



Drag-On-Flyers

EAA Ultralight

Chapter 17

"For Ultralighters and Sport Pilots"

March 2014

President: Steve Peck
skp333@cox.net ; (402) 763-8577

Vice President: J.D. Rexroad
jdrexroad@cox.net

Secretary: Brad Safford
bsaf@live.com

Treasurer: Mark Abbott
mark.abbott@cox.net

Newsletter: Keith Howard
howardkj@att.net ; (402) 598-5679

ANUG Rep: J.D. Rexroad

Refreshments: Steve Peck

The Prez sezs...

Next Meeting: Tuesday, March 25, 7 pm @ Chalco Hills Recreation Area

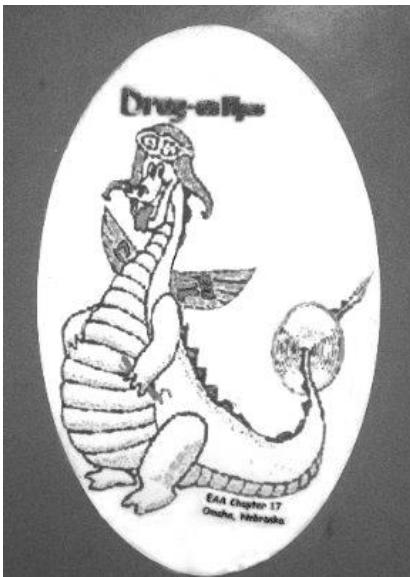
What a great month! I know that the Groundhog said we would have six more weeks of winter, but I don't care because spring is here. Soon it will quit snowing every couple of hours and the wind will drop below 50 mph; I can put my trash can out again. It's funny what excites you after being in the house all winter.

Keith has volunteered to kick off our monthly events on Saturday, May 3rd, with a breakfast or lunch at the Plattsmouth Airport. We can discuss which meal we want at the next meeting.

Saturday, May 31st, will be the SAS Museum Day. We will have a table to display the fun things that our club has to offer. We may get a table next to the Chutes Flyers because they offer more activities and draw a crowd. If the weather is nice there will be plenty of outdoor activities to see and do, but if it's rainy or windy we will save the day with magazines, movies, and talk. We will have another meeting before that day, so we can coordinate what we will do.

See you at the meeting Tuesday, March 25th, at Chalco Hills Recreation Center, 154th and Giles at 7:00 p.m. We will have cookies and drinks that mix with water.

If you're hungry, we will see you at El Bee's, 10402 South 144th St. around 5:30 or so.



Calendar

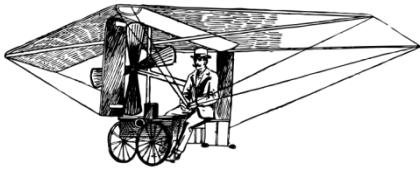
Chapter 17 Events

May 3 - Keith (Plattsmouth),
Time TBD

Jun 7 - Brad (Safford Int'l),
11:00 a.m. lunch

Sep 27/28 - J.D. (Field of Dreams),
Time TBD

Oct 11 - Bob (Scribner),
Time TBD



Others

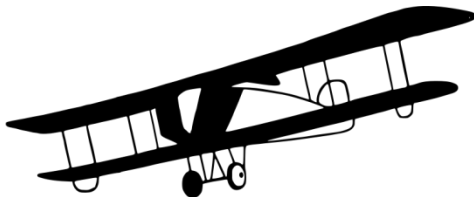
Apr 1 - 6, 2014, Lakeland Regional
Airport, Lakeland, FL
Sun'n Fun

May 31, 2014, SAS Museum,
Ashland, NE
Indoor Airshow

Jul 28 - Aug 3, 2014, Wittman
Regional Airport, Oshkosh, WI
Airventure

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, February 25th, 2014

Meeting was called to order at 7:05 p.m.

There was a motion made by Brad to have the minutes accepted as they were printed in the newsletter. The motion was seconded and accepted.

Treasurers Report

Balance - \$795.16

Christmas Party

The Christmas party this year will be on the 27th of Jan. at Ell Bees in Millard.

ANUG

There is a question if it will be held or not. It may be on the weekend of June 28th.

Monthly Activities

May 3rd - Plattsmouth. Keith will be hosting.

June 7th - Brad will host a lunch starting at 11:00.

