



Aerial Pursuits

Volume 19.1 Newsletter of EAA Chapter 1114 Apex, NC January, 2013

From the (new) Editor

I am John Gerber, recently retired from the IT area. Like many here, I am an import from the Midwest, about six years ago.

I first flew in 1965 as a high school graduation present. My Piper Tri-Pacer cost \$14 per hour with instructor. Times have changed. My most vivid memories from a couple of my early solo flights are hitting wake turbulence behind a departing DC-6, and watching from downwind as one of the Thunderbirds came in just over the cornfields with smoke on and pulled to vertical after a high speed pass beneath me down the runway. But I didn't complete my PPL, and life went on.

Thirty six years later, in 2001, I stopped at a GA airport near our home in Columbus, Ohio while on a motorcycle ride. I started taking lessons again, and finished my PPL three years later after moving to West Lafayette, Indiana.

In the meantime, I had a continuing interest in aircraft and flying, and a hope to build an airplane "some day". I was on the

BD-5 mailing list in the late '60s. I joined with some friends to buy a Luscombe (\$2,100 in 1971, still in a friend's barn in Iowa). I joined EAA and went to Oshkosh several times. And in 2008, after moving to Raleigh and building a shop, I began to build my RV-8.

I don't expect to fill Kent's shoes, but with your help, we will continue to have an informative newsletter for the chapter.

From the President

Sledd Thomas

"John Everette," he said, "Who is that?"

This past Saturday afternoon I stepped into that no man's land that it seems only husbands or fathers do; there are those special few that can do so with both wife and daughter simultaneously. I recently achieved that double-double.

Our wonderful EAA Christmas Party was over and by most accounts we (our Squadron) did, 'good'! It was sunny and mid fifties and after 4pm when Steele, Tom, Paul, Chris, Jim and many

stalwart others tucked away the last towel, table and dish. It dawned on me, no flying today, yet, tomorrow, Sunday, the NOAA was calling for mid sixties and sunny skies. That's the siren call for IFR pilots, cool, low density altitude, climbing out of Cox Field and sailing skywards. I was hooked with anticipation. Oh my.

Feeling the aviation glow from being deep within the bosom of our chapter's party, and knowing there was a better than good chance that we would indeed have good flying weather, I did it. I looked over at my daughter and asked, "Hey, do you want to go flying tomorrow?" She said, "YES" hardly without even

Next Chapter Meetings & Area Events

see eaa1114.org Calendar Page

Feb 2, Young Eagles, Hickory Regional Airport

Feb 16, EAA 1114 Breakfast, Cox Field

Mar 2, Young Eagles, Hickory Regional Airport

Mar 16, EAA 1114 Breakfast, Cox Field

thinking about it. My stars, good weather, flying with my daughter who rarely says yes...visions of making it to Carthage, the Pik & Pig...this was getting too good to be true.

Then, quite calmly, my wife looks over and asks, "Are you planning on going flying tomorrow?" Well...uh was this the end of sunny days as we know it, or just a minor blip on the radar? After my daughter Borden skipped upstairs to bed later that evening, the "front" moved in. Let's just say that we navigated the front, but not without tightening the seat belt. Even the no smoking sign had been turned ON, and moving about the cabin was out of the question. We did come out on the other side. Turbulence? No Comment!

Sunday morning dawned, bright and beautiful with promises of a 60 degree afternoon. My preflight routine started a little earlier as it had picked up some additional responsibilities, some bush trimming, driveway maintenance, firewood toting, etc., you get the picture; all FAA required activities, somewhere. However, by 10:30 we had been signed off by the Flight Officer. A civilized day was shaping up after all.

This trip was a swell! We flew down at 1,700' +/- 200' following the transmission line and found 5NC3 (Gilliam-McConnell Airfield) as easy as ever. We landed on 31

and chose the grass strip, and then transitioned onto the asphalt just as smoothly as Roland had designed it. Not compared to the four hundred feet of smoking (blue smoke) dual black marks ending in two flats (one on each main) left by a gleaming Mooney (like Lee, Larry (Godbold) and I saw) the week before. They're former members and fly out of Cox. The Flight Commander and I had been on this sortie.

Our landing was reasonable and Borden liked it, the food was good and we got to sit outside and watch planes come and go. Got to talk to my "Baby Girl" about future college plans and it was all good.

Upon finishing another great meal and getting up to go pay, this guy says, "Hey! Aren't you Sledd Thomas?" "Yes", I said. He then asks, "Do you recognize me?" Another special, 'no man's land moment,' and I asked, "did you used to have a beard?" "Yes!" he says. Well I'm sunk. Fortunately he says, "I'm John Everette!"

He then reminded me that he sat right in front of me the evening of Jan. 15th at Halle Hall, only one seat away. The light comes, but slowly. "You drew my winning ticket to Oshkosh for a week with special VIP privileges", he says. "No joke," I said, thinking dang, I missed the winning ticket by one seat.

"Yeah, I just couldn't believe it!" John says. What a smile he's got on his face! (Here comes the best part....) John says, "I gotta buy your lunch." So lunch for me and my Baby Girl was on the house, so to speak-- somehow in this great universe, courtesy of Jeff Skiles, Trevor Janz and Brian O'lana, and of EAA who were just in town, and the retired and recently installed officers of our Squadron who asked us to serve. Gotta Love EAA Folks!

Our return to Cox was mostly uneventful, except for landing downhill on 27, my go around was a little exciting! Aviate, navigate, communicate! Nailed my second approach! Gassed up Tinker Belle, tucked her away and got to say, "Hey" to some of the GREAT folks on Cox Field.

