

The Flight Line

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NOVEMBER 2002

VP

PROGRAMS

The new tower at SGJ has begun operations as of 7AM October 3, 2002.

Robinson Aviation, Inc. is the contractor for the FAA. David Knight, tower manager, is supported by controllers: Gregory Poole, Matthew Martin, Mark Napier, Jerry Poole and Lorin Austin. The Tower operates daily from 8 am-9 pm. Tower frequencies are: 127.625 tower. Ground 121.175. Currently Jacksonville Approach 121.75 will still be used for IFR approaches. ILS frequency is 111.1.

VFR Reporting points areas are as follows: (North Guana State Park); Northwest (World Golf Village); West (Blue water tower); and South large White Hospital.

The Tower is expected to see some enhancements in the near future. These include Automated Weather Observation (AWOS), Flight Data Input/Output (FIDO for IFR Flight Plans), radar display (DBRITE), and a NOTAM Computer. These enhancements will

help controllers provide you a better service. Should you have questions or would like to visit the tower contact David Knight at 824-2644.



URGENT - FAA - REQUESTS FOR COMMENTS

Please note the final rule is effective October 28, 2002. You must send your comments to reach FAA on or before November 27, 2002.

The FAA has finally decided to listen to airmen's comments in regards to rule changes it wants to impose on all airmen flight certificates. The FAA was hoping to put this in place as fast as possible without hearing from it's General Aviation pilots.

REF:

**DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 61 [Docket No. FAA-2002-11666; Amendment No. 61-107]
RIN 2120-AH76**

Picture Identification Requirements. The changes are to have a photo ID(photo included in pilot certificate). This has been on going with pressure originally started by the DEA Drug Enforcement Assistance Act of 1988,

and now pushing for airport security, and so the FAA is getting ready to act. However, "AOPA" Aircraft Owners and Pilots Association (by letter February 21, 2002), deems it not necessary as we all have a government photo ID (Driver's License) to supply any authority who would want to see such. If in the case a pilot license would require to have a persons picture on it, say from when they 1st obtained their airmen's certificate, then 10-20 years later they would be looking at the younger pilots picture. Unless the FAA is considering us submitting a new photo and paying \$\$\$ for a new certificate every year or so. More Money, More Paperwork!

I agree with AOPA, a current driver's license or passport would work just fine. However, This final rule is effective October 28, 2002. You must send your comments to reach FAA on or before November 27, 2002.

ADDRESSES:

Mail or hand deliver your comments to Docket Management System,

**Docket No. FAA-2002-11666,
U.S. Department of Transportation,
400 Seventh Street,
SW (Nassif Building),
Room 401, Plaza Level,
Washington, DC 20590-0001.**

Send electronic comments to:
<http://dms.dot.gov>

FAA asks that you send them (2) copies of written comments.

See the website www.SAAPA.org for Download "FAA Rule Changes", for complete details.

Bill Gardner

HAPPY FLYING!



THE MAINTENANCE LOG

PREVENTIVE MAINTENANCE

By N B (Marty) Martindale

The topic this month is hydraulic fluid. Hydraulic fluid is covered by item 3 of FAR 43 Appendix A "Servicing landing gear shock struts by adding oil, air, or both", and item 8 "Replishing hydraulic fluid in the hydraulic reservoir".



First we need to know a little about aviation hydraulic fluid, and where it is used. The fluid

used in most light aircraft is a red petroleum based fluid meeting Mil Specs. For example, my Bellanca service manual specifies Mil-H-5606 A for both the gear retract system and the brakes. Other airplanes may specify a different fluid such a Mil-H-5606G. This petroleum based fluid is used in the hydraulic pressure systems that operate the landing gear on some retractable gear airplanes, and other items such as flaps on some airplanes. The pressure pump may be either engine driven or have an electric motor. The brake system also uses a petroleum based fluid. Although some very old airplanes did use an alcohol based fluid like that used in automobiles. Before we get to the methods used in filling the reservoirs it is important to know what type fluid to use, so before adding any fluid check to be sure you have the right type.

