

The Flight Line

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SEPTEMBER 2002



SURVIVAL NOTES FOR THE RENO AIR RACES

The following are some survival notes for those attending the Reno Air Races.

These suggestions are based upon my experiences at the 2000 Reno Air Races:

- ✈ Wear a broad brimmed hat - you will cook without it because of the altitude and clear skies.
- ✈ Take a bandanna, for your neck, and keep it wet to help keep you cool.
- ✈ Take at least 3 liters of water per person per day - more if you can carry it.
- ✈ Wear only white cotton tee shirts during the day.
- ✈ Wear shorts while at the races - it does not get as cold in the morning as we've been told.
- ✈ Wear white cotton socks.
- ✈ Use suntan lotion of SPF 30 or greater.
- ✈ Use lip balm - the wind will dry your lips out in about an hour.
- ✈ Use a saline spray or Vaseline for your nose - the dry air will turn the inside of your nose to hard rocks for those of us who are used to high humidity.
- ✈ Bring two pairs of dress slacks for the casinos and restaurants and as many dress shirts as you think you will need - this is a guy tip only, women will bring whatever they want even if they don't use it.
- ✈ Binoculars - the Unlimited's get way out there on their course and the Sport class is small and fast.
- ✈ Scanner - to listen to the pits & racers.

Reserved seating tickets were not available until Wednesday in 2000 and are purchased at the field.

Pits are open to spectators Monday through Wednesday at no charge - from Thursday on there is a fee to enter and it's a lot more crowded with less chance to talk to the various team members.

The air shows, between races, are almost the same each day, so save taking pictures until the second day when you know what's going to happen and when.

Taking pictures of planes on the back course is a waste of time, as they are about 1 - 2 miles away and hard to see against the mountains. Save your pictures for the main stretch and Turn 1.



SIMULATOR TRAINING AVAILABLE

Fred Mesmer, a member of SAAPA, has started a simulator training business. The simulator is able to produce seven models of single engine aircraft beginning with the Cessna 172P - 172R-182S- Piper Archer III - Piper Arrow IV - Beech Bonanza A36.

Twin engine aircraft are also included: Beech Baron # 58 and Seneca III. As a bonus you can try jet piloting a MD 80 DC9.

This simulator training can help pilots in all phases and levels of flying from the beginner to the professional pilot.

Fees are \$25 per hour. This is an opportunity to overcome the high cost that flight instruction in a live aircraft. Fred is a retired airline pilot- Flight Safety Instructor - general aviation instructor with ATP - CFI -CFII ratings. Training will begin September 10. You may contact: Fred Mesmer at (904) 819- 0717.

Comment: Bob Malloy, a SAAPA member, who is taking some instrument training using Fred's simulator states: "...Fred and his son are great instructors and the simulator is fantastic. I recommend this for anyone who is up grading like I am or just wanting to get some practice in."





SAAPA QUARTERLY DINNER

Join us on September 28, 2002, at the St. Augustine Skeet Club for cocktails at 6 pm (BYOB). Dinner will follow at 7 pm or so with our speaker to follow. Please call for reservations.

CAPT Jerry L. Terrell, USN (Ret)

Professor of Aeronautics
Jacksonville University
Jacksonville, Florida

A lifetime in aviation is the hallmark of Jerry L. Terrell, Professor of Aeronautics at Jacksonville University. Born and raised in Atlanta, Georgia, he was immediately commissioned in the U.S. Navy and reported for active duty upon graduation from Georgia Tech. After earning his Navy "Wings of Gold", he served on active duty as a Naval Aviator for nearly three decades, retiring with the rank of Captain, USN. Career highlights include flying Navy jets from aircraft carriers all over the world, three combat deployments to Vietnam (one as Squadron Commander) where he earned numerous decorations including 7 awards of the Distinguished Flying Cross, command of the Navy's largest replacement training squadron, and a tour as Commanding Officer of NAS Cecil Field, Florida, one of the Navy's premiere master jet bases.

Later, he flew Boeing 707's with an FAR Part 121 U.S. Air Carrier, Skystar

International Airlines, between various destinations throughout the United States, Canada, Latin America, and Europe. He holds an Airline Transport Pilot Certificate, the highest airman license awarded by the FAA.

