

Squadron III

The only monthly dedicated All-Canard flyers newsletter
for events, resources, updates and more in the canard flying world.



June 2012

Volume II, Issue 31

Picture of the Month



Dr. Wolf Huhn's photo taken over the Adriatic Coast.

Patrick Nerger "Q" is helping with the editing - so if you've noticed the great improvement in presentation again - you know it ain't Beagle's work. ☺

FAA Developments:

The Federal eAPIS folks just provided me a list of many providers who coordinate reporting for the pilots - interesting that the Government knows their system has generated a whole list of organizations that can make their system work...

RUTAN TIME:

Well, Stet Elliott made a notebook to update the Long EZ plans with a plans updater you could line up with the Long EZ plans, page for page, all the words from the CPs for years and years, if not the sketches. He even got some encouragement from Rutan when they needed his data for a law suit. However, the cost of Xeroxing that mother was about \$90 for two sidey paper and while Stet generously allowed the Beagle to do the copying, the Beagle ended up with two copies that never went anywhere - 5 inches in Kinko boxes. ANYWAY - with the help of Reiff Lorenz, the whole thing was scanned, and with the help of Avery Sisco, the UPDATER is now on the WEB, in his words:

"Glad to do it, the file is loaded on the downloads page with the POH: <http://www.ez.org/downloads.html> SO IF YOU ARE BUILDING A LONG EZ, or want to check the plans page on your plane for updates in the CPs - HAVE AT IT! Because of this updater, I found out Stet had never had a ride in the Long EZ - which led to more adventures as he crew-chiefed me all over Mexico. Stet we miss you. Beagle



"Stet & Charlie Elliott's new cross country machine."

Flyin and Young Eagle News:

CALENDAR - Canard Events in RED:

June 22, 23 & 24th 2012

CANARDS WEST – At COLUMBIA CA (L60)



Although there is no charge to attend the Flyin, to cover operating expenses there is a charge for the Saturday May 28th dinner in the clubhouse. The charge for this is \$25, this covers the dinner with desert, wine, beer and sodas. It also covers all the expenses for the event. You will have to pay a camping fee and an overnight tie down fee. These are Columbia airport fees payable to the county. The tie down fee is \$4 and the camping fee is \$8 which includes the tie down. These fees will be collected at registration. When you have parked your aircraft be sure to register to collect a meal ticket, pay tie down / camping fees and to get the latest seminar schedule.

I would appreciate you sending in your \$25 as soon as you know you are attending. I am working with a caterer and numbers for dinner are required ahead of the event to allow the caterer to purchase supplies. Check on the dinner link below for details. Send checks to, with choice WWW.canardswest.org. Don Denhard 15800 Cardinal Ct Sonora, CA 95370

- The BIG event of the year! Don't be left out!
- Camping (with **hot** showers)
- Tire Kicking on the ramp
- Speakers
- Learn about the latest and greatest in the Canard world
- Visit with old friends and make new friends.
- Banquet reservations are **REQUIRED** Call: Don Denhard 209-536-082



<http://www.columbiagem.com/business/gem> Columbia Gem Reservations: 209-532-4508 / 866-436-6685

Columbia Inn has shuttle too: 209 533 0446 ColumbiaInn@yahoo.com

June 30, 2012: New England RV-Canard Fly-in Rain day July 1

Contact: JOEL VENTURA 978-475-6875(H) ventura@brandeis.edu

JULY 2012

July 7, 2012 Auburn, CA flyin: <http://horsedesigns.com/auburnair/>

July 7, 2012 – Truckee Tahoe Air Fair – Tim LoDolce flyingtiger05@yahoo.com

“I’m now the chairman of the regenerated TruckeeTahoeAirFair being held this July 7th. If this one come off the way I see it coming together I’m sure the airport board will want another one. If that comes to pass it would be wonderful to host the canard group. For a preview of what we are doing this year click on the following: www.TruckeeTahoeAirFair.com I could set up a camping area close to the EAA chapter hangar which has instant hot water for the shower. Food would be available right on the field as we have a dozen food vendors attending this year.

