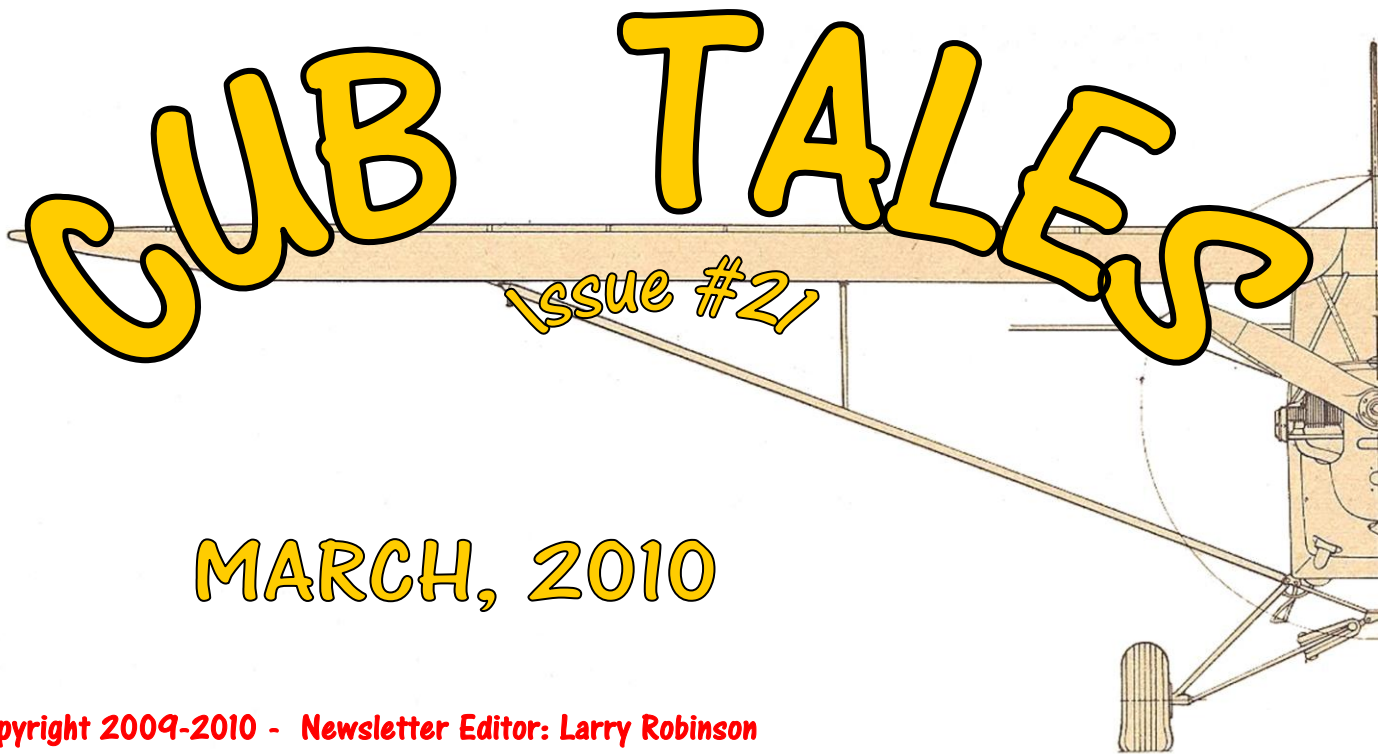


# CUB TALES



Issue #2

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## BELLE GLADE FARM TOUR & LUNCH

As a result of some record rainfall, the Farm Tour and Lunch were postponed. The only piece of dry ground on the Belle Glade Airport was the runway. So, we are rescheduling this event for late April. Stay tuned for your personal invitation to attend this unique meeting of the Florida Cub Flyers, Inc.

### "GO-NO GO" ALERT

Every member of the Florida Cub Flyers, Inc. is connected to the Internet. Our meeting notices and newsletters are distributed via this means of communication. This communication style was put to the test in postponing the Belle Glade Farm Tour & Lunch. Please check your email the day prior to an event or the morning of the event to see if you've received notice to abort the mission.

Please check the phone number data, and all the data for that matter, which is included in the roster to make sure it is accurate.

# BATTERIES & BATTERY MAINTENANCE

Tim Kirby

I have been in the aviation maintenance business in some fashion since 1976. One of the inherent problems that I have always faced as an aircraft owner and maintainer is aircraft batteries. I have seen batteries that have been boiled, baked, and fried. In some cases, it was never determined exactly what happened. These problems always came about due to an attempt to keep the batteries charged up and ready when needed. Nothing is worse than coming back to the hangar after a couple of days, weeks, or even months (shame on you), hooking up the tow bar, rolling your aircraft out, un-hooking the tow bar, putting your towing device away, pulling the prop through, priming, jumping in and turning on the master all to NOT hear that infamous click we all listen for. Or looking over your side combing as you press the starter button, and nothing happens, or as a cruel mocking of your absence, the blade moves half a turn. You look over the side once again, straining your neck to see the unmoving prop as if by doing so will somehow magically cause the prop to turn one or two blades, enough to start. As an owner, I am always looking for new ways to make my life easier by prolonging the expense of purchasing a new battery for my Stearman. I have an electric/inertia starter so my battery takes a serious hit every time I start. My battery usually lasts a couple of years. Recently in my quest for longer battery life, I ran across the "Battery Minder", which not only charges, but desulphates



