



EAA Ultralight 110 Round Robin

September 2008

At the meeting on September 20th:

Rich Grialou gave an excellent presentation on aircraft electrical systems, starting with a bit of his personal history in aviation and in radio work while in the Navy. Thank you Rich!

Rich suggested a document on the web, called "Aircraft Wiring for Smart People".

When you google it, look for an entry that looks like this, as a .doc file:

[doc] [Aircraft Wiring for Smart People](#)
File Format: Microsoft Word - [View as HTML](#)
Molex makes a world of connectors (it's almost like saying "Ford Engine"), but the ones aircraft people call "Molex Connectors" have three wires in them and ...
www.digitalblast.net/N6307L/aircraftwiring.doc - [Similar pages](#) - [Note this](#)

Blade Doyle just finished a 250-hour maintenance on his Rans. He noted that ethanol in fuel can wreak havoc in fuel lines and rubber items.



Stephen Mann has passed his Sport Pilot exam. The practical test took 6.5 hours! He says to note that he took his test in a single-place airplane, and as a result, cannot carry a passenger. He needs a sign-off to do so. In further discussion, it was pointed out that the Wings Program has changed, so that 3 hours of training are required in the program, for your Biennial Flight Review.

Gary Garcher has been taking lessons in a tail-dragger and flying hang-gliders. He plans to obtain a private license. It's great to see you again, Gary!



Ron Smith told of a time when he lost electrical power in his C-210, and used his standby generator to reactivate his instrument panel. Heavy iron has its advantages. The incident occurred following an annual – it turned out that an output lead from the ammeter was awkwardly bent and pushing against the inside of the cowling and had managed to ground-out.

Jim Shaw has been flying at Lodi in 110-degree heat, through the parachute jumping operation there! He's also been flying **Lou's** and **Mike's** Quicksilver.

(By the way, I believe that's **Mike Arndt** shooting his first landing in the header strip at the top of this page.)

Steven Winegarden is working on the fuel system and brake system of his Challenger. His project to build a hangar at Frazier Lake is in planning stages, with his currently getting a soils report.

Frazier Lake



Steve White let us know that EAA 1261 at Mariposa will be holding their Fly In on October 11. This would be an easy and fun flight for some of our pilots. Check their website:

http://www.flyincalendar.com/event_detail.cfm?e=7535



Also, **Steve** is Flight Coordinator for EAA 1264 at Hollister, for the Young Eagles event on October 18th. As of our meeting day, Ed Owens is looking for one more pilot with an airplane to fly young people. Contact Steve at Scwhite101@yahoo.com.

Steve also noted that a great and economical source for new brushes for your starter is AutoElectronics in Campbell.

Jim Doherty found when he went under the shroud to check sticky valve stems on his Odyssey, that the fuel line in there was brittle. In the discussion that followed, it was noted that fuel lines will harden when UV rays from the sun can get to them. (I may have missed something - apparently the sun got to the gas line? -VM)

Jim commented on the popularity of electric power in radio-controlled model airplanes, and on the electric airplane that flew at Oshkosh this year, utilizing an 18-hp motor, and off-the shelf technology. As an electric motor doesn't waste energy in producing heat and then having to cool itself, it can operate more efficiently than an internal combustion engine. Thanks Jim!



He noted that **Mary** is back in the saddle and flying – working on her private ticket. Yea, Mary!

Jim also acknowledged the value of this group and the kind of interest and knowledge that is shared here. Thanks again, Jim!

Rich Grialou related that he had tried to save money by adapting a distributor cap in his Sonex and discovered later that a piece had broken out of it, and in his good fortune had not yet failed. **Rich** has also set up a “Com 2” switch for his handheld radio, so now he enjoys the option of having a live second channel to use as he wishes.

John Gould took **Harold Marchant** for a ride in his Odyssey and noticed that the EFIS was flashing. Back on the ground, they found that an electrical connector had failed.

John also served as a minister and married a young couple last week. Way to go, **Pastor John**! This is not **John**, but it looks about like him:



George Watson related a couple of electrical failures that he had experienced: One was when wiring to a magneto failed during a flight over Wyoming. It turned out to be an easy fix. The other was when the landing gear motor failed in a Piper Comanche, and he had to pump the gear down manually.

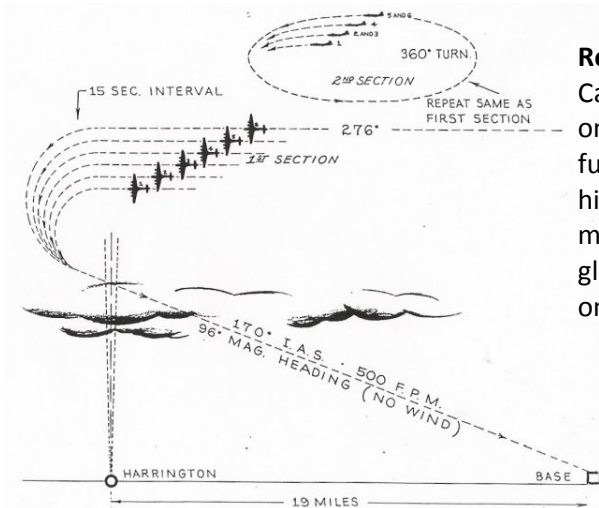
John Feemster passed out AOPA brochures on “Mastering Takeoffs and Landings”, worth looking at. A sub-header says “The ‘simple’ act of taking off or landing accounts for 50 percent of all general aviation accidents.”



John gets lots of calls with people expecting him to be a flight school. This keeps him aware that we need a Sport Pilot instructor in this club. **Rich Grialou** commented that one way is to find an instructor that trusts you and your airplane, and will instruct you in your airplane.

Steve White commented that most fatalities occur on takeoff – that it is wise to rehearse the takeoff in your mind, and keep in mind how much runway you will need in front of you if you abort a takeoff.

Ron Smith remarked on the notion that pilots often think that they can turn and make it back to the runway with a dead engine, when they simply cannot.



Ron also related a story about flying a Cessna back to California from Oregon, shortly after maintenance was done on the engine. It happened that the engine was consuming fuel at a higher rate than he was accustomed to, and surprised him when it died of starvation near the end of his trip. He managed a dead-stick landing onto a closed runway next to a glider strip – and then found that he still had fuel remaining in one tank, took off, and completed his trip. Nice work, Ron!

R.D. Gomez gave very handy advice when he said that the first thing to remember in an emergency situation is “**Don’t panic**”.

John Feemster chimed-in with “**Don’t change your mind.**”

AND - We have a New Member! Pete Marsh flies a trike, an Antares MA34R 912 Ranger, and it's in the EAA 110 hangar at So. County. He is a Light Sport instructor for weight-shift and wants to pursue CFI status for fixed-wing sport as well. How about that????

Welcome Pete!



Wishing us all the sweetest of landings!

-Vaughn McIlrath 9-28-2008