

LITE-WING NEWS

MAY
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OF EAA ULTRALIGHT
CHAPTER #104

President: Skip Little

Vice-President: Don McDonald

Secretary: Bucky Carter

Treasurer: Bob McComb

...NEXT MEETING THURSDAY MAY 15TH, 7:00 P.M. AT SIGNATURE AVIATION

From the President

It seems that an apology and explanation of the lack of my column in the Newsletter, and my absence from the April meeting are required. The former due to lack of planning and the latter to being out of town.

As Sun 'n Fun occurred the week prior to the meeting, with my return after the Newsletter went to press, the lack of foresight prevented my timely provision of the column to Steve. With no other articles, photos, want ads, and such, Steve produced a markedly brief issue pointing up the need for more submissions by the members. However, since my column was not there, this is not the appropriate time to go down that road.

But the road traveled was I-75 to Sun 'n Fun to park in the Florida mud. Arriving early Tuesday morning, I was parked on a less soft area across the ditch from the ultralight runway announcers tower. Yes, I did get out under my own power without being arrested and I did not return as I had an accommodation for alternate parking. Yes, the parking lot was shut down by mid-day, with attempted attendees sent away. An inauspicious beginning to a rather leisurely attended show.

Rather than cover what all the magazines will do much more professionally, here is a view from the perspective of an interested attendee walking the site from amphibian parking to the MTUG campsite in delightful weather all week. If you are interested in Light Sport, this was the place. Dan Johnson told me that there were then 75 different Light Sport models certified, and more to come by the time you read this. In some sixty years of looking at planes, and nearly as long looking at girls, this had to be the greatest exhibit of new models (don't go there!) that I have ever seen. With something for everyone (careful!).

Yeah, the \$100K average price is tough, but new GA low end stuff is probably twice that, at least, and these Light Sport types will start turning up in "Trade-A-Plane" at better prices over time. Just look, you'll find one you like (stop that!!).

What? You say this is an ultralight club?! You're right, and being a UL proponent, here is the low down on Paradise City. EAA wasn't there, and there were few fixed wing ultralights, mostly trikes and parachutes. John Moody was there with his Riser, and there was an original Eagle, and a couple of private fixed wings. Paul Mather was showing a small single rotor Wankle powered Quicksilver type, there was a battery powered trike and a new glass high aspect ratio \$25K import ultralight. A really slow year for fixed wing legal ultralights, and a few "fat" ultralights.

Good airshows. The Thunderbirds were there, but tax-paying citizens were not allowed near them on the ramp. However, the well used combat duty F16, FA18 and two Warthogs were in the private owner Warbird area where they could be fondled and photographed with no restrictions. Funny, show biz required more security than war-fighters. Go figure. However, to appease the taxpayers, two Delfins (privately owned Czech trainers) in Thunderbird and Blue Angel paint jobs were rolled out on the ramp near the Thunderbirds to make us feel better.

Except for Paradise City, the vendor booths were all packed with goodies, both gold jewelry and electronic whiz-bangs that cost alot of gold. There were all manner of displays of glass panels, although I don't know if they will need converters after next February, which is OK, as they are all beyond my abilities. Especially the "synthetic vision" devices, which are probably required with the glass panels. Considering that everybody is bent over trying to make the glass panels work, synthetic vision would be needed as nobody will be looking outside.

It seemed that alot of the attendees are getting gray headed, particularly the folks that I've met over the years. As there was a most substantial beer hall on site, it seemed that many of us relaxed there. With the usual war stories that have improved over time, and alot of "whatever happened to _____?" conversations. We had a good time.

Upon returning from Sun 'n Fun, final plans were under way for a trip to New Jersey with a friend who had just moved here, but had left his Cessna 150 at Sussex Airport. Final plans were completed, such that I would miss the meeting, but was assured that Vice President McDonald would smoothly fill in. Leaving Meadowlark at 0400 Wednesday for Southwest to Philly, Hertz to Sussex, and then to the 150, which had been tied down for over six months. During that time, an annual had been done, successfully, so we commenced on a pre-flight that was sort of a semi-annual. It was evident that we would not complete the inspection in time to depart for RNC (McMinnville) in the morning, especially as we had the Hertz to return. So we spent the night in the newer (?) of the two previous millennium motels in Sussex.