Professor Terrell has a Master's Degree in Management, has been at JU for fifteen years, and is a tenured full professor. He teaches both aviation management and air science courses, drawing on 46 years of aviation experience. He was formerly the faculty advisor for the Alpha Eta Rho aviation professional fraternity and now serves in that capacity for JU's student chapter of the American Association of Airport Executives. He has also served on a number of committees on campus and is active in a variety of civic activities. Finally, he considers his students to be not only students but friends, and his many contacts in the aviation world are an invaluable resource to them. Professor Terrell has grown children and resides in Atlantic Beach, Florida, with his wife, Sarah.



ACTIVE FAA PERSONNEL

I believe FAA Tower Personnel have begun monitoring Unicom 122.8 at SGJ. If you are listening up you can hear how they are trying to improve pilot communication during approach and in the pattern.



AIRPORT AUTHORITY

Bill Rose

Candidate for Airport Authority, Group 2

Objective: to eliminate the need for property taxes to support airport operations.

Background: Private Pilot, Business Owner, US Airforce Maintenance Officer

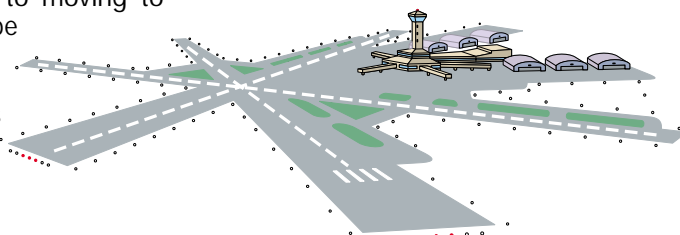
Public Service: Current Board Member; 1999 - incumbent, Chairman; Fla. Secretary of Transportation; City of St. Augustine Beach Commissioner; City of St. Augustine Commissioner; North Florida Regional Planning Council.



SEPTEMBER MEETING

The September SAAPA meeting will be an interesting and important one. The new Supervisor of the FAA tower, David Knight, will introduce himself to us and say a few words. He will take questions after that. I have spoken with him and he sounds like a very nice fellow. He and his family are looking forward to moving to our area. He will be coming down on the 19th of August to assume the duties in St. Augustine. Dave is at present

finishing up his work at the Greenville Airport in South Carolina. After our talk, I feel very good about his approach to the transition of tower ops. My good friend Ted Lane will remain as regional supervisor. Please give David our typical friendly SAAPA welcome at our September meeting.



Here is a picture of an F14 Breaking the "sound barrier" ...

1967 CESSNA 150

1/5 share of a Cessna 150.
Good flying aircraft.
Bottom cost for flying low cost 2 place aircraft. Hanged at F-2 SGJ .
1967 with transceiver, transponder.
Fun flying!

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



SELF SERVICE FUEL

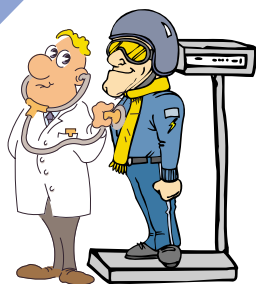
The new self-service fuel system is open. Recently it has been having some problems that are receiving service. A new hose rewinding mechanism is in the works so that it doesn't jam. Also the fueling mechanism is being adjusted.

Like any thing new it will require some time before it is working smoothly. I have used it twice. The first time with no problem. The second time the Airport Authority personnel helped me after some problems. It had a full day service the day before. Current price is \$2.05 per gal.



QUESTIONS & ANSWERS FROM THE FLIGHT SURGEON'S DESK

By N. Patrick Hale M.D., Senior FAA Aviation Medical Examiner



Q What is the weight limit on my FAA medical exam and how can I lose weight?

A There is no specified limit on weight for the FAA medical exam. Common sense tells us that obesity is bad and maintaining a reasonable weight is good. Most people can lose weight by a combination of exercise and reduced calorie intake. Self-discipline is the key. The point is not to lose weight but to lose fat. You must burn 3,500 calories to lose a pound of fat. A reasonable goal is to lose a pound of fat a week.

