

**SEND NEWS TO:**      **TO JOIN, SEND \$10 TO:**

Paul Csornok  
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Independence, Ohio 44131

Don Cruse  
13775 Telpahak  
Minerva, Ohio 44657

**UNTIL THE NEXT TIME!**

**FOR SALE!!!**

NCLF shirts and hats are on sale for \$10 each.  
See Mike Baker at the meeting to purchase.

99 or 2000 Quicksilver MX Sprint — Blue and White — Very Good Condition – 200 hours.  
Rotax 447, New Tubes, Always Hangered, 2 Blade Prop, Sales are in good condition and the fabric has been clear coated. Flies Great \$5,000.  
Contact Mark Crofton - Enon Valley PA 724-462-0187

Wheel pants (from challenger but will fit other planes as well)  
5 Gallon gas tank  
Second Chance parachute for a two seat plane  
BRS parachute rated for 500 lbs  
Make Offer—Rich Edwards 330-407-0934

Quicksilver GT400 for sale: Moving to Florida and must get this GT400 out of my garage. Rotax 447 with B gearbox and good sails.  
\$3500 Contact Mike Winkler at 330-877-8522 in Uniontown.

**WANTED TO BUY!!!**

1. I'm looking for a prop, 60 to 64 inch for a rotax B gearbox.
  2. Looking for any photos, articles, website or other on a Petit Breezy.
- Contact Mark Warner at...  
email [mrkwarner@frontier.com](mailto:mrkwarner@frontier.com)  
phone- 567-203-8333

Affix  
Postage



**USUA Club 027 Newsletter – July 2011**

[www.liteflyers.org](http://www.liteflyers.org)

**North Coast Lite Flyers Officers**

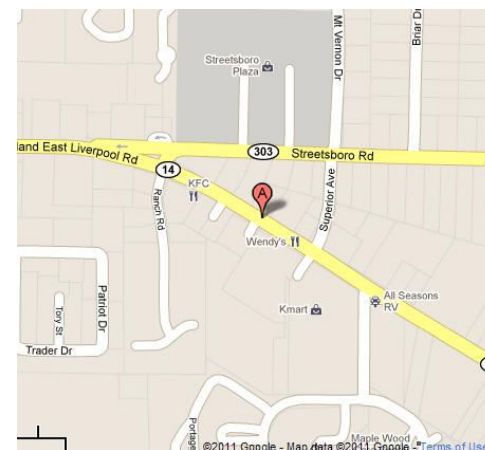
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**Remember! New Meeting Location for the Club!**

April's meeting was saddened by the news that the Comfort Café would be closing. Jason, the Owner, went out of his way to arrange a new location for us at **Big T's Diner** in Streetsboro. Goggle "Big T's Diner, Streetsboro, OH" for a location and driving directions.



**New location of NCLF monthly meeting!**

**Next Club Meeting – July 9, 2011**

Club Meetings are now being held **the first Saturday of each month** at 6PM at **Big T's Diner in Streetsboro**. Any changes to this schedule will be posted here in the Flyer. Prospective members, guests and family members are **always welcome**.

## Member News & Reports

### Gyro Training vs Fixed Wing Training—It's Exactly the Same, Only Different

Flight Training is vital for anyone interested in joining the ranks of those who claim their place in the clouds. What you want to fly, where you want to fly, what you want to do with your certificate, these are all important decisions that will require big choices. The one easy choice, once you have made the other more difficult ones is “do I need training?” - the answer is YES.

This was something I knew I would need to seek with a strong commitment. Learning to fly a gyroplane, due to the sparse population of certified instructors that teach in these wonderful craft, is challenging.

Many people have to travel by commercial flights to be able to receive training from someone who is several states away. I was lucky in that there are three instructors in driving distance from me (if you consider 4 hours away to be within driving distance).

Any flight training is a matter of teaching your body to do something through repetition. Like driving a car down the road, you soon are no longer thinking about all the tiny steering adjustments you are making every minute and you just drive. This has taken time to develop, just like flight training.



For the past two weeks I have been receiving dual instruction in a two place, side by side, RAF 2000 gyroplane. My instructor, Jim Nadig, has been very patient in helping me progress through my training. In return I have not done anything to try and kill us.

