

Lite-wing News

Middle Tennessee Ultralight Group

May 2004 From the President

Greetings this month. First of all, I would like to take this opportunity to thank everyone that took the time to send in articles for the newsletter. This one is larger than usual, due mostly to articles submitted by members. This is a step in the right direction to enhance this newsletter as a form of communication and make it more enjoyable for everyone to read.

Second, flying season is upon us. Please take the time to properly pre-flight your aircraft every time you fly. I hope everyone got all of their maintenance items taken care of over the winter. If you didn't, or if repairs are needed, please don't put them off. Don't be in the air wishing you were on the ground when that item you neglected to repair before you took off.

Third, our Spring Fly-in will soon be upon us. The various committee heads have expended a lot of effort planning the event, so don't disappoint them – make sure to put the event on your calendar and make the time to attend. The committee heads and all of the volunteers don't do all of the work just to have something to do. This is your event, and that means you. If you are reading this, you need to attend.

Finally, some of the “new car smell” has worn off the website. Be sure to pass the web address on to people you meet and chat with so they can check it out. Also, suggestions for content are as welcome for the website as they are for the newsletter.

Scott Weeks

Next Meeting

The next MTUG meeting will be held this coming Thursday, May 20, 2004 at 7:00 pm at Signature Aviation.

The SPRING FLY-IN will be the “hot” topic... join us and bring your spouse!

WANTED:

ULTRALIGHTS & ALL TYPES OF LIGHT AIRCRAFT

AT THE

SPRING 2004 FLY-IN AT T-TOP SATURDAY, JUNE 12TH

We want more aircraft than ever at our spring fly-in this year, and as many of those flying during the day as possible. Whether you have a fixed-wing, trike, powered parachute, or whatever, please make every effort to get your “flying machine” to T-Top on Saturday. If you need help of any kind (transporting, flying, etc.), contact Eddie Pittman at 931-294-5928 or Chris Heard at 931-294-8293.

EAA Ultralight Hall of Fame Award

The 2004 EAA Ultralight Hall of Fame award is among the highest honors of the Experimental Aircraft Association. It celebrates recognized individuals or groups for dedicated service and/or significant contributions to ultralight aviation. Inductees are carefully chosen by a committee of their peers as being outstanding examples of people whose contributions have positively enriched the sport of ultralight aviation. Induction ceremonies are scheduled for the fall 2004 at the EAA Aviation Center in Oshkosh, Wisconsin. To request a nomination form, visit the EAA website at www.eaa.org/ultralights or contact Pat Heyer at 920/426-6507 or pheyer@eaa.org. Nominations forms must be postmarked by June 1, 2004.

Trip with Rob Gaines (single engine 4 place Navion) Saturday April 3, 2004

Several weeks ago Rob Gaines had asked me to go with him to a Navion Fly-in in Meridian, Mississippi on 4/3/04. Of course as the weekend approached we began to monitor the weather trying to predict what we could expect on the weekend. Saturday morning early I could see it was not good. We already had our bags packed

(continued on next page)

Trip with Rob Gaines (continued)

for an overnight, so we took the bags and went to get his plane at the Springfield, TN airport. We might just do some local fun flying. Arriving at Springfield we checked the weather again. It was "socked in" down South and getting worse. So there we were. It was disappointing. Then Rob asked if I had ever seen the *Glacier Girl*. I said I didn't think I had heard of it.

It was one plane out of a four-plane group of WW2 P-38's that took off from Maine in 1942 headed for Europe by way of Greenland and on to England. The weather swiftly turned from bad to worse, leaving them no choice but to crash-land on Greenland's ice cap. Eleven days later the men were rescued. It took another 50 years before *Glacier Girl*, buried 268 feet under the ice, received a similar homecoming. The plane and history in the making are at the Lost Squadron Museum, Middlesboro, KY – information: www.thelostsquadron.com Middlesboro was 200 miles almost directly east near Cumberland Gap. Virginia, Kentucky and Tennessee all come together there. Ceilings that way were 3000 to 4000 feet but very little rain. So we went for it. Flying VFR at 2000 to 3000 feet you can see a lot, and the scenery was beautiful. In the copilot's seat I did much of the straight and level flying. Rob navigated and suggested the headings and altitude. We flew east along the Tennessee-Kentucky line. We crossed the North/South I-65 about 15 minutes out of Springfield and about an hour and half later I-75. Between these two inter-states, we saw some interesting sights. The lush farmlands of Sumner, Macon and Clay coun-ties were being or had