July 11-15, 2012 Arlington Northwest EAA Fly-in (AWO) www.ArlingtonFlyin.org
with Canard Fly out to ??? on Thus evening. Tom Staggs is hoping to bow out of the planning phase, he needs a NEW young blood to arrange.



Camp under your wing with other Canards back at Arlington...
Keep checking the Squadron III newsletter and Canard Web-sites for further information.

Jul 23-29, 2012 : OSHKOSH www.AirVenture.org **This year the race is from West to East. One of the organizers was at the Rocky Mountain flyin – he’s encouraging you to join. You don’t have to go to Oshkosh itself...**



Flyin HISTORY:

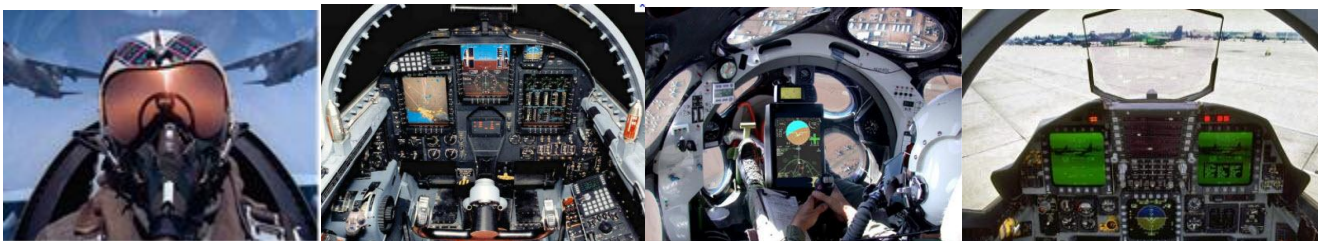
Arizona Bunch did Glendale, AZ: Eight attendees including Jerry Madson, Bill Lerner, Bill Maxey, Arv Shultz, Rick Reuland, Gary Hertzler, Dave Wilcox, and Richard Rivet. All opted to check out the renovated restaurant now operated by the people who previously ran the popular "Left Seat" restaurant located on Airplane Rd. at Phoenix Skyharbor. The food was good but the service was a little slow. Due to predicted high winds, most elected to leave after breakfast and not attend the APA festivities. On arrival, the winds were brisk but right down the runway, and posed no problems. Those who departed early, faced a few low clouds from a narrow cold front that moved rapidly to the East. At the 8:00 am arrival, we had the typical CAVU conditions for Arizona.

June 2-3, 2012 "Great Rocky Mountain Canard Rendezvous"

Burrall and Joyce Sanders put on a wonderful flyin at his big hangar on the Meadowlake Airport (I love the airport identifier: "KFLY".) They fed and entertained 150 canard people and locals with Mike Melvill's great presentation on the first trip to Space and Dave Devere's band. The canard guys were chatting away at the planes but tapping their feet to the great music.

Topic for Next Time?:

For those of you flying, I'd like to hear what cockpit accessory you think the members would agree with you is a great boon. Send a photo.



Builder's Help Desk:

From the AZ bunch: Tech items:

Richard [Rivet]...provided a beautiful air filter and induction system for performance trials, complete with a low loss carburetor heat valve that looks like it can be easily adapted to my lower cowling. Actual modification effort TBD.



2 Baffle kits available:

Beagle and 3 Cozy guys have adopted the Berkut style baffle kit to a Cozy IV situation. Beagle ordered two spare sets at \$420 in case other canard builders wanted to opt in - they are laser cut by a Canadian firm but not bent - you do that based on photos and the chief Berkut builder's website. (I see I could have been a little more sparing with the silver silicone.)



Key Maintenance Tip:

Beagle does some slow takeoffs...

Update on the Tubeless Tires - test your altitude capability too!

