

# The Flight Line

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OCTOBER 2002



## FLY-OUTS & EXCURSIONS

September is traditionally the heart of hurricane season and this year is no exception. "Isadore" dominated the weather in the Gulf for nearly 2 weeks while "Lili" moved into the Caribbean and "Kyle" began its extended wandering off Bermuda.

Weather-windows for flying VFR have been limited and fly-outs have been a matter of grabbing the opportunity and going ASAP.

Saturday the 28th, we had a break between "Isadore" and "Lili" and flew down the coast to OMN and hiked over to River Bend Club to celebrate the clear,

beautiful weather. This is an amiable and cheerful spot "off the track" but easy to find. October 5th "Lili" had moved on and left a clear High over the Southeast and St Mary's, Georgia was having their annual Rock Shrimp Festival.

Conditions on the way up were ideal. 3500ft kept us clear clouds as well as any traffic in and out of NRB, CRG or 55J. With due respect to the restricted airspace north of the field at 4J6, we kept our approaches to the south and had a great view of the festivities downtown. The FBO provided transportation and we were soon a part of the festival crowd.

The warm weather produced the usual afternoon clouds but the line ended at the beach and we had clear skies offshore for the flight home.

Entering the pattern at SGJ is more organized now and easy to appreciate on a busy day as well as the advisories and weather update on the way in.

Thanks — to the crew in the tower!

The rest of October we should see the return of cooler days and clear skies between the more predictable fronts out of the North and West. Before long we should be in some of the best weather all year for lying.

## BASIC FLYING TIPS

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Find this fun quote and others @  
<http://www.skygod.com/quotes/index.html>

FOR SALE

### SALES/BUYS

One STS Loran: missing data card. Can be used as paper-weight. Inquires: 461-3245

**Apollo Loran:** 604 with rack, antenna and manual. Use as backup for GPS.

**Wanted:** Headset with amplifier circuit.

Let the Editor know what you wish to buy or sell. Use Flight Line to help each other meet aircraft equipment needs and that which you no longer need, but maybe useful to someone else.

1980

### PIPER ARCHER

For Sale

1/2 Share of 1980 Piper Archer II N8098M IFR Certified, Air Conditioned, Standby Vacuum, Loran Engine Monitor, Autopilot NDH, Hangared at KCRG

**\$35,000**

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and follow instructions @ bottom right of the St. Augustine picture.

WWW



## THE MAINTENANCE LOG

### PREVENTIVE MAINTENANCE

By N B (Marty) Martindale

This month we will cover two items of the preventive maintenance list. They are item 1 of FAR 43 Appendix A "Removal, installation, and repair of landing gear tires." And item 4 "Servicing landing gear wheel bearings, such as cleaning and greasing."

The subject of aircraft tires and their maintenance could cover many pages of text. However, for this month we will cover the basic items, (if you would like a detailed review of the subject there are several web sites with good information, I have found the Desser Tire and Rubber Co. Web site at [www.desser.com](http://www.desser.com) to be very useful.)

The first item of business in servicing tires is to jack the airplane up. This may sound like a no brainer, but one of the worst things that can happen is for an airplane to fall off the jacks. The worst, worst thing is to have a retractable gear airplane fall off the jacks or the gear collapse while you are under it, so use every safety measure, and follow the instruction given in the aircraft maintenance manual.

Let's assume we are replacing a worn tire with a new tire. Always use the type and size tire recommended for your airplane. Take a good look at the new tire, note the size and ply rating and compare them to the old tire. You will no doubt have noticed I said ply rating not number of plies,



tires are not rated by the number of plies, but by a rating that relates to its' strength, ie. A 6 ply rating tire does not have 6 plies. Also, note the red dot on the side wall. The red dot marks the lightest part of the tire. This mark should be placed next to the tube filler valve, unless the tube also has a red stripe, in this case the two marks should be aligned.

Now let's get to the job of replacing the tire. The airplane is already jacked up, the next step is to remove the wheel. First separate the two brake halves by removing the bolts holding them together. These bolts may be saftied with safety wire, or they may be bolts of the self locking type. Next remove the cotter key from the axle nut and remove the nut and wheel. We are now ready to remove the tire. Let the air out of the tire by removing the valve core, caution all air must be out of the tire and the valve core removed, or there will be trouble. Next break the tire bead from the rim by using a bead breaker. If you do not have access to a bead breaker you may need to take the wheel to a tire shop. In the past tire irons, or large screw drivers have been used as bead breakers, but this could damage the bead and the practice is not recommended. When the head is free of the rim remove the bolts holding the two rim halves together and remove the tire. If possible, reuse the old tube. To find out if the old tube can be reused check it for cracks and creases, if none are found the tube can be reused. Creases mean the

