

# LITE-WING NEWS

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THE MONTHLY PUBLICATION  
OF EAA ULTRALIGHT  
CHAPTER #104

President: Skip Little

Vice-President: Don McDonald

Secretary: Bucky Carter

Treasurer: Eddie Pittman

**...NEXT MEETING THURSDAY AUGUST 16, 7:00 P.M. AT CHRIS HEARD'S HANGER**

## From the President

Oshkosh! WOW! - you did it, didn't you? There's not much that can be said if you saw it all. And, if you didn't make it, there's nothing much that can be said here to cover it, you really had to be there. If you weren't, all the magazines will have great coverage, with photos, by writers with real talent, all of which will say - It Was Super!!

At our end of the field, "Down on the Farm", Dick Rayhill, in the yellow Kolb, put in over three hours of circuits on the first day, then he really got with it and put in some serious time during the rest of the week. Ample flying time was available with all types being demonstrated, without conflict. Although the FAR 103/AC 103-7 craft were parachutes and trikes, the fixed wing were all light sport, or they will be for the '08 OSH.

One of the outstanding Experimental Light Sport Aircraft on the Farm was a TEAM 1600 in red and white built by Timm Bogenhagen. Based nearby, but outside the OSH control zone, or whatever they call it now, class F perhaps, he flew it in opening day, and it received ALOT of attention all week.

Especially from the judges, who awarded Timm Grand Champion Light Plane. With less than 50 hours on it, this was a marvelous coming out party. Timm may well have a particularly unique trophy, for his 1600 is a transitioning aircraft, a type of registration that will not be available after January of '08. Congratulations, Timm!

In order to avail your out of compliance ultralight with the transitioning E-LSA registration/certification, according to the published schedule, you MUST begin the process by this Wednesday, the 15th or the FAA will not guarantee that you will make the January 31 absolute deadline. It's not hard, just bureaucratic, so it takes time. Some MTUG members have done it successfully and there were quite a few at Oshkosh, including some aircraft from vendors who are not yet attempting S-LSA compliance.

CGS was absent due to Chuck having to conform to the Consensus Standard in order to offer a fly-away Special Light Sport Aircraft. From that approved S-LSA, he will be able to derive an Experimental Light Sport Aircraft that he can sell as a kit. Evidently, Chuck was planning to have it a done deed by OSH, but since he didn't show, he was probably trying to reach a consensus with the LSA guys in his usual inimitable manner. Perhaps even trying to adjust the standards via application of Muzzleloader. If Chuck had come to Oshkosh, and put on conformance performance in his booth, it would have retired the trophy for hilarity in the Ultralight area. And raised the LSA standards to a new level, or, more likely, some other dimension. Even though the actual events most likely will never be known, the description of achieving LSA for the Hawk, as told by Chuck, will be a new dimension of comedy, as only Chuck can do.

Even without the Hawk, LSA now has some 55 conforming models, about ten percent domestic. Including the Cessna 162, of which deposits (at \$5K each) have been accepted from over 750 buyers. And that is just since the opening day of Oshkosh. If all of the other manufacturers sold only ten planes each at OSH, that would account for perhaps 1200 planes of the LSA type, not even considering all the Part 23 aircraft sales on the field. Or the used aircraft sales. It would seem that sales of some 200 aircraft per day occurred at Oshkosh, probably an all time record. But then, there's next year.

However, if the airlines, with their industry group, the FAA (Federal Airline Association), prevails on the Congress to enact general aviation fees, then it is most unlikely that the '07 Oshkosh aircraft sales will ever be exceeded. No, those proposed fees will not impact ultralights, and will effect only a few LSA's, but that is this year. Fees, just as taxes, are an incurable cancer which spreads. Slowly, at first, until we become somewhat comfortable with the affliction, then

it spreads, until it is too late. So, if you would like to continue to fly, contact your Congressman and Senators, and be direct, tell them your vote depends on their vote. When you get an obscure reply from an aide, drop a postcard in response, noting that you understand their reply was not direct, but that yours is. You intend to vote for their opponent, as will your family and members of your flying club. Although their next reply may be definitive, trust but verify before you vote. I will!

