
The Jersey Devils

Volume 4 Issue 8

USUA 177

Jim Romano - President

Bill Craft - Editor

October 2002

The Meeting

Jim Romano brought the meeting to order with very much needed and well spoken words for one of our Nations worst tragedies-Sept. 11, 2001 followed by a moment of silence. Thank You Jim. Jim went right to the VP report after the moment of silence.

Vice Presidents report: Tom McDowell Tom touched on the Festival of friends. Jim, Tom and Landy displayed and flew their Trikes from the East end of the taxi way where Justin was taking people up for intro flights. This seemed to help his business as all the colors and strange looking aircraft attracted much attention.

Jim commented how the Hot Dog group did. The cost of products came almost to \$70 thanks to Sue McDowell belonging to 'Sams Club and getting a good deal on the products, the profit was in the area of \$101. The financial report of the total club funds will be reported at our next meeting in October, same day as our Picnic.

A VERY BIG thank you the following people who helped with the Hot Dog stand: Jim & Mary Romano for helping set up and coming to the rescue (pardon the pun) with the tables and chairs.

Harold Lhoest for providing the group with a shelter.

Jim Stalford for coming through with the Hot Dog cooker.

Bill Craft, Harold, Mary, Sue, Liz ran the booth.

Thank you all for making it happen. Nice photo of the group in the photo book inside the flight office.

Tom gave another membership app. and dues from Cape May festival where we signed up another new member. Welcome to the club Dave. We need your smiling face at our club meeting /Picnic on October 12. Tom distributed the new application form (with Driver Lic number & Vehicle tag number) to everyone at the meeting. This was voted on at our July meeting. Bill will put this as attachment with our next newsletter.



Safety Seminars – Starting again in the fall
Check out our Web site and the USUA magazine for insurance info.

NOTAMS- It cannot be stressed enough to be informed BEFORE we go up as to the latest activity that will affect us.

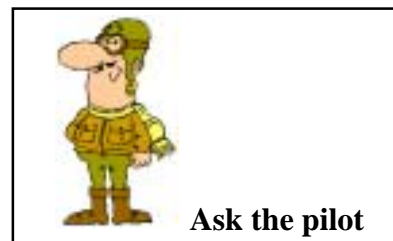
Jim mentioned club 'T' Shirts in that we needed to finalize the order for an October delivery date. Jim also made a motion to order an additional 10 to sell as needed. Motion was approved. I will have finalized the list, forwarded to Rob just after typing up these meeting notes for Bill. (Have you notice any correlation between the quality of the newsletters and the weather?— hum.m.m.m.) , its cloudy and rainy today.) Tom and Eve mentioned the possibilities of some variation in color, type and other 'stuff' for the shirts. Tom and Rob are going to get more info plus cost for our next meeting on this.

Jersey Devils Picnic- October 12th. **This picnic is for ALL the club members.**

EVERYONE-Come on out and enjoy a day of good food, nice people and nice blue sky dotted occasionally with fast moving flashes of rainbow coloring. Starts at 10am. There will be people there early (6am or so. Gotta take advantage of the good air)

Meeting closed-lets have a donut!- Thanks to our 'Energy Assurance Officer'- Jim Stalford.

Make it a point to eat at the Flight Deck restaurant when at the airport- Linda Thomas, the manager says she will stay open year round if we continue to come.. open Thursday-Sunday 8AM- 2PM



Hey, what about props?

Prop Tip #1.. Paint your propeller tips WHITE not red for visibility. The red tips look nice standing still, but merge into gray when the prop is spinning. Propeller accidents are especially messy.

#2.. If you propeller is mounted in front (tractor), paint the back side of the prop FLAT BLACK. This will improve visibility through the blurred prop arc, and reduce reflections when landing with your back to the sun. It should also help with the problem of a strobe light illuminating the prop when you are landing in those nearly dark conditions 30 minutes after sunset on an overcast day. Hairy!

