

Lite-wing News

Middle Tennessee Ultralight Group

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

September 2004 From the President

I haven't been paying attention to such things for quite a while, but one of the interesting side-effects to be expected from the newly-enacted Sport Pilot rules will probably be a rise in the prices of classic two-seat aircraft such as various Piper, Taylorcraft, and Aeronca models and the Ercoupe (no matter how you spell it) produced since the end of World War II. All of these companies produced great numbers of airplanes following the end of the war, anticipating consumer demand built up during the war years and the number of returning GIs that were expected to transition to civilian aviation. Many models from these manufacturers meet the aircraft requirements for Sport Pilot and individually they have more operating time than many currently-produced models have combined. Although not plentiful, this type of aircraft can be found in all areas of the country, for prices ranging from outrageous to "Hey, if I just give up doughnuts for a year..." based on condition.

All of these aircraft are extremely simple, even when compared to ultralights. Most were originally certificated without electrical systems, meaning no pesky lights, radios, transponders, and other items of such ilk. Most of them are extremely easy to fly, providing you keep in mind two things: 1. They were certificated before FAR Part 23 and didn't have to exhibit a lot of the stability required by later standards, and 2. All are nearly fifty years old and have been subjected to varying degrees of care and maintenance. Each model has its own endearing qualities and most of them have been subjected to various Airworthiness Directives (AD) over the years. In each case, if you are interested in an aircraft such as this, you would be well advised to find

someone that owns a model you might be interested in and fly it if possible. Educate yourself as to the benefits and potential pitfalls of each and find someone that intimately knows the model you may be interested in. Invest the time to evaluate each to the fullest, and should you decide to buy one, be prepared for the annual inspection that takes a couple of years to finish. No matter what, once you own one, you will become a member of a tightly-knit society that surrounds each. You won't be sorry.

Scott Weeks

Next Meeting

The next MTUG meeting will be held this coming Saturday, September 18th, 10:00 am at T-Top Airfield.

Please Note: Beginning November 18th, the meetings will start back up on the 3rd Thursday of every month at Signature Aviation in Nashville at 7:00 p.m.

Classifieds: Members may list any ultralight or aviation related items for sale in the newsletter free of charge. Please contact the Newsletter Editor to renew an ad, or if your item(s) has sold.

FOR SALE: Weedhopper Deluxe, also 340 Kawasaki with new redrive and new prop. Also a Zenoah 22 hp single cylinder engine. A Pietenpol Air Camper project. A Flaglor Project and a Striplin Ranger project. Will sell or trade. James Cash 931-738-5776 after 7:30 p.m.

MTUG Officers

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

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Newsletter Editor – Tonya Weeks
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Membership - Eddie Pittman
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AUGUST MEETING NOTES

Saturday, August 21, 2004
10:00 a.m. @ T-Top

- 20 members present
- 3 guests present: Richard & Vivian Wrenn, and Brian Coate
- July Minutes approved
- Treasurer's Report by Eddie Pittman: \$2,671.57 in account; received \$75 from spring fly-in caterer; \$20 tip given to caterer
- No Newsletter Report
- No Fly-In Report; however Michelle Peden reported that door prizes have been purchased to be given away at the Fall Fly-In next month. Also, Scott reported that any information that needs to be posted on MTUG's website for the fly-in and other items needs to be sent to him.
- USUA Report from Bob McComb
- Meeting adjourned.
- Program by John Sewell.

Send your newsletter articles and/or ads to your newsletter editor: Tonya Weeks, 3057 Dell Drive, Hermitage, TN 37076; (615) 453-1111, or e-mail: TonyaWeeks@juno.com



WE WANT YOU!

...and your aircraft at the

FALL 2004
FLY-IN AT T-TOP AIRFIELD
OCTOBER 1st thru 3rd

The 2nd Annual GREAT COOSA VALLEY FLY-IN WINGS AND WHEELS

Presented by:
The Experimental Aircraft
Association
Rome EAA Chapter #709
And the Rome-Floyd Festivals
Council
At the Russell Regional Airport on
October 16th, 2004

Activities at the EAA area located on the SE corner of airport:

Friday, 10/15: early arrivals, primitive
(no hookups) camping and showers
available.

Saturday, 10/16: pancake breakfast,
hamburgers and snacks for lunch.

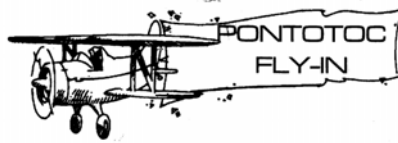
Sunday, 10/17: coffee and pastries for
departures.

Activities on the terminal side located on the west side of airport:

Saturday, 10/16: children's perfor-
mances and activities, food vendors,
static aircraft displays, car show,
motorcycle ride, aircraft awards pre-
sentation, followed by a 1940s style
hangar dance that night.

