

LITE-WING NEWS



THE MONTHLY PUBLICATION
OF EAA ULTRALIGHT
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FROM THE PRESIDENT:

What have I done? What have I done? What have I done?

Well, it's January now, so in order to keep up the tradition of the monthly article "From the President", I guess I must borrow a dictionary from someone. Skip! Are you there? I didn't notice one in that important looking file box of Stuff that you said I needed to Rule. By the way, I didn't find the Scepter either!

Enough of that! For our upcoming meeting I would like to have an "Open Forum" in which I would like to include a discussion about an MTUG Directory that we have considered from time to time, as well

as our thoughts about what we like to accomplish during this year as an organization. So come prepared with your own thoughts to share with the group.

We want to thank Todd and Sue Lawicki for hosting another great Christmas Party at Their Salem Road Field facility, and thanks to all who helped in purchasing, setting up and tearing down of the same. There were 36 or so in attendance and the caterers did another fantastic job. I believe everyone enjoyed the opportunity to visit and mingle.

I am looking forward to a good and safe year of Ultralight, Light Sport, and

GA flying by our members, and I am confident that with individual and group sharing of knowledge and skills, we can attain that.

Happy flying and or building,
Impeachable ,

John



IN THIS EDITION:

- Adjusting the Bing Carburetor
- A \$30,000 Ultralight Helicopter?
- Aviation Old-Timer
- Classifieds

Calendar of Events!

Thursday, January 15, 7 PM

General Business Meeting:

Program: "Open Forum" & MTSU Award Presentation.

Location:
Signature Flight Support, BNA

***Note:**

There are no minutes from December's meeting due to the fact it was a holiday party!

FROM THE EDITOR:

As your new Newsletter Editor, let me first begin by expressing my gratitude to Steve Turney for his dedication to producing an outstanding monthly publication for these past several years. Steve, I walk humbly in your keystrokes.

I encourage everyone to remember this is YOUR newsletter and serves to report on member's activities, interests and pursuits.

Any MTUG member is invited to submit an article whether self-written or one you find interesting (*citation*

information too please).

Send any suggestions you may have as well as pictures, jokes, etc.

All the best,

Gary
trimspeed@yahoo.com

HOW TO: Adjusting the Bing Carburetor

The Bing Carburetor (36mm) is a three stage system: Idle, Midrange, and Top End System. From the moment the engine is started to approximately 1/4 throttle, the carburetor is running according to how the Idle System is set up. As the idler jet number decreases, the mixture gets leaner; as the number increases, the mixture gets richer. For instance, Idler Jet #45 has a leaner mixture than Idler Jet #50.

Idler Jets

The Air regulating screw must be set as stated in the Bing Jet Chart in order to insure smooth operation of the idler jet. This screw adjusts the air/fuel mixture at idle speeds and for smooth acceleration. Turning this screw in a clockwise direction creates a richer mixture while turning it counter-clockwise creates a leaner mixture. To adjust this screw, gently turn in a clockwise direction until the screw bottoms out, then loosen the screw (in a counter-clockwise direction) the number of turns as recommended in the Bing jet chart. For example, the Rotax 503 would be 0.5)1/2 turn) out (effective range 1/2 - 2-1/2 turns out) Using the carburetor piston adjusting screw to adjust the idle RPM. Turn this screw in a counter-clockwise direction until the Carburetor piston is in the lowest position. Then carefully turn the screw clockwise until it just engages the piston and then continue to turn it clockwise for 2 – 2-1/2 full turns. This determines the idle RPM of the engine and should be set at 2000 RPM. The midrange system affects the carburetor for approximately 1/4 - 3/4 throttle. Once again, the lower the number of the needle jet, the leaner the mixture.

Needle Jets – Jet Needles

The jet needle has three grooves which the holding plate can be snapped into. The three grooves are numbered 1, 2, & 3. With number 1 in the top position (Note: some needle jets have 4 grooves). When the holding plate is snapped onto the top position of the jet needle, a leaner mixture is created than if it were mounted in the #2 Groove

1. Install the sieve sleeve by slightly squeezing it by pushing it all the way up the mixing tube.
2. Smaller numbers indicate decreasing jet opening and leaner conditions.
3. The #54 marked on the side of the carb is just a casting mark.
4. Float guide pins should be polished to insure smooth float action.
5. Floats with aluminum guides should be replaced.
6. Inspect jet needle grooves for wear every 50 hours.
7. Float arm should start out parallel to the float chamber base.
8. Fuel pump must be in system to insure correct fuel level

How to check the Float Level

Start and warm up engine, run the engine at 3/4 power for 2 minutes. Let the engine idle back and cool down for 1 minute. Shut off engine. Remove float bowl while float bowl is sitting on a level surface. The fuel should measure approximately 1/2" from the top edge of the float bowl.