been worked for spring and were laying out in a kaleidoscope of colors and textures. Then the Dale Hollow lake, that straddles the Tennessee and Kentucky border, moved slowly under us. Many boat docks and boats were evident and some had already ventured out on the smooth blue waters. We veered north into Kentucky (still heading east) over a large national forest and recreational area named "Big South Fork" and Cumberland Falls State Park. This wooded area continued for miles and became the Kentucky Ridge State Forest which is on the edge of Middlesboro in the foothills of the Cumberland Mountains. Landing at the airport there with the mountains on all sides was interesting and well negotiated by our pilot Rob. What was even more unusual, houses were right up to within 200 feet of the runway in some places. We noticed it even more when running up the engines preparing for take off that afternoon. We wondered if the dishes were rattling and falling in the kitchen cabinets. There was one North/South runway and good taxi-strips. Near the small operations building was a hangar temporarily housing *Glacier Girl*. A new, much larger hangar is being built for the Lost Squadron Museum and the famous *Glacier Girl*.

Roy Shoffner, local business man in Middlesboro, finances this project. His team brought the last piece from under the ice in Greenland on August 1, 1992. There had been eleven expeditions beginning back in 1977. The Shoffner team had worked 4 years on the extraction. Their object has always been to restore the P-38 to its original flying condition. October 26, 2002 (10 years after the successful recovery) *Glacier Girl* flew. It took 10 years for the detail restoration.

This museum visit was exciting for us. We spent several hours there before retracing our flight plan the 200 miles back west to Springfield. On the return flight we had broken clouds at 3000 to 4000 feet with a little more sun coming through. The national and state forests stretched for miles after leaving the airport. At times it formed a broad carpet of modeled green tree tops as far as the eye could see. I remarked once, "Do you see a good place to make an emergency landing?" There were several suggestions tossed around. Then we came upon Dale Hollow Lake which was even more busy than in the A.M. The two North/South interstates were also more busy. However, we didn't see another plane in the sky until we entered Springfield traffic pattern.

Upcoming Events

May 29-31: Memorial Day Fly-In, Camelot Air Park, Herrin, Illinois, Primarily powered parachutes but all types of ultralights welcome. Norm Burley, (618) 983-3366.

June 11-13: 7th Annual Tri-State Ultralights powered parachute fly-in, Taylor, Missouri. Taylor Airport. Ed Neff, e-mail: edneff@adams.net

June 12: Georgia Sport Flyers Annual Air Rally, Etowah Bend Glider Port, Kingston, Georgia. Contests, camping, fuel available.

June 19: Central Mississippi Light Flyers Father's Day Fly-In, Harrell Field, Brandon, Mississippi. Dee Gilliland, (601) 829-2533, e-mail: deebetty@bellsouth.net

June 19: Great Lakes Fly-In, Livingston County Airport, Reid Baldwin, (517) 545-8891, <http://greatlakesflyin.org>

June 20: Father's Day Breakfast, Mishawaka Pilot's Club Airport, Elkhart, Indiana. John Horvath, (574) 522-6889.

***Protect Our Planes (POP)
Gears Up for Flight Line
Safety -- Volunteer
Opportunities -- EAA
AirVenture Oshkosh 2004***

People from around the world come to EAA AirVenture Oshkosh for primarily one purpose: to look at thousands of aircraft that converge on Wittman Regional Airport. To protect these airplanes - and spectators - the POP (Protect Our Planes) Team monitors flight line activities to make sure visitors abide by the time-tested Oshkosh rules: no smoking except in designated areas, and no food or drink within 10 feet of any airplane. POP now seeks volunteers to join its team from Monday, July 26th (the day before the convention) through Sunday, August 1st. POP patrollers must be at least 14 (ages 14-17 need a parent/ guardian with them) and enthusiastic. No experience is necessary - all you need is a smile - and there's a place for people of all fitness levels. It's a great way for families and/or groups to enjoy EAA AirVenture "from the inside". If you're interested in volunteering, e-mail ProtectOurPlanes@yahoo.com or visit <http://groups.yahoo.com/group/ProtectOurPlanes>.