I've used Mike Melvill's square seal troughs and Dr. Bill is promoting Mike's idea of squaring out the wheel half seal trough too. However, a part of the hype of tubeless wheels and their tires included the wonderful and demonstrated much better stopping distances when you lowered the pressure of the tubeless tires on Varieze and Long EZ. HOWEVER, that now seems to be limited to lightly loaded planes, the Varieze particularly. I took a full Berkut with less than ½ tanks off two high Colorado airports and scared myself seriously as it felt like I'd lost a lot of horsepower - much more than I expected for the altitude. At Salida, 7523 elevation and 7300' long, I lifted off at about 6000', touched down again and finally slid into the air. It seemed to get to about 60 knots slowly, but then it sat there at 60 knots for at least 1000' before continuing to accelerate. I'll admit it was downwind (7 knots) because the runway was considerably slanted downhill to the East, and it seemed the crosswind element required me to put in rudder and one brake - which seemed to slow it more than the tail wind element. My late takeoff obviously had an impact on those still there - as they all changed runways to go uphill into the wind - from what I know now, I'd stick with light downwind with a downhill runway...but during the event I was sure wondering about the tail wind/downhill decision as I slowly crossed the mid-field point on the runway, checking the mixture setting and rpm...



I found that when I downloaded my cargo and pods and flew the plane with 15 gallons on board on these 70 lbs tires to get new pilots up in canards - no fright, and they loved it. But the next travel leg all loaded up again with 30 gallons and full passenger and baggage and pods; it was a very long takeoff again. 6874 altitude and 6000' long. Noticeably long - Redmon commented on it from overhead.

[Aside: I'd had a tire go flat during the O-235 Long EZ takeoff run when I was heavy at Springbank Airport, launching for the Alaska Highway - I thought I had a dragging brake at the time but had a completely flat tire when landing next. Remembering that got me thinking about my terrible takeoff performance in the Berkut.]

Guys, as part of the process of checking the tubeless tires and wheels I'd been dropping my tire pressures from 90 lbs by 5 lbs every month or so - to see how it worked out everywhere I flew - and I was getting good stopping distances as hyped and no hint of takeoff problems. This trip, I flew out to Colorado with my tire pressure set at 70 lbs - (I know you Long EZ guys aren't used to that - the Ronnenburg recommendation for tube tires on the Berkut is 90 lbs.)

I dropped the pods and got a big guy airborne fast enough when lightly loaded. But then I added air to bring the tires from over 60 lbs to 90 lbs. Flying the same heavy load at 7055 elevation and runway 8400' long I was off well before half field. (I thought that 70 lbs at sea level would actually result in better inflation at altitude (On the Long EZ we even found tires rub in the wheel pants when they have good clearance from the wheel pants at sea level) - but I found that they were at 60 lbs on a different pressure gauge before increasing them to 90 lbs. Realize that 60 or 90 lbs, they look about the same, they don't look soft.

Lessons learned:

1. When you are mid-field and up happy, stop the plane...
2. Calculate wind and runway tilt - you don't always launch into the wind to get the best performance.
3. Tubeless wheels and tires are very good.
4. Don't assume that low altitude tire inflation testing will hold for long hot high altitude taxiways and runways.

Requests to Individual Members:

Bill Mixon, Kite, GA: "Thought I would update you on my progress and wanted input on concrete runways. Have about 30 hours in a O-200 Varieze N]34VE. At 8000 MSL I'm cruising about 160 mph. Top is 180.

Beagle: Not bad for an O-200 - with a wooden prop, the engine can wind up to 3000 rpm without much damage - some say the higher horsepower will actually wear out the rings though...

I'm down to 1500-2000 ft runway capability. I'd not be working off anything below about 2300' - do you have room to stop if you blow a prop or spark plug at rotation?

I found that for me its better to not use the airbrake. It flies better with it retracted and I can fly better approaches. They look better, but remember that if you lose an engine on final you have to be able to glide to the runway...Speed brake helps you come down a steeper glide path and pull up the speed brake to stretch the glide. However, Beagle doesn't do it, so why am I preaching to you? I don't like the sound of the engine with the speed brake down. ☺

I went to a pancake breakfast a while back. The runway at the field is a concrete runway that is in good condition. I didn't think much of it because I've been there a number of times in other stuff. When I set down in the EZ however it seemed quite rough on the nose gear when going over the divisions in the concrete. Didn't do any damage it just felt and sounded bad on the gear. **A couple of thoughts.**

First, you should have some flexibility in the nose gear leg.

