

The Fly - By Date Nov, 2008



The President's Corner

HAPPY HALLOWEEN ALL

Gateway Area Ultralight Association (**GAUA**) meeting 6 November (1st Thursday each month)
Experimental Aircraft Association (**EAA-64**) meeting 4 November (1st Tuesday each month)

I want to extend a Special Invitation to everyone to check out the Mount Vernon, IL Airport.

Several from our club, and at least 14 in all from the St Louis area, went to a Fly-In Saturday 18 October, hosted at MVN. All-most 200 aircraft have been reported there, according to Chris Collins the airport manager. There were several War Birds, DC-3, GA and many ultra-light and LSA. Anyone flying in was WELCOMED with a free meal, compliments the local EAA Chapter, during this annual event. Now that I am aware of this event I will notify you, in advance, in time for next years Fly-In.

This is a General Aviation Airport that has NO control tower, covers over 1,00 acres and sports a 6,500 foot asphalt runway that gets used mainly, but not heavily, by GA aircraft. Air traffic is so light that it makes it a flying friendly destination. Even tho there is no control tower, it is recommended that pilots use radios so that they will know if and **where** other aircraft are flying.

Patterns seem not to be enforced as evidenced by myself during a visit the preceding Tuesday. That is **not** to encourage you to NOT fly good healthy patterns tho. Proper pattern flying is courteous, safe and helps assure our continued welcome.

There was an occasion when a pair of ultra lights took off from opposite ends of the same main runway. This was not intentional. **Note:** This is **NOT** the recommended practice.

LSA types usually use the taxi ways or the grass areas between the taxi ways and the ramp for flying practice. This frees the main runway for GA that may practice ISL (Instrument Landings). This is perfectly agreeable with everyone located there, including the manager.

Highway 64 takes you from St. Louis to Mount Vernon and Route 15 then takes you the last 3 miles to the airport. Distance from here is about 75 miles. About an hour and a half drive.

There are 32 hangars and one third are occupied by LSA or ultra-lights. It is clear why they are so very hospitable to the LSA community. The small aircraft comprise, by far, the higher percentage of use of this facility.

Grandmas' Restaurant prepares cafeteria style food and is very taste indeed and the prices are very reasonable.

Many of the light sport are Mark Smith Quick-Silvers or Smith-Quick's. Jerry Burgess is the resident Quick Aficionado and you cannot ask for a more genuine and hospitable individual. He gave Aaron Schlemmer free fuel for his Phantoms' return flight to Sullivan International as well as some mechanical repair help. Aaron flew, non-stop from Charlies' to MVN and, after enjoying an almost heroes welcome for having made the trip, and on only 5 gallons of fuel, then turned back around and flew home.

Bill Aanstad flew an all-most new Quick, for the proud new owner, Dale Loyet, from MVN to Marvin Spaeth's, where it will remain hangered until Dale can provide more suitable housing at his facility on Scott Troy Road.

Keith Smith and Charlie flew Billie's' Hawk from GAP to MVN, enjoyed some free food, gassed up and returned to GAP, after inspecting the many aircraft lining the ramp and trading hanger stories with Steve Miller, Jerry Burgess and several other local celebrities. Bob and roommate Tom drove in for the spectacle and also got to see some of the antique tractors and cars that have become a main-stay at such airfield events.

At around 1 PM the war birds, DC-3 and a few other aircraft flew patterns for a sort of impromptu air-show.

I invite you to query Keith, Bill, Dwight, Bob Fisch or Dale for their impressions of this magnificent airport which is well within non-stop reach of most members aircraft.

It is always informative and educational when Keith shares his almost unlimited knowledge regarding aircraft. Keith has agreed to conduct a class on carburetor repair at this months November meeting. Come prepared to ask the questions that have plagued you. If Keith doesn't know the answer there will be someone present that will.

Billie and Diane are getting information regarding a trip to the Air Force Museum which will take place shortly after the Christmas holidays. Be sure to note your calendars.

Charlies' has a new tenant. THE Ellebracht's. They moved their plane from Highland-Winet Airport at Highland, IL. I hope you, all three, enjoy your new 'digs'. Sure makes travel time to and from home a lot shorter right guys?

I want to voice a **SPECIAL THANK YOU** To Diane for the hard work of making NAME TAGS for all the members. Lets be sure to wear them regularly to all meetings. This will make it ever so much easier for absent minded folks like myself to be able to address others by name rather than "Hey You." By the way, Downtown has relocated into their new 'Digs' high atop the Brand New, cloud piercing, tower. They would like to show off their new facility and invite us to except their invitation for a look around. They have ever so much more room and visibility. They can actually see both ends of the runways from up there.

Diane will up-date us on further developments with the space launch schedule so we can mark our calendars.

Please be ready and forth-right about your opinions regarding the new club shirts. We need to finalize our wants so that an order can be placed.

Give thought to the forth coming annual Christmas Dinner and where we might have it. Any one that would like to host the gathering is encouraged to speak up. There will be volunteers to help the host prepare in anyway possible, i.e., vacuum floors, rake leaves, prepare food, wash his car, you name it. We will **TRY** to accommodate.

I want to invite everyone to contact me regarding requests for what you would like to see for this coming years activities.

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The Fly - By

Date Nov, 2008

One that we are all looking forward too is the fly-in at Marvin's. This must wait for final work on the alternate, North - South runway that Marvin is presently constructing.

We all still await the rescheduling of Keith's' HAWK fly-in. Weather caused the postponement of the last one.

