



Top Fun Flyers NEWS

217th Edition - A Newsletter for Club Members - March 2008



Carol has us in the palm of her hand

16 Hour Repairman Course

by Steven D. Clements

To tell you all about this great course would take several pages and I don't feel like typing it. Remember in high school where most students wanted the back row? In this classroom the reverse was true - except for Jerry, of course. He'd curl up in a ball if he had to sit on the front row.

Ken, Jim Taylor, I and Russ got there first and got the front row. Brian and Carol Carpenter of Rainbow Aviation in Corning California, had come the day before and set up. Clyde Poser was there also from Buckley Washington, learning to present the course himself someday. Along with the Carpenters, he's got im-

pressive credentials and experience. They came to our club meeting on Thursday and gave a short presentation, so everything was in place when we arrived Friday morning.

We each got a small binder with about 10 tabbed sections. As we became more aware of the amount of mind-numbing rules and regulations, we could see the value of publications that summarized all this, as well as those that were cookbooks to help you get compliant. They were available for sale, and I bought about half of them.

The PowerPoint slides were excellent; but talking as fast as they could, the Carpenters covered a ton of material in those 16 hours. We got a 10 minute break every hour for 8 hours per day. This was very helpful. In the hangar

Brian and Clyde set up tables to show us pistons, carburetors, oil filter elements and other parts that were prone to failure. Even more valuable were the discussions, tips and guidance as to WHY things fail and what you can do to prevent it.

Day two was similar, with a lecture portion and hands-on portion. At times we were split into two groups, one to stay in lecture and one to go out into the hangar. After more guidance we went over Russ' orange Quicksilver and Paul Johnson's X-Air, looking for problems you might encounter in a condition inspection. We also gave Paul's Jabiru engine a compression test using a strange tool I'd never seen before.

At course end we took a test, and thankfully we all passed. With a certificate of successful comple-

the Carpenters are a smooth team



tion, we're supposed to take it to the FSDO and they will issue the Repairman Certificate, Inspection Rating. This allows us to do the condition inspection on an ELSA that we own, now and in the future. Can't work on someone else's.

Very good course covering a complicated subject. These three people were quite knowledgeable and professional, and I enjoyed it all very much.

course. So, we spent merely two days taking the course from Brian and Carol Carpenter of Rainbow Aviation. They talked and showed PowerPoint presentations as fast as they could. It became obvious that we were only scratching the surface of all the information out there. Would that surprise you, that the FAA is a complicated collection of rules and regulations? (did you spot my native-woodnotes-wild there?)

So, I watched the weather predictions with dismay as the weekend approached. Naturally, the weather was to suck (or blow, as the case may be) and rain on precisely the days that I wanted to be in the air. Wagering that the meteorological prognosticators might possibly may have misjudged these near-future events, I went to the Nampa Airport anyway. Excellent choice.

I found Gordon and Bob Bashan inside the Shep-Rock hangar, working on "Burger King" (Bravo Kilo). They installed a new magneto and were timing both sides. Bob showed us an interesting method of determining TDC: hang a protractor on the nose cone, screw in a slug into a spark plug hole and rotate the engine until the piston stops on it, then rotate the other direction until the same happens. TDC is the angular halfway point. Did you know that Bob is an A&P, working toward his IA (inspection authoriza-

Up Again

by Steven D. Clements

The weekend I had intended to fly was the weekend I attended the 16 Hour Repairman-Inspection course. It's been nearly a month since I flew.

In order to do the annual condition inspection on your LSA, you need the Repairman Certificate with the Inspection Rating. If you want to do the condition inspection on someone else's LSA, you need the Maintenance Rating which is a 3 week, 120 hour

the hands-on portion was in the hangar



tion)? At the 16 hour Repairman's course, the Carpenters said it is difficult in California to find an A&P to do the annual condition inspection on a wooden airplane, but Bob said he's willing to do that. It doesn't guarantee he'll sign it off, however.

Gordon also brought his old television and VHS player and installed it in the classroom. Video playback should be tons better.