Second, you need to see if it is flopping left and right, you might need a new hinge and bolt. Tie it so it won't dump, lift the nose and play with the gear leg to check it. Lastly, while I think of it, you need to be sure the casting on the bottom of the gear leg has a heavy screw or bolt holding it on. The casting is a modified cone and the gear leg is held on by epoxy otherwise and when you vibrate the tar out of it, you'll be lucky if the wheel and casting doesn't go through the prop when you grind down the nose gear leg. I've got a spare here somewhere and the source is available.

Should concrete runways be avoided? Some of the gaps on the old cement are pretty big; we danced around on the Wendover WWII concrete - the gaps were suited to fighters, bombers and transports designed for grass runways - I'm presuming the nose gear tire is what you are talking about. Berkut had a project go to Estonia or Lithuania and I was told the old WWII cement runways drove the main gear crazy (Berkut mains were inflated to 90 lbs.)

What the flyers are doing:

Rock Braud: "I am still building out at Aerocountry in McKinney, TX T31. I am building a modified Cozy MkIV with an IO-540, FHC, and Cozy Girrrl strakes."

Eric Mortenson, Smithfield, UT: "Thanks for the newsletters, as a newbie rather isolated from the group it's nice to read and informative. I can't remember if I sent a pic after I finished the paint job. Looking forward to finishing wheel pants and a few other upgrades. It has been a first plane dream come true and I have almost 40 hours on it already! I look forward to making it to one of the future meetings where I can learn more from everyone on how to make my plane safer and faster, Thanks!"



Mark Fridell, San Ramon, CA: "...I enjoy hearing and seeing what others are doing and glad you keep the info coming. I'm still "plane-less" since selling my Long EZ (N600TD) but my friend, John Ewings, continues to let me fly his very nice EZ. I've also been flying a couple of Velocity aircraft that are based at LVK. Great cruising machines with lots of room but it's not the fun yanker and banker like the Long EZ. Mark"

Dave Devere - Prior Long EZ owner and newly finished Long EZ Owner, Parker, CO:

"I'm still flying for United..16 months B4 retirement. I have about 140 hrs on my Mod-EZ now, Its more of a fixed gear Berkut. IO-375 pushing me around, no cooling issues from first flight which was June 15,2010.



I designed the panel at Sun'n Fun 2008 with Burrall Sanders and Gary Myers in tow, HA! We put the exact same panel in Gary's Berkut which I now have 9 flights on, I did the 1st flight on the Berkut April 20th Flew flights 8 and 9 yesterday.



So far Cooling cyl.4 and 6 and the oil are keeping us from testing the outer limits. Mods to the oil cooler outlet and cowling ramps are helping, but more mods are in the works. All the avionics, autopilot, gear checks and flight control checks have gone well. Really helps looking at the same panel that's in my A/C. My plane is ready for paint, waiting for the maestro to find a slot for me soon I hope. The 4 color "Urban Camo" look I've got going now is wearing on me. Don Douglas and I still aviate around locally and Its always good to see him. His no-mod, Per plans, 0-235, LEZ has 2200-2300 on it now and is still purrs like a kitten. It's fun to watch the stares when the 2 of us are parked together on a ramp and we tell folks they are the same A/C with a few Mods, 72 in fact. HA!! Burrall and his son Sean have been and continue to be a great help to us CANARDIANS at KFLY (Meadowlake) and We are growing rapidly. Burrall's Cozy IIIX is a beauty and he flown chase on me when necessary. We've been on a few long X-ctrys' together. OSH 2011 4 the Rutan tribute (flight of 5 canards) and Sun'n Fun 2012. I dropped off at Pensacola (2R4) to see my Daughter and my Grandkids. Her husband is a Marine Pilot based there. He's been to Iraq and Afghanistan, So we jam about the difference Middle East/Viet Nam, YADA YADA. You know the drill. Still trying to see if 7 shot pods will fit under my wings.....Gave up on the Mini-gun a while back, HA!! My Band is Playing at Burralls' Fly-in on the 1-3 June. I will see you there. I have some Berkut

Questions for you. The band (Barracudas) is the same 4 guys that started in High School in 1964. INSANE>>We've been back together 5yrs now. Most gigs are in UTAH, Joe, Gary, and Billy live there, I fly out there on UAL or take my A/C N400EZ. It's only 2+10 in my A/C to KOGD. Wonderful scenery there and back. Jean Kear, whose paint shop is based at KFLY and is painting my A/C and the Berkut eventually is playing keyboard with us this gig on some songs, should be a lot of fun.. See you soon, MADDOG, WOLFPACK 31, Dave D.."

