

Ditto Don Zank's Comments

I would like to “ditto” the letter by Don Zank in the February issue. I have been more than a little disappointed in the articles month after month of the so-called “affordable” sport aircraft coming onto the market. I can't believe that the average person who wants to learn to fly can or is going to spend \$50,000-\$100,000 on a new sport plane. The majority of the guys and gals involved with our local clubs are looking at planes \$20,000 or less.

One of the main selling points discussed in the same breath with the sport pilot concept is how it will make flying financially possible for the average person. I, too, would like to see more about *truly* affordable options. As Mr. Zank stated, there are reasonably priced options available.

The EAA has done a tremendous job helping to make the sport pilot dream a reality, and *EAA Sport Pilot* magazine could and *should* be the platform to bring the average dreamer and the affordable plane together.

Walt Harris
EAA 238886

Airplane to Rent?



I am a private pilot who rents aircraft when I want to fly. I sometimes find it difficult to find the perfect plane for me. So in my spare time, I have created a website that allows pilots to search for the best rentals near them with the features they need.

Recently, I've added a new function to my search engine that allows users to search just for light-sport

aircraft in their area. Go to www.ArcherBravo.com and click on “Rentals.” It's free for everyone. I hope this will come in handy for your readers.

We're looking for as much feedback from people as possible—telling me where you can rent an LSA. This will only make our database stronger, and promote the cause even more.

Chris Archer
Archer Bravo Aviation Inc.
EAA 209541

About “Invisible Tornadoes”

I recently received the March issue of *EAA Sport Pilot* instead of my usual *Sport Aerobatics*, so I thought I would check out the publication. To my surprise, the first article I read shocked me that it was in print in an EAA-sponsored magazine.

The take-home message I got from reading “Invisible Tornadoes” is that we are all *victims* to invisible wake turbulence and that “there is only one arrow in our quiver: avoidance.” How can we avoid things we cannot see when we cannot even get data on how fast they move or dissipate from their source?

Although I agree that situational awareness is very important and wake turbulence from planes within your field of view can often be avoided, the thought that our only arrow is avoidance is a dramatically faulty conclusion. The EAA and International Aerobatic Club (IAC) have gone to significant efforts to provide training classes, seminars, and video of the awareness of and proper correction to unusual attitudes. Then you publish an article that concludes the only way to deal with circumstances associated with the invisible wake turbulence is to avoid it!

What should be emphasized as the most important arrow in any pilot's quiver is proper flight training, including experience with and recovery from unusual attitudes including spins, knife-edge, and inverted flight. The artwork of an almost inverted aircraft near to the ground in conjunction with the large type below describing how one pilot re-

covered from a low-level incident by “hauling the yoke back” brought horror to my mind. The type describes “a dive slightly beyond vertical” while the picture shows a plane in takeoff climb-out that is rolled beyond knife-edge. I suspect rolling an aircraft is more likely the response from wake turbulence during takeoff (rather than pure pitch), so I improperly combined the visual with the written word to think this pilot performed a 400-foot spilt-S and survived. Not likely.

After rereading the article, I found the situation was probably not as the artwork depicted. I strongly recommend that you recommend to your readers that a better arrow for them to put in their quiver is training in recognition of and the proper recovery from unusual attitudes. There are numerous flight training centers throughout the country that specialize in such training. Stay alive; be prepared. Because no matter how diligent you are, one of these invisible demons may get you some day.

Dave Watson
IAC 26557

After an e-mail exchange with Dave Watson, he's agreed to co-author an article about the importance of unusual attitude training for sport pilots as part of continuing pilot education. Look for that in a future issue.—Eds.

I was flying an F2H-4 Banshee, a straight-wing, twin-jet, all-weather fighter at Naval Air Station Atlantic City back in the 1950s. I was the last of a mixed bag of jets practicing field carrier landing practice. The landing signal officer used paddles to signal us into position for a “cut” signal to simulate landing on a carrier.

