

Club News Notables

The third meeting of 2006 was held at Kicam's Family Restaurant in Mantua on May 6th and was well attended. 23 Members and 9 associates were present, along with 5 guests (the NCLF roll grew with the addition of two new members.). This qualifies as a very well attended meeting, and many topics were discussed. Come out for the June meeting and join in the fun.

2006 Meeting Dates: June 3, July 8, August 5 (Cookout), September 9, October 7, and November 4.

Member News & Reports

DO NOT LAND AT BEACH CITY (2D7) WITH AN ULTRALIGHT OR ANY NON-NUMBERED AIRCRAFT. THE AIRCRAFT WILL BE IMPOUNDED AND MUST BE DISASSEMBLED AND TRUCKED OUT!!!!

Don't Miss That!

This is not a Joke! Or a Hoax! Or Unverified!

Last month, we reported on our Oklahoma member, John Hudec, who created a magnificent Waco UMF-5. We have heard from John and here is a great flight report he provided:

Here is a short travel log of the latest adventures of "Red Bird" (Named by the aviation artist Sam Lyons when he painted the biplane at Oshkosh 2005.)

May 12, 2006 Dawned clear and cold at 45*. I knew it would be cold, but this is a bit ridiculous. My rule is that I don't fly open cockpit if the temp is less than my age. Since Don James and I are the same age, this rule would get shattered this morning. The pre-heater was running blowing hot air into the boot cowl for two hours. Every thing was loaded and ready to go. With the

plane outside the hangar and the checklist mostly complete, the big radial shook off the sleep and came to life picking up cylinders one or two at a time. It is really important to warm it up for at least 10 min before adding takeoff power. When cold there is enough clearance between the pistons and the cylinder walls to drive an Isseta though there.

The grass runway has standing water in places left over from the recent rains. I want to pick my way to a dry area to reduce the spray that will blow back on the plane if I take off across a puddle. Power up, speed increasing, tail up, and away we go in about 600'. Accelerate and climb out 80 mph. I point the nose to the SW and climb to cruise altitude of 1200' AGL. Off we go to Hondo, TX, for the EAA SWRFI. The Garmin 295 is set for the first gas stop at Mineral Wells, TX. Fortunately the air is 50° and it will warm slowly as this leg progresses. It is 274m and do to the slight headwind my normal 115 mph is really choked down. It's 3.0 hrs including ground time and after a great wheel landing I need to shed layers of clothes in the 80° heat. I tell the line girl I'll help her gas it up in a minute as I strip off flying gear. She probably wonders how far I'm going with this or maybe I'm just crazy for being so obviously overdressed. 27 gallons of gas is not too bad. That is 10 mpg and I don't need to add any oil yet, because I stated with 3-3/4 gallons in the oil tank.

After take off, 1500' AGL just keeps me out of the thermals and in cooler air. I know this altitude will have to grow on this 245m and 2.7 hr. leg the headwind is stronger and the turbulence across the Texas hill country grows to painful as I call in for a landing at Hondo. The wind is steady about 30° to the right about

12mph for the landing. I elect to fly it on at 85 mph up on the right wheel. Throttle to idle stick forward and right, left pedal to resist the weathervane into the wind and hold it until there is no flying energy left. Taxi to parking and gas up. 27.5 gallons of gas, not great. Added 2 qts of oil and the other pilots are swarming around to get an eyeful and ask questions.

The Fly-in is great. Maybe 400 airplane and ramp temps to match. Lots of cool planes and all the vendors you could want. Our poorly spent tax money is on display here in a fenced off area. The Slingsby trainers that the Air Force bought from England are sitting here rotting away with flat tires. There are about 60 of them here and many more at other fields?? We bought them with Lyc 0-360's. They were underpowered so they re-engined the fleet with Lyc 0-520's. Big dollars sitting here and they are going to scrap them. The wind dies down in the evening and the powered parachutes start flying. After dark they fold up the chutes and taxi around in the camping area with only a strobe light or not, making enough noise so campers cannot sleep and are afraid to walk out there. Some folks give this segment of Sport Flyers a bad reputation. The banquet is good and Mike Melville even said some nice things about the Waco when he got up to talk about flying Space Ship 1. The Waco won grand champion plans built, that's cool!

Sunday morning for the flight north, it's 1400' overcast and even lower over the hill country. I have to scud run with about 7 miles vis and crossing the ridge lines about 200' AGL. 67 miles later I'm at Fredericksburg. This is a good place to be because the neat Hangar Hotel is here with a 1940's dinner next door. Lunch is wonderful while waiting for higher clouds. They

do clear up so I launch to the North. Bad plan! 30 miles later it is growing darker so a 180° and “beat feet” back to Fredericksburg with storm clouds on my tail. The Waco went into the hangar at the FBO for \$50!!! Ouch! I had a super night at the Hangar Hotel. This is also the highest gas price of the trip, \$4.45 gal.

Monday morning is great. Every flight has a defining moment and this is it. Flying 200’ across the hill country with haciendas and mansions passing beneath my wings. 19 miles out I cross over Enchanted Rock. This is like Australia’s Ayers Rock and I wish I had the camera out of the baggage bay. From here the fun meter tips back to the negative side as the headwind picks up to 20 mph and the turbulence can be measured on the Richter scale. One more gas stop at Decatur, TX. And fight the wind back to Airman Acres, Ok. Flying time is 12.5 hrs, consuming 10 qts of oil and 127 gallons of gas for about 1120 miles. Don’t ask what it cost. I don’t want to know!!!

If any NCLF members are flying out to the Tulsa area, Airman Acres is ultralight friendly. You can tie down in my side yard and set up your tent on the grass next to your plane.

Tailwinds from Red Bird, and John Hudec

FOR SALE!!!

Pennzoil 2 Cycle Oil for Air Cooled Engines, \$32/Case,
Rotax Carb Sockets, \$21/24 Each, Stainless Steel
Exhaust Springs, \$6 Each, Don James, 330-678-9537,
Kent.

SEND NEWS TO: **TO JOIN, SEND \$10 TO:**
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UNTIL THE NEXT TIME!



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John Hudec and the Award Winning Red Bird! (JH)

Next Club Meeting – June 3, 2006

Club Meetings are normally held **the first Saturday of each month** at 6PM at Kicam’s Family Restaurant in Mantua. Any changes to this schedule will be posted here in the Flyer. Prospective members, guests and family members are **always welcome**.