Former Canard owner Harry Bawcom reports he has: "Nothing [of news] that the Canard group would like to hear about, but are back up in Silverton, I can meet you at Durango or Montrose. We only have a 4 door Jeep. Don't have a the van to carry more. The mountain pass Jeep roads are still snowbound but they will open up pretty quick. We arrived here last week and will leave October 1. Owner of my EZ is Neil Miller (National Guard pilot in Oklahoma)... Harry Bawcom"

Richard Bisetti, Tujunga, CA: "Discovering that I could not afford to rebuild my O-320E2A after I found a thread from a bolt in my oil sample seven years ago I gave my EZE to my son in order to keep it in the family. It has since been sitting in a hangar somewhere in Van Nuys Airport (I think) gathering dust and whatever. Wish that I had had the means to rebuild it, but I was not going to borrow money to do it. This is probably not an unusual occurrence with builders so therefore I just choose to let it go in the hopes that I may someday see it fly. Every once in a while I see an EZE fly over and say to myself "That could have been me". Sure do miss flying. But that's life. I have my health and my home and a wife who cares about me. So therefore... I'm O.K. Best to the Canard bunch. Rich Bisetti"

AL FINK seems serious about getting his Velocity flying and leaving California now: "Boeing has scheduled the lights to go off in my B-1 Long Beach Office on September 21 this year. That works out to be a good time to walk away from the aircraft factory here at the Long Beach airport. I've spent most of my waking/working hours around this place for the last 40 years or so. So Michelle and I are taking on our next adventure. We think it is time to leave the wonders of LA land. We are heading for the environs of Salem, Oregon. Probably moving around the last quarter of this year. The only place more broke than LA is the State of California. Governor Moonbeam wants us to vote to pay more taxes. Hummmm....what do you think???

Dale Martin and some of his family are coming down from Idaho to visit Michelle and I the second week in June (8 through 17). He and I are going to take a full week working on the Velocity and see if we can't get it close to being in the air. That should be exciting. I moved the Velocity down the row a few hangers. I'm now in HH 30, right next to Mark Drew's T-28. We checked out the Albany, Oregon airport last trip to Salem and we really liked it. A big hanger is \$260 per month. Nice folks there. I think we are going to base the plastic airplanes out there. They still have space available to build hangers if one is so inclined. They are about 100 yards off the I-5. Easy access."

Kerry Shaw, Azusa, CA: "Thanks for the heads-up in the Squadron III newsletter re: <http://www.eurekacnc.com/> going offline for awhile for Steve's up-coming PCS. Your brief note prompted me to take a last minute shot at securing my first full set of CNC cut Long-EZ cores before Steve rolled up the tent in Vegas. I'm now the proud owner of EurekaCNC wing set #53, the last of the Vegas era cores. I'm looking forward to flying with you, drop me a line when you get back from Colorado. Also, put me in for 4 of the Squadron III patches if the avail quantity allows."

Formation

Beagle keeps getting announcements of needing formation training soon - soon means the last 3 years - if anyone wants to set up a formation clinic, just get in touch - I'll try to get other formation pilots there too. A non-towered airport is likely the best..

5 Builder rule - New members: WE ARE NOW WELL OVER 700 canard members.

Joining:

12 TRACEY, CHRISTO "Merlyne" christo.tracey@gmail.com
University of Hartfordshire Engineering Department
www.herts.ac.uk Trying to find space to build a canard as Engineering project. UK I'd love to join, and am honored by the invitation.

Your first assignment: Identify 5 active canard builders, don't invite them to join the Squadron - they may already be members.
I'm afraid don't yet know any active builders in the UK - but my eyes are peeled!

Second assignment: Tell us what EZ events you know about - other than Columbia, Kanab, Lone Pine and Rough River.
None really. Although any UK EZ pilots who are interested in helping out the UH project I'm trying to set up, and can possibly help with it are more than welcome!

Third Assignment: Would you like a Spirit Ride in a canard to keep up your spirits?
How can I say no?