Completing the pre-flight before lunch, including a sign-off on the transponder, we motored off to return the rental car, meeting some old friends and relatives for a good meal and an early night. Taking the county bus from the motel to the field (fifty cents), we did a standard pre-flight, topped off the tanks and turned the plane to the rising sun (0730) to melt off the frost. During which time we had breakfast at the airport diner, then back to the 150. It started well on the third attempt, using prime.

And off we went into a grand, clear, smooth morning en-route to Cumberland, Maryland at the edge of the Potomac, a small stream. The 150 was nominal, except for no-transmit on the com, which was OK as there was no traffic. After refueling the plane and de-coffeeing the crew we were off to Pikeville, Kentucky. The route to Cumberland was calm, clear and easy sectional navigation. This changed.

It became high scattered and haze, the former due to approaching weather, the latter to forest fire smoke. The combination of which stirred up some turbulence, occasionally quite enthusiastic. The direct course was over West Virginia and Kentucky, terrain that was inscrutable. It seems that the very lumpy, forested hills were random, without ridges, and few streams and occasional roads. As the wind drift when we were on the identifiable course line was slight, we simply held the heading returning the plane rubber side down as required. Being the sectional navigator, I was absolutely certain that we were on the sectional, the exact fold of the chart, however, was not abundantly clear.

Approaching our ETA time, diligent application of the Mark One Eyeball located Pikeville essentially in front of the plane. Having been reasonably (?) on course, we were about on schedule for the fuel/head stop, with minor traffic, which we heard on the com. Since we didn't

transmit, the FBO didn't know we were there until we went into the office to locate the head (the potty, for those without Navy affliction). All tankage being attended, we left in lowered broken overcast, and haze (smoke!).

Navigation was exactly as the last leg, but coming into less lumpy, and definitely more landable terrain. Holding heading with earnest employment of Mark One Eyeball yielded repeated chart folding until a sighting in the haze occurred. It seems that some thirty or so miles ahead just to the right of course was that prehistoric nav-aid, Short Mountain, exactly where it should be even if we knew where we were. And now we did.

Landing at RNC about five-ish, local time, in the usual traffic (none), we were met by Kathy in the warm, pleasant Tennessee afternoon. Securing the 150, we went off to a nice celebratory dinner.

Which is why I missed the meeting. A grand adventure, well within the capability of the 150, and, retrospectively, we should have flown the Shenandoah, rather than direct. We had a mini-glass panel, an aircraft GPS, an extraordinary device, should we come to know how to use it. However, it is unlikely that I will achieve such electronic nirvana, although it did provide some relief entertainment on the trip.

Which brings me back to the old MAX, N83HL, nee 13MAX, and the fueling thereof. It seems that our government is mandating that we put alcohol in the plane, not the pilot as heretofore. And having siphoned gasoline, I certainly can't recommend that for the pilot, regardless of the Surgeon General's report. To obtain clarification on this gasohol scheme, a call was made to Mr. Huddleston, who stated that by June 1, 2009, all auto gas in Tennessee will be adulterated with alcohol. As it has less energy per gallon (BTU's per pound), it will provide fewer miles per gallon, at least 3%. Since our carburetors are jetted for flow (gallons), the engine will see less energy flow. Less energy may lower CHT's, but it also means a leaner burn, which may raise EGT's. Or something.

Further, two stroke oil is probably not soluble in alcohol, so the whole mix in the fuel tank may stratify over time. Or not. Considering the overall lack of specifics on this issue, I am attempting to get a report from a manufacturer of two-stroke engines (snowmobiles, jet-skis, weed whackers, etc.) on their warranty/field experience with gasohol. And to further this issue, it has been reported that the pint container of Pennzoil for Two Strokes is being discontinued, however that is yet to be confirmed. Mr. Bob McComb may be able to shed some light on this situation at the meeting, so stay tuned.