Speaking of voting, it seems that the office of MTUG Treasurer will need to be filled next year, as Eddie is retiring to devote all his time to completing the consummate Hawk. Any member can volunteer to take the office next year, and should we get more than one volunteer we can have an election. Should we get no volunteers, candidates will be appointed, as was done for President.

Since this month's program is a volunteer presentation, perhaps it will set a precedent toward volunteering. So let's all enjoy the Chris Heard show-and-tell, graciously presented in his shop next Thursday. Thanks Chris, it's really appreciated.

*Harold Little - The Skipper*

### Middle Tennessee Ultralight Group

EAA Chapter 104 • Minutes of JULY 19, 2007 Meeting

- ▶ Holmes Ellis tells us his Funk is for sale \$22500.00 .
- ▶ Jimbo revealed his plane is now legal.
- ▶ Motion was made to send a check from MTUG for the coffee we have been drinking at our meetings.
- ▶ Gary White discussed his Reel Foot Lake trip he took near Tiptonville.  
He said it was a 4 hour drive.  
They have their own airport that was state owned.  
They also have a lodge and restaurant (not open).  
He was the only airplane.  
The Mississippi was 2 miles away.  
It was very flat.  
Flight restricted flight path keeps to one side of the park.  
It was 65.8 miles from T-Top.
- ▶ Oshkosh on the 23rd was discussed.
- ▶ John bought some Mini Max pieces - wings and tail feathers. Said it was a nice build.
- ▶ Discussed the need for meeting program ideas.
- ▶ Light Sport Conversion was discussed.
- ▶ User fees were discussed.
- ▶ Use of NOAA weather radio was discussed.
- ▶ Eddie Pittman brought a lot of tools for show and club discussion.

MEETING WAS ADJOURNED.

## ~~THE TRIP TO MOONTOWN~~ (or more appropriately titled...) **HOUSTON... WE HAVE A PROBLEM**

*By: Steve Turney*

The much discussed cast of thousands that were to fly to the Moontown Alabama Fly-in on July 21 took to the sky on the appointed morning. In reality there were



only Gary White flying with Rick Kinney in his trike, and Wade Luicke in his Kolb, Chris Heard in his Flightstar and me in the Hi-

Max. Rick and Gary had already left when Wade and I took off from T-Top at 7:30. Chris was already above the field when we took off.

We hooked up at 2000' and proceeded in the direction of Tullahoma allowing an option of glute mous recirculation if



required and tried to reach the boys in the trike on several frequencies but to no avail so we decided to be real men and make the hour and twenty minute flight in one shot. We generally use 123.45 for air to air communication but it seemed to have more participants than just us so we switched to 123.65. Mr. Heard had apparently ingested a caffeine based beverage before flight that morning and his aging plumbing apparently doesn't have the capacity it once had. He began looking about for a suitable en-route landing sight should his discomfort become more acute. While discussing the nature of his discomfort we were advised by someone (*who was apparently indoors because of the noticeable echo in his radio transmission*) to please use another frequency. We still don't know who that guy might have been? (*I'm envisioning Homeland Security, Presidential Secret Service Advance Team, The Scramble Jets at Redstone Arsenal, etc.*)

As we neared Moontown the traffic picked up and we contacted their "controller" about 5 miles out and were queued to land. On final we also heard the familiar voice of Donald McDonald on the radio in route in the 172. After uneventful landings we were directed to the low



rent parking area behind the hangars and then sought out Gary and Rick in the trike. They soon showed up and executed an

equally uneventful landing. After the usual shameful display of breakfast gluttony we met up with Donald McDonald and his friend Marty Council. The three of us had early afternoon commitments and departed soon after inspecting all of the "new" planes.