Fourth Assignment: Will you tell us when you need help, when you are at a standstill, when you need supplies?
Of course!

Fifth Assignment: I need to know a good flying nickname for you.
A username I like and use elsewhere is "Merlyne". Either that, or The Breton.

Thanks Christo

Joining:

12 PARR, WESLEY "**HACKER**" 2742 Swansoboro Rd., Placerville
CA. 95667 415-583-0434 wesley@caliberdrums.com Varieze: O-320?

Joining:

07 TAYLOR, VICTOR E. 7120 Stinson Dr., Irvington, AL 36544-3900 251-377-5216 (Near Mobile) velocityoner@yahoo.com Velocity FG:N93DV 1290 lbs 400 hrs IO-360

I'm all for it though after 19 years of Velocity ownership I am considering selling my Velocity. Other things in my life just keep me away from it these days. I haven't flown it since last October now and it just sits there month after month without being loved anymore. When I consider the cost of hangar rent, maintenance, etc. I wonder if that money might be better spent? Well perhaps I can do a long trip out to the west coast to meet some Squadron III members and have a change of heart.

Joining:

96 WATERS, GLENN Paddock Cottage, Little Ellingham, Norfolk NR17 1JH UK 44 1953 850604
glenn.waters@btconnect.com sold: Long EZ:G-WILY Berkut: G-REDX (silver) 507 hrs.
O-360-A1A 180 hp.

"Thank you for the kind invitation. I will be pleased to join your group. I have attached some pictures of my Berkut at Templehof Airport in Berlin. I will look forward to seeing your next publication. Kind Regards Glenn"



Changes in E-mail:

Richard Nelson, Exeter, CA: rfntubsyl@reagan.com

Change of Address:

(after touring the world again in his sailboat:)

01 POLLOCK, LARRY "**SMOKEY**" 113 Flint Pt. Lane, Holly Springs, NC
27540 775-745-0621(cell) sierracloud@gmail.com MIL L-19s Vietnam Long
EZ:N424LP "Cloud Chaser" O-235 1600 SMOH Sanford Lee Airport (KTTA)

Next “group of 10”:

00 ERICKSON, STEVE Mojave, CA airxson@aol.com owns: Gemini twin canard - engines to be O-200s

10 EMMANUEL, MARTIN & ANN son'2006 Paris area, ejcmartin@wanadoo.fr
Berkut: Ch 17

11 MILLER, NEIL millerendo@hotmail.com National Guard, KS bought:N7HJ
1400 hrs O-320 160 hp.

02 BITTNER, BOB & LOIS 2107 5th Ave SW., Rochester, MN 55902-2256 507-358-5320 bbtapb@yahoo.com RBittner@us.ibm.com Cozy IV:N881BB XP-360-A1A Rochester Airport (KRST)

10 DAVILA, RUDOLFO A. in Africa, but: 408 Basswood St., Victoria, TX 77904-9687 cage333@yahoo.com Varieze:N308FP

10 DAVILA, RUDOLFO G. 408 Basswood St., Victoria, TX 77904-9687
rdavila77901@yahoo.com Long EZ:N681DH

12 CHASE, CLAYTON Seattle, WA chasec@GMail.com 400 hrs, CFI Velocity XL Kit

08 MELLOR, JOHN & TRISH 4 Old Farm Close, Willaston, Neston CH64 1TX UK johntrish@talktalk.net Varieze: G-LASS 1075 hrs O-200-A

12 DERROH, JAMES F. P.O. Box 961, Smithville, TN 37166-0961
Velocity:N126EE "DeeDee" 130 hrs Franklin 220 hp, 130 hrs TT

12 Owner 19083 Shoreline Way, Fayetteville, AR 72703-9606 SQ2000:N440DH 40 hrs IO-360 200 hp

12 HOCKRIDGE, KYLE Loydminster, AB khockridge@yahoo.ca FSS, bought
Varieze: C-GHYP A-80 ff:2/77 converted to Rotorway RW-100 (from Tim LoDolce) now 600 lbs 500 hrs, 75 on Rotorway