Sept. 27th & 28th - Field of Dreams - J.D. will be hosting

Oct. 11th - Scribner - Bob will be hosting

May 31st, the SAS museum is holding their indoor airshow and helicopter day. More meetings will be held to work out the details.

Unfinished Business

Larry Bonkers plaque is still in the works.

Steve talked to Kurt Hagemeyer[?] and said he is going to try and sell his Challenger. He wants \$9,000 for it.

New Business

Jerry Herbster had a stroke 3 weeks ago and is not able to talk yet. He is back home.

Mark said that Dave Minahans' mother passed away.

50/50 Raffle

J.D. won \$5.00.

Meeting was adjourned at 8:48.

Respectfully submitted Brad Safford, Secretary.

"Letter from Dave Nissen on ANUG"

After much thought and because I have other commitments, I have decided to no longer host/organize the Annual Nebraska Ultralight Gathering. I have enjoyed the many years of fun we've all had there in David City. I also appreciate the support you folks have given me during all these years. If I tried to name all those who have made ANUG possible, the list would be long and still I would forget someone.

We have a treasury balance of \$521.81, thanks to all your generous contributions over the years, and the tireless work that the late Larry Elrod put into organizing raffles, etc. during the early years of the gathering.

If a club would like to take over the event, I can transfer the money to you. Or it has been suggested someone might want to organize a flight across Nebraska event (you may recall this was Harold Ostler's original idea years ago and ANUG was thought to be more doable at the time) and folks could join along for any or all legs of it that their time permitted. The ANUG money could be used to help defray some of the expenses for the trip, or pay for a ground crew/fuel/ etc.

Please feel free to voice your ideas and we can come to an amicable solution, I am sure.

Gratefully,

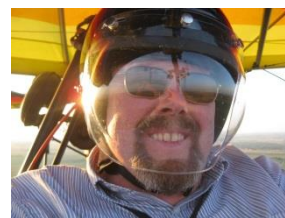
Dave Nissen



BT-13 from
Columbus at the
Scribner fly-in.
*Photo courtesy Bob
Furr.*

"The New Guy"

By Bob Furr



This month Bob reminds us of the dangers of using old fuel.

A guy named John on the Facebook Weedhopper page burned a hole in the top of a piston in a Rotax 277. It had run great in October, but wasn't running at all well when he attempted to fly in February. No change in the plane, including the old fuel residing in the Weedhopper's fuel tank.

Here's part of the discussion:

"I got to jump in here. John, the Wally world oil is made in Ohio by Ashland oil. I have a friend who works there. They also make specialty oils for a number of other two stroke providers. It more than meets the standard."

"Eric is absolutely correct. Octane ratings have to do with anti-knock. At high compression, low octane fuel will explode instead of burning in a continuous flame front. TEL, tetra ethyl lead was added to gas for many years to do just that. It slows the burn, allowing the fuel to burn more completely and provide more power. People often confuse fuel volatility with octane. The higher the compression in the engine, the bigger the problem."

"High compression, and a little residual carbon, can ignite the fuel before the plug can fire, with catastrophic results. Our fuels since the late 70's, are recombinant fuels. Only aviation gas is made from virgin stocks because it's required by the FAA. It doesn't degrade quickly, like auto fuel, and can be stored for up to 5 years in sealed containers. But it's \$5.58 a gallon right now! After the fuel crisis in 1973, more research was done to figure out how to get more fuel from a barrel of oil. They figured out how to recombine the short chain hydrocarbons they were burning off in the stacks. This is now how all our gas is made and why it degrades so fast."

"Ethanol got a bad rap because it dissolved some of the rubber in carbs that were built earlier, mostly O rings, but they are all nitrile now. It also cleaned out the junk in the fuel tank because it's a polar solvent, and that ended up in your carb! Ethanol does not degrade the fuel as an additive, but acts as an octane increaser by quenching the flame front and burning more completely instead of exploding prematurely. However, it does attract moisture from the air, as it is anhydrous. In high humidity situations, fuel cans should be tightly sealed, or the 100% ethanol will become 90% ethanol and 10% water."

"John, my opinion is old fuel too, and unknown condition of the engine in the first place."