and maintains. "Battery Minder" is the only aviation certified charger and the only one of its kind. The kit comes with a system that you easily hard-wire into the airplane and as soon as you push your trusty steed into the hangar, it gets connected. Then, in terms that I can understand, the little brain inside the machine does an analysis of the battery and decides if the battery is in a condition for charging or desulphating. At that point, the charger/maintainer does its thing. Pretty simple, all hands off. They make 12 or 24 volt aviation units and even make a special one for the Odyssey batteries that are becoming more and more popular in home-

builds. It is the only battery charger/maintainer for the Concorde non-recumbent gas batteries. I am like the guy on the TV with the electric shaver, except I did not buy the company. I did, however, become a distributor. I have sold 12 units in the last few months here at Leeward and everyone seems quite happy with them. I love the fact they are small, self-contained, fool-proof and worry-free. I leave mine on whenever I am not flying and highly recommend having one. They also make a smaller, "non-aviation approved" version for general use, (i.e. boats,

lawnmowers, antique cars, motorcycles etc.). I have these units on everything. The support is fantastic, and all the folks here (several T-6's, RV types, Stearmans, and some GA aircraft) all have given a big thumbs up to the product. I am taking orders, the price is \$197.95. FCF members will be able to purchase them for \$179.95. For those of you on-line shopping you will see a couple of sites that offer the Battery Minder for \$129-\$149; this is an out of production S1 model. The current production models are the S2 & S3. The standard 12V, non-aviation chargers MSRP is \$69 and I am offering them for \$49. Even if you do not purchase one from me, from a maintenance point of view, I would highly recommend the aviation approved Battery Minder; it will save you both money and aggravation in the long run. You can order either via email [stearman885@comcast.net](mailto:stearman885@comcast.net) or by phone **352-454-6680**.

### **Technical Description Of Battery Sulfation & The Solution :**

When batteries are improperly maintained (over-under charged or left uncharged for extended periods) small crystals of sulfuric acid from the battery's electrolyte (liquid or paste) form on the battery's charge plates. They act as a resistor (barrier) preventing the battery from ever again accepting a full charge, no matter how long a charging source may be connected. Once this occurs, the cranking power of the battery is severely reduced, as well as its life. Aviation batteries are affected the most because they have been designed for maximum performance in the smallest-lightest case possible.

VDC Electronics has developed simple, but highly effective circuitry, able to safely dissolve sulfation, restoring much, if not all, of the lost power, providing the battery's cells are not shorted or structurally damaged. This U.S. Patented approach is believed to be the most effective method for eliminating even the oldest hardened sulfate. By generating safe, wide-band, random frequency electronic pulses, we are able to cover the full range of sulfate crystals sizes, in the shortest possible time. Depending on the amount of sulfate and its age, complete de-sulfation can occur within several days to several weeks. De-sulfation takes place automatically, while the battery is being bulk or maintenance level charged.

<http://www.batteryminders.com/batterycharger/catalog/BatteryMINDER-Aviation-Specific-12-Volt-8A-PLUG-n-RUN-C-p-16164.html>

## **FILL THE SECOND SEAT**

There appears to be a disturbing lack of younger folks involved in general aviation. We sure don't want to be the last generation involved in this great movement. As stewards and keepers of the current fleet of Cubs, it is our duty to ignite the enthusiasm of subsequent generations.

Don't come to one of our functions without that second seat filled. Bring a friend or younger person to share the day of aviating.

## WHAT'S NEXT?

The re-scheduled Belle Glade Farm Tour & Lunch will occur in late April. As a member, you should already have received your first announcement and invitation.

If you own a Cub, are receiving this newsletter, are not a member of FCF and have never been to one of our meetings, perhaps you would consider an invitation to come meet some of the membership and see if you like us enough to join our ranks. Our goal is to provide opportunities to actually fly your Cub to unique locations and meet with other folks with the same addiction to Cubs.

The season end function at Patch of Blue in Citra, Florida will occur in May. An invitation with information will be forthcoming.

## NEXT SEASON'S HOSTS

I am putting out the "call to arms now" for those who might want to consider hosting an event next season.

The volunteer hosts are the backbone of our organization. If you've never undertaken the task, perhaps now is the time to contribute more than your dues for the coming year? It is the hosts who invite us to their private facilities that make our organization unique.

We are an exclusive group by design and don't attempt to entertain the broader general aviation population. Our dues pay for our fun and we've continued to be solvent when other aviation groups hang on by their fingertips.

