



EAA Ultralight 110 Round Robin

January 19, 2008 Meeting, and More

We have some heavy news. **Harold Marchant's** wife, **Judi**, has lost her battle with cancer. Our hearts go out to Hal.

Jim Shaw and **Blade Doyle** have made a huge contribution. Blade sold an engine on eBay that Jim was going to take to the dump. Jim had promised to contribute a piece of the sale to the Club. The engine sold, and Jim kept his word. The Club treasury is \$100 richer now. **THANK YOU VERY MUCH, you guys!**

Mary Doherty relayed information on a new product, Pilot My-Cast, that makes weather forecasts for pilots available on certain cell phones. With this, you can check the weather and then file your flight plan on your cell phone, through DUATS. The service is \$9.95 per month. The web page is <http://www.digitalcyclone.com/products/pilot-my-cast/>. See the page at the end of this with more on this and other great things **Mary** has for us.



Mary also reported that the Odyssey is flying and nearing registration as an experimental aircraft. Here's hubber **Jim** in an Odyssey - I think it's Lou and John's - could be the **Doherty** Odyssey, though.

Bill's Hornet - for sale.

Vaughn McIlrath has recently spoken with **Bill Denison** – more heavy news – Bill is giving up on flying. The hornet is up for sale. Bill's price is at \$30,000, and he says he's "softening" on that. This is a beautiful airplane, with top-notch craftsmanship by Bill and **Jack Sunzeri**.

Vaughn threw out an idea, once more, to the powers of the powerful people in this group – that we could keep out antennae out for possibility of an "aerodrome" of our own. What if someone made available a field in a farm, where we could store and operate our aircraft, free of resistance from normal airport operations? There was some discussion. **John Feemster** suggested that someone check into the private strip owned by **Frank Christensen**, the guy who developed the Christen Eagle:

I (Vaughn) said I would do that. I'll see what I can come up with and will report back at the Feb meeting, or sooner.



A Christen Eagle



Vaughn is planning to attend the Alaska Airmen's Trade Show in Anchorage, Alaska, this year. It runs over Saturday and Sunday, May 3 and 4. He will likely fly a cheap seat on United Airlines to get there, and is inviting anyone else who is interested to join in. Here's the web site:
<http://www.alaskaairmen.org/>

Vaughn will be current by May 31 this year.

Lou Janis asked for tips or advice on getting his Rotax 447 to run like it should. It likes 5000 rpm and 6000 rpm, but will not settle anywhere in the middle. **Jim Shaw** suggested Googling the Bing carburetor – that there is a lot of information available, and someone may have the answer on line.

RD Gomez wants a BC 12 D Taylorcraft with at least 75 hp and 3 fuel tanks. It would be a great cross-country airplane, he says. Someone suggested checking www.barnstormers.com. I just did – there are two 65 hp airplanes available right now.



Blade Doyle is practicing for his check-ride, and expects to take it and pass it in about two weeks. His check pilot will be **Lon Fields**, out of Oakland. GO BLADE! And, his engine-monitoring system is working now that he's moved it away from engine heat.

Steven Winegarden has a fuel system problem in his Challenger.

Steve White is waiting for Phase 2 Operating Limits from the FAA, and he's having difficulty with his starter in his Challenger, apparently due to corrosion in connections.

David Hinojosa's Trike is now certified, and he is nearly so himself. Wahooo! **David** has also completed the Repairman's Course in Corning. Congratulations, David!

Rich Grialou's Sonex is in for its annual – being done by **Ed Owens**. He has a new neighbor with a Fly Baby, and another new nearby neighbor, **Blade Doyle**. He's also in touch with a group of Sonex fliers who are planning a trip to Alaska this summer. Rich says he's not going this year – that it requires too much planning. I say, GO FOR IT, RICH!

John Petersen is going to take the 120-hour repairman's course in Corning next month – 5 days/week for 3 weeks. He'll be in the midst of it during our meeting next month, and will report at our meeting on what it's like. I want you to know that John is a Lifetime Member of EAA. That definitely says something about John!

Jim Shaw's Falcon is now flyable and certified as Light Sport. He's had a problem with an instructor losing his log book and is in the middle of dealing with all the difficulties that creates.

Jim commented that he has a friend who flew a Cessna 140 to Alaska and back, and had a fabulous time doing it. She even brought a puppy home with her.

George Watson says that the Rans he and John Feemster are working on will soon have a fuselage.

Stephen Mann has a new carburetor in his Sort-of-a-Citabria, and says "It flies great." His Quicksilver is hanging on the wall in his hangar, and will go back on sale in the spring.

John Feemster tells us that he gets about one call each week for "Feemster Flying School". He's also been in contact with **Mike Reynolds**. Mike is not current as a CFI, but will be soon. John, himself, is not current but will be soon.

Paul Anderson is working on his design in his design/build airplane.

Bob Meuse reported that **Ian Cant** (sp?) who organizes the "Flight of Eagles" to Oshkosh each year is hanging it up. The program is not available any more, except that Mr. Cant will assist people in finding accommodations there.

Steve White says the Wings Program is a fantastic opportunity that's readily available, with short courses on the web through AOPA. One program that's coming up on January 22nd is **Bill Randolph** talking about his flight around the world in an RV-8 that he built from a kit. Bob Meuse offered that he's heard this story and that it was extremely interesting. Mr. Randolph overcame a lot of very strange difficulties in accomplishing this feat.



Here's **Bill Randolph** with his RV-8 .

Respectfully submitted - and thanks for a very great time!
Vaughn McIlrath, Jan 28, 2008.

See Mary Doherty's information on workshops and technology on the next page ---

Information from Mary Doherty:

EAA Builder's Workshops

WVI - March 16th & 17th, 2008

- Composite Construction
- Fabric Covering
- Sheet Metal
- Electrical Systems & Avionics
- What's Involved in Kitbuilding

For more information, log onto:

www.sportair.com/workshops/index.html

Watsonville Pilots' Association

2008 FAA Sponsored Safety Seminars

January 27th Ramp Check! The real story
April 30th VFR in IMC? Not Me!
June 25th Landings, the good, bad & ugly
Oct 29th MRY & SNS Tower Controllers

WPA meets the last Wed of each month @ 1930 hours in the EAA hangar, 60 Aviation Way, Watsonville Airport

Weather on your cell phone screen

Kryss Crocker, Monterey Bay 99 member, shared something neat that she discovered on her cell phone, "Pilot my-cast". I found the following infomercial at: www.digitalcyclone.com/products/pilot-my-cast/

"With Pilot My-Cast® by Garmin, critical aviation weather intelligence and flight planning is literally in the palm of your hand. You can check current and predicted National Weather Service (NWS) data at your departure airport, your destination, or at any terminal waypoint in the continental United States. Then, using DUAT(S), you can file a flight plan right from your cell phone."

"Pilot My-Cast® makes it easy to page through surface meteorological reports, terminal forecasts, observations and advisories – instantly as they become available. Zoom into a single airport or route in high resolution, pan across a moving weather map, check upper air winds and temperatures, identify cells producing lightning, and more. Now you can have the latest in personalized, on-demand pilot weather delivered to [your mobile phone](#) in text or graphical color formats."

Pilot My-Cast® was developed by pilots. And it shows. The information-rich features are easy and quick to access. The user interface is intuitively simple. And unlike other web-based services, Garmin's Digital Cyclone weather engine receives a direct data stream from the National Weather Service, plotting both current and predicted weather to 1km resolution. As a result, commercial and general aviation pilots can now instantly access the precise, personalized reports they need to make better-informed flying decisions."

There is a link on this site to a list of cell phone models and services that allow this application.