Me and my Baby Girl headed home, into the sunset, with the top down in a car we worked on together, our project car. Gosh, what a great day! Yet, we have another small adventure and memory to share between us. Was that a Mona Lisa smile I saw shyly slide across her face? I think so.

All the best, Sledd Thomas

ElectraFlyer ULS - Randall Fishman's latest creation

Kent Misegades

Amid all the hoopla surrounding electric-powered aircraft in

recent years, one American designer recently unveiled what may be the first practical battery-powered cross-country aircraft, the ElectraFlyer ULS. Randall Fishman, a retired jeweler from Cliffside Park, NJ, first gained attention in Oshkosh 2007 with his ElectraFlyer Trike, a true legal Part 103 compliant single-place ultralight that his company, the Electric Aircraft Corporation, offers ready-to-fly for around \$20,000. In 2008 Fishman brought his prototype Electraflyer-C to Oshkosh, a Moni motorglider with an electric powerplant and batteries in place of the usual small gas engine. I recall watching Fishman in the Oshkosh pattern, flying numerous circuits but making hardly a sound. Since then, he's returned to AirVenture annually with both the Trike and Moni, but in recent years has focused much of his attention on the development of more practical aircraft. One of these is the ElectraFlyer-X, a sleek two-seat, side-by-side, all composite, LSA-compliant aircraft that was first shown in Oshkosh in 2009. While the -X is still under development, Fishman impressed visitors at AirVenture 2012 with his latest creation, the ElectraFlyer-ULS, available for purchase now.

As shown in the pictures here, the -ULS is a single-place, Part 103 compliant ultralight aircraft. Assembled from composite parts made for Fishman by an experienced aircraft fabricator in the Czech Republic, the -ULS has a



Figure 3: Electraflyer ULS



Figure 2: Electraflyer Trike

sailplane-like cockpit ahead of a 37' span wing sprouting twin tail booms and a pusher prop. The tricycle landing gear is fixed for simplicity and



Figure 1: Electraflyer C



Figure 6: Electraflyer X

stability. Unlike other self-launching motorgliders, the -ULS needs no ground crew as the tricycle gear provides stability during taxi. The wings are removable outboard of the booms to which the main gear is attached. Even with one of wings removed, the aircraft remains level, making single-person handling possible.

As described at Cafefoundation.org (ElectraFlyer's New ULS – A Different Kind of Boomer), "The airplane has a carbon-fiber, epoxy PVC foam sandwich structure of fine quality, part of a two-meter (6.57 feet) wide structure with the center-section wings and twin tail booms. This type of arrangement doesn't require disconnecting and re-connecting controls for the rudders or elevator. Only the 15-foot, 40 pound outer wing panels can be detached and should be easy to maneuver into the airplane's trailer. With the

exception of the small spoilers, controls are self-connecting when the wings are plugged in and pinned. Flaperons help keep the airplane in the ultralight landing speed range and with the spoilers allow flexible glide path control for landing."

A single 45-pound battery pack that slides into the wing root delivers 60 minutes of powered flight; a second optional battery pack can be added to extend the endurance to two hours. The initial rate of climb is around 600



Figure 5: Electraflyer ULS



Figure 4: Electraflyer ULS

fpm and the plane's sink rate with the engine turned off is 240 fpm, not competitive with a purebred sailplane, but certainly capable of



Figure 7: Randall Fishman and the Electraflyer X at Oshkosh

allowing some serious thermal chasing. What makes the plane even more interesting is its fly-away cost of \$60,000 and the fact that, as a Part 103 ultralight, no N-numbers, no pilot license, and no medical are required! (It goes without saying that anyone who is serious about flying should

receive proper instruction and should be in good health before they take to the skies.) At AirVenture this year Randall claimed that the cost to recharge a single battery pack was only \$0.75 - less than a dollar operating cost per hour!

I am not a fan of using solar panels to replace good old reliable coal/gas/nuclear power plants, but the thought of some cheap panels on the roof of a small shed, large enough to hold an ElectraFlyer-ULS with its wings removed, is intriguing. A few acres of pasture land ought to suffice for a runway. Imagine charging up the batteries on cloudy days, then go aloft on a sunny day for an hour or more of motor-soaring. Eventually I suspect Fishman will offer flexible solar panels on the aircraft itself, extending the endurance even more.

The ElectraFlyer-ULS can be seen at the Sebastian, FL airport where Fishman spends his winters. For details on the ElectraFlyer series of electric-powered aircraft, see electraflyer.com

Photos from the January 15th EAA Grassroots meeting in Apex



Figure 9: Registration and conversation



Figure 8: Jeff Skiles on left. Information perusal and pickup on right.



Figure 11: Packed house



Figure 10: Jeff Skiles wrapped with his inside story of the Miracle on the Hudson

Photos from the January 19th EAA 1114 Holiday Party



Figure 14: Gathering and conversation



Figure 15: Food ready for the rush



Figure 13: Full house



Figure 12: The Silent Auction house

CLASSIFIED

Complete RV-8 Tail Kit

Prepunched kit purchased new from Van's in 2007. Horizontal stabilizer, vertical stabilizer, and right elevator are already assembled. Rudder and left elevator are still to be assembled. Also includes RV-8 preview plans, large format plans, assembly instruction manual, and electric elevator trim option. Current new price from Van's is \$2,025 plus shipping.

This came with a quick-build fuselage that I purchased, but is surplus to my needs since I have already assembled my own tail kit. Everything is available for inspection prior to purchase at my shop in Raleigh. In addition, I will help the purchaser assemble the rest of the tail kit in my shop.

I would like to get **\$1,000** for this, but take a look and make me an offer if you are interested.

Contact me at newsletter@eaa1114.org.

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