Aircraft parking is available on both
sides of the airport. Aircraft judging
will take place on both sides of the
field. Free transportation between the
EAA side and terminal side available.

For more information about the Rome-
Floyd Festivals Council, please visit
the website: www.romefestivals.org
For more information about the EAA
call: C.F. Callahan (706) 235-0644



Pontotoc Chapter EAA 987

Pontotoc County Airport

October 30, 2004
10:00 A.M. - 1:00 P.M.

Experimental, Antiques, Ultralights

Barbecue, Hamburgers & Hotdogs
Available

Airport Identifier 22M
Unicom 122.8

For Information Contact:
Ricky Simmons
(662) 489-6960

September 18 & 19

Westwind Airport,
Sweetwater
I-75 between Knoxville &
Chattanooga

Website:
www.flyultralites.com
or Bob Lewis at
865-675-2013



September 1, 2004

I'd like to remind you about an exciting
opportunity available to women who
are interested in taking the first steps
in learning how to fly. This fall, EAA
will host the Coffy Gregory Aviation
Program at the EAA Air Academy
facility in Oshkosh.

Coffy Gregory, a long-time EAA
member and aviation enthusiast from
Rockford, Ill., was one of the first

licensed female pilots in the country.
Her vision and generosity has made
this program possible.

The program consists of two parts.
EAA AeroScholars, a web-based
curriculum that includes EAA's
Fundamentals of Aviation course,
which begins participants on their
journey to take the FAA Private Pilot
written test and earn two college-level
credits. The second portion of the
experience is an extended weekend
residence program held in Oshkosh,
featuring presentations and activities
to further interest in pursuing flight.

Best of all, there are still a limited
number of full scholarships (valued at
\$850) available to EAA Chapters.
Maybe a former Young Eagle has
expressed an interest in learning to fly.
Possibly one of your dedicated ground
support crew is ready to pursue their
dream of flight. You have a chance to
help by nominating someone from your
local area to attend the program.

Once accepted, participants will begin
taking the *EAA AeroScholars* course.
Their progress through the course
material will set the stage for an
intense learning experience in
Oshkosh. The date of the resident
portion of the program is from Friday
afternoon, October 8 through Monday
morning, October 11, 2004. While
attending the residence program,
participants will enjoy a flight (weather
conditions permitting) and continue
working on the Aviation Fundamentals
course with EAA mentors. In addition,
sessions will be held with female
leaders in the aviation profession.

Space is limited and so are the
scholarships, so act quickly. This is an
introduction to aviation class for
women. To qualify, participants must
be 18 or older and have not yet
soloed.

Program registration includes
participation in the web course and
residence experience, including meals
and lodging. Participants must provide
their own transportation to and from
Oshkosh. The closest commercial
carrier airports are Appleton (ATW) or
Green Bay (GRB) airports. EAA will
provide shuttle service to and from
designated airports.

I can't emphasize enough the unique
nature of this opportunity. Coffy
Gregory knew the joy of flight and

(continued on next page)

Coffy Gregory Aviation Program (continued)

wanted to share her passion with future generations of women. Through her generosity, we can do just that. With your help, a group of deserving and enthusiastic women will follow in Coffy's footsteps.

For additional information or to receive an application for the 2004 Coffy Gregory Women's Aviation Program, please contact the EAA Air Academy office at (920) 426-6820 or airacademy@eaa.org.

Sincerely,
Steve Buss
EAA Young Eagles Program
Executive Director

Visiting the "Flying Crocodile" by Gary White

This summer marked the second one in a row that Vanderbilt has sent me to perform a site visit on a student performing a special community service project in Costa Rica. Her placement was teaching English in a very rural community not too far from the Nicaraguan border. It took me two days to get to her site via a treacherous bus ride from the capitol of San Jose and two days to return. The work she was doing for these students was greatly appreciated as the only other source for learning English was by poorly crafted videos made in Mexico where the speakers had thick Mexican accents and used incorrect grammar. Even rural "Ticos" (what people from Costa Rica call themselves) recognize the importance of competence in English as our communities continue to operate within a global community.

After my site visit was completed, I hopped aboard a Sansa (domestic carrier) Cessna 208 and flew from San Jose into Corrallo "airport" on the Pacific Coast. The terminal building at Corrallo is a 4x8' thatched-roof hut with no walls and the landing strip is a combination of grass and mud. Since my ride was not there to pick me up and the only taxi in the town was apparently busy, a local drove me the 40 minutes through rain forest to my destination; the Flying Crocodile. The drive was over a rough road and we had to go the "long way" since, during

the rainy season, the short cut is flooded by a river. Upon arrival though, it appeared that the trip was certainly worth the effort.

