

Squadron III

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



August 2018

Volume VIII, Issue 8

Picture of the Month:



The Mojave Rutan fleet in 2018

FAA Developments:

Different testing for ADS-B:

News to me - I've had several tell me you just have to fly the system to check it out...never heard of biennial static/transponder check changes.

This from VOBA's Don Johnston, Panama City, FL:

"Just a heads up for people getting their biennial static/transponder check. I went today for mine. The avionics shop I use has new boxes. Required for the transponder and ADS-B data. It used to be he would fire up his old box and verify that he was getting the proper signal and information. Now he is required to verify the ADS-B data as well. Up until a few months ago, he would pull the ADS-B test data from the website. But he was told soon that would not be a valid test. (not sure how soon is "soon") Anyway, here's the catch: They prefer to use an "antenna coupler". This is basically a Faraday cage that goes around the antenna. Slides over the antenna and has a vacuum lever to hold it in place. This prevents issues when the transponder is broadcasting 18,000' when it's sitting on the ground.



Problem is that there is no room for the box to fit over my antenna. So he had to use the other method. Instead of connecting the antenna coupler to his test equipment, he connects an antenna to it.

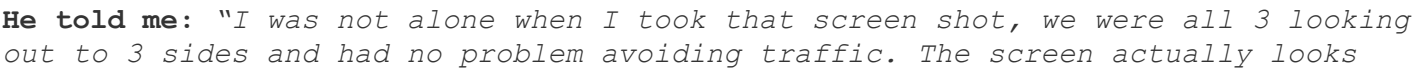


The test antenna has to be perpendicular to the transponder antenna. First time running the test suite, I failed 9 out of the 19 tests. Second attempt had me failing 8 out of 19. He said the signal ratio was too high on one of the tests. After repositioning the test rig a half-dozen times, I finally got a 19 for 19. He did write down where he had to position the test equipment to get a pass so hopefully in 2 years it will be easier."

Don't just focus on your ADS-B screen:

Member Bill Hunter had the right reaction about ADS-B: "Flying used to be so much more relaxing before TCAS and ADSB. Now with all of those yellow and red dots on my screen it makes the ride so nerve-racking. Sometimes when there's too many of them I just turn off the screen and ignore it and go back to being FDAH."

Frieder Kemman, Beaufort, NC, provided VOBA this wonderful screen shot showing his approach to the Sun-N-Fun flyin:



He told me: "I was not alone when I took that screen shot, we were all 3 looking out to 3 sides and had no problem avoiding traffic. The screen actually looks

more scary than the actual view around from the cockpit, since most of the planes where flying the arrival pattern into KLAL. I sent that image to show how many planes can be around us and still not be a conflict, We were mostly going same direction, different speeds and altitude of course."

We can note you could expand the Forflight scale to move some of these away from you to sort out those really near. For myself, I'm learning the symbols on my own screen now locally - but only while getting advisories from SoCal...I'm glad to send out my airplane's position through ADS-B Out in advance of 2020. I'm reminded that SoCal once told me to follow a commuter jet to John Wayne Airport and I did exactly as requested. The poor commuter pilot had to confess to Approach that his company rules would not let him descend while I was bleeping on his screen behind and below him - so I had to slow down to let him comply with his TCAS rules...I was probably burning 5 gph to following him down...

RUTAN TIME:

Vance Atkinson forwarded this Virgin Galactic short film:
https://www.youtube.com/watch?time_continue=1&v=c8dEwUD6fXs

Astronaut Mark "Forger" Stuckey forwarded this to Burt Rutan:

"Article is finally out. In my view only minor errors. I hope you like it. Forger"

Virgin Galactic's Rocket Man | The New Yorker

<https://www.newyorker.com/magazine/2018/08/20/virgin-galactics-rocket-man>

Burt: *"Forger. I just now finished reading it. Wow ! This is, hands down, the finest article I have ever read about any New-Space company and of course about you and all the other folks involved. Almost always after extensive interviews with the players we all are disappointed in the published account. Definitely not this time. I am proud to be able to call you my friend."*