I brought a bag of ice melt that I acquired via a happy circumstance. It's like an umbrella - if you have it around, it won't rain. This will keep the ice away until next winter. Gordon and I hacked and chipped the ice away from my hangar door last month and it was tiresome, to say the least.

I dragged my Challenger out of the way so I could get the Kolb out. Next I dragged the Challenger back in but in the place where the Kolb was. This should make flying the Kolb less of a hassle.

I disconnected the battery charger from the Kolb's battery. It was one of those electronic jobs that maintains the charge after bringing it to peak charge. That way you can walk away from it and not worry about ruining the battery.

There were 7 gallons which was going to be enough for the hour flight I anticipated. The sky was full of puffy clouds so I didn't expect my stomach to endure too much of that kind of air.

Preflight had no surprises, except that the altimeter was 400' off -

yeow. I checked out the operation of the digital radio again, to get familiar with changing channels. I'm accustomed to rolling the number wheels on my Del-Com 960, whereas Gordon's A-21 uses a digital readout with presets already entered.

Electric start is nice. The 377 needs alot more enricher than my Challenger, therefore I misjudged it and let it die. Oh well, figured it out and warmed it up properly. RPM at 2000 makes me hold the brake constantly. Any slower and the gearbox will rattle.

Long taxi to 2-9; and with no one else in the pattern I had the place to myself. Because of a slight crosswind, this taildragger wanted to track at an angle after the tail came up. I was on it late but it didn't matter - I was airborne instantly.

This Kolb climbs well at about 42 mph. I've pitched the Powerfin to hold maximum power at full throttle, so things were feeling right.

I headed north, intending to fly near Perry's place eventually. At 3,500' altitude I backed off the throttle and pitched for level flight. The nose appears lower than my Challenger at level flight, which takes some getting used to. The engine was smooth at 6,000 rpm.

Perry's place is on state highway 55 (to Horseshoe Bend) but from Nampa there are no landmarks. I know generally the correct direction but I always have to feel my way as I get closer. 3,500' was near the base of the puffy clouds

and that creeped me out. Sure enough it got bumpy there.

I had on my special changeable sun tint progressive glasses, and I'm not sure I like them. The sun tint goes from dark to darker in the sun because the UV light activates it. Polycarbonate plastic blocks 100% of the UV so guess what ... my windshield is a sheet of polycarbonate. The progressive addition lens (PAL) is the no-line bifocal which lets me see my gauges clearly, but it also blurs my view of the features below. Wish I had my 20-year-old eyes back (and golf like Tiger Woods, and bat like Ted Williams). Oh well.

After doing the fly-by, I flew over the foothills. Air is bumpy over them even on calm days, so I got tossed around a little. Oh yeah - loved it. I've learned from Jean Allen not to called it turbulent. She didn't exactly use the word "wuss" but she came close :) I'm afraid to use any description beyond "a little bumpy" anymore.

Approaching Nampa I could see two rain cells on the other side of Lake Lowell and they seemed to be heading my way. I heard Gordon on the radio, approaching the pattern from the south. I assumed Bravo Kilo's engine was working well.

As I entered the pattern to the west I heard that two North American aircraft were taking off together from 2-9. I looked down, then looked closer. Ah - two T-6 Texans were staggered and close together. Off they went as I was trying to keep my eyes peeled for other traffic, but want-



they fit just barely

ing to watch the spectacle.

Without much inertia, I had to abbreviate my pattern to avoid getting blown downwind and missing the apron. There was a spam can taxiing my way and would observe my landing. Rats. I ballooned a little, landed tailwheel first, but didn't bounce. I did land near the numbers and had to taxi a mile it seemed before getting to the turnout.

I'm always landing tailwheel first. I'm used to some flare and the Kolb just doesn't. I'll figure it out someday.

At the hangar I met Gordon just before he headed out on other business. We turned the throttle speed screw to give a slower idle, then maneuvered it into the hangar to share space with the Challenger. Since the Challenger was in the Kolb's old spot, we had to improvise. With another ramp and a funky angle we got it to work.