tube had a fold after it was inflated and is a sign for rejection. Cracks around the filler valve should get close attention, if they show evidence of cracking or splitting close to the valve stem or excessive creasing they should be rejected. Cracks elsewhere need to be inspected by pinching the tube between the finger and thumb to see how deep it is. Cracks in the surface are allowed, deep cracks are reason for rejection. Dust the tube with tube talc and mount the tire and tube on the wheel being sure the red alignment marks are correct, and the tube will not be pinched by the rim. When sure everything is in proper alignment bolt the two wheel halves together and torque the bolts to the proper value shown in the maintenance manual. Inflate the tire and then let the air out and inflate it to the proper pressure. Doing it this way will help remove any air between the tube and the tire, and help seat the tire on the wheel. With the tire mounted on the wheel we are ready to replace the wheel on the airplane, but first the wheel bearings should be greased using the grease recommended in the maintenance manual or other approved grease. Do this by forcing grease into the wheel bearings, if you do not have a bearing greaser use your fingers, it's messy, but it works. Do not remove the old grease unless it is contaminated, just add new grease. Remount the wheel in the reverse order from removal. The axle nut should be tightened so the wheel will turn without

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## QUESTIONS & ANSWERS FROM THE FLIGHT SURGEON'S DESK

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

**Q** I have started taking medicine for blood pressure since my last FAA medical exam and am due for my exam this month. How will this affect my eligibility to fly?

**A** The FAA permits aviators to take blood pressure medicine when there is good control and no side effects from the medicine. At the initial examination the examiner will want to review a report by the applicant's attending physician. The evaluation should include at least three blood pressure readings, personal and family history, assessment of the risk factors for coronary disease, resting ECG, blood work to include glucose, lipid profile, potassium and creatinine levels. Hypertension follow-ups are required annually for first-class and second-class applicants and at the time of renewal for third-class applicants.

**Q** I am due to have my FAA medical exam soon. Will my urine be tested for drugs?

**A** The urine is routinely tested only for glucose and protein. Additional tests may be done at the discretion of the examiner if indicated by the medical history or examination. This is usually done when there is a question of diabetes or kidney disease.

**Q** When do I have to have an ECG for my first-class aviation medical examination?

**A** The ECG is required at age 35 for the first-class medical exam and at age 40 and annually thereafter.

**Q** I recently had a comprehensive physical examination with X-rays and lab work and everything checked out great. Will the FAA medical examiner accept this report so I don't have to have another exam for my flight physical?

**A** No, The designated FAA medical examiner is responsible for conducting the examination and is responsible for the accuracy of the findings. This responsibility may not be delegated. However, he or she may delegate some of the testing to a qualified physician's assistant, nurse, aide, or laboratory assistant. It may be helpful for you to provide a copy of the recent exam to assist in your evaluation.

**Q** I wear contact lenses for my distant vision correction. Will I have to remove my contact lenses for my eye evaluation when I have my flight physical?

**A** The visual acuity is measured with and without correction as part of the eye examination. If you have a report from your eye doctor if may be sufficient, but you should be prepared to remove your contact lenses or wear glasses on the day of your exam.

*Continued from Page 2.*

side play, but not bind. The first time you do this play with it a little to get the proper feel.

After the wheel is on the airplane, check everything to make sure nothing has been missed and everything is saftied with new cotter keys and safety wire. The tire pressure will need to be checked again after about 24 hours, because new tires have a tendency to lose air.

Tires are one of those items that tend to get overlooked until it is too late. To get the best service from tires check them for wear, and the proper pressure regularly. Make sure all petroleum products such as gasoline, oil and hydraulic fluid are cleaned off using ethyl alcohol. A tire setting in a pool of hydraulic fluid will go bad in a very short time.

This short article could not begin to cover the entire range of tire maintenance. I urge everyone to visit one of the web sites of the tire manufacturers for more information.

Next month we will discuss hydraulic fluid.





## FOR YOUR INFORMATION

**St. Augustine Record  
10/8/02**

FAA orders new rudder control system for Boeing 737s.

The Federal Aviation Administration finalized a rule Monday requiring that airlines install a new rudder control system for Boeing 737s.

Problems with the rudder are suspected in two fatal U.S. Air crashes ... the FAA estimates that 2000 U.S. airplanes must be refitted at a cost of \$364 million....

## 1967 CESSNA 150

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

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

## 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.

**OCTOBER  
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### Email Address

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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
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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
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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	

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### Pilots Association

c/o Robert Fleming, Newsletter Editor

147 San Marco Ave • St. Augustine FL 32084

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