Promoting the Breed:

Kanab Reservations yet?:

The primary hotel in Kanab is full, the more expensive one across the street is still taking orders, and the cheaper one a block down the street is also taking orders. They all use: 435-644-8660, after hours ask for the Canyon Boutique (pricey) and Quail Lodge(less so). There are plenty of other hotels in the town - but it is tour season for all the European bus tours...don't cry to me if you didn't think to reserve a room early and have to stay in Fredonia,AZ - it won't be easy to come to the social gatherings at Kanab. If cancelling, please tell me so I can get the late comers somewhere to stay.

Rocket Racing?: Noticed two Rocket Racing Velocity aircraft have been deregistered on the FAA lists...

CALENDAR - Canard Events in RED:

SEPTEMBER 2018:

Sep 1-3, 2018 (Labor Day) HHFC KANAB UTAH (KNB)

August 31st, Friday:

**Early arrivals day aka "come socialize with those of us who make it in early" day! Many of us come a day early to take in the sights.*

September 1st, Saturday: *(Timed event registration REQUIRED by Sat. 7pm)*

**Saturday am is arrivals time: hope you can make it! If you are already in Kanab, and weather permitting we'll organize a Zion and Bryce Canyon Fly-out. *1130-1300 Lunch at the airport with Kanab Airport Manager, Jeff.*

**Saturday afternoon: ramp chat and airplane appreciation.*

**1730-1830pm "Canard Hour" by the Pool at Canyon's Lodge *1830-2200pm Pizza party in Canyon's Lodge common area*

September 2nd, Sunday:

**0800 Timed Event crew briefing*

**0900 Timed Event launch*

**1100 Brunch at KKNB Airport following timed event for Rutan fly in participants*

**Afternoon ramp chat and airplane appreciation time*

**1700 Transportation starts for awards dinner and happy hour.*

(Please: anyone with cars, please volunteer to take as many as you can fit in your vehicle to the Juniper Ridge restaurant)

**1800 Awards dinner (Juniper Ridge Restaurant, Fredonia, AZ, limited menu)*

September 3rd, Monday- Labor Day:

**Morning departures, bon voyage!*

Contacts:

Coordinators: Allen Floyd 303-956-6566

Laura Noel 720-670-7681

KKNB Airport Manager: Jeff Turner 435-644-2299 Kanab Police: 435-644-5854

Kane Cty. Sheriff office: 435-644-2349

Kanab Fire/Rescue: 435-644-2718."



For 2018, we secured lodging with the fantastic Canyons Collection hotels again (three separate but commonly owned properties in close proximity). We received great feedback from attendees last year about the lodging, and from the hotel management about the event. The 2018 room rates for the Rutan Kanab Fly-in are as follows:

1. The Canyons Lodge \$99-\$169/night + tax (*includes continental breakfast) 13 rooms available
2. Canyons Boutique Hotel \$179/ night +tax (*includes breakfast buffet) 20 rooms available
3. Quail Park Lodge \$139/night + tax (*includes continental breakfast) 10 rooms available
- 4.

Please do not book online.

"Please book Canyons Lodge as the primary hotel before the other two. Identify that you're with the Rutan Fly-in group when you call to make your reservations. Any hotel based social activities will be held on the grounds of the Canyons Lodge in the common areas. Also... book as soon as you can, because they'll release our block of rooms fairly soon, after all... Summer is peak travel season. The 72 hour/ 3 day cancellation policy will apply to reservations, even though issues crop up last minute. If you'd like to see the properties, the website is www.TheCanyonsCollection.com.

(Again, *please do not book online*.) Travis is the owner, and he's the only independent hotelier left in Kanab. When you're ready to book a room you'll need to call them at 844-322-8824. Their desk staff have all been briefed about our group event, and will be able to take your reservation by phone."

Sept 14-15, 2018: AOPA Convention Santa Fe, NM (KSAF)

Sep 15, 2018: Mojave Airport's museum [Plane Crazy Saturday!](#) 10 a.m. - 2 p.m. Free admission! 3rd Saturday of every month.

