

LITE-WING NEWS

SEPTEMBER
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 SEPTEMBER 18TH, 7:00 P.M. AT SIGNATURE AVIATION

From the President

Of recent, this column has commented in some depth on the regrettable status of ultralight flight training and the lack of practical solutions. And in the area of student training for the aviation industry generally, the situation is somewhat similar, in that too few are graduating to satisfy the growing aviation market. However, our rather quiet Vice President has most generously contributed to the expansion of aviation instruction to provide additional professionals for this demanding market.

The erudite Donald McDonald has made possible the new maintenance facility at the Middle Tennessee State University complex on Murfreesboro Airport. It will be known as the "Donald McDonald Aerospace Maintenance Hangar" with the dedication by MTSU President Sidney A. McPhee on September 17th. It is of considerable significance to be honored by having your name affixed to a University edifice, especially since it was made possible by an aviation enthusiast, alumni of MTSU, a gentleman who, in his desire to give back to his alma mater, has provided the opportunity for more aviation students to achieve their goals. And in the achievement of their goals, all of aviation is benefited. Donald's generosity will be reflected throughout aviation to all our benefit, for which we owe him a hearty - "Thank You!!"

For all the MTUG members, it is a personal honor to have known Donald for several (!!) years, for it is uncommon to have a good friend recognized in this manner. At least it is uncommon to me, maybe our next program should be on how to get to know the beautiful people. However, looking at our membership roster (except Donald), we should probably just continue in our usual confusion. And Donald, after a few meetings, we may start to remember some of the good stories. After all, you are one of us, exceptional though you may be, and we're awful glad to know you.

So what else is new? Well, for those who are, or may be, into experimental amateur built aircraft, the NPRM closes

at the end of this month. This NPRM will make it clear how to build your turbine powered Lancair, should you need that kind of clarity. However, for those building a Pietenpol, or a miniMAX, or a 5151, or any other raw material kit, they won't be able to be certified under the proposed NPRM. It seems that the experimental guys must have PO'd the FAA just like us ultralighters have, whatever that was. Anyhow, go to the EAA website to find out about the 51% rule NPRM, and what you can (should!) do about it. Yeah, I responded, in my usual manner. Which is why I have a rear view mirror on my roll bar (to keep the Friendlies off my 6!).

As for ultralight pilot training, there is not much going on officially, but there are some remote actions under consideration. Just as happened in Light Sport, where the FAA recognized a few (very few!) of their mistakes, and are fixing them, they actually noticed that the elimination of the formal, recognized pilot training by the orgs might possibly have not been a real good idea. No, they aren't doing anything about it, yet, but you never know. Recognition is a milestone, but remediation will be a millstone. It is remotely possible that we may get assistance from somebody with clout, somewhere in the future, so we're working on it. Hopefully, in the not too distant future, as I'm 74.

With that somber thought, I note that my term of office expires this year, and, unless Gary can generate some(one?) candidates, he may have to take the loser in the Presidential race as MTUG President. And that really worries him as the loser may be as politically incorrect as your current office holder. So be sure to attend the next three meetings to see how all this comes out. And, especially to ensure that you don't become President!

See you all at the meeting, and Donald, you done good!

Cordially, Your Soon To Be Ex-President

Harold "Skip" Little

SEPTEMBER MTUG MEETING AGENDA

- ▶ Greetings and Announcements
 - Donald McDonald Recognition
 - Visitor Introductions
 - Project Reports
 - Member Happenings
 - Fly-in Reports
- ▶ Old Business
 - August Meeting Minutes
 - Treasurer's Report
 - Newsletter Editor's Report
- ▶ New Business
 - Donald McDonald Maintenance Hanger
 - MTUG shop equipment contribution supporting Donald's generosity?
 - Possibility of ultralight flight training support
 - Nominating Committee Report - Gary White
 - BREAK -----
- ▶ Program
 - Gary White Presents "Unchanging Magic: Weight-Shift Control Trikes." - **THANKS GARY!**

