

Hoiu Newsletter

AKA The Deer Creek Air Force

www.hoi-ultralights.org

Volume 2006, Issue 3

May 2006

Next Club Meeting

Date: 6/10/2006

Place: Wells Field – Deer Creek, IL

Time: If warm enough (5:30pm gather-6pm) BBQ
7pm meeting

Officers

President

Allan Mays

Board of Directors

Up for grabs

Treasurer

Richard Baner

Secretary

Lynn Dunaway

Webmaster/Newsletter Editor (not reporter)

Tom Eichhorn

Meeting Minutes

By Tom Eichhorn

May 2006

A smattering of club members turned out on a cool evening for the May Meeting. At 7:15 p.m. the remaining 2 went to Port-o-Call for warmth and the such.

More New Product News

by Tom Eichhorn

It has been a while but in our last newsletter (2 weeks) that I ran a report about a product called Piston Kleen.

Fellow club member Jamie Kee bought some and borrowed another member Ed Baxter's heated and sonic parts soaker.

He placed his two pistons in two jars, filled them with enough Piston Kleen to cover the piston, placed them in the parts cleaner, filling the parts cleaner with enough water to disperse heat and sound but not compromise the Piston Kleen and plugged it in.

One and a half hours later his pistons were cleaned with little or no scrubbing. Not only clean but cleaner than he had seen pistons cleaned before.

This prompted Ed Baxter to donate the parts cleaner to our club. A very special thanks to Mr Ed Baxter for his generous donation..hip, hip, hooray.

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New Product News

How to be a Good Sport - Part 1: Acknowledge the Knowledge

by Conrad Grembowicz

If you subscribe to any of the U/L magazines, there have been many articles in the last year concerning becoming Sport Pilot legal. Some of the recent emphasis concerns the approaching deadline (1/30/07) for "registered" U/L pilots to get their license before their previous flying "credit" disappears. If you miss this deadline, it will be more expensive (and more of a hassle) to become legal. Step 1 of the process involves taking and passing the written knowledge test. Recently, a couple of club members took, and passed, the exam (i.e. Steve Hendrick, Conrad Grembowicz, Al Bunnis). Here are a few details that I learned during the process.

The test consists of 40 questions, which are selected out of a pool of 283, that the FAA has on file. A passing score is 70% (i.e. 12 questions missed) and you have 2 hours to complete the exam, which is given on a computer, by an authorized airport FBO.

There are several authorized locations in the area such as Mt Hawley, Peoria, or Pontiac but each test must be scheduled through the FAA (1-800-947-4228) and the cost \$90 for the privilege. Another test sign up requirement is a written authorization from a ground school instructor, flight instructor, or self study course supplier (i.e. Gleim, King, ASA..) that you have had satisfactory training on the Sport Pilot rules & regulations. "Registered" U/L pilots (i.e. EAA, USUA, ASC) can get a 1 time "credit" on this requirement. However, if you fail the exam, another \$90 and a new training authorization is needed to retake the exam.

The Sport Pilot Knowledge Test covers 8 general areas:

- 1.) Section Charts = (symbols, chart reading, latitude & longitude, Zulu time, airports)
- 2.) Airspace = (controlled A, B, C, D, E, uncontrolled (G), special use, regulations, weather minimums)
- 3.) Communications = (radio procedures, frequencies, transponders, traffic terms)
- 4.) Flight Operations = (publications, airports, signs & markings, glide slope, physiological factors, risk management)
- 5.) Weather = (theory, hazards, nomenclature, information sources, decoding reports)
- 6.) Federal Regulations = (documents, privileges & limitations, maintenance, flight rules, flight operations, reports)
- 7.) Cross-country Planning = (navigation, plotter & flight computer use, calculating wind effects)
- 8.) Aircraft Performance = (pressure & density altitude, range, takeoff factors)

As you can see, the Knowledge Test covers a broad range of topics in some detail. The test is essentially a "watered down" Private Pilot exam and many topics will be new and unfamiliar to most U/L pilots. Some of the material is a misfit (i.e. What code should you put on the transponder if your plane is being hijacked? Answer = 7500) but much of the material if learned will make you a better pilot, especially if you plan to fly to new locations and airports. There are many ways to study for the test such as; self study books, VHS tapes, computer lessons, Internet sites, ground school classes, etc. each with tradeoffs concerning cost, time, and effort, but any method will work. As a minimum I would review the test questions listed in the self-study books or Sport Pilot Internet sites before I risked my \$90 taking the exam.

Regardless of whether you're a supporter or critic of the new Sport Pilot regulations, it is the law of the land for non-conforming U/L aircraft such as 2 passenger machines. And, the clock is ticking concerning the transition time. If you have any questions contact me, or one of the other recent graduates. Good Night and Good Luck...

Around the Hangar

By Tom Eichhorn

Club member Dennis Wyckoff who was lucky enough to secure hangar space at Shuck Oltman while another pilot was working on his plane at home, will be losing his hangar shortly. Dennis has a flyable Rans and will be in need of a hangar soon. Dennis can be contacted at 309-383-4941 or dwyckoff@highstream.net.

Club Members are needed for shingle repair at Wells Field to replace some shingles blown off during the last storm.

Since the weather is changing members are reminded that the grill is ready for use at any and all times for the club members. Spontaneity is the key and official notice is never needed, just hunger and something to grill, its there, enjoy it.

Monthly Events

Normally this area is for monthly events however since it is available on the web in PDF format and maintaining the calendar in two formats and areas is difficult it can be seen there.

Go to - http://www.hoi-ultralights.org/monthly_events.htm