Sep 21-23, 2018 **Field of Dreams** Tandem Wing flyin this year at Enid, OK (KWDG)

Sep 27-30, 2018: **Los Alamos, NM flyin – Canard Contact: John Bauer:**

johnmarbauer@gmail.com He passed this information about the US Pilots Association (USPA) for a fun flyout to Los Alamos, New Mexico

As you are no doubt aware, Los Alamos has played an important role in our nation's nuclear science history and continues to do so for our future. The flyout includes a guided tour of the town and local points of interest, with lots of time to explore on your own, including the Bradbury Science Museum, the Historical Museum Complex and the Fuller Lodge and Art Center. However, the big attraction for many of us is simply the opportunity to fly somewhere fun with our airplanes and meet up with like-minded pilots for a relaxing, long-weekend getaway while seeing parts of the country we might not otherwise have an excuse to visit.

Group rates for lodging and a fuel discount at Santa Fe airport have been arranged and registration for the flyout, which includes the Saturday evening meal, is only \$45.

The United States Pilots Association is a volunteer, umbrella organization affiliated with many State pilots associations and organizes several flyouts each year. Membership in USPA is invited and encouraged and is only \$20/year, but is not required to participate in flyouts except in cases where a special tour requires security pre-clearance.

For more information or to register, please see <http://uspilots.org/future.htm#LAM> or feel free to contact me at the above email address.

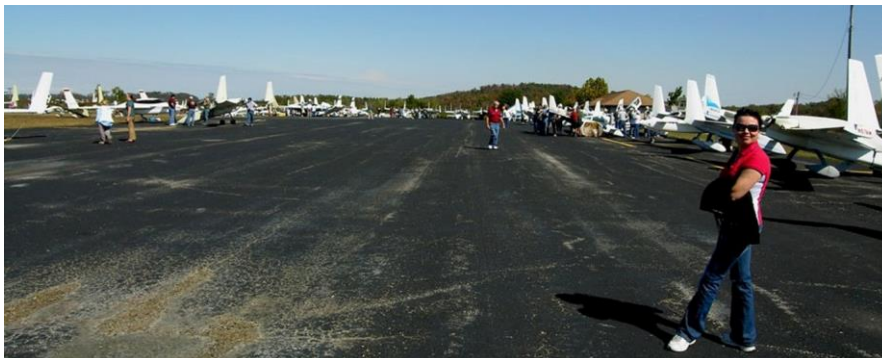
I hope you will consider coming to the flyout and request that you pass this email along to your chapter members and anyone else you know who loves to fly and might like to participate.

Thanks,

Dave Forster
VP, USPA

26-30 Sep 2018: **ROUGH RIVER** 800-325-1713 (rooms).

RoughRiver.org <http://www.roughriver.org> UGOLINI, NICK Charleston, SC 843-324-6627(Cell) unick3@gmail.com has taken over from the prior guys!



There is a 48 hour cancellation policy for your reservations at the lodge. The best way to cancel is to post a note with the group and someone will quickly snap up your reservation. Both parties can call the reservation desk to arrange the transfer of room. This will ensure the room will stay within our group and not taken by an outside party

Note:

If your interested in donating gifts to the event which will be auctioned on on Saturday night please contact Terry Schubert (CSA). All money collected is used to defray the costs hosting the event with the RR Park.

As the date gets closer, I'll post the event schedule and any last minute updates. Of all the airshows I go to each year RR is my favorite. Every year we have at least 60+ canards and lots of new builders attending. Visiting with other canard enthusiasts and the closeness of this community why I'll never own an RV."

