



The Leader In Recreational Aviation

Chapter 736 Newsletter for October 2007

DIRECT FINAL RULE FIXES N-NUMBER PROBLEMS FOR PPC, WSC

October 1, 2007 -The FAA has remedied some unforeseen flaws in the Sport Pilot/Light-Sport Aircraft Rule by issuing a direct final rule regarding the placement, orientation, and size of N-numbers for powered parachutes and weight-shift control light-sport aircraft.

Effective November 13th, 2007, N-numbers:

- Must be at least 3 inches high
- Can now be applied to non-structural surfaces
- And can be affixed in a horizontal or vertical (stacked) orientation.

The size clarification removes the vagueness of the rule that stated N-numbers were to be "as large as practicable." The placement change allows aircraft owners to place their N-number on a plate, fuselage pod, or other non-structural surface when there exists no suitable structural member on these types of aircraft. Vertical orientation also provides flexibility for some aircraft owners who otherwise lack a practical horizontal area to affix an N-number.

FLYING OUTSIDE THE U.S.? MAKE SURE YOU HAVE YOUR PASSPORT

Due to the summer travel season's increase in demand for passports under the [Western Hemisphere Travel Initiative](#), passport requirements were temporarily eased, but proof of application in lieu of the actual passport is no longer accepted. As of Oct. 1, if you plan to travel to Canada, Mexico, the Caribbean, or Bermuda, you are required by the U.S. Department of State and Homeland Security to have a valid passport

Assistance Request from Fellow EAA'er

The chapter recently got the following request.

I am helping a fellow (Jerry Yagen)
<http://www.fighterfactory.com/> locate World-War-One era engines/airframes or replicas. Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget,

LeRhone,Gnome, other rotaries, etc. If you know of anything for sale or trade I'd appreciate any information.

I also do aircraft construction/restoration (tube-and-fabric, wood, aluminum etc.) if I can be of service to anyone.

A mention of the engines in your newsletter or website would be much appreciated.

Sincerely,
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COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg (email: WA8DOF@yahoo.com)
EAA Chapter 439 (Michigan) (www.eaa.439.org)

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait

until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called “Glider Pilots.”

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book “Key Reprints.” This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

Next Meeting

On the agenda for this month’s meeting will be an interactive aircraft wiring discussion. We will be showing methods and the proper tools to make crimp connections and solder connections and possibly a few other tasks as well. If you have not done this before, this will be a hands-on demo so you can give it a try. If you have done this come share your knowledge with the rest of the group.



Please Note: We will be meeting at **Waterville airport** in the terminal building this month. We have decided to hold some of our fall/winter meetings at Waterville because it is a shorter drive for most of us. Meeting is October 16th, 7:30pm.