

Mason Dixon Sport Flyers

"Beware of Cheap Imitations"
USUA Club No. 20

Matt Leubecker, President

April 2005

2005 Father's Day Fly-In

Caps & Shirts Still Available

June 17,18,&19— Father's Day at Footlight Ranch, Wellsville, PA.

The annual Father's Day Fly-In at Footlight Ranch is rapidly approaching and your help would be greatly appreciated! ! Attend the meetings and find out what you can do. Remember that the more help we can muster, the lighter the load for the rest of us and, therefore, the more enjoyable to Fly-In will be for everyone! We hope that you are willing and able to help make this Fly-In the best ever!

We are looking for a small generator to support our fuel trailer for the Fly-In. If you have one or know where one may be obtained, please contact any of the officers.

This year the delicious Prime Rib/Crab Legs Buffet will be held on Friday night, June 17, and the great picnic will be on Saturday night. Reserve these nights for time to chow down and spend some quality time with the other club members!

EAA YOUNG EAGLE FLIGHT PARTY FOR CHILDREN WITH SPECIAL NEEDS

Help is needed for the EAA YOUNG EAGLE FLIGHT PARTY for Children with Special Needs. Denny Carney and Chapter 122 has requested help with this very worthy occasion. The event is scheduled for SATURDAY, MAY 7, 2005, at the CAPITAL CITY AIRPORT, NEW CUMBERLAND, FROM 11 AM TO 3 PM. For more information or to volunteer, contact Denny by e-mail at: dennycarney2@aol.com or telephone him at (717)258-6402. I guarantee you will have a good time helping these kids.

Baseball caps and tee-shirts with the club logo will be for sale at the next meeting. Hats are \$10.00 and T-Shirts \$15.00. Club members get a discount! See Gordon Logan

Safety First!

-You've just taken your plane out of winter storage and are looking forward to your first flight in the summer sun?? – Well, check it out first! Remember to inspect **everything** - cables, controls, motor, prop, and make sure you have fresh fuel! Look for the unwanted mouse bedding. Most importantly— check out the pilot. Yes, you! Are you in shape to fly? Have you put on a little weight the past winter? Have you changed any of your medications that may effect your judgment? Dig out that dusty check list and go over it in detail.

- Check that can of fuel, especially if it is half full! Has it been already mixed or do you know who mixed it? If you are not sure, put it in the lawn mower, not your airplane!

CONFESSIONS OF AN ULTRALIGHT PILOT - PART I

by BOB HEDGES-Florida
Continued from last month

CHAPTER 2 – WHAT THE FAA DOESN'T WANT YOU TO KNOW.

I was told by a senior FAA official (who helped write Part 103) that as long as the Ultralight pilot does nothing wrong, their field examiners have been instructed to NOT inspect the Ultralight. Let's clarify "doing nothing wrong". What this means is how the Ultralight pilot conducts himself at, or near, the airport. This includes taxiing, ground control and flying the pattern. If the pilot buzzes the tower, cuts in front of a high speed jet on final approach, blast other planes with his prop blast, etc. he will most definitely get the notice of the local FAA field examiner and will eventually be talking to that same person. If the Ultralight pilot is flying a "fat Ultralight" and the FAA representative knows the difference, then the Ultralight pilot could be in for a lot of trouble. The solution is simple. The Ultralight pilot should be the most courteous pilot in the air and on the ground. He should always give way to everyone else. Normally the most maneuverable plane will give way to the less maneuverable plane. The Ultralight pilot should be the best mannered pilot at the airport. Therefore, the FAA representative has no reason to come talk to you. Which bring us to another secret.

Most FAA field examiners are not familiar with the true contents of FAR Part 103 and are hesitant to approach you. Remember, ultra lights are the smallest fish in the sea (sky). The FAA has very little to gain from busting an Ultralight pilot. The paperwork is not worth it. Accordingly, most FAA field personnel have not read Part 103, or have forgotten what's in it. If they did, it was a long time ago and they don't remember the details. Still, if you break the rules and make a nuisance of yourself around the airport, he will reread Part 103 and come after you.

Most people don't have the slightest idea of who to complain to about you when you break the rules away from an airport. Who are they to call. The police is no help. Neither is the highway patrol. The local sheriff does have a helicopter but they use it for other things. It is impossible to find a local FAA phone number in the yellow pages. But things could be different.

People who live close to an airport are always complaining about something. Too much noise, too much exhaust fumes, too many low flying planes on final approach and they know who to call. They call the airport manager because they've called him before about their other complaints. He knows the phone number for the FAA official and he calls to get the heat off himself. If the FAA official is sharp, he will call the 3 Ultralight associations and track you down. It happens. Here's the secret: don't annoy anyone near an airport. They know whom to call.

The same thing goes for beach lifeguards. They have wireless radios/telephones and will complain to the local sheriff who will send a helicopter after you.

Sheriff helicopters fly down the Interstate highways so stay clear of these highways unless you are over the legal altitude requirement of 1,000 feet. The sheriff helicopter pilot has fewer reasons than the FAA field examiner to give you a tough time unless you are breaking a flying rule. If you are breaking a flying rule (flying too low) they probably enjoy chasing you out of the sky.

Pilot Gripe Sheet

After every flight, Qantas pilots fill out a form called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems, document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humor.

Here are some actual maintenance complaints submitted by Qantas' pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute decent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're for.

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny. (*I love this one!*)
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.
S: Cat installed.

And the best one for last:

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
S: Took hammer away from midget.

Thanks to NORM CRONE for this article

So You Think You're a Pilot

My husband works in the fuels squadron at an Air Force base, and many of his co-workers complain about the superior attitude of the pilots. One day the fuel guys decided to put things in perspective for the proud pilots. They all came to work wearing shirts inscribed, "Without fuel, pilots are pedestrians."

From Reader's Digest, Humor in Uniform

SPECIAL POINTS OF INTEREST

Next Meeting is April 7, 2005,

at

Bermudian Valley Airpark
23 Milford Green Road
Kralltown
East Berlin, PA 17316
(717) 292-0188

The meeting will start at 7 p.m. Pot-luck dinner will begin at 6:30 so don't forget to bring something delicious to share with the others!

Check NOTAMS Before You Fly

Call 1-800-WXBRIEF (992-7433) or online at WWW.duats.com.

Country Wisdom

- 1... Life is simpler when you plow around the stump.
- 2...A bumble bee is faster than a tractor.
- 3...Words that soak into your ears are whispered, not yelled.
- 4...Meanness doesn't happen overnight.
- 5...Forgive your enemies. It messes with their heads.
- 6...Don't sell your mule to buy a plow.
- 7...Don't corner something meaner than you.
- 8...It doesn't take a very big person to carry a grudge.
- 9...You can't unsay a cruel thing.
- 10...Every path has some puddles.
- 11...When you wallow with pigs, expect to get dirty.
- 12...The best sermons are lived, not preached.

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