10 SCHINDLER, DANNY C. 7688 Fall Creek Rd., Terrell, TX 75160 214-985-9613 972-222-1400 danpilot91@gmail.com dan.schindler@sbcglobal.net
Bought: Cozy:N102JR 1100 lbs. 115 TT IO-360

05 BRYAN, DOUG M. 5925 Northaven Rd., Dallas, TX 75230 214-282-3684
DougMBryan@GMail.com Bought: Defiant:N27EZ 0-360-A1A 970 hrs Bought: Long EZ:N439DM O-320-D3G 950 lbs 1,300 hrs Denton Airport (KDTO)

12 WILCOX, RUSS 1532 Constitution Blvd., Salinas, CA 93905-3803 831-443-1001 Long EZ:Ch20 (N3333Z)

Oh and Trivia:

Electric vehicle pioneer Chip Yates is upping the ante in the world of electric airplanes. Today, the world-record holder for electric motorcycles announced plans for an all-electric recreation of Charles Lindbergh's famous trans-Atlantic flight in 1927. And Yates isn't content with just retracing the path across the Atlantic. He's betting that like Lindbergh's, his airplane will fly non-stop to Paris. Yates plans on flying at least as fast as Lindbergh's Spirit of St. Louis, and for added challenge and recreation authenticity, he'll fly relatively low to avoid getting an extra push from the jet stream.

Yates is currently preparing an existing airplane to serve as a test bed for his electrical propulsion system. The airplane is a modified Long-EZ, an efficient design from the desk of Burt Rutan. The first flight of the electric test bed is expected in July. And because it's a Chip Yates project, he plans to set [speed](#) and altitude records with the airplane while testing.

The trans-Atlantic flight is still a few years off. Yates' company, Flight of the Century, Inc., says it is currently planning on making the 3,600-mile trip in 2014. That's an optimistic time frame for an [electric airplane industry](#) that has only seen modest gains in range over the past few years since Randall Fishman first flew his [ElectraFlyer C](#) in 2008 and Wired first [flew an electric ultralight in 2010](#).

But Yates is known for his aggressive schedules and has a good track record at backing them up.

"You could fly this route today in an unmanned solar craft at 80,000 feet being blown over there by the Jetstream, or in something incredibly slow, or in a balloon," Yates said in a press release, "but that doesn't get our society any closer to realizing long-range, legitimate payload, electric flight capabilities that everybody can actually benefit from."

One of the more interesting ideas Yates is planning on using to extend the range of electric airplanes is using autonomous robotic UAVs that are essentially just [a flying battery pack](#). These battery packs will allow the electric airplane on the trans-Atlantic route to "refuel" during the trip with several flying battery packs docking with the piloted airplane and then detaching while a new battery pack is sent to take its place.

The Flight of the Century team is currently researching locations to launch and recover the flying batteries along the route Lindbergh flew in 1927. Because Roosevelt Field where Lindbergh left New York no longer exists, Yates says they will use a location as close as possible, but it will be at least further from Paris in order to not cut the trip short

For those who are curious about home builders in EU: Bernard Cannac: "My home is in Mont Air park northern part of Meucon Airport just near a museum of old aircraft. We are 8 pilots living there among which 3 are home builders. I have built and flew 16 years [my] Long EZ and I am now building a Cozy IV. When I retired 15 years ago I decided to launch the Air Park which is on the Morbihan gulf coast [near] the city of Vannes.... That took me 8 Years and we were at that time the second Air Park in Europe! Now there are a dozen air parks in Europe.

I bought my plans and begun to build my Cozy MIV 16 years ago just before retiring and launching the Air Park and now I am pretty busy finishing it, and I want to avoid anything that

could disturb me from building, more over with the death of my Son Christian 12 days ago I am looking for a period of peace to overcome this sad period of my life!

We also have got in France a new socialist President and I fear that things will become difficult for French Pilots mainly because of new taxes that are probably going to be launched and will make life a bit more difficult! Before retiring my Long EZ I was based in Toussus-le-Noble which has been my aerodrome for more than 15 years when I was living in Paris !”

I love it when I get this question in the e-mail: “My residence is adjoining a grass airstrip that is 1800 feet long at 68 ft above sea level. Is this a field that I could reasonably expect to operate a Long EZ out of?”

Beagle suggested an RV...