<http://www.state.ky.us/agencies/parks/roughrv2.htm> & <http://www.roughriver.org>

29 Sep 2018: SARL Galveston Island 150 Air Race <http://sportairrace.org/sarl/>

OCTOBER 2018:

Oct 5-6, 2018: AOPA Convention Carbondale, IL (KMDH)

Oct 17-21, 2018: Page, AZ Fly-In

THE FOLLOWING IS LENGTHY BUT READ AND UNDERSTAND IF YOU ARE PLANNING ON COMING, PARTICULARLY IF YOU INTEND TO COME TO THE PRE-EVENT AT BRYCE CANYON!!!

"Official" arrival in Page, Arizona is Wednesday, Oct. 17th and we head for home Sunday morning Oct. 21th.

We will do group flights over the Grand Canyon, Lake Powell, Monument Valley (breakfast), Zion Canyon and Bryce Canyon (breakfast), Bullfrog Marina and Resort (breakfast), once again to Escalante, Utah (breakfast), and also offer options to fly up to Monticello, Utah via spectacular Comb Ridge and to Sedona, Arizona (breakfast) if enough are interested. Each year we change a few things to add variety to the experience. A total of 32 rooms have been blocked off at the Clarion Inn, once again with a rate of \$65 (2 queen beds). Breakfast is free in the mornings. The Clarion has not only a continental breakfast but a hot breakfast menu as well.

Just like in years past make your reservations early so you don't miss out; the hotel won't hold all 32 rooms forever. Book it now and you can cancel up to 24 hours before Oct. 17th. Get it booked and reserved, then if you have to cancel you can, but if you wait again then you may not be staying with the rest of us and at your own peril for rates and possibly a different hotel. They book darn near the whole town in October. **"You must tell them you are with the "CT Group" for your reference and the rate of \$65 a night or you will end up being charged full price.** Ask for the General Manager, Illisa M.

Tso if you have any issues with your reservations or contact either John-Olav Johnsen or Tim Greer through the CTFlier.com forum.

Clarion Inn - Page

751 South Navajo Drive

Page, AZ 86040

928-645-9000

We will have evening meals together Wednesday, Thursday, Friday, and Saturday. Location to be announced for Wednesday through Friday evenings. The Dam Grill will once again be the host for our final dinner on Saturday. It is important that you attend the Wednesday through Friday dinners to take part in the flight briefings and to sign up for what flights you want to take the following morning if you intend to fly in one of the groups. The advantage of being in a group flight is safety plus flight leaders are experienced and knowledgeable with the geography and routes of the flights.

We will fly into the Page airport - KPGA. We are staying with Classic FBO. The CT Fly-In group will receive a 30 cent per gallon discount on fuel. Classic is not the first FBO next to the runway, but the second one behind them.

The Antelope Canyon tour and the tour of the Glenn Canyon Dam is open if anyone wants; you make these tour arrangements on you own. These are land tours.

You are welcome to invite other planes that are not CT's and everyone is welcome. **Find some more LSA's.** Everyone is welcome!!!

AND...this year for the first time we are having a "pre-event" fly-in to the Bryce Canyon Airport. This will be Monday October 15 - Tuesday October 16 and then we will have a group "fly out" to Page on Wednesday morning October 17. This will give everyone a full day at Bryce Canyon National Park to explore, hike, or do anything you want to do. A block of 10 rooms have been set aside at Ruby's Inn in Bryce Canyon City; if we have enough early interest in this pre-event that leads to all 10 rooms in the block being reserved early we may be able to increase the block size but this option will start closing as summer approaches. You can cancel up to 21 days prior. These are non-smoking rooms with two queen beds. The rate is \$112 plus tax. You will need to book and guarantee your room at the following link:

https://www.bestwestern.com/en_US/book/hotel-rooms.45040.html?groupId=1J9HR0I0 .

IMPORTANT: Be sure to identify yourself as being in the Group Identifier "Pilot Fly-in/IND". If you have any issues please contact the Ass't Manager, Olga Syrett at (435) 834-5341 Ext. 7986 or if problems are encountered contact either John-Olav or Tim through the CTFlier.com forum.