In order to add fluid it helps to have a few tools of the trade. Photos 1 and 2 show two home

made aids for adding hydraulic fluid. Photo 1 is simply a pump oiler with a short piece of clear plastic tube added. The two arrows in the photo indicate the pump oiler (A), and the plastic tube (B). The plastic tube must be clear because it will also be used to add fluid to brakes from the brake cylinder up to the master cylinder. More on this later. The plastic tube can be of any convenient length, it also needs to be secured to the end of the pump oiler, the one in the photo is fastened with a piece of safety wire.



Photo 1. (Pump Oiler)

Photo 2 is actually a plastic bottle left over from a strut seal kit. Notice arrow (B) pointing to the very small tip on the end of the of the tubing, this is used to add fluid through very small openings. I doubt if you have one of these bottles, so make your own by adding a small diameter tip to the end of the tube on the pump oiler.

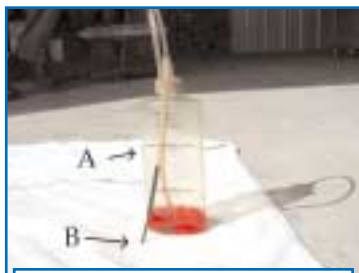


Photo 2.



We are now ready to add fluid where needed. Adding fluid to the reservoir is a no brainer, simply insert the end of the tube on the pump in the reservoir and fill to the correct height. Now we get to the reason for having a clear tube on the oiler. Some airplanes such as the Cessna 172 need to have the brake fluid added at the brake cylinders. To do this open the valve at the brake cylinder (that little thing that looks like a grease fitting) by turning it a half turn with a wrench. Pump the oiler until the clear plastic tube is full and no air bubbles are present, insert the tube over the end of the brake valve and start pumping, be careful to not over fill the master cylinder and get fluid on the carpet. When finished adding fluid close the valve with the wrench.

OK we now get to the part where it could very easily hit the fan, adding oil, air, or both to landing gear shock struts. Some struts have a very high air pressure. In order to service one of the high pressure struts a source of high pressure air is needed, a strut pump or a nitrogen cylinder with a regulator designed for this purpose. Most people do not have this equipment, so lets look at a strut that is easier to service, a Cessna 172 nose strut. A normal air compressor has enough pressure to service this strut. On the top of the

Continued on Page 3.



FLY-OUT & EXCURSIONS

Fall weather is here and with it a welcome change in flying conditions. October was loaded with days of clear skies, cooler temperatures and lower humidity. After the club meeting on the 12th a group of planes headed over to John Brewer's airstrip at Pomona Landing. This is one of the finer turf surfaces in the area between Lake George and Crescent Lake. John has built and maintains an exceptional facility and as always, was a generous host. There are a number of new restaurants and businesses opening up in this rural area and it is becoming more popular as a week end retreat for a bit of "Old Florida." The



following Saturday was again ideal for VFR and Flying Ten Airpark was hosting a fly-in and air show. OJ8 is located 14 miles southwest of Gainesville with 3200 ft of "rolling turf." This is another well maintained grass strip and offers a series of gradual ups and downs mid-field to make the roll-out interesting. This was well

organized and a fun afternoon with aerobatics, static displays, flying antiques, RC models, food, etc. . .

The weekend of the 23rd the weather was marginal through early afternoon but cleared later on to allow for a flight down the coast & across the county to stop in at neighboring air strips and return to SGJ by evening. The Jerry Rooks list of fly-ins is posted at the club and the list keeps growing. Every week there are a number of events to choose from. We're coming into some of the best flying weather all year and we don't have to wait for the weekend to go.



JUST A NOTE

I am happy to inform my fellow members that after our meeting on November 9th retired Navy Captain and SAAPA member Jeff (Sundance) Harrison will present his beautiful Turbo Arrow. It is a great aircraft with a complete IFR package. Sundance and his wife Judy flew it out to Colorado

this summer. Jeff flew attack in the Navy with several tours in Nam. After retirement, he had various aviation jobs and now is a Professor of Aeronautics at JU. His lovely wife Judy is a medical doctor. What can I say? The guy's got it all along with being a great guy himself.



Continued from Page 2.

strut is a valve used to add air, if we are going to add air and fluid let all the air out of the strut, and remove the valve core using a tire valve core removal tool. Next we get to use the very small tip that was placed on the end of the plastic tube attached to the pump oiler. Be sure the strut is completely compressed, insert the small tip through the opening where the



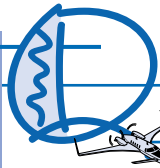
valve core was removed, and fill the strut with fluid. Replace the valve core and add air until the strut is raised to the correct height. If your air compressor does not have enough pressure to do this removing the weight on the nose wheel by pulling down on the tail should do the trick.