Q What is the 80/20 plan of diet and exercise?

A Regular exercise is important to lose weight. A rule of thumb for fat loss is 80% from diet and 20% from exercise. Another variation on the 80/20 plan is that 80% of the time you follow your diet and eat low fat foods in moderation and 20% of the time you eat what you like to eat in moderation.



Q What are some of the recommended foods for a low fat diet?

A Fruits such as apples, bananas, cantaloupe, berries, oranges, pears, pineapple; vegetables such as beans, beets, broccoli, brussels sprouts, cabbage, cauliflower, celery, collard greens, cucumbers, lettuce, mustard greens, onions, peas, potatoes, radishes, spinach, squash, turnip greens and zucchini; Cod fish, chicken breast, turkey breast and soy products such as tofu or veggie burgers.



Q I have diabetes requiring medication and a history of coronary artery disease and angina but it is all cleared up now. Can the Aviation Medical Examiner give me a special issuance of my medical certificate?

A Only the Federal Air Surgeon, Regional Flight Surgeon, or the Manager of the Aerospace Medical Certification Division in Oklahoma City can grant an

authorization for special issuance. You should have the Aviation Medical Examiner start the process by giving you the application and performing the physical examination.

Q I had a DUI incident two years ago and this was previously reported to the FAA. Two months prior to this FAA medical application I was pulled over by a State Trooper and I refused a sobriety test. Will this affect my FAA license and medical certificate?

A The FAA looks at a refusal to take a sobriety test as if it were a DUI conviction. The Aviation Medical Examiner must defer issuance of your certificate and recommend the airman provide the FAA with the police report, a written statement from the applicant, and a substance abuse evaluation.

*Remember:
There are two critical points in every aerial flight -- its beginning and its end.*

— Alexander Graham Bell, 1906.





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.




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.

SEPTEMBER 14



SAAPA CALENDAR

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

Sept 12-15	Sept 25-29
Reno, Nevada Reno Air Races for 2002 TJ Wagner @ (904) 443-3636 or wagner1@visus.jnj.com	Newnan, GA 27th Annual International Cessna 120/140 Association. Charlie (770) 927-6179

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FIRST CLASS



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

FORWARD & ADDRESS CORRECTION



THE MAINTENANCE LOG

PREVENTIVE MAINTENANCE

By N B (Marty) Martindale

This month the subject will be spark plugs, item 20 of FAR 43 Appendix A "Replacing or cleaning spark plugs and setting of spark plug gap clearance".

Before starting on how to perform the work we need to have the proper tools. There are two groups of tools needed. The first group is for removing and installing the plugs, and the second group is for cleaning them.



Photo A.

Group 1 tools, see photo A

1. Spark plug socket, and ratchet.
2. Spark plug lead wrenches, two required 7/16 and 3/4 or 7/8 [depending on size of lead nuts]. There are special wrenches made for this, but standard open end wrenches will do.
3. Torque wrench.
4. Spark plug thread lube, this is not a tool but a high-temperature lubricant to prevent galling and seizure of the spark plug.



Photo B.

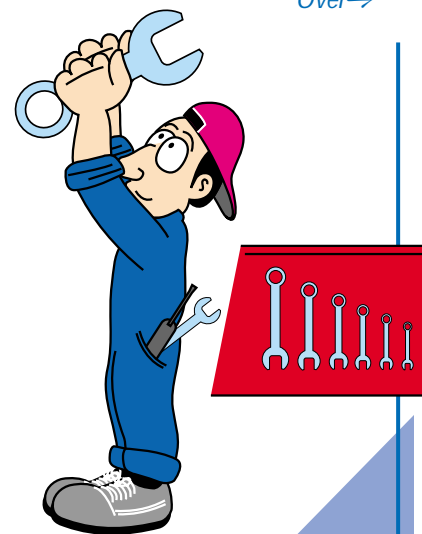
Group 2 tools, see photo B

1. Spark plug cleaner. These come in several types ranging in price from \$20 to \$900. A \$20 wall mount unit from one of the aviation supply companies will do the job. Note plug cleaners work with compressed air, and require a lot of air.
2. Vibrator cleaner, again these can be expensive, but a vibrating engraver with the proper attachment will do the job, they cost \$15 to \$20. The vibrator is used to remove lead deposits.
3. Spark plug tray, to hold the plugs while working with them.
4. Gap gauge, this must be a wire gauge made for aviation spark plugs.
5. Plug gapper, for setting the plug to the proper gap.

