

Sunrise Aviation

Flight Instruction — Aerobatics

(949) 852-8850
www.sunriseaviation.com

May, 2005
info@sunriseaviation.com

Cub Adventures!

Hot on the heels of last month's newsletter on Sunrise glass panel training comes this complete reversal: news of the proud addition of the Sunrise Clipped Wing Cub.

Built in 1941, 834 flew its first 2000 hours preparing pilots for WWII. The plane was disassembled in 1950 to undergo a clipped wing conversion and then lived the next 49 years in a Pennsylvania barn.

A ground-up restoration was completed in 2002, and the resulting plane is everything it should be: yellow, fun to fly, a pleasure to look at, slow, exciting, and simple.



38834

834 will go almost everywhere a Cirrus will, but more slowly. One other notable difference: Cubs prefer that you know how to fly.

Ty Frisby, Chief Aerobatic CFI, acquired the plane because he is convinced its native appeal will build a loyal following. What's not to like? Hand propping, open door flight, and inflight progress slow enough to make passing scenery an intimate part of every adventure.

Light Sport Aircraft (LSA)

Without going into every detail, here are the salient points of the FAA's new Sport Pilot certificate:

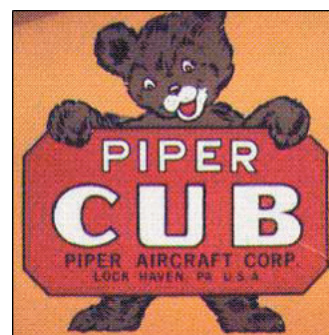
- Pilots who already hold an FAA certificate may fly light sport aircraft with a driver's license in lieu of a medical certificate.
- Pilots who do not hold an FAA certificate may train in and fly these same aircraft in pursuit of the Sport Pilot certificate, again using a driver's license in lieu of a medical certificate.

NOTE: if you have taken and failed an FAA medical exam, you do not qualify for Sport Pilot privileges. If there is any question, you might want to think about LSA before taking your next medical.

By happy coincidence, the FAA has put the J3 Cub in the Light Sport Aircraft category. This means that pilots who have found the medical exam challenging in some technical aspect may continue to fly at Sunrise (see sidebar).

We are delighted at this prospect--both as an opportunity to offer continued flight at Sunrise to experienced pilots and as an opportunity to

[Go to p. 2](#)



provide Primary flight training to student pilots otherwise locked out of the aviation experience.

We are providing an introductory training package for Cub checkouts to pilots who hold tailwheel endorsements; please contact Dispatch for details. You can expect to spend about an hour in ground and taxi drills (hand-propping and heel brakes), followed by enough flight and pattern time to assure competence.

834 may have been built before most of us, but it features a brand new 2005 communication package, essential to Ty's commitment to making the project work at John Wayne. ATC may need to become accustomed to the Cub speed, but you should hear nothing but compliments about the Cub radio.



The Cub panel



Radio "stack"

On the next few pages you will find a brief picture essay of Ty's ferry trip from NJ to CA, made in March with the help of student pilot Jay Yau. The pictures will make the appeal of the Cub self-evident.

[More Pictures](#)



Hackettstown, NJ

The hangar doors had been last opened in the early Fall. Now, they were frozen shut; it took a full day to free the airplane.

Day One: Airborne! The Pennsylvania countryside and a full fuel tank (that's the indicator, sticking straight up. As it goes down, so goes the fuel).



Day One: Virginia, first fuel stop



Day Two: Kentucky. With warmer temperatures, it became easier to appreciate the beauty of the design.

Day Three: Tennessee. Full fuel again, just after takeoff.



Day Three: Ty and Jay, warm enough to smile. The Cub cockpit is intimate.



Day Three: Takeoff from an Arkansas crop duster strip. Fuel was sold-out.

Headwinds.
Slow speeds.
Short stick.
Low fuel.



Safely on the ground, still in Arkansas. From this point on, it was warm enough to leave the door open in flight.



Day Five: Avra Valley, AZ.
Visiting with the Red Baron
Steerman team.



Day Six: Home! On final to 26R in the familiar Chino grunge