The pattern was flown “dirty,” that is with landing gear and flaps extended. We ground around the pattern at about 100 feet above the trees and probably 120 knots.

The tower advised us to clear the pattern to allow a Constellation to land. Craftily, I made several 360s away from the runway to allow the wake turbulence to subside, then re-entered the pattern with about

enough fuel for one more pass.

As I rolled into the groove and aligned with the runway, I was suddenly stood on my left wing, slightly past vertical! I gave the Bansheefull right rudder and stick, but with my body pressed hard left against my left arm, I could not shove the throttles forward, only rotate my wrist and advance the left throttle.

Whether due to controls or vortices, the aircraft responded promptly, so I chopped power and landed. I swallowed my heart and taxied back to the hangar.

Kent Hugus
EAA 398826

Helping Members

We're taking this opportunity to share some member questions and the answers we obtained for them from various experts. If you have a question related to equipment, aircraft, sport pilot issues, or anything of general interest, send it our

way and we'll track down an informed source for you. Just e-mail Editorial@eaa.org.—Eds.

Q. I read Phillip Lockwood's series of articles on the ideal Rotax 912 installation with great interest and am hoping he can offer some advice. My Kitfox Classic IV is nearly complete, except for one little detail. I can't seem to start my 912UL. I've been working on this one issue for quite some time now.

At first I would turn the key and absolutely nothing would happen. After months of trying different fixes, I found a wiring diagram on the Internet and compared it to the one provided by (the former) Skystar Aircraft. I found that Skystar had omitted the ground wire from the case of the starter solenoid. Once I installed that, the engine would crank but not light.

After reading that series of articles, I purchased the lighter of the two batteries recommended, which was larger than the one provided by Skystar. I also replaced the wiring from the ignition packs to the ground us-

ing the Rotax diagram. Skystar's now seems overly complicated.

With the help of a friend I also have pulled one of the plugs and rested it against the engine block while trying to start. I can see the spark. I can also smell fuel on the plug if I pull it after attempting a start. There's gas in the float bowls of the carburetors. I'm not sure what else I need other than gas and spark.

I'm open to any suggestions. I'm tempted to say that my dream is sitting idle while I work this out, but the truth is that it's burning up hangar rental every month and I'm not flying it.

Thanks for your help.
Ken Davy
davyken@comcast.net

A. You need three things to get your engine to start. It must crank at a minimum speed of 240 rpm. If all is not well with the battery, electrical connections, and wire sizing, you will not achieve this speed. A

fully charged battery will have 12.6 volts or more.

You must make sure your ignition circuits are wired properly. Remember, the 912 ignition is a fail-safe unit that is self-powered. You must ground out the two kill switch wires to shut it off, but if they are wired backward, then it will be shut off while you are trying to start.

You must have the *correct* amount of fuel. If the air temperature is below 50 degrees Fahrenheit, your choke will need to be functioning properly, and you must use the correct procedure, which includes having the throttle at idle until the engine starts. If you crack the throttle as you are trying to start, the enriching circuit (choke) will not work well. The throttle butterfly in each carburetor must be almost all the way closed to draw enough extra fuel for a cold start. The idle and main jets, in both carburetors, must be clean and clear of obstructions.

If you need further assistance, please call Lockwood's tech line between 9:00 and 10:00 a.m. or 2:00 and 3:00 p.m. EDT at 863-655-6229, and one of our technicians will work with you.

Phillip Lockwood
Lockwood Aviation Repair

Q. How can I find which N numbers are available so I can change the number on the airplane that I just bought?


George Wright

A. You can search the FAA's registration database by going to the following web link: <http://Registry.FAA.gov/aircraftinquiry>.

There are a couple of ways you can search once you get to that page. First, you can search by N number, where you'll type in a number you would like and see if it is already assigned to an aircraft. Or, you can search available numbers by range, where you put in a starting and ending number as well as desired letters at the end of the number. Either way, you'll be able to track down what numbers are available.


Joe Norris
EAA Aviation Services

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