BE SURE TO NOTIFY JOHN-OLAV AND TIM AS TO WHETHER YOU ARE ATTENDING PAGE, OR BRYCE CANYON, OR BOTH...AND CONFIRM WITH US WHEN YOUR RESERVATIONS ARE MADE SO THAT WE CAN GENERATE THE GROUP ROSTER AND GET NAME TAGS MADE!!!

Oct 20, 2018: SARL Ghost Run Air Race, Jasper, TX <http://sportairrace.org/sarl/>

Oct 26-27, 2018: AOPA Convention Gulf Shores, AL (KJKA)

Post-Flyin Contact information:

NE flyin a success:

Per Joel Ventura: *"...I consider it a success. Aircraft were coming and going though out the afternoon, so I would guess we had about 18 or 20 experimental aircraft fly in. This included 4 or 5 canards (plus the three canards that are based in our hangars). The food was good, and the seminars were excellent. We probably lost a couple hundred dollars, which is normal for this event. Here are some pictures: <https://signaturearchitects.egnyte.com/dl/CqmOoHR7Qf>"*

British Canard Event described:

Dan Gay, described the British flyin: *"The weather couldn't have been better and we had 24 aircraft fly-in, and several come by car. A couple builders also attended and had lots of questions. Unfortunately only 5 canards flew in. So a bit disappointing on the EZ turnout. Saying that... everyone that attended had a great time. The buffet lunch was fantastic. We all chatted and exchanged stories and ideas on how to make our aircraft better. Ken McConnell in G-KENZ flew in from Belfast and stayed over in a tent. He then flew on to France, and a couple days later down to Spain. He said he does that trip a couple times a year. He had his paraglider and a bike, tent and all sorts in the back seat of his VEZ. I got a message this morning from him. He is still in Spain and entered a paragliding competition yesterday, and came 4th reaching FL70. What an inspirational guy. I will probably have another fly-in and hope for a better canard turn out next time."*

Arlington

Member Tom Staggs, from Seattle, WA: *"There ended up being 6 Canards present [at Arlington]. No real fly out-on Thursday, and no BBQ on Friday. Air Show attendance was way down from the peak of 10 years ago - not sure why. No seminars to speak of. Large presence of military vehicles. Not much of a fly-mart. Airshow was pretty small as well. Not as big or fancy as it used to be, but still an enjoyable medium sized flyin."*

Member Bill Theeringer, Santa Barbara, CA: *"My son and I went to the Arlington Airshow the weekend of July 7th., just north of Seattle. We drove this time.*

What a letdown. The canard section had only 3 planes, the flea market tent was about 1/3 the size of past events, one hot air ballon (which was in the shape of the Arlington Airshow Birthday Cake) and about 1/2 as many planes on tie down. I think I counted 4 planes in the ultralight area. The food was up to par with past events, and shorter lines due to the reduced attendance."

Non-Builder owner advice:

How long a runway do you need?:

There was a discussion on VOBA on runway length that depended for a while on takeoff distance as the key reference. Eventually it was pointed out that takeoff distance plus aborting the takeoff distance should make up the whole runway length desired. Even if you could get off in say 1500' of paved runway, you need to include aborting the takeoff in your calculation. One Velocity owner suggested with hard braking that was an additional 1500'. Others pointed out that front seat loading, particularly should be included in the calculation and overall weight governs stopping and taking off. In the tandems, the front seat weight varies little, but fuel load, baggage pod, rear seat weight can vary the safe runway length considerably.

Condolences:

I'm hearing from our New England member Izzy Briggs, that Don Eckberg of Lake City FL (formerly of Burlington, CT) has died in his Defiant in Connecticut in early July. Any are too many - what a tragedy.

Al Fink's wife has been keeping the Squadron informed of Al Fink's downward slide with dementia. He succumbed on July 21, 2018 - Al was a big hearted fellow based at Whiteman Airport in the Los Angeles area - he came from major aircraft manufacturing. (Michelle reports: "He was a 42-year Boeing, McDonnell Douglas, Douglas (Long Beach, CA) aerospace engineer (Stress Analyst) who worked on the B1-B, C17, F-15, F-18. DC-8, DC-9, DC-10, MD-11, MD80, MD90, and many more." They moved to Oregon and moved on to Idaho where Michelle will be staying. Our condolences to Michelle and those of you who were close to Al.