The high pressure struts on some airplanes are serviced in a similar manner. But, I would strongly suggest a little on the

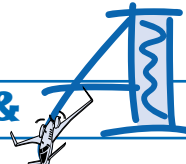
job training before attempting to servicing on of these struts.



While writing this article the thought came to me that it might be a good idea to have a few short periods of instruction on the methods used in preventive maintenance. If there is enough interest we could have some classes on the subject. Let me know what you think.



QUESTIONS & ANSWERS



FROM THE FLIGHT SURGEON'S DESK

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



I have headaches on the left side, which are preceded by a flashing light or visual disturbance and later followed by pain. I don't feel safe driving or flying when this happens. What can I do?



You have what is called the "classic" migraine headache. You should see a physician or neurologist specialist and consider taking medications, which prevent the symptoms. You should consult with the Aviation Medical Examiner about which medicines the FAA allows, as some are permitted and some are not. After an observation period on medicines and no side effects are seen, the FAA will allow you to fly.



I was unconscious for a minute or two following a rollerblade accident last year. Do I have to report this to the FAA at my next aviation medical exam?



Yes. Question 18c on the medical history sheet asks if you

have ever had "unconsciousness for any reason". You should bring a note from your doctor that you have completely recovered and all is fine and any other medical reports of the accident to include CAT scan or x-rays. The FAA guide states that if you have had a concussion with unconsciousness for less than one hour, six months have passed, and complete recovery is fully documented, the Aviation Medical Examiner can issue the medical certificate without having to defer the issue to Oklahoma City.



Do I have to keep reporting an episode of unconsciousness that happened in years past and was previously documented in a prior medical exam?



Yes. If the explanation of the condition was reported on a previous application for an airman medical certificate and there has been no change in the condition, you may note "previously reported" in the explanations section on the front sheet of the application. The Aviation Medical Examiner

may ask you questions about any recurrent episodes.



I have a condition called facial tremor. It causes my hands to shake and head to move from side to side slightly. I have relatives that have the same thing. The neurologist prescribed Inderal. I have no side effects and it helps greatly. Will this cause me any problem with passing my aviation medical exam?



Facial tremor is a benign condition although it can be rather annoying. It can involve the hands, head and voice (such as exhibited by Kathryn Hepburn). This should not be a problem in passing your FAA medical exam as Inderal is a medicine approved by the FAA.

Please forward any questions you have and I will be happy to try to answer them in future newsletters.

Good Luck and fly safely! NPH

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.

**NOVEMBER
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SOME BASIC TIPS

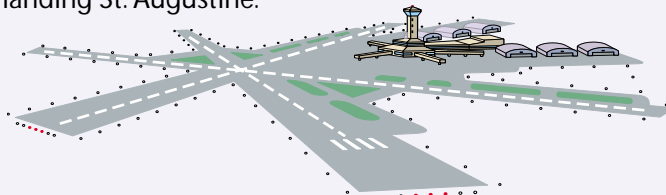
By: Martinelli, George, and RauHofer

Departing Flights:

•Pilots getting ready to start up for taxi for a flight should first pick up ATIS info and it's ID, i.e., "Information Bravo", "Delta", etc. After starting and ready to taxi call ground control and when calling for taxi include the fact that you have ATIS information. This tells the controller that you know what the active is, wx and other items that they want to pass along. Note: If we is 800 feet or less you must always stop your aircraft at the IFR or critical area hold point so as to not interfere with the ILS beam. This is at all airports with a ILS.

Arriving to the airport:

•It helps the tower sequence traffic if when you check in you call altitude, miles, over or abeam a known spot and intentions. For Example: "This is Cherokee 413w 5 miles south checking the Bridge of Lions 2.5 miles inbound landing St. Augustine."



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

SAAPA@yahoogroups.com

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.

- 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

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.

1980

PIPER ARCHER

For Sale

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

\$35,000

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St. Augustine
Airport



Pilots Association

c/o Robert Fleming, Newsletter Editor

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