#3.. Retorque the prop bolts at least twice a year. Wood props can swell or shrink and result in prop failure. Various charts of torque values have been published. Don't quote me, but I think our wood props on ultralights go about 14-18 foot-lbs..

Torque composite props strictly according to the manufacturers specifications.

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The Greatest Lies in Aviation I'm from the FAA and I'm here to help you.

We will be on time, maybe even early

I fixed it right the first time; it must have failed for other reasons.

All that turbulence spoiled my landing

I only need glasses for reading.

We shipped the part yesterday.

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Mark your Calendar



Events

Start planning to attend these events; more details will follow, as date gets close

OCTOBER 12 - TOUGHKENAMON, PA- EAA Chapter 240 Fly-In - Pancake Breakfast served from 8:00 AM - New Garden Airport (N57)

OCTOBER 19-20 - WEST CHESTER, PA ROTOR FEST @ BRANDYWINE AIRPORT(N99)> American Helicopter Museum
www.helicoptermuseum.org
610/436-9600

Most local events have stopped for the season. With the advent of winter and unpredictable weather most fly-ins in our area are over.

Look for AOPA & FAA safety seminars in your area, most are held at local airports. They are free and usually have loads of literature.
Call (610)-595-1500 X300 for the FAA Seminar Hotline

Wanted Pilots to participate in a study.

Private, recreational pilots NOT instrument rated are wanted for testing on a flight simulator to baseline your current instrument proficiency. Each student will receive 1 full hour of Instrument flight instruction- FREE as part of this study. The study involves three(3) appointments at Cape May airport (NASW hanger)
1 a sample flight on the flight simulator
2 one hour of instruction
3 final flight on simulator

If you would like to participate in the study contact Bruce Slack at 609-884-2613 –or bjslack@yahoo.com
To schedule an appointment.

It's a fun learning experience that helps you gain that valuable IFR experience for FREE.

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CHALLENGER I - 38 Hours on Rotax 447, CDI, Strobe, Full Lexan Enclosure, Well Instrumented, Brakes, Stits Covers. \$8,800. (603) 253-4316. nov. 02

ULTRALIGHT - Mini Max 1700, framed, 1st come, \$2,000 or best offer. Illness. (508) 998-4722, leave message, will call back. sept. 02

CHALLENGER SINGLE - 440 TTAE, Polyfibre, Cockpit Doors, Electric Start 447 Rotax, More, Always Hangared, \$6900. Excellent Condition. Worth More. (802) 257-0940. nov. 02

PAPER MODELS: 1:24 scale cut out kits, Champ or Taylorcraft. \$6 each, postpaid first class. Bob Kaelin, 1099 Ostrander Ave., Riverhead, N.Y. 11901. aug. 91

NEW SINGLE ULTRALIGHT STROBE – Full 25-joule flash, Powered by 2-stroke engine lighting coil. One-year warranty. Only \$110. Ron Madsen 804-693-5186 or phantom11@toast.net

1986 POBER PIXIE - 102 TTAF, Cont. A65-8F, 65 HP, Approx. 1500 TTE, 783 SMOH, Hangared, Last Inspected & Flown 1994 - \$8,000. Call Brian (802) 333-9254. sept. 02

The Jersey Devils

Classified

Want something listed?

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Or mail to Bill Craft
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VLS1050 will fit Titan, Rans, Skyranger types. Cost \$2800 new sell for \$1995. Good for 7 years.
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Happenings at the Airport at Woodbine

On Monday night of September 16 the Jersey Devils had their say in the court room (Airport Authority meeting). Jim, Tom Eve Harold and Eve attended the meeting which was postponed twice before. Tom presented the proposal for a new hangar to the board. He took advantage of the floor by introducing the club and some of its members to the board as well as out mission statement. The board seemed impressed. The meeting had a positive tone. Tom explained that the members, for the most part, use radios, follow the pattern, and do those things that good pilots do. We presented the board with a written proposal along with a set of plans for the hangar. They said they would get back to us. When is anybody's guess? Jim had a follow up meeting with Cliff (Airport manager), which was a good idea. This type of communication is healthy and lets the Authority that we are not going anywhere. More to come.