I couldn't pull a picture off his video. However, I've included one from a website about Rotax engines. It looks just like his problem. Notice that the hole in the piston isn't all that melted. Aluminum weakens long before it melts. To be honest, detonation can also happen from things like using the wrong spark plugs, heavy carbon build up creating hot spots, or the mixture being set wrong on the carb. But, there wasn't a lot of carbon build up, he had not changed plugs or adjusted the carb, and that had all worked well last October. It narrowed down to old fuel.

He is in Florida and while it hasn't been hot down there, it has been in the



70's most days which resulted in the fuel getting "stale" over the last 4 months of storage. Now the truth is that he could have probably run that same fuel thru his car and not had a problem. With the computer-aided ignition in today's cars, some of them will run on almost anything that burns. So, if you have been more than a month or so since your last flight, be safe. Drain and refill your tank with fresh fuel. The repair bill you save will more than make up for the few extra dollars you spend on fresh fuel.



Our intrepid columnist with his Starlight, obviously in warmer times!

Sunset flight near Scribner.





Bob catching more of the waning day at Scribner.

Hi-Max (ex Steve's) also at Scribner



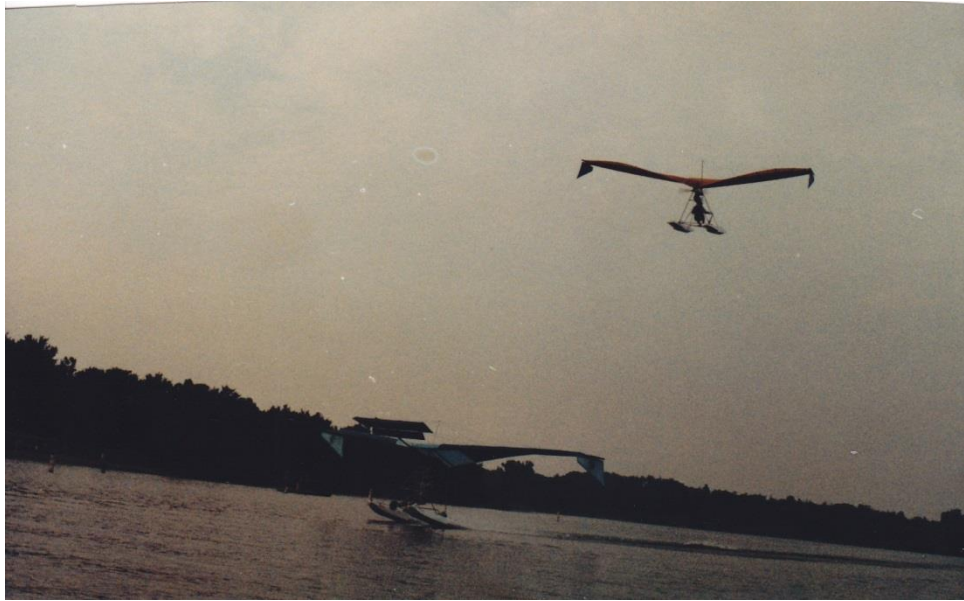
“From the Wayback Machine” – Part 3

Here’s another round of photos from the wayback machine. Our more seasoned members will have to fill in the details on these.



Two-seat Quicksilver





Eagles on floats?



Instruction, Services, For Sale, Etc.

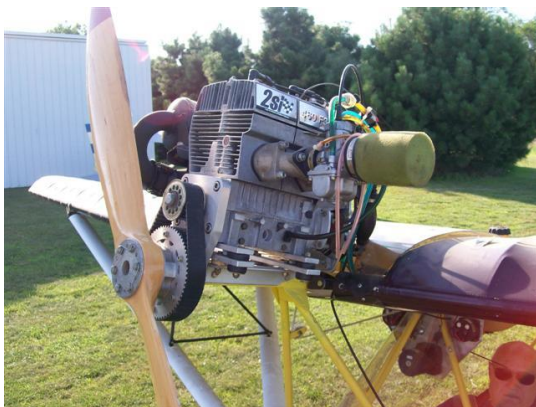
J.D. Rexroad, ASC BFI Flight Instructor. Sales, Service, and Flight instruction for Backpack foot launch Powered Para Gliders, single and dual place and trike gear configurations. Paratoys, Black Hawk dealer. Technical certificates in a wide variety of internal combustion engines.

J.D. Rexroad, EAA/USUA member, ASC/BFI
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Cell (402) 871-7471
Email: jdrexroad@cox.net
Website: <http://www.midlandssportsparagliders.com/>

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.