

AUGUST

SAAPA CALENDAR

In the next few months these flying events may be of interest to SAAPA pilots & members:

Sept 12-15

Reno, Nevada
Reno Air Races for 2002
TJ Wagner @
(904) 443-3636
or
wagner1@visus.jnj.com

Sept 25-29

Newnan, GA
27th Annual
International Cessna
120/140 Association.
Charlie (770) 927-6179

MEETINGS

Our meetings are always on the
second (2nd) Saturday
of each month
@ 9:00a.m.
at the airport.
Join us for our next meeting.

**AUGUST
10**

2002 SAAPA Board of Directors

Email Address

Work

Home

Jim Asselta	President	WFMBFL@aol.com	824-0703	460-0528
Van Fuller	Exec. V. P.	sonex68vf@yahoo.com	806-5408	471-1510
Len Tucker	Secretary/Treasurer	ltucker@leonards.com	829-6541	829-2079
Robert Fleming	V.P. Comm./Newsletter			824-2111
Henry Warner	V.P. Comm./Newsletter	warner@aug.com	461-3245	461-3245
Fred Zimmerman	V.P. of Programs	fhzimm@aol.com		471-4881
Billy Pacetti	V.P. of Programs	pacetti@bellsouth.net	797-1655	797-3325
Dr. Pat Hale	V.P. of Membership	phale175@aol.com	829-2286	824-5935
Tobe Thorpe	V.P. of Excursions	tthorpe@aug.com	829-8128	829-9733
Dr. Bob Thousand	V.P. of Excursions	whitecap03@aol.com	794-1824	824-6048
T.J. Wagner	Board Member	twagner1@visus.jnj.com	443-3636	

St. Augustine
Airport



Pilots Association

c/o Robert Fleming, Newsletter Editor
147 San Marco Ave • St. Augustine FL 32084

FIRST CLASS



FORWARD & ADDRESS CORRECTION

The Flight Line

AUGUST 2002



FLY-OUTS & EXCURSIONS

Summer weather has given us opportunities for fly-outs in part-day increments. On most days the mornings have been great conditions followed by thermals with clouds building to dark and stormy evenings, time to best be on the ground watching.

Sunday the 7th Jumbolair had their fly-in breakfast (1st Sunday every month). The food was reported to be "great" as usual. However, due to an increasing number of hungry flyers and occasional food shortages for late-shows it's wise to be there by 10 and be HUNGRY as the fee for fare is going up. Monday the 8th we were in his 182 from Macon County to Bell County in Kentucky. The objective was to take a look at the P-38 referred to as the

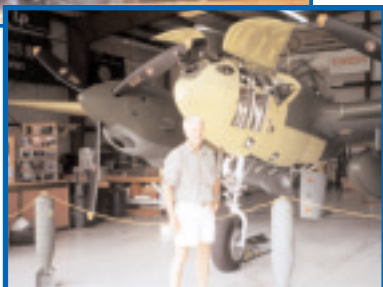
"Glacier Girl" after being pulled from the ice in Greenland in 1992 and meticulously restored at a hanger in Middlesboro, Ky.

The summer haze is thick this year in the Appalachian Mountains, some say due to fires in the Northeast & come say due to coal burning in Tennessee. Whatever the source the smokeys are living up to their namesake.

Our flight involved climbing from 1A5 at 2020 ft. over "The Hump" (Clingman's Dome) at 6643 ft. into Tennessee, then north over the Clinch mountains and through the Cumberland Gap into Kentucky to 1A6 at 1154 ft. The steady power and climb rate of Earl's 182 made the flight up without a hitch. Climbing through the haze and threading between the clouds we still had a good view of the varying terrain from valleys to timber-covered mountains on to the linear ridges of Tennessee bordering the Cumberland Plateau. From the air it's easy to see the historic significance of the Gap for traffic north-south and east-west.

Descending throughout the Gap you're on final for 28 Bell County. Glacier Girl is on your left on the rollout and it's a short walk to the exhibit. The plane has been brought up to new/original condition after a total disassembly and pains-taking re-assembly. Originally scheduled at 18 months, the completed project is closing in on 10 years. The amount of damage from being under more than 240 feet of glacial ice was initially underestimated and has led to a lot more work and replacement of parts. However, the work was very close to completion and should be flying this summer. This is an exhibit that is fascinating on many levels and impressive in it's thorough attention to every detail.