The takeoff was not to be as uneventful as the landings though. I took off first with Chris to follow, then Wade. I'm not sure what it is about fly-ins at grass strips, but seems like a lot of folks like to do "high performance ascents" at these places. Chris appears to be more effected by this phenomenon than most, so his takeoff roll was a little higher than normal as was his quick ascent upward. When he was about 100 ft AGL Wade came on the radio and advised him that he had lost a main gear wheel. It appears that Gary



White was taking a picture at the time and caught the wheel in mid air. Being the reporter that I am, I immediately conducted an interview via the radio. The obvious question for a reporter: "how did you feel when Marty informed you had lost a wheel?". His response was "This is going to be expensive."

was "This is going to be expensive."

Young people really come in handy sometimes. Marty retrieved the wheel from some distance down the runway where it ended up after what has been reported as some spectacular bounces. Donald agreed to bring the wheel, with axle still in place, to Shelbyville airport and assist in what had the potential to be a hazardous landing. Since he was in his 172 he could leave most anytime and get there before we did. We discussed the possibility of landing at Chris's field, our reasoning being that it would be a lot easier to get the wreckage into his hanger if it was at least on his own property. We quickly ruled that out because of our concern for the likelihood that a dirt surface would probably initiate a more abrupt stop than a harder surface. Using the engineer Chris's estimates of measurements and my nerdy, chick-magnet, calculator wrist-watch we determined that the wingtip was unlikely to touch if the plane could be kept reasonably straight after touchdown. The pleasure of the return trip was somewhat hampered by the fact that we had an hour to have the inevitable landing on our minds. I never really feared for Chris's life (*easy for me to say*), but I knew this could possibly turn out to be the most expensive breakfast of his life. I hate to admit it, but there was even some discussion between Chris and I about acquiring a video camera so we could record the event, and possibly sell it to one of the "Outrageous Video Shows" (*hey... anything to help defray the cost of a cracked up Flightstar*). We decided it was probably better not to have this on tape.

I landed and with Donald McDonald's help alerted the boys at the airport what was coming down. We got a fire extinguisher and went out to the middle of the runway. Chris made a practice pass at full flaps and slipping to keep the right wing as high as possible. True to my duty as an on-the-spot reporter I was poised with my digital camera to record the event for you. He had to land by the fire extinguisher so I couldn't miss it. Chris came in a little slower this time since his practice run had let him determine his slowest reasonable speed. Since the left wheel was still intact, he was able to "steer" by applying brake as the right side



progressively dug into the runway. After about a 75 foot roll the plane came to a stop intact. Nice job! As luck would have it, the Tracy O'Brien brake rotor extends ½ inch or so beyond the brake cylinder and actually rolled a bit before seizing on the separator springs, but that was apparently enough to allow the speed to be bled off before the "screeching" stop. Note the marks on the runway .

We were then faced with getting a disabled 550 lb airplane of the runway. Several of us picked up the right wing and a few others pushed. We quickly found this endeavor entirely too exhausting. The engineer asked one of the airport boys if they had a "two-wheeler", which was retrieved and then we supported the gear with the rolling device and pushed it to the upper hangar. Since Donald had the retrieved parts we inspected the failure. The axle had been held into a sleeve with only a weld at the back where it was

exposed between landing gear tube members. Donald flew Chris back to T-Top where I put the Hi-Max up, and drove Chris to his place but of course we forgot to take the wheel out of my trunk.

Later that afternoon Chris showed up at my place with the landing gear which he had gone back to SYI to take off the plane. As we put the parts in place it was obvious where the weld had failed. Of course, Mr Heard came up with a better way to attach the axle and repaired the assembly that night. He then went back to the airport the next day, installed the gear, and flew her home..... to fly another day!

(EDITORS NOTE: *Just in case anyone is interested... even though Mr Heard's old-man plumbing is weak, his pants appeared to be completely dry after the plane came to rest..*)



### MTUG AUGUST MEETING AGENDA

- ▶ Greetings and Announcements
- ▶ Visitor Introduction
- ▶ Old Business
  - July Meeting Minutes
  - Treasurer's Report
- ▶ New Business
  - September Program Volunteer
- ▶ Adjournment to the Program by Chris Heard, including war stories.



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