The Flying Crocodile is owned by a German couple and, as I was walking up to the outdoor "lobby," all of the guests were speaking German! I had just completed a week of trying to get by in Spanish and now I was surrounded by another language. The main attraction for me to this resort was the fact that they provide ultralight trike rides on their grass strip (a runway in MUCH better condition than the one used by the airline). After checking out the trike, the owner and I made arrangements to go flying early the next morning. I settled into my cabina, turned on the air conditioner and took a needed rest.

I awoke in time for our "family style" dinner where all the guests sit around a large table and share the bowls of food. Tonight's special was calamari (squid) served tempura style (deep fried). It was delicious and plentiful.

The next morning, I found the owner of the Flying Crocodile, Guido, and we hop aboard his "Eagle" trike, powered by a BMW R1150 motor that produces 92 horsepower. Since he knew I was a trike instructor, he let me sit up front and perform the takeoff. He has a fast, double-surface wing on his trike which produces a hands off trim speed of around 57 mph. Since his airspeed indicator was in kilometers per hour, I believe that 57 mph is the accurate conversion.

We soared over the rainforest and beaches of the area while buzzing a few of the other resorts located in the same vicinity. The handling was crisp and the air was calm with just a slight ocean breeze. After about 45 minutes of playing, we landed at the Corrallo airfield to let him up front so he could land at his home airfield. After takeoff, we climbed to around 1500' and, as Guido pushed the bar out, he said, "We go down now!" The trike stalled and he pulled in the control bar and our decent continued at an almost vertical angle until we pulled out just over the beach (in trikes we actually push out instead of pulling out). All the while I was thinking, "I gotta get me one of these double surface wings!"

During the rest of the day, Guido gave 10 more, albeit briefer, rides to guests of the Flying Crocodile. He looked at me with weary eyes and said, "Hey, if

you ever need a summer job..." I wonder if Vandy would give me the summers off?

For more information, go to:
www.flying-crocodile.com



Please see other side for
Fall Fly-In/Campout
Schedule of Events

OCTOBER 1-3, 2004

T-TOP FALL FLY-IN/CAMPOUT

SCHEDULE OF EVENTS

Greetings from Ken Franks,

I'm happy to report that William Kershner has agreed to be one of our speakers at our fly-in. Mr. Kershner will speak at our 1:00 p.m. seminar on Saturday, Oct. 2nd. If you are not familiar with Mr. Kershner, he is a noted author of several aviation education books, published by Iowa State. Mr. Kershner, a former Naval Aviator, former personal pilot for Mr. Piper (original owner of Piper Aircraft Corp.), and aerobatic/unusual attitude instructor for several years, is a respected pilot and aviation authority.

Also, MTUG member Skip Little has agreed to host a seminar on Saturday, Oct. 2nd at 10:00 a.m., covering the latest on the Sport Pilot situation. Skip will be freshly tutored on the subject while at the USUA meeting/convention.

Stand by for other speakers and presentations. I encourage you to attend and also for you to encourage your flying friends to make the campout/fly-in.

Friday October 1st		
1000 - 1100		
1100 - 1200		Final Site Prep
1200 - 1300		Final Site Prep
1300 - 1400		Final Site Prep
1400 - 1500		Final Site Prep
1500 - 1600		Final Site Prep
1600 - 1700		
1700 - 1800		
1800 - 1900	Campfire Meal	Chili and Hot Dogs// Door Prize
1900 - 2000	Campfire Meal	Pilot Briefing
2000 - 2400	Campfire Social	

Saturday October 2nd		
0600 - 0700		
0700 - 0800	Breakfast-Free	Pilot Briefing// Door Prize
0800 - 0900		
0900 - 1000		Aircraft Fly-By
1000 - 1100		Harold Little-Sport Pilot
1100 - 1200	Lunch Concession	VCR Tape Seminar#1// Door Prize
1200 - 1300	Lunch Concession	Pick'n & Grinning// Door Prize
1300 - 1400	Lunch Concession	William Kershner
1400 - 1500	Lunch Concession	Aircraft Fly-By
1500 - 1600		VCR Tape Seminar #2
1600 - 1700		VCR Tape Seminar #3
1700 - 1800		Aircraft Fly-By// Door Prize
1800 - 1900		
1900 - 2000	Campfire Meal	Hamburgers & Chips// Door Prize
2000 - 2400	Campfire Social	

Sunday October 3rd		
0600 - 0700		
0700 - 0800	Breakfast- Free	
0800 - 0900	Breakfast- Free	
0900 - 1000		
1000 - 1100		VCR Tape #3
1100 - 1200		Door Prize
1200 - 1300		
1300 - 1400		