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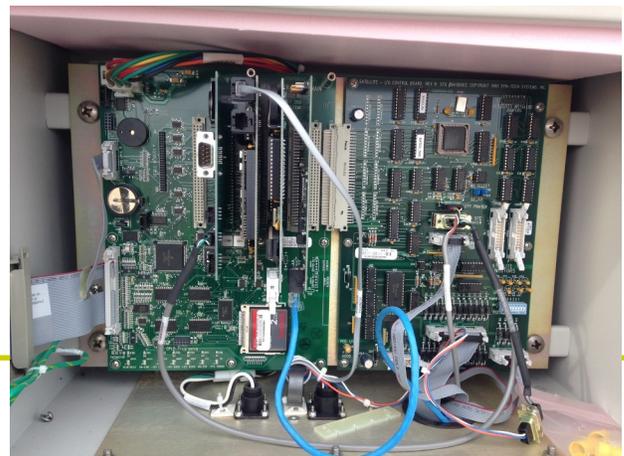
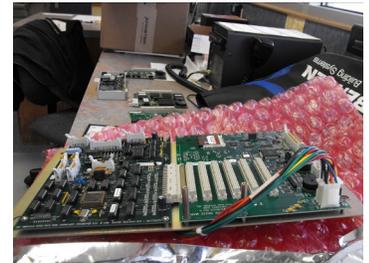
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Self Serve Fuel Machine Back to Life

This last week the Fuel Master which is the self serve fueling system took some kind of electrical surge and needed to be fixed.

After the kit came from Florida it is back running. Basically it swaps out the internal hardware of the machine and you send the old stuff back to them. They then evaluate what was working and what wasn't and charge according to what was actually not functioning.

Yesterday all the new hardware was installed and everything is functioning once again. Please let me know if you experience anything not functioning as expected.



Upcoming Events:

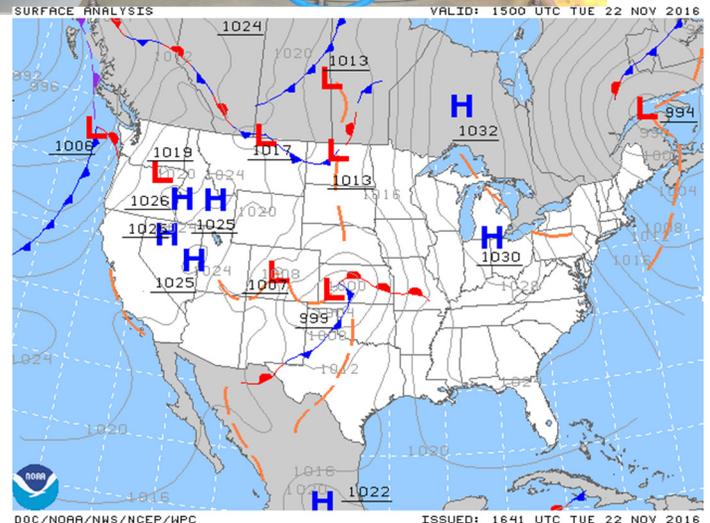
Current Fuel Prices:

- Jet A—\$3.00
- 100LL-\$4.07
- Mo Gas-\$3.08

Quiz

One of the most easily recognized discontinuities across a front is

- A—a change in temperature
- B—an increase in cloud coverage.
- C—an increase in relative humidity



Building and Flying!



Larry Vandegrift finished putting together his plane here at EQA and has made it through the test flying phase in the last several months so I asked him some questions. Thanks for sharing Larry!

What make and model did you build? Vans RV12 EAB. The RV12 kit is ELSA by design and I started out building under that mandate but as the build progressed I found items that I wanted to improve on or add things not included in the kit. Building ELSA one can not deviate from the plans, not even one rivet change.



What made you decide to build a kit plane? I wanted to build my own plane because I am a gear head and would be unable to comply with FAA regulations that do not allow me to do all repairs and maintenance with a factory built plane.

What type of engine did you use and why? The RV12 is unique in that Vans only supports a single engine for the kit, Rotax 912ULS. The Rotax is a fine engine but I wanted fuel injection and computer controlled (FADEC) engine

management. The engine I installed is a ULPower 260is. I installed redundant computers even though I was assured that there has never been a failure with an ECU. Also, the Rotax has only a 20 amp alternator and with the UL, I was able to install dual 30amp alternators

What was your favorite part about the building process? My favorite, part of the build was designing the electrical system, with redundancy, and integrating into the original Vans electrical system. I have much electric loading for this size plane so electrical integrity and redundancy was a must. Keeping the propeller turning is dependent on electrical power for fuel and electronics

What was the most difficult part of the building process? The fiberglass cowling. Since Vans does not support the UL engine, there was no cowl available for my combination. After waiting for a cowl builder in Texas for two years to make a cowl for me I got tired of waiting and purchased a cowl from Jabiru USA and altered it for my use.