Departing 1A6 was a steady climb back through the Gap continuing the ascent south and into total IFR by the time we reached the Hump. It was clearly a



situation for a qualified pilot with local knowledge and a property equipped plane. As is the case most anywhere the weather can change quickly in these mountains but the terrain can hide the build-up for awhile and definitely adds to the challenge of flying safe in marginal or worse conditions. Once clear of the terrain, the descent out of the clouds put us back in VFR for an easy into the pattern for 25 Macon Co. A great way to spend a summer day!

Saturday the 20th the weather came good and several planes convened at Flagler County (x47) for lunch at their popular restaurant right by the tie down. The weather held for an easy return in the afternoon. Sunday the 28th was again clear (by summer standards) and an early flight to Titusville (TIX) Turned up another good restaurant. This time for breakfast and it got us home before the afternoon build-up.



THE MAINTENANCE LOG

PREVENTIVE MAINTENANCE

By N B (Marty) Martindale



Today we will talk about item 24 of the list of preventive maintenance items that can be performed by the owner operator of an airplane. But, first we need to correct an error in last months article. There are 32 items listed in FAR Part 43 Appendix A that are considered preventive maintenance, not three.

Ok, now to item 24 replacing and servicing batteries. There are two reasons I want to do the battery thing first. As the old saying goes every man has two reasons for everything, a good reason and the real reason. The good reason is batteries are a high maintenance item and require constant attention. The real reason is, I hate batteries and want to get them out of the way.

Most airplanes have two batteries, the engine starting battery, and the ELT battery. The engine starting battery is the lead acid monster that causes all kinds of corrosion, and the acid eats holes in your clothes. The most important things are easy, to keep it clean, charged and the electrolyte at the proper level by adding distilled water, (do not add acid). To clean the battery remove it from the box and wash it with tap

water. There is a right and wrong way to remove a battery. The correct method is to disconnect the negative or ground cable first and then the positive cable. By using this method you lessen the chance of shorting out the battery while removing it. After washing the battery remove the filler caps and add water as necessary. The level should be at the bottom of the filler necks. The battery now needs to be charged, you can use an automotive battery charger for this. The charge does two things, it mixes the water with the acid and brings



the battery up to full charge. Most small battery charges will start charging at about 10 amps and will taper off to 5 amps or less after a short time. How long it takes to start tapering off depends on the condition of the battery. To determine when full charge has been reached use a hydrometer, again you can use an automotive unit to do this. The hydrometer measures the specific gravity of the electrolyte, at full charge the reading should be 1.265 and all cells should be

equal. Any reading less than this indicates the battery is not fully charged and is beginning to show sulfation bad. The hydrometer used should not be used on non aircraft batteries, the lead alloys may not be the same and you could contaminate the acid.

After the battery is fully charged, clean the battery box and reinstall the battery, connecting the positive cable first. To prevent corrosion at the terminals a light coating of No-oxid can be applied, or use a small amount of grease.

Those of us who do not fly everyday may need to connect a trickle charger, to keep the battery in good shape. If you decide to go this route be sure the battery is not overcharged. A word of caution, lead acid batteries are dangerous, they give off hydrogen gas while charging which could explode if a spark is present.

The ELT battery does not require servicing, however it must be replaced at the date indicated on the label. When purchasing a new ELT battery be sure it is fresh, you don't want to install one that is already several months old. Next month the topic will be spark plugs, item 20 on the FAA's list of preventive maintenance.





NOTEWORTHY

SMA, a French manufacturer has received FAA approval for two diesel engines for aircraft. One is 230 hp and the other is 300 hp pending FAA approval. Initial TBO will be 2000 hrs. Cirrus and Maule have agreed to be test aircraft.

Rotec of Australia has developed a 4 stroke, 7 cylinder, 110 hp radial engine for aircraft like the Kitfox. Price is stated to be \$ 15,000.

Your picture on your pilots license? Proposed changes may require pilots license to include your picture. The picture will probably not be much improvement over your current drivers license picture according to a anonymous source. Meanwhile AOPA proposes to FAA to allow drivers licenses as a medical certificate for recreational pilots. Recreational pilots certificate allow pilots to fly VFR fixed gear, two seat aircraft with no more than 180 hp.

1967

CESSNA 150

1/5 share of a Cessna 150.

Good flying aircraft.

Bottom cost for flying low cost 2 place aircraft.

Hangered at F-2 SGJ .
1967 with transceiver,
transponder. Fun flying!

Contact : Henry Warner:
461-3245
\$2500 or best offer.

www.SAAPA.org

To send an email to ALL SAAPA members that have signed up for the email service just send an email to:
SAAPA@yahoogroups.com

- to be added to that list, go to our web site:
www.SAAPA.org
and follow instructions @ bottom right of the St. Augustine picture.

WWW