I would like to see an invitation for a Fly-In at the Jerseyville, IL airport. This is another often overlooked resource/destination. Getting to this airport also affords great views of the river road and the Mississippi Bluffs as well as Grafton and Jerseyville. These places are all enroute from most of our hangers when proceeding to Jerseyville. It is close and easy to reach by air and vehicle. There is a really nice lounge/club house and interesting aircraft. This is also the home base of such noted aviators as Bert, Bob, Roger and Oly Olafson.

See you all Thursday.

Bill Rohland

Minutes

Call to order 7:35

Old Business

Trip Dayton

Note from Diane

I got a hold of Phil and he says he spends the winter in Florida--I don't remember if he said Dec, Jan, and Feb or Jan, Feb, and March. He suggested Nov but I said that's probably short notice. Well, let's look at April--weather will be nicer then anyway.

Current T-Shirts Count

6 small - 13 medium - 2 large

Diane well see about selling the small and medium shirts on ebay and is working on a new logo design for the club. We will be voting on the design at Decembers meeting..

We also need a head count on who wants new T-Shirts.

New Business

A ByLaw committee has been setup to review and recommend changes to the current bylaws. The modifications will be presented at December's meeting.

ByLaw Committee members.

ED Hase

Mike Ellebracht

Bill Roland,

Keith Smith

Diana is making name Tags for everyone, if you haven't got yours see her.

The rocket launch is on hold until they can find a new launch site.

Treasures Report

Expenses \$0.00

Income	\$0.00
Total	\$1079.92

Adjournment 9:00

Calendar of Events:

Not much happing guys. My sources had nothing listed other then EAA chapter meetings.

Emails for the Newsletter

Sackmann Field Fly-In Sunday 19 October hosted a large gathering of assorted flying machines.

There were some acrobatic flyers, a Challenger and some experimental aircraft as well. A Red Stripe Luscombe hangered at SET Flew in. This is a plane that member Ron Tomlinson is familiar with. Comparisons were made between the Sportstars, also kept at SET, and Remo's and Jabirus. Most fiberglass planes can carry much more load and fly faster while remaining in the 1,320 pound class.

The Sportstars at SET were purchased for about 1/2 of the Remo and Jabiru price. This is an interesting comparison.

Ron informs me that St. Charles Flying Service is investigating the purchase of a Remos. The Remos' Electronic Information System has an artificial horizon and not only one but two Vortechs could be aligned at the same time. This would afford the pilot an instant position, no more estimated positions.

Ron is becoming very familiar with the planes at SET and capable of making interesting comparisons.

Anyone wanting to know about the types of aircraft available should contact him. Ron has another advantage most of us do not enjoy. He lives just north of Columbia, so it is very convenient for him to get to all three airports, Jacobs, Sackman and Downtown.

Thanks Ron.

John Murphy was at MVN with his L-39, and his buddy with the L-29. The L-39 burns 150gph crusing 300mph. The historic first SLSA Hawk was there which belongs to Bill Buchholz but flown and shown by Keith Smith,

As well was the historic C-47 a show stopper.

"I had to wait to get out of there for about 10 minutes, finally launched the MX I was returning to STL with. (burning almost 3gph at almost 45mph) right after the C-47 departed, and got to experience his wake turbulence as it drifted down-wind over runway 5UL (they let the ultralights take off from the taxiway). Sure was a lot of departing traffic!"

Bill Aanstad

Pictures from Mt Vernon & Marvin's



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For Sale

2" Plastic root tube end caps \$2.00 each
Gray Tire with tube 4"W X 5" DIA 12.75 OD \$3.00 each
Call Ed Hase 314-787-8183

For sale Magellan GPS 2000 with manual W/ coordinates
It'll will get you there. Price \$80
Rich Brannam (618)466-7156

BRS-5 Model 750
Canister model
Serial # 16211
Built June of 2006

Was originally installed and has all the connections for an Eipper Quicksilver. Can not use on my Kitfox, but would consider taking a 500# soft pack in trade, for my aircraft. Asking \$1525. If you have any questions or concerns about it! Call me ... **Roger Olsen (636) 391-1338**

From: "Bert Hampton" <stkbull@charter.net>

Quicksilver MX (N - numbered, Light Sport legal), Has full front fairing with windshield, independent brakes, dual strobe lights, tail wires replaced with down tubes, a rare twin carbureted Cuyuna 440 HP (high performance) engine with only 12 hours since professional rebuild, six gallon gas tank, 3-blade composite prop, new tires, new paint, Halls airspeed, altimeter, engine monitor, compass, wheel pants, currently equipped with Qualifier style sails, original single surface sails included, stalls under 27 MPH, cruises near fifty, very gentle, forgiving, easy to fly machine. The fabric is slightly soiled but passes punch test. She is currently at Jerseyville. I only fly her irregularly as I spend most of my flight time in the Ercoupe. I have always enjoyed flying my Quicksilvers. I have had four of them over the years.

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This one is perhaps the best mannered and easiest to fly machine I have owned. But, besides the Coupe, I have two planes under construction that will soon need the hangar space. Something has to go. Asking \$3,700 as an E-SLA OR - \$3,200 parts only with out placard and airworthiness certificate if you would prefer ultralight flying . (Note: if you have a place to hangar it in the local area, I'd sell a 1/2 interest for \$1,600) Call Bert at 618-236-1312

If anybody in the GAUA has items they would like to put in the for sales page send an email to billbuch01@yahoo.com having the contact info, description, price and have the subject line read GAUA FOR SALE.