Finks at the Oertel wedding.

Rest Home:

John Dee, editor of the San Diego EZ group publications, has been moved into a rest home and his daughter contacted me when she found he loved having canard photos on his wall. Beagle has the RAF collection of posters and photographs and she stopped by on the way to San Diego to pick them up. For those who know John, I have his daughter's phone number.

Builder's Help Desk:

Mark Ewart, Shoreacres, TX on issue of nose tubes getting pinched: *"Don't forget the Beringer nose wheel for the Cozy. Tubeless design: no tube no problem! Had them make one for me. Saves weight two ways; the wheel/tire and your wallet will be lighter!"*

Key Maintenance Tip:

Dale Martin, Lewiston, ID - does full time canard work, is helping Burt with SkiGull, does inspections and has a list of parts he has or installs: *"I will include a method we use to teach clients 'How to change the tire themselves.' Just grab a cereal box and trim out (2) - 2" wide by as long as your box allows. It takes about 16". With the tube inside the tire put on one side of the wheel. Place the cereal box between the wheel and the tube. Place on the other wheel being careful of valve stem placement and insert the bolts, and fasten with washers and nuts. DONE! - No tube pinching. Cereal box is along for the ride and does not seem to upset the balance."*

A way to avoid a pinched tubes: The Cozy Girrrls' Chrissi Bush, St. Charles, MO on the Cozy Builder's Mailing list: *"Surprised the dental floss technique is not SOP, we usually include instructions with our wheels. Put a 2*

ft. length of floss between the wheel and the tube sticking out both sides. Gently assemble wheel but do not tighten bolts beyond finger tight. Starting with floss up against the valve, work it around the wheel all the way until it is gone to the other side of the valve, tighten up a bit more. Repeat the flossing going back the other way. Continue until bolts are tight, if the floss can go all the way around, nothing is pinched."

For you Veterans and Military Personnel: Aircraft Spruce has it on the website - but for those who haven't read about it yet - they offer a formula calculated discount for military and veterans. You need to submit proof of status to them. For active and those with a military or veteran ID card, that's good. I submitted my DD214 papers... Home Depot (for tools and things) has a set discount for Veterans too.

How is Continental different from Lycoming - per VOBA:

The Velocity guys have an updated Owner's Manual that is intended to describe the difference in operating a Continental (i.e.: O-550) from a Lycoming. If you are not in Velocities but are interested - here's the reference:

[Continental engine supplement to the owners flight manual2018.docx](#) (20.6 KB)

Requests to Individual Members:

Luca Castelfranchi in Northern Italy is looking for two , (or one), O-360 aspirated dynofocal 180 Hp Lycomings in Europe .For a Rutan Defiant project.Mid-life, with books....no propeller strike.

luca.castelfranchi@libero.it

Paul Schluter, in Tasmania (Australia) wants to put up a protective hangar for his Long EZ on his home field. Do any of you have any suggestions of a semi-permanent or temporary hangar he should consider?

Get in touch: David@CanardFinder.net

Beagle looking for a Trio system for altitude control or two axis with working servos for a Long EZ buyer. Get in touch: David@CanardFinder.net

Beagle on his high horse:

You may not think about saving people's lives, but I used to give blood before they offered movies during a long lunch for me to give platelets to the Red Cross. Well, as I'm O negative, now they want a double portion of "packed" red blood cells as preferable to platelets and I can do it in under an hour, but only every 120 days - have you thought of giving blood as a way to save lives?

What the flyers are doing:

John Lambert, Conway, AR:

"I really wish I had been able to have attended the event. Had hotel reservations made for 8 days (3 days of driving each way - I had to cancel). The drive was looking too long for the single short event, as well the cost, however, still sitting on the fence, the last straw was taking Marcia to the ER in the middle of the night Sunday evening, with the planned drive starting early Tuesday morning. Good thing we did not go as it was back to the ER the following weekend.