Speaking of Bob McComb, it seems that John Sewell has moved his shop operation to a building owned by Bob adjacent to his B&B. Along with his shop tools, John has brought all the MTUG possessions with him for storage in that same building. Since John and Bob are both at this location, this should be a more convenient location for those items (which may be used for the MTUG Fly-in at Todd's in June). We certainly Thank Ken and Gail for storing all our stuff over the years, and looking out for it in our best interest. Their generosity and hospitality is legendary, and we are grateful for their support of MTUG.

At this point the Middle Tennessee Ultralight Group is rather short of Part 103 ultralights, several moving, as I have, to Light Sport. Although I have over 1000 air hours on my miniMAX, which now sports an N number, my preference is to be an ultralighter. Not only does being an ultralight provide the very greatest freedom from flight restrictions, it's economical. Yeah, two gallons or less per hour sure keeps operating costs down, and, with no annuals or registration or any FAA related costs, it's the way to go. And it's FUN! So what does MTUG do, or where are we going?

Here's my take on it. Let's just keep on keeping on with our great group of members doing whatever type of aviation that they want to do. And have fun doing it. But also be available to each other to assist in being safe in our endeavors. To ensure that we are each aware of the FAA implications of our operations such that we know of not only the aerodynamic and structural risks of our hobby, but also the FAR implications.

So, when you know, tell your flying buddies the straight scoop, to keep us all out of the 5 o'clock News and the FAA greetings. *Enjoy.... Harold "Skip" Little*



UNIONVILLE DIVISION OF HOMELAND SECURITY???
 MTUG member Chris Heard (left) shows off his newly completed spud gun to fellow member Max Pedan. According to early test-firings, flights above 700 feet AGL in the Unionville area are still deemed safe at this time.

MAY MTUG MEETING AGENDA

- ▶ Greetings and Announcements
 - Visitor Introductions
 - Member Happenings
 - Steve Turney's Arrival?!*
 - Project Reports
 - Flight Reports
 - Sun n' Fun
- ▶ Old Business
 - April Meeting Minutes
 - Treasurer's Report
 - Newsletter Editor Report
- ▶ New Business
 - Todd Lawicki's Fly-in Committees
 - MTUG Officer Nominating Committee
 - May 17 Aircraft Spruce Sale
 - BREAK -----
- ▶ Program
 - Bob McComb
 - The Lebanon Event

Sorry for the blonde jokes, but I've used up all my good aviation-related humor.....

IN A VACUUM - A blonde was playing Trivial Pursuit one night. It was her turn. She rolled the dice and she landed on Science & Nature. Her question was, "If you are in a vacuum and someone calls your name, can you hear it?" She thought for a time and then asked, "Is it on or off?"

WHICH IS FARTHER AWAY? Two blondes living in Oklahoma were sitting on a bench talking, and one blonde says to the other, "Which do you think is farther away... Florida or the moon?" The other blonde turns and says "Helloooo, can you see Florida ?????"

BLONDE ON THE SUN - A Russian, an American, and a Blonde were talking one day. The Russian said, "We were the first in space!" The American said, "We were the first on the moon!" The Blonde said, "So what? We're going to be the first on the sun!" The Russian and the American looked at each other and shook their heads. "You can't land on the sun, you idiot! You'll burn up!" said the Russian. To which the Blonde replied, "We're not stupid, you know. We're going at night!"

AT THE DOCTOR'S OFFICE - A gorgeous young redhead goes into the doctor's office and said that her body hurt wherever she touched it. "Impossible!" says the doctor. "Show me." The redhead took her finger, pushed on her left shoulder and screamed, then she pushed her elbow and screamed even more. She pushed her knee and screamed; likewise she pushed her ankle and screamed. Everywhere she touched made her scream. The doctor said, "You're not really a redhead, are you? "Well, no" she said, "I'm actually a blonde." "I thought so," the doctor said. "Your finger is broken."

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