Ocean City festival. The day was great. The flying was great. The food was great. There were a lot of planes there of all types. There was a Breezy II (TV antenna with 2 kitchen chairs attached and an engine all hanging from what looks like a Cessna wing. There were a lot of Ultralights there. Some from Alloway, some from the Jersey Shore Ultralights Club and of course the Jersey Devils. Jim, Tom and Landy flew their Trikes there early for breakfast. Bill Craft had his Pazmanny on display and the EAA guys that share the Ultralights side of the sport were there also, Jim Stalford, Nelson Baker and Charlie Haurey. Jim Tom escorted Landy to Cape May. They landed at Cape May for a break after that breakneck speed from Ocean City to Cape May of 26 MPH. Took them an hour and ten minutes! When Jim and Tom taxied down to the active at Cape May they were in a holding pattern for other aircraft to depart.

When it was time to move up in the line Tom had a bit of a time in that the Trike was wobbling. He turned to look only to see a flat tire! The tire was fine on preflight. Must have picked up something on the way out. Lucky the air didn't bleed out while in transit back to Woodbine. That would have made for a VERY interesting landing! He changed the tube on Sunday and flew back to Woodbine.

Some interesting information on safety came out again-totally unprovoked.

Jim thought his story of a recent 'GAS shortage' may serve to keep someone else from a humbling experience or possibly worse! For sake of newsprint and the fact that there is a football game going on right now as I frantically smoke the keys, I elected to shorten this up some.

As one of our most recent news letters reported, yours truly had an awakening experience as a result of a bit of lack of attention to detail when my ball cap traversed through my prop at 50ft AGL on take off. Well...Jim and

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I blazed a trail to Alloway as I reported above. Jim mentioned, if I may paraphrase, "I think I have enough gas." Both of us would later recall those words "I THINK". We flew to Alloway – no problem. Ever notice when you look back at something that went wrong, you can see all the little things that added up to the event. I remember telling Jim that I had some gas in my shed for the lawn mowers. You guessed it- can empty. As Jim continued with the story to the members, we took off from Alloway for a non-stop flight back to Woodbine. I chose to fly over the beach of the Del.River almost the whole way back while Jim held close to the solid ground. When we started our decent and made all the necessary announcements to the passengers and flight crew to buckle their seat belts and place the seats in the upright position, we had Woodbine in site. During our approach as Jim was entering Woodbine Airspace just over runway #1 threshold, he heard a- spoff-spoof- then blah-h-h. Engine out. I could swear I heard him from a ¼ mile away utter those dreaded words (without the radio headset) "OH S- -". Hence the 'reason for the propeller' theory-to keep the pilot cool. Anyway, Jim glided over midfield desperately trying to make runway 12(the active). I pulled way up and to the right out of his way. I watched as he skimmed the side of 12 then put her down and rolled off the runway.

Landy recited an experience almost identical to mine with the saddle bag left open. At least he had the wherewithal to think of it. He checked and secured it (while in flight). It was open and almost had his helmet bag leave the aircraft.

I asked Jim if there were any other 'GAS' stories he could think of. This sparked his memory and told the group about the very next day after his GAS CRISIS that

'Mother Goose' Jessy had the same thing happen to him, however he didn't have the 'I THINK' disease- he had a mechanical problem that caused his loss of fuel problem. He landed in a field just on the other side of 1-19 runway. Everything turned out OK with everyone. Bear in mind. If you have a series of little injuries like splinters in your finger, hit your thumb with a hammer, get something in your eye etc, these lead up to a much more serious injury. A number of more serious injuries leads up toyou get the idea. So far I had a potential serious mistake, Jim, Landy and Jessy had some as well. We need to slow down and check safety before the unthinkable happens.

While I'm on the subject, we tend to fly the beached a lot. BE WATCHFUL of kites, parachutes being towed by boats, banner planes etc. The air over the beaches is very busy even after Labor day.