FUEL LEVEL BELOW 1/2" WILL CAUSE A LEAN MIXTURE

FUEL LEVEL ABOVE 1/2" WILL CAUSE A RICH MIXTURE

From: *Light Sport Repair, Inc.*

www.lightsportrepair.com



ULTRALIGHT HELICOPTER—UNDER \$30,000?

The Mosquito XE airframe is a unibody construction made entirely of high quality fiberglass in a vinyl ester matrix. Body and structure are the same to minimize weight and maximize structural efficiency.

The XE is powered by the same Compact Radial Engines MZ202 engine used for years on the open version of the Mosquito. A custom tuned exhaust is used on the XE which weighs two pounds more than the stock exhaust but allows the engine to produce more power while retaining its reliability.

The power train, controls and rotor systems are the same as those used in the open version of the Mosquito with minor modifications. The collective control has minor modifications made to adapt to the different mounts in the XE. The main rotor blade diameter has increased by 1.5 ft to account for the additional gross weight.

The Mosquito XEL is the same as the XE but is equipped with floats. The FAA increases the weight limit of ultralights to 314 lb for float equipped aircraft. The 312 lb empty weight of the float equipped XEL fits into the ultralight class! No pilots license or certificate of airworthiness is required but Innovator will still give \$2000 of the price of the helicopter for the buyer who shows proof of 10 hours of dual training. We Strongly recommend continuing through to a student permit (solo) at a minimum.

From: Innovator Technologies—www.innovatortech.ca

NEW TO OFFICE BUT AN OLD-TIMER IN AVIATION

While new to MTUG's Presidency, John Sewell is not new to MTUG or to the world of aviation.

John's first flying lesson was in an American Champion 7FC at Norfolk, VA airport on October 6, 1962. But, it was toward the end of his tour of duty aboard the USS Randolph (CVS-15), when he began to realize an interest in making a career in aviation.

The pursuit was not without its difficulties but the sweat and study would result in a memorable journey of career and hobby.

Having begun with only a 10th grade education, John persevered with a desire he would proclaim with enthusiasm, "I want to learn as much of that fun stuff as I can.!" And, learn he most certainly did!

Over the years, he has enjoyed serving as: Flight Instructor, Corporate Chief Pilot for several small flight departments, piloting operations in off-airport transportation, aerial traffic survey, pipeline survey, Grand Canyon and Hawaiian Island tours, commercial airline freight and passenger service, as well as an Airframe and Powerplant mechanic with 'Inspection Authorization.'

John has joyfully (mostly) survived just over 11,200 logged flight hours, roughly 13,000 total time.

He currently holds an ATP (Airline Transport Pilot) certificate, Multi Engine Land, CE-500, DC-3, DHC-7, LR-JET, SA-227 with Commercial Privileges in Airplane Single Engine Land, Rotorcraft-Helicopter, Glider and Flight Instructor privileges in

Single and Multi Engine; Instrument Airplane; Rotorcraft-Helicopter.

Involved with ultralights for approximately 12 years, John currently owns a MiniMax (which he rebuilt) and keeps it hangared out of the Lebanon, TN, Municipal Airport. John has enjoyed being an active member of MTUG !

"I WANT TO LEARN AS MUCH OF THAT FUN STUFF AS I CAN!"



MIDDLE TENNESSEE
ULTRALIGHT GROUP

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FLYING FOR FUN!

TO:

CLASSIFIEDS:

◆ **Northwing Maverick Trike**: 2002 chassis & brand new Northwing 14.9m—strutted wing! Rotax 447 w/117 hours total time and comes with a Comtronics helmet/headset. Part 103 compliant, no license required! **\$10,000.**
Contact: Gary White - 615-491-3621 or trimspeed@yahoo.com

● **Weedhopper**, single -seat in good condition. Like-new sails, good engine and prop, pod with new windshield, new tires and tubes. **\$2900.**

● **Pair of Firestone 5.00 - 4 wheels, tire, tubes, and axles**. All in good condition. **\$150**

Contact James Cash - 931-738-5776