Training to fly a gyro is much like what is taught to fly a fixed wing. Preflight, starting the engine, taxiing, taking the active, takeoff, straight and level, turns, landings... Everything you would expect. There are a few differences with a gyro that make it very different than a fixed wing.

To start, you have a rotor that must be managed. This spinning wing flexes and needs special consideration when it is rotating. You must make sure that you don't make it flap so that it hits the stops, or anything else. The procedure to get it started and brought up to speed depends on the type of pre-rotor you have. Whether it is a strong arm, mechanical, hydraulic or electric, proper use is vital to safely spinning up the blades without damage to anyone or anything. The final stages of pre-rotating are incorporated into the takeoff roll and can keep you busy on a cross-wind, windy day.

Once airborne, the craft is flown with similar control inputs that fixed wing pilots are taught. Push forward and the nose goes down, pull back and it goes up, turn left, turn right, the gyro responds accordingly. The difference is that there is a lag in control input and aircraft response. It is something that experience is needed to get the timing down. You need to make sure that you don't start chasing the gyro when you start learning, or the situation can turn bad really quickly.

To date, I have just over 5 hours of training with many more wonderful hours ahead. I am not in any hurry to get into my machine and fly it, and I recommend the same attitude to anyone who is starting a flight training program. Take your time and learn everything you can. It is much less expensive than repairing your craft or a hospital stay.

### July Activities and Beyond

July 9, Saturday—Monthly meeting of the NCLF—NOTE THE NEW LOCATION!

JULY 8, 9, 10 BARBER AIRPORT GRASS ROOTS FLY-IN All aircraft welcome. Featuring vintage aircraft, especially the ones made in Ohio: Taylorcraft and Aeronca. This will be the 75th Year since the first prototype Model A Taylorcraft ar-

rived in Alliance, Ohio. Many special forums are planned and we will have a recap of the First Solo by John Glenn at the New Philadelphia, Ohio airport (PHD) in a BL-65 Taylorcraft, N26642, serial number 1984, with his Instructor Wally Spotts observing from the ground. Volunteers always needed in all areas, especially a day or two ahead to help prepare the airport. Breakfast served Sat & Sun 7AM to 11AM by EAA Chapter #82 Public Invited - Fly In or Drive In

July 17, Sunday---- Sunset Strip: Pancake Breakfast EAA 147 Annual Pancake Breakfast will be held on Sunday, July 17th, Sunset Strip OH07, St. Peters Church Rd., Marlboro, Ohio 44641.

July 25—31 EAA Airventure Convention. Www.Airventure.org

August 2—6 PRA Mentone Convention. This is the annual gathering of Rotorcraft Www.PRA.org

Saturday, AUGUST 6: Mayfield Airport North Coast Lite Flyers annual picnic and Fly-Drive in. We plan to eat at about 4 PM and there will be Hot Dogs, Hamburgers, Cold Drinks, and Table service provided by the club. If you are driving in, please bring a covered dish. We always have lots of food. Bring anyone interested in Light Sport Aircraft or Ultralights, as they will have a good time.

Rain or Shine. Grass runway is difficult to see unless you are lined up with it. Contact airboss control on 123.475 if lost. Pattern is flown NORTH of the runway only. Stay low as you are under CAK airspace. Mayfield is shown on Cleveland area charts and is located just south of Akron Fulton Airport and just south of Killian Road. 2569 Myersville Rd. Call Mike at: 330-414-5272 if you are lost or just need more info.

Sunday, Aug 14, 2011 — Sandusky, OH. EAA Chapter 50's 15th Annual Fly-In Pancake Breakfast - (<http://www.EAA50.org>), Griffing-Sandusky Airport SKY (SKY) Experimental Aircraft Association, Chapter 50's 15th Annual Fly-In Pancake Breakfast. Griffing-Sandusky Airport SKY. 3115 Cleveland Rd. Sandusky, OH. August 14, 2011 8AM-12 Noon Scrambled eggs, sausage, orange juice, with unlimited pancakes and coffee. Adults 6.00 Kids 3.00. Public Welcome! No Purchase Necessary. Phone 419-239-8292 Or <http://www.EAA50.org> Contact: Ben Gleason

August 27, Saturday—Neward, OH—Fly-in—Drive-in Pancake Breakfast