My oil temperature runs 205f during extended climbs in hot weather and is thermostatically controlled to 180f for cooler temperatures. CHT's run 290f max in hot weather extended climb, 240-260f level, and around 190-210f in cool weather.

What was the first flight in it like and how did you prepare for it as a pilot? I travelled to Dallas and took 5hrs transition training to prepare for the first flight. Insurance wanted 3hrs in like model. The first flight was a non issue. The 12 lands easily.

Any specific plans for trips/ flights that you want to make in it now? The plane will be useful going to Dallas for skydiving. That is my home DZ. After retirement next year we will use to search for property in Tennessee. My dream flight is down the Hudson through NYC. Caleb?

Sounds great Larry, Let's go fly the Hudson!



Instructor's Corner: This Rudder Feels Funny

I had a pilot tell me that he thought it was taking a lot of right rudder to be coordinated in the rental plane. I also took it up and before taking it up I did notice the rudder seemed to be cocked to the left on pre-flight and it did seem to need more right rudder while taxiing and in flight.

After discussing with my mechanic the issue he immediately told me to check the rudder return spring. These springs help the rudder return

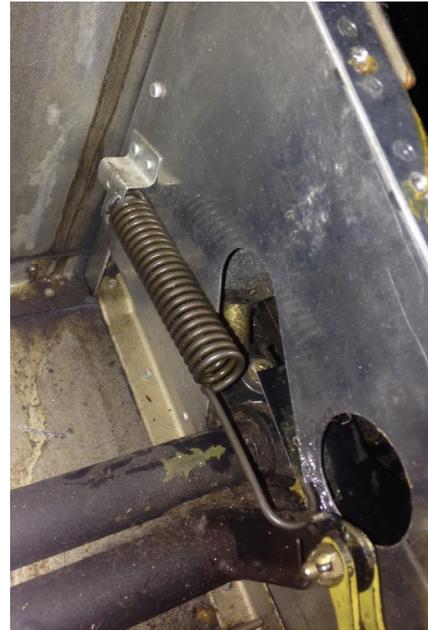
to the neutral position when you are not pressing on the pedal.

He was right, the spring which looks eerily similar to a recliner spring was broke (see picture) To my surprise it happened to be an \$8 part from Cessna. It was installed and back flying normally after the new one was installed.

Bottom line with this story is to really pay attention to anything out of the

ordinary when you are flying. Sometimes a "small" fix makes it much easier to fly better. Sometimes there are things that are "just in your head" but other times it is something that mechanically has actually changed that can be fixed.

Fly Safe!



Quiz Answer:

A—A change in temperature is one of the most recognized discontinuities across a front.

Aviation Classifieds

Flight Instruction/ C-172 Rental—Marsh Flying Services. Private, Instrument, Commercial, Sport
316 587 5412
marshflyingservices.com



Plane Cleaning Service—Contact Michael Ribordy @ 316-640-2630 or 316-775-6626. \$15/hr. I have my own supplies. Reference available.



For Sale: Quad City Challenger, Light Sport Airplane. Asking 10k. Contact Stan Marshall for more details 316-377-6983



If you have something Aviation related to sell or service to offer to EQA area pilots email and I can put something here for you.



For Sale: Taylorcraft BC12-65. Excellent Condition, less than 50 hrs since engine rebuild. Sensenich prop-approx. 30 hrs since new. Always hangered. Located at Marion 43K, Asking \$20k. 620-381-0771 or 620-327-3030



For Sale: 1964 Cherokee 180. TTAF 3928, \$29,500 OBO. Located at EQA. Call Jim Bond for details 785-226-3821



El Dorado/Captain Jack Thomas Memorial Airport

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EQA



The El Dorado Airport (EQA) was first built in the late 1940's. Over the last 60 years it has seen many changes but now consists of two paved runways with over 40 airplanes based on the field. The airport is located approximately four miles southeast of the central business district of El Dorado. At EQA we strive to provide a convenient and affordable choice for aviation fuel, hangar rental, and expansion of your aviation business. EQA provides a safe runway environment that encourages the progress of flight in East-Central Kansas and pushes to be ready for the next step in general aviation.

On the Web:

www.eldoks.com/140/El-Dorado-Municipal-Airport

YouTube:

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In the Pattern