I stayed to glue wood spacers under my hangar door guide, and to repair my footstool. I gassed up the Kolb and attached the trickle

charger thing. After taking apart my voltmeter and resoldering things that didn't need resoldering, I cleaned it's battery terminals and installed a new battery. Much more better.

Tired of reading about my ho-hum adventures? Send me your own.

by Steven D. Clements

In the Pattern

Gordon was up flying about last Saturday and made a trip to Home Dale.

There was Don Ryals, flying his Super Sky Raider. That's all I know. As soon as Don learns to write, he can send me tales of his flying adventures for the newsletter.

He also chatted with Dick Thompson at Council, regarding a fly-in this summer. Last year it was I and Richard Erfurt at Council, met by our ground crews there. If we can arrange another fly-in there, please let's support Russ and make a big deal of it.

If your request for registration (an



*~ Top Fun Flyers ~
A club for ultralight and sport aviation enthusiasts.*

President	Russ Sperry	989-0947	MONTHLY MEETING: The last Thursday of each month except December. Shep-Rock hangar, Nampa Airport. Come early to visit...7:00. The business meeting will start around 7:30 PM
Vice-President:	Al Mulford	775-546-3565	
Treasurer:	Chuck Strough	342-5254	
Safety Officer:	Jerry Jones	841-1492	
Newsletter Editor	Steven Clements	323-1585	

N-number) was at the FAA when the 31 January deadline passed, then the FAA has granted a 2-year extension to obtain the airworthiness certificate.

The meeting is this Thursday, with the business starting at 7:30pm. I have not heard about eats.

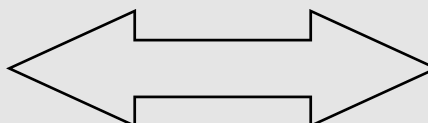


2008 Event Calendar

April 12	IRS Bomb Drop at Homedale
May 31-1	Alvord hot tub repair party. Drive in.
June 19-20	Garden Valley
July 4-6	Council
August 9-10	Float Trip - Smith Prairie on South Fork of Boise River



To submit an article, place or cancel ads, ask a question, or whine about the newsletter, contact the Newsletter Editor. ...Why, that would be me!



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NOVEMBER 2004

PARTS/MISC.

HELMETS AND INTERCOM

- used very little, both are black and X-L with the mic and headsets, intercom, push to talk setup for an ICOM A5 radio (no radio), extension cable for the copilot, today's cost is \$650, sell the setup for \$475 (2 helmets, intercom, visors, helmet bags, extension cord and push to talk). Barry Wester, (208) 584-3138, cell (208) 866-4555 [4-08]

FOR SALE

AIRCRAFT

1985 KOLB FIRESTAR - registered and airworthy ELSA, Rotax 377 with B-box, Powerfin 2-blade, electric start, hydraulic disc brakes, 11 gals fuel, fully enclosed, new nose cone, rewired, much fabric work, cables tightened, \$6,900. Steve Clements, 208-323-1585, sdcod@ cableone.net [3-08]

NOTICE TO ADVERTISERS!!

Let us know immediately if your item sells!! Ads are listed for 3 consecutive months. If additional listings are needed, please call.

Top Fun Flyers would appreciate a donation to the club newsletter fund from sales of items listed in these columns. Thanks

- | | |
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Brian C. teaching the 16 hour course



Carol Carpenter explaining her PowerPoint presentation



Paul Johnson's Jabiru gets a pressure check



cutting tools and oil filter element all strung out

Top Fun Flyers

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Sign me up!!!

I would like to stay updated with what's happening in the ultralight and sport aviation community in southern Idaho. Here is my club membership dues which I understand includes 11 monthly issues of the *Top Fun Flyers NEWS*.

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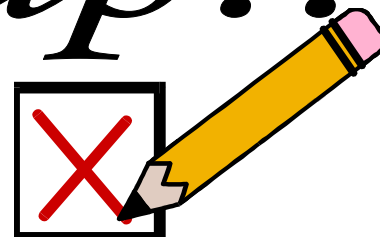
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