Greetings from USUA!

I always read with interest, the latest *Lite-wing News*. After only about five short years or so, I now receive it at the correct address! This is my fault and I accept

almost all the blame! I was especially intrigued by the March, 2004, letter containing Keith's column about MTUG history. He stated that the club was formed in 1993. I believe that I too was privileged to attend the inaugural meeting. I was a fledgling USUA Region III Representative and wanted MTUG to affiliate with USUA. Now, some 11 years later, you still have a very viable and active group, are still affiliated with USUA, and I have been honored with the Presidency of the Organization! Your club (Our Club actually) has been graced with many dedicated and knowledgeable people. Two that come to mind (you pick which afore mentioned adjective describes them more appropriately) are Harold (Skip) Little, a USUA Director, and Bob McComb, your Region III Representative. While I'm tootin' your horn, from experience I know that one of the most important, valuable, and least recognized person in the Club is your Newsletter Editor! I had this often thankless and unassisted task for years in Memphis and your Club is to be congratulated for the continued (per Mar 04 issue, since 1994!) issuance of a fine newsletter!

USUA is working on many projects to benefit you, whether ultralight or light sport plane enthusiast. Here are a couple of questions I'd like you to discuss at one of your upcoming meetings. I am starting a survey, both e-mail and in person, about upcoming trends in ultralight/sport aviation and this is the beginning.

(1) If drug testing was required in National competitions, would this affect your participation?
Yes/No/No Impact If yes, how?
Positively or negatively? (Would you feel more secure or more under scrutiny?)

(2) Have you or any one you know been cautioned about noise

pollution either during a local flight or competition?

There are rumblings in the International community about these topics and if questioned about our stand, I want USUA to voice the MEMBERS' opinions and neither the Boards' nor Regional Reps! Please poll your members and ask your Secretary to record the results and e-mail them to me.

I hope to see you at a local fly- in soon. If not, try to attend the National Competitions in Scottsburg, IN in September, 2004. For more information, visit our website. USUA will be there for the event judging and awards presentation. We (USUA) will also be HERE for you. We are as near as a phone call (301-695-9100) or an e-mail to usua.org.

Fly safely. Fly for fun!
God Bless!

Reggie DeLoach
President
United States Ultralight
Association

MTUG Officers

President – Scott Weeks
(615) 453-1111

Vice-President – Donald McDonald (615) 893-8930

Secretary – Tonya Weeks
(615) 453-1111

Treasurer – Eddie Pittman
(931) 294-5928

Newsletter Editor – Tonya Weeks (615) 453-1111

Membership - Eddie Pittman
(931) 294-5928

(additional newsletter content on next page)

Classifieds

Members may list any ultralight or aviation related items for sale in the newsletter free of charge. Ads run at least two consecutive issues. Please contact the Newsletter Editor to renew an ad, or if your item(s) has sold.

For Sale: Murphy Renegade-two place biplane, N numbered, low-time Rotax 582 engine, nice instrument panel, a beautiful airplane. \$12,000.



Painting Support

This is not a solicitation (well, it could be, but not for my interests).

I have a neighbor that lives across the road from Hangar Two here at T-Top. He is a body repairman that works in Nashville at a major auto dealership. He also does auto rebuild of high dollar cars at his home (Porsche, BMW, Jags, and Mercedes). He has a full functional body shop (frame machine, etc.) with a nice 12' x 24' paint booth. It is a first class metal paint booth.

It dawned on me the other day that some of you may have a use for access to a professional paint booth for your aircraft or car projects. Some of you may have the equipment and the hangar, but don't want to go to the trouble to configure it into a 'make-shift' paint booth.

I asked my neighbor if he would consider renting the booth. In discussing the possibility, I emphasized that the rates need to be reasonable. He is interested in renting the booth, or renting the booth with use of his paint equipment, or doing the spraying for you.

If you or a friend has a use for such a proposal, let me know and I'll place you in contact with him.

Ken Franks

**VISIT OUR
WEBSITE AT:**

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

**Send your newsletter
articles and/or ads to
your newsletter editor:**

**Tonya Weeks
3057 Dell Drive
Hermitage, TN 37076
(615) 453-1111**

TonyaWeeks@juno.com

**Thanks for all the submitted
articles this month! ~ tw**

