.D. goes flying
"Down on the
Farm" at
Airventure**

**Airventure
ultralight
runway (view
is to the north)**





View to the northeast from the UL pattern

J.D. back from a successful sortie





Green Wienie (and friends) at Airventure!

Adventure at Airventure for J.D.





J.D. and Rich
camping
"Down on the
Farm" at
Airventure



J.D. buys a new car, or is it a plane?



Fri. Night Dinner

**Sat. Morning Balloon
Launch**



Revo Trike
Anybody
loan me a
100k for this
thing?

Yuneec E-Spyder

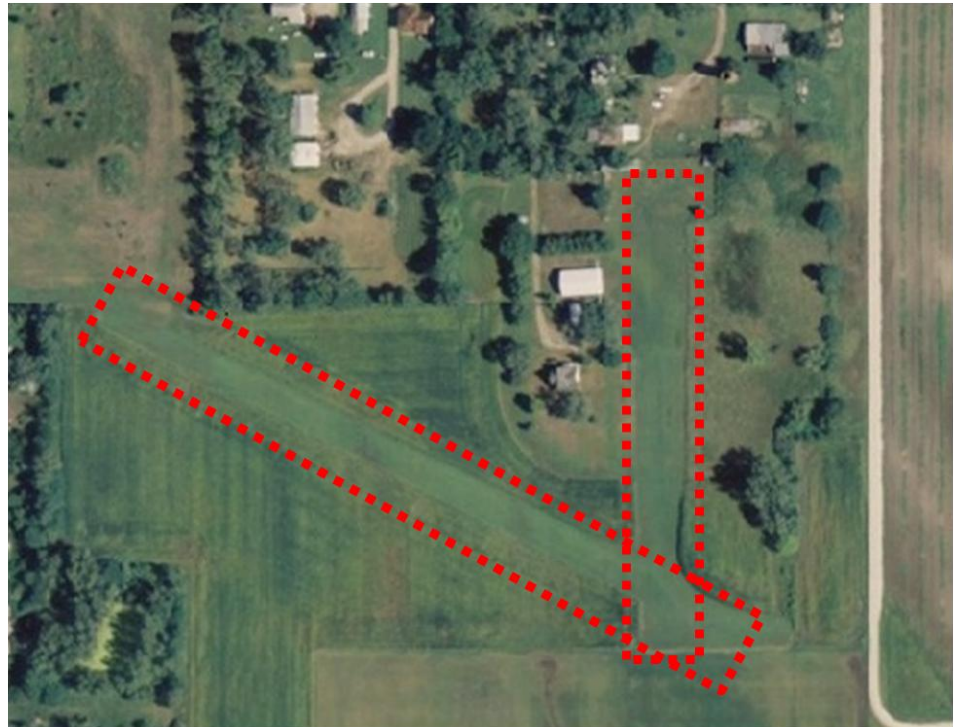
Not an ultralight!
410 lbs. empty; 40k
ready to fly



Safford International Airport Update

Brad passes along the following regarding Safford International:

There has been a little change on my north-south runway. The sod that was at the south end is now 10' corn. This makes it a little bit shorter. The diagonal runway is still the same.



Instruction, Services, For Sale, Etc.

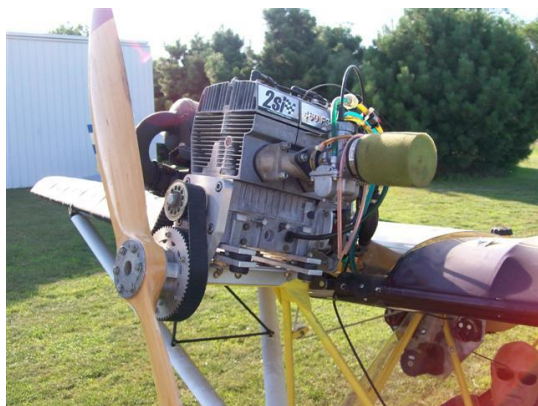
J.D. Rexroad, ASC BFI Flight Instructor. Sales, Service, and Flight instruction for Backpack foot launch Powered Para Gliders, single and dual place and trike gear configurations. Paratoys, Black Hawk dealer. Technical certificates in a wide variety of internal combustion engines.

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Flitplane For Sale

This is the original factory demo machine used by the makers of the kits back in the late 90's. I bought it, hauled it back from Ohio and went thru the engine and repaired the broken wheel. Fly's like a real airplane. Only has about 2 hours on the engine since rebuilt by the Olenick outfit.

Dave Miller
402-334-1595



If you have anything to sell, or anything you need, send me an email – free to club members.

Also, we're always looking for your inputs, tips, photos, etc. for the newsletter.

E-mail submissions to howardkj@att.net no later than the Wednesday before the monthly meeting.