If you have questions regarding the reimbursement policy for hosting one of these events, please do not hesitate to contact me. We welcome your enthusiastic support of our group.

**'The Piper Cub is the safest airplane in the world; it can just barely kill you.'**

# CLASSIFIED SECTION

For members of Florida Cub Flyers, the classified section will be free for aviation related services and products. Send a picture, business card and ad to [BeyeView@aol.com](mailto:BeyeView@aol.com). This requirement will be imperative for Associate Members.

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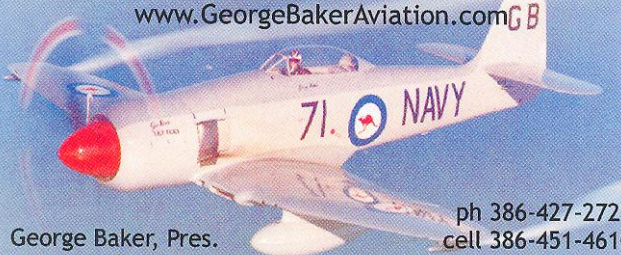


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**.FOR SALE:** One set (right and left side) of Cub snow skis (1939 vintage) I recently restored (also, new cables-bungee cord and attachments) want sell. They could be used on a J-3 in the snow country or maybe just be part of an antique collection for someone in the non snow area.  
Mike Teets



and

**NOW AVAILABLE:** - Authentic Piper L-4 one inch and one-half inch size stencil sets. Cut on actual WW II stencil machines. For more information, contact Ken Wilson, 2324 East Florida St., Evansville, IN, 47711-4812 - Ph. no. 1-812-477-7176 - e-mail - [idora@wowway.com](mailto:idora@wowway.com).



**HANGARS FOR RENT** at Grass Roots Airpark - 06FD. Enclosed hangars / shade hangars / 48' door oversize hangar. Contact: David Gay - 407-234-6986. See @ [grassrootsairpark.com](http://grassrootsairpark.com). First month rent 1/2 price for Florida Cub Flyers members with a Cub.

### **ADS FOR MEMBERS ARE FREE FOR AVIATION STUFF OR SERVICES**

**FOR SALE:** Univair Expander Tube brakes for a J-3 that are new, never used, still in the box from Univair, for sale, \$1600. Jim Dickson ([Jim.Dickson@att.net](mailto:Jim.Dickson@att.net))

**AVAILABLE:** I'm having a guy reproduce the original Cub/Sensenich prop decal . Cost somewhere around 10-15 dollars a set or less. Any interest, let me know. Jim Lyons [theflyinglyons@desoto.net](mailto:theflyinglyons@desoto.net)

## DISCLAIMER NOTICE & MISSION STATEMENT:

All information contained herein is believed to be correct. However, it is intended to be for informational purposes only and is not to be relied upon. You are reminded that Federal Air Regulations Part 91 places primary responsibility for ensuring the airworthy condition of an aircraft on the owner or operator. Any person who maintains, modified or otherwise changes an aircraft must do so in accordance with manufacturer's recommendations and all applicable FAA regulations. You should independently verify any of the information contained herein. No warranty is expressed or implied.

The Florida Cub Flyers, Inc. does not project or accept any responsibility for participation by readers of the "Cub Tales", non members or members at fly-ins listed in this issue. This publication is produced as a medium of communication for those Cub enthusiasts and members of The Florida Cub Flyers, Inc.

The Florida Cub Flyers, Inc. is a 501C6 corporation incorporated in the State of Florida. It's purpose is to promote the preservation, restoration and safety of flying Cub aeroplanes. **Membership in FCF, Inc. is open to all "Cub" owners, whether or not the airplane is airworthy. A Cub is defined as an aeroplane with the word "Cub" in the official name.**

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## FCF MEMBERSHIP APPLICATION

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ COUNTY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP

CODE: \_\_\_\_\_

PHONE: ( \_\_\_\_\_ ) \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

FAX#: \_\_\_\_\_ Cell: \_\_\_\_\_

OCCUPATION : (If Retired, From What?) \_\_\_\_\_

AIRCRAFT OWNED: \_\_\_\_\_

**For Regular Membership-Must Be A Cub**

IS THE AIRCRAFT LICENSED?: \_\_\_\_\_ "N" NUMBER: \_\_\_\_\_

NAME & MODEL CUB TO APPEAR ON YOUR NAME BADGE:  
\_\_\_\_\_  
\_\_\_\_\_

MY SPONSOR: \_\_\_\_\_

MEMBERSHIP DUES: **\$48.00** PER YEAR PAYABLE TO FLORIDA CUB FLYERS, INC. SECOND YEAR'S DUES ARE PRO-RATED IF YOU JOIN DURING THE YEAR.

**SEND CHECK & APPLICATION TO:**

**FLORIDA CUB FLYERS**

**10906 Denoeu Road-Boynton Beach, Florida 33472**

# FCF LEADERSHIP 2009-2010



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