BUCK CREEK FLY-IN SEPTEMBER 6, 2008

Photos By: Wade Lawicki




Scott Hinote & N3974V
enroute to Buck Creek

15th Annual


**Southeast
Fall Classic Fly-In**

EAA 863


9/20/08



Fuel Discount



Food & Fun



**Aircraft Judging
(many categories)**

**RV Check Ride
w/Mike Seiger**

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Over the two days of an early August weekend, a group of 16 trike pilots gathered in Lawrenceville, Georgia at the garage/workshop of Mike Huffman and Sport Aviation Specialties. The trikers came from Texas, Tennessee, Kentucky, South Carolina and Georgia. The purpose behind their journey was to become certified through an FAA-approved 16 hour course to conduct the annual inspection on their own trikes. MTUG member, Gary White, along with fellow Middle Tennessee triker, Scott Hinote were among the hopeful students.

Over the two days of lecture and practicum, the trikers learned about corrosion, aircraft grade hardware, types of dynamic stress and tension on metals, fabric degradation and recognition, application of proper torque, etc. In the end, both of our intrepid local trikers passed their written exams and returned triumphant. **Congratulations to Gary and Scott!**



Mike Huffman of Sport Aviation Specialties Lecturing

T-TOP EXPANDING RUNWAY LENGTH

Photos By: Chris Heard



L to R: Ken Franks, Jeff Roberts, and Max Pedan do a little logging in preparation for the extension of T-Top's already beautiful grass strip runway.

Final approach on runway 01 at T-Top showing the merging of the new and old runways. As seen by Chris Heard in the FlightStar.



T-Top presently has 2,600 ft inside the cones (plus 500 ft on the north end for overrun, giving 3,100 ft if landing north). With the expansion of the official runway estimated to be 1,000 ft, T-Top will now have 3,600 ft inside the cones, giving pilots 4,100 ft if landing north or taking off south. These numbers don't even include an additional 900 ft of runway owned by fellow pilot and T-Top neighbor Jeff Roberts. Throw in that additional footage and they'll have 5,000 feet landing north or taking off south. *(The above numbers are approximate estimates, as the final length and design of the runway have yet to be determined).*

NEW PLANE IN THE MAKING IN CASTALIAN SPRINGS

MTUG member Jimbo Robinson made us aware of a new plane taking shape here in Middle Tennessee. It's a plans built 7/8 scale 1916 Nieuport 11, and is being meticulously crafted by machinist Bob Hoskins. Designed by Canadian Graham Lee, Bob figures the empty weight to be approximately 400 pounds. The Nieuport 11 is a bi-plane with a top wing of 22 feet, and bottom wing of 20 feet. Total length is 16 feet. Bob plans to outfit his "new" Nieuport with a surplus A084 4 cyl. opposed 4 engine. (approx. 50 hp.) Prop is a Tennessee 54X27, static on 084 is 3000 rpm. with 240 pounds thrust on the test stand. Here's a few pictures of Bob's impressive work so far:



Keep Those Pictures & Articles Coming!

via e-mail to turney@edge.net or via the Postal Service to Steve Turney, 3021 Salem Hwy, Murfreesboro TN 37128

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gyro@comcast.net

FOR SALE - I have an early 80's single seat Condor project that needs a home. It is a Quicksilver look-alike with a Kawasaki 440 engine and belt drive. The wings and tail fabric is still in good condition with little hangar rash and will pass a punch test no problem. It has spoilers. There are a few nose tubes that are bent but can be duplicated, and there very well could be 1 or 2 pieces missing, but hey...it's cheap! I have never tried to assemble it nor have I tried to start the engine, although it does turn over. Not sure if I have a prop, but if I have one it goes with it. Moving and need to sell it for \$800. Heck, the engine alone might be worth that! Call me for more info or directions to come pick it up @ 812-1325. Thanks, Todd Lawicki

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