

Lite-wing News

Middle Tennessee Ultralight Group

August 2004 From the President

As I write this, AirVenture 2004 has come and gone; another one is in the books. I know a lot of our members were planning on attending the event and I look forward to hearing from you at the next meeting. The biggest news I'm sure most of you will report is the release of Sport Pilot as a rule. Skimming through the daily email updates I received while the show was going on led me to believe there is still a lot of work to do to turn the rules into a working system that generates pilots and aircraft from the demand for both. Apparently, one of the bigger disappointments was the stipulation that using a valid driver's license in place of a medical will only be allowed if your previous medical application was not denied, revoked, or suspended. From FAA's standpoint, this only makes sense, and by requiring that any medical problems be cleared up prior to flying, whether as a Private Pilot or a Sport Pilot, the risk to the pilot, passengers, and bystanders should be reduced. What doesn't make sense though is that someone new to aviation, having never gone through the aviation medical application process, will be afforded the same privileges as someone that has. In an attempt to open aviation up to more participants, I believe FAA has created an entire new class of "outcasts"; those who could once fly but now are disallowed must stand on the sidelines while a newcomer takes off with no medical. Somehow, just doesn't seem right to me. On a positive note, this particular portion of the rule may entice some of the existing pilots to convert their aircraft to sport pilot earlier than they planned to, causing the ranks to grow faster than predicted. This would have a positive impact on the numbers that everyone will be volleying around as this section of aviation takes off (no

pun intended.)

I'm sure not everyone will agree with my assessment of this point, but hopefully it will make some of you stop and think. Just because everyone has been waiting on this for years, it doesn't mean that everything will be beneficial or that it will even make sense. What's good for some may be devastating for others. Such is life.

One final thought, just because you can use your driver's license in place of a medical doesn't mean you should. By doing so, you are taking responsibility for anything that happens as a result of a medical condition that you may or may not know of. Look closely, that's your signature on that card, not an Aviation Medical Examiner's.

Scott Weeks

Next Meeting

The next MTUG meeting will be held this coming Saturday, August 21st, 10:00 am at T-Top Airfield.

Fly in or drive in, and we look forward to seeing you all there.

**VISIT OUR WEBSITE
AT:**

<http://www.mtug.us/>

An Invitation

Ultralight and Sport Pilot Fly-In at Buck Creek Airport; Crossville, TN August 28, 2004 – 7am to 7pm

Breakfast and lunch available; overnight-night camping available

Buck Creek Ranch Airport
1775 York Road
Crossville, TN 38555
N35o 53.017 W084o 58.238
2000 ft Grass Strip
East of Crossville airport 130 deg, 8 miles

Driving from Crossville take Hwy 127 South 5.7 miles, Turn left on Old Hwy 28 go 1.2 miles, turn left on York RD go 1.5 miles. Airport is at end of the road.

Thanks, Tom Pelfrey

MTUG Officers

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Here's EXCITING NEWS from LOEHLE AIRCRAFT!!

Don't cover and/or paint any aircraft (wood/metal/composite) until you've checked out this new LOEHLE AERO COATINGS system first-hand! You and your project deserve this exciting, beautiful finishing touch! Perfect for the new Light Sport Aircraft, as well as ultralight/microlight and experimental categories.

Loehle Aircraft Corp., aircraft manufacturer known worldwide for producing the popular "5151" Mustang, P-40 Flying Tiger, etc., has recently introduced a whole new line of covering and paint products. Mike Loehle has painted aircraft since the 1970's and has always strived for the "award-winning, front-cover" kind of finish. These are things you can't buy--- you have to earn them. We have been blessed with the awards and the front covers over the last 27 years. Many people have asked, "How does he do that?" Well, now you can know! And we'll show you how to have a beautiful high-gloss finish on your aircraft! And you can do it with much less time and effort than with other older systems on the market. Mike has worked extensively with chemists on products needed for aircraft, and is proud to share his special blend of the most modern, shiny, flexible chemicals available. To find out more, visit with Mike and crew in Booth #434 in the North Aircraft Display Area at Oshkosh EAA AirVenture from July 27 - August 2, 2004. Check with Mike for times on the daily covering seminars there in the booth.

Sign up for one of our covering classes held at the factory. Call us at 931-857-3419 or click here for a copy of our brochure that gives lots of details, along with frequently asked questions/ answers. Because of much fewer coats required, it's hard to match apples/oranges to compare prices, but click here for our price sheet.

This system provides:

- the shiniest, wettest looking finish-----that award-winning pizzazz!
- most flexible finish available anywhere with unique LOEHLE ULTRA-FLEX TECHNOLOGY
- it's MUCH EASIER and MUCH QUICKER to apply. For example, only 2 coats of Filler/UV Blocker compared to 6 - 10 coats of the other brands!!! This is a tremendous labor savings for you!
 - ❑ special sanding agents have been added to allow you to easily eliminate flaws and to let you see where you've already sanded
 - ❑ unique black/white layers to let you see coverage areas immediately
 - ❑ the latest in today's advanced chemical properties
 - ❑ utilizes crystal clear high-gloss top coat for shine and protection

Don't cover and/or paint any aircraft (wood/metal/composite) until you've checked out this system first-hand! If you want everyone to rave about your workmanship, this is "THE" system you'll want to use on your aircraft project!

For more information, quote on your aircraft covering/painting needs, and/or to be added to the Loehle Aero Coatings mailing list, contact Sandy Loehle at the address below. Be sure to visit our website to see our line of exciting, nostalgic warbird replicas as well.

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JULY MEETING NOTES

Saturday, July 17, 2004
10:00 a.m. @ T-Top

- 22 members present
- Welcome to new members: Barry Glenn & Don Mitchell
- June Minutes approved
- Treasurer's Report by Eddie Pittman: \$2,713.86 in account; income from Spring Fly-In = \$948.31; Fly-In expenses = \$709.85
- Discussion regarding 2005 meetings to be hosted at various places throughout the year (especially during DST months). To be further discussed after the first of the new year. Meetings will continue to be held at T-Top, 3rd Saturday @ 10:00 for the months of August, September & October of 2004. The September meeting to be held across the field in the other hangar since the Franks will not be home that weekend. The November 2004 meeting will resume back at Signature Aviation in Nashville on the 3rd Thursday at 7:00 p.m.
- Sport Pilot reported by Skip Little.
- Eddie Pittman to chair a committee to get a MTUG brochure in the works.
- Eddie Pittman recapped the radio/tv station taping that MTUG was involved in last month. The unedited video was shown during the meeting.
- John Sewell to head up the monthly programs for the meetings.
- Meeting adjourned.

Classifieds: Members may list any ultralight or aviation related items for sale in the newsletter free of charge. Please contact the Newsletter Editor to renew an ad, or if your item(s) has sold.

FOR SALE: Weedhopper Deluxe, also 340 Kawasaki with new redrive and new prop. Also a Zenoah 22 hp single cylinder engine. A Pietenpol Air Camper project. A Flaglor Project and a Striplin Ranger project. Will sell or trade. James Cash 931-738-5776 after 7:30 p.m.

Send your newsletter articles and/or ads to your newsletter editor: Tonya Weeks, 3057 Dell Drive, Hermitage, TN 37076 (615) 453-1111, or e-mail: TonyaWeeks@juno.com