

LITE-WING NEWS

JUNE 2008



THE MONTHLY PUBLICATION
OF EAA ULTRALIGHT
CHAPTER #104

President: Skip Little

Vice-President: Don McDonald

Secretary: Bucky Carter

Treasurer: Bob McComb

...NEXT MEETING THURSDAY JUNE 19TH, 7:00 P.M. AT SIGNATURE AVIATION

From the President

OI' 13MAX received its' 18th condition inspection in May, except that the previous 17 were as an ultralight. This year, under the authority of my Repairman Certificate, obtained through the class given at Todd's, the Annual was done in accordance with FAA requirements. And that is because OI' Max is now N83HL, and was determined to be airworthy on June 1, extending the Annual to June 2009. A test flight on June 3 returned the plane to service, with a great landing.

You see, Meadowlark Aero, homebase of N83HL, is in the center of a productive hay field. Which is mowed with a 52 in. walkbehind mower. Mowing in hot weather (over 90 last cut) leads one to make only seven passes. This yields about a 30 ft. strip between hay, which was about chest high. However, the span on OI' Max is only 26 ft., leaving a generous 2 ft. clearance on each tip.

Returning from the test flight in light turbulence, the runway seemed a bit narrow. As there was high density altitude, holding the airspeed up for better controllability would have no effect on touchdown, for when the throttle closed, we landed. Right then. Sort of in the middle. I couldn't really tell, for in three point there is no forward visibility. Operating by the Braille method (you know you're centered if you're not swerving into the hay), we rolled out and powered to the hangar. The hay was cut the next day.

And it was baled in round bales. With two bales just randomly being positioned less than 10 feet from the runway edges, nearly directly across from one another. They were maybe a third down the runway on the 14 approach. As the runway is 500 ft. long, my next departure on 32, even in higher density altitude, with a leisurely ROC, went above the two bales without there

appearing to be a caution. However, returning to land on 14, in light, gusting wind out of the South, the bales seemed remarkably close together. Smoothly jabbing the throttle, the controls and gently remarking on the ancestry of the guy who placed the bales in a nearly mating position, a three point arrival was accomplished. One point at a time, repeated for some points, actually within the confines of the runway. Yeah, that's right, they picked up the bales the next day.

With the OAT well up in the 80's, the engine props to a start on only a blade or two, and runs quite well, even on gasohol. The engine shows less effect of high density altitude than the wing, for the engine easily makes 6800 RPM on departure, but ROC is maybe 30-40% low. Although more RPM is required for 50 mph cruise, 55-5600, sitting in the sun gets slightly warm. And then I flew over Bonnaroo. No crowds, but lots of people, set-up folks and early arrivals. On over a square mile of open fields in 90 degree heat. I felt cooler. And I sure would rather go to the Salem Road flyin than Bonnaroo. But I shall miss both.

My brother, Lt. Cmdr. Leslie George Little USNR-R, Retired, has died of natural causes after a brief illness. His death occurred within two months of his 85th birthday. He held single and multi-engine land, and multi-engine sea ratings. Les was wounded in aerial combat with elements of the Imperial Japanese Navy Carrier Force in the Pacific. His three sons are also pilots. Arrangements have been made for interment in the Barrancas National Cemetery in Pensacola. There will be a family gathering at his home in Foley, Alabama on June 12-14, so I shall miss the MTUG flyin and preparations at Salem Road Field. My apologies, I certainly wish it were otherwise.

I know that we are losing so many of the 2nd World

**FLY-IN
THIS SATURDAY!
JUNE 14TH, 2008
SALEM ROAD FIELD
(more info on page 2)**

War troops, but I shall miss Les as so many miss their deceased warriors. We have it good because of them, which I will always remember. And appreciate.

But this will all be old news, and done with, by the June meeting. Where we really do have it good, so I'll see you there for our usually disorderly meeting.

Enjoy.... *Harold "Skip" Little*

With Our Deepest Sympathy

The members of Middle Tennessee Ultralight Group, E.A.A. Chapter #104 would like to extend their most sincere condolences to fellow members Jimbo Robertson for the recent loss of his mother Mrs. Mildred Robertson, and also to President Harold "Skip" Little for the recent loss of his brother Lt. Cmdr. Leslie George Little.



And....
 Congratulations to Chris Heard for living to see age 60. He celebrated the **BIG 60** May 27th. We have on very good authority that he received a 7 night supply of Viagra® and a bottle of 5 Minute Energy® as celebratory gifts to mark the special occasion

JUNE MTUG MEETING AGENDA

- ▶ Greetings and Announcements
 - Visitor Introductions
 - Member Happenings
 - Project Reports
 - Flight Reports
 - Salem Road Fly-in Report
- ▶ Old Business
 - May Meeting Minutes
 - Treasurer's Report
 - Newsletter Editor Report
- ▶ New Business
 - Nominating Committee Report
 - Oshkosh Plans
 - Who's Going? How?*
 - BREAK -----
- ▶ Program
 - The Esteemed Mr Mike Argo - *Bon vivant, raconteur, pilot extraordinaire*
 - Discoursing on Flight Safety and Related Foibles*

editor's note: for those of you that need definitions... **(like me)** here they are:

bon vi-vant (bô v-vă) n. pl. bons vi-vants (bô v-vă)
 : A person with refined taste, especially one who enjoys superb food and drink..

ra-con-teur Pronunciation: \?ra-?kän-'t?r, -k?n-\
 Function: noun

: a person who excels in telling anecdotes.

See... it all makes sense now.



FLY-IN SATURDAY JUNE 14, 2008
Salem Road Airfield (aka Lawicki Field)

Field Location
 N36°01.450' &
 W086°16.320'

DRIVING DIRECTIONS

From Murfreesboro: North on Hwy 231. Turn right on Simmons Bluff (1/2mi past Hwy 452 Super Speedway Hwy). Drive 4 miles and turn right on Salem Road. Over 1 lane bridge and drive is on left with wood fence and orange sign.

From Lebanon: From I-40, south on Hwy 231 approx 9 miles to left on Simmons Bluff. Drive 4 miles and turn right on Salem Road. Over 1 lane bridge and drive is on left with wood fence and orange sign.

From I-840: Exit on Hwy 452 (Super Speedway Hwy) and go East to end at Hwy 231. Turn left then 1st Right on Simmons Bluff. Drive 4 miles and turn right on Salem Road. Over 1 lane bridge and drive is on left with wood fence and orange sign.

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