I think of the RACE events often, along with all the other wonderful memories the VariEze was instrumental in creating, many flights all over the US, and more memories jogged to the surface when Oshkosh arrives each year, with the interesting arrivals, one notable departure, and adventures camping. My ears don't tend to burn, but wiggle, and with the right memory harmonic, tend to start flapping. Usually timed with the fall of a calendar time of year around the old RACE events, or Floe's on NYD. Yes, I still have the Long project for sale. Enjoyed your photos at Coeur D'Alene, and your newsletter!"

New members:

Correcting Andy Millin's address & note for those who read the word version:

00 MILLIN, ANDY "EAGLE 1" & THERESA 228 Cushman St., Plainwell, MI 49080-1349 amillin@sbcglobal.net Velocity XL/FG:N114MV IO-540-D4A5 <http://www.kal-soft.com/velocity> Padgham Field (35D)

"There have been many problems found and solved by the EZ community. I like to look for solutions there. Look back to the main landing gear deformation problem. A lot of good information and solutions came from the EZ guys. I would be honored to be on your mailing list. Oh, and I am only flying the Velocity. Once I flew it, I didn't want to fly anything else."

The Assignments:

One: If you know of them, identify 5 active canard builders. The guys building canards are all in the group (VOBA). I mentioned Chris Borozan. He owns a kit, and is already in the group.

Three: Would you take a starving builder to the canard events?

I can, will, and do take any starving builder (of any type) for a ride. I am happy to provide information, encouragement and cheap advice -- you get what you pay for. I will happily help out another owner in need.

Four: I need to know a good flying nickname for you. I have been known as "Eagle 1" for a while now. If it isn't taken... **(Beagle, we have several flying nicknames that are held by a couple of people.)**

New area code in the address list:

941 (FL) :

Joining:

18 LANGE, JOHN C. "AeroKnot" Port Charlotte, FL 941-380-7152
jclange.007@gmail.com Cozy IV:Ch4? [N444TZ] Punta Gorda Airport (KPGD)

The Assignments: "Only know two in the area Jeff Test and another guy with a Cozy. Don't know about any Canard events, but Sun n Fun is Florida's version of Airventure. Just ordered plans for Cozy Mk IV from a guy who didn't build his, serial number 444 Reserved N444TZ."

Already a member:

98 GABRIELSON, JEFFREY "Angel" & STACY 1626 Landfall Dr., Nokomis, FL 34275 941-485-3401(H) 941-716-3017(Cell) jeffgabes@yahoo.com Emeritus Sold Long EZ Fullerton Airport (KFUL)

Already a member:

15 GILLESPIE, TOM Port Charlotte Fl., 33952

941-276-2898 pseudowilly33@ymail.com Emeritus bought and sold SQ2000 Punta Gorda Airport

Joining:

*00 MILLIN, ANDY "EAGLE 1" & THERESA 228 Cushman St., Plainwell, MI 49080-1349 amillin@sbcglobal.net Velocity XL/FG:N114MV IO-540-D4A5 <http://www.kal-soft.com/velocity> Padgham Field (35D)

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Joining:

18 MILLOWAY, SCOTT A. 10944 Luscombe Ct., New Port Richey, FL 34654-5214 727- melloways@earthlink.net Bought Varieze N39DT 1580 hrs O-200-B Hidden Lake Airport (FA40)

"Thank you for contacting me with the invitation to your group. I recently purchased my Varieze N39DT and I am in the process of stripping it down & rebuilding it to my standards. I live in an Airpark in Florida FA40 & look forward to getting this girl flying again & would appreciate any information from your group on upgrades & instructions. Once done & conditional inspection I will be looking for a local experienced pilot to help me along with it. So... hopefully I will meet up with some of you at our local Sun & Fun in Lakeland."