Now that we have the correct tools we can get to the job. First remove the lead wire using the

lead wrenches. The lead nut is in two parts, a small 7/16 inch nut next to the wire, and larger 3/4 or 7/8 inch nut that holds the wire to the plug. Place the 7/16 wrench on the nut next to the wire and hold it steady so as not to twist the wire while removing the large nut. Each lead should be marked with the number of the cylinder it is connected to, on the nut or the wire the marking should be 1B or

Over→



Continued

1T meaning 1 bottom or 1 top etc., if they are not marked be sure you do not mix up the wires. Note, the cylinder numbers are embossed on the crank case next to the cylinders. Next remove the plugs using the plug wrench and ratchet. Place the plugs in the plug tray in the hole with the same number as the cylinder, this is important, because if you have a fouled plug you need to know which cylinder is causing the problem.

The plugs should have any oil removed before using the plug cleaner. Use a solvent to remove the oil, and let the plugs dry. The plug cleaner uses an abrasive compound to blast any deposits off the electrodes. A two way valve on the cleaner allows the use of air and abrasive or just air. Insert the plug to be cleaned in the top of the cleaner, set the valve for abrasive, usually marked with B, and blast away, turning the plug as you blast in order to get all sides. Inspect the plug and reclean as necessary. When finished cleaning use the air part of the cleaner to blow away any abrasive. After

finishing with the cleaner the plug should be cleaned with a solvent to be sure all the abrasive compound is removed. Inspect the plug again and if any lead deposits are found remove them with the vibrator with a flat tip attached.

The cleaned plugs need to have the gap checked and set as necessary, if you are installing new plugs they must have the gap set correctly. Let's assume your airplane has a Lycoming O-320 engine with Champion plugs, the correct gap would be between .016 and .021 inch.

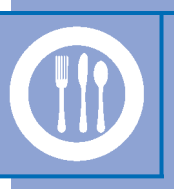
The cleaned and gaped plugs need to be inspected again before installation. When you are sure there is no abrasive or other material on the electrodes or threads, coat the plug threads that go into the cylinder with thread lube, insert the plug into the cylinder and tighten by hand as far as possible. Next use the plug socket and ratchet, and tighten until snug, just snug not tight.

The torque wrench will be used for the final tightening. With the torque wrench attached to the plug socket tighten too 30 to 35 foot pounds. Note the examples given may not be correct for your engine, check the maintenance manual for the proper values.

The next step is to reattach the plug wires. Inspect the wires and nuts to insure they are in good shape. Fasten the lead nuts to the plugs by hand as far as possible, and the use the plug lead wrenches to finish the job using the reverse of the procedure for removal. Do not over tighten as the nuts are easily damaged.



HAPPY FLYING!



SAAPA QUARTERLY DINNER

St. Augustine Skeet Club • Starting at 6 pm.
Additional Information

**FOR RESERVATIONS:
PILOTS QUARTERLY
DINNER
SEPTEMBER 28, 2002
CALL
904-829-6541**

**PLEASE SPECIFY
STEAK OR CHICKEN
AND QUANTITY.
SEE PAGE 2
OF THIS NEWSLETTER
FOR MORE DETAILS.**



AIRPORT AUTHORITY

John C Gorman (Jack)
Members of SAAPA.

Well I'll keep it short. Everybody complains about Government. The only way to do anything about it is to get involved! A platform? A "Common Sense" approach to issues, and a sincere effort to make the Airport Board as public a forum as possible- no "Stealth"! I have to whole heartedly agree with my hangar neighbor, Wayne George in saying -Gee fellows it's a really nice airport, lets try to work on issues we need as local pilots. If you will throw a vote my way I'll do the best job I can.