Joining:

08 HALL, RICK "CONNIE" 12 Spruce Dr., Lyons, CO 80540 303-747-2042 rickh@zggtr.org Cozy IV:N14ZG 160 hrs Estes Park (KLMO)

"...I'm chapter 648 VP, and was once the chapter YE Coordinator. Been flying two years come November, 160 hours on the Hobbs. Have flown it to RR, the recent AOPA Fly-in in MSO, Kanab, and Columbia (Canards West)....You must surely appreciate that Canards are the coolest airplanes out there! I see potential, that's partially why some of us volunteer a 'hands on' demonstration on how to build a Cozy at OSH. We're glassing wings this year (shear web, spar caps, and maybe a skin). You can't believe the audience turn out in years past...In the FWIW

department, I seem to be the 'go-to' guy for plastic airplanes near LMO (Denver), sometimes I even spew accurate advice Motivational flights, even for non canardians, is a given. All I need is a few hours advance notice. If not me, Kastenholz or Huss or Boyll; all are on airport."

Joining:

16 ANHOOD, ADRIAN M. 530 W Manville St., Compton, CA 90220 949-337-2017 (Cell) 310-747-5236 (O) adrian@anhood.com
Adrian.Anhood@FlorenceFilter.com bought: Velocity XL:N658SE "BobI" or "Silver Eagle" 161 hrs IO-540-SER 260 hp

Joining:

97 LAUGHLIN, LARRY KETT & VICKIE 8640 Shoup Rd., Colorado Springs, CO 80908 719-351-0123 laughlin.larry@gmail.com Emeritus, Sold Long EZ Meadowlake Airport (KFLY)

"Owned my Long EZ (4SN) for 15 years, sold to James Glick in NJ some 20 years ago. He piled it up a year later. My house burned down 5 years ago. Burrall threw me the keys to his COZY shortly thereafter, getting me back into flying again!"

Joining:

17 MARA, ANDREW & STEPHANIE 99 Pamela Ct., Saunderstown, RI 02874 401-480-7481 MaraCode@GMail.com Cozy IV:Ch25



Joining:

16 TOOMEY, MICHAEL S. 505 Clearview Dr. NE., Newark, OH 43055-8945 740-975-2272 740-788-5214 or 740-763-3153 MikeToomey43055@GMail.com Cozy:N2122T 600 hrs. O-320-E2D Yellow selling:Long EZ:N82MT Quickie:N83MT Onan (ZZV)



Changes in E-mail:

William Tucker, Booneville, AR tasinc.bt@gmail.com

New Address:

99 WELLS, CHARLES H. "Dr. Fly" 5370 Toscana Way, #310 San Diego, CA 92122
650-780-0888 (cell) CWells@osisoft.com Varieze: N74CW J-3 Cub too Gillespie Field (KSEE)

13 KISSICK, DAVID "Gecko" & ALYSSA 19900 SW Jaylee St.
Aloha, OR 97078 801-652-6098 (cell) geckoinc99@yahoo.com Cozy IV: Ch24 [N579CZ]

"The family decided it was time to make a change and move from Utah to Portland, OR. The decision was mostly for my wife's health (bad inversions and dust in Salt Lake) and for better opportunities for the girls. We managed to pack up the project in the moving truck which was then protected by ALL the clothing we had. Everything made it without injury. Thanks to Al Wick, the project is temporarily hanging out with his Cozy Mark IV. Unfortunately, I'm losing a lot of build time right now due to living in SLC still as I have not been able to get a job transfer yet. The new address reflects our temporary address and will eventually move into a more permanent address. Hope to make up for a lot of lost time once things are settled. <http://www.cozyserenity.net>"

Added to the Electronic Squadron library:

23VV18 8/18 Speculation on McCauley Hub needed for Catto Prop. David Orr
30MS53 Konrad Dannenberg - Peenemunda "Old Timer" letter describing trip to watch Melvill guide Spaceship1 into space for the first time.
30MS54 Aug'18: Virgin Galactic Rocket Man - Mark Stuckey by The New Yorker
30MS55 Aug 2018 Rutan's revised SkiGull Check lists for pre-flight, runway, emergency and water operations.