



Chapter 54 News

LAKE ELMO, MINN.

www.eaa54.org

AUGUST 2002

The Oshkosh Chronicles

by Bob Collins

August 2002 Meeting

- Monday August 12.
- Social Hour at 7 p.m.
- Meeting at 7:30 p.m. Chapter House, Entrance B, Lake Elmo Airport
- Program: Members talk about their experiences at AirVenture 2002 (Oshkosh)

I can't quite put my finger on a word to describe the atmosphere at AirVenture this year, but speaking only for me, it was different. Subdued would probably be the best I can come up with, "hot" might be an obvious one. In any event, in the four AirVentures I've attended, this one was the least interesting. Is it because it hasn't really changed in the last four years? That the air shows are the same?

I don't think so. My initial reaction was that it had a lot to do with Sept. 11. The military hardware wasn't in great abundance this year; it's being used for better things, obviously. But the more I think about it, the more I think it has to do with the economy. The stock market, the engine that's fueled a great deal of the extravagance evident around Camp Scholler in recent years, was in full meltdown, and it probably didn't help anyone's disposition that the first few days of the show were accompanied by a massive market retreat. It's hard to get excited

about an expensive hobby when your investments are drying up, and you're being asked to spend \$3 for a lemonade.

As I did last year, much of my time was spent shopping for tools and advice for my project; I spent relatively little time at the flight line and the forums lineup didn't strike me as offering much new information, so I ended up not spending a lot of time there.

My family has made Oshkosh a big part of our summer, but as the kids have turned into teenagers, AirVenture isn't exactly a family bonding experience. Oshkosh - and Camp Scholler in particular - if you're a teenager, is a great place to meet girls. The kids hook up with the ones they met a year ago, add a few more, and all together spend the week hanging out and visiting the associated campsites to see what's to eat. The few conversations with parents usually begin - and end - with, "Can I have some money?"

I enjoy meeting new people at the camp and I'm fairly content to spend much of the time there. This year, we

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An Air Atlanta 747, which brought in EAA fans from Iceland, shared ramp space at AeroShell Square with a B-17 from Texas. To see more images of Oshkosh, visit the EAA Chapter 54 Web site. Click on the "newsletters" page.



President's Column

by Dale Rupp

Oshkosh 2002, AirVenture is history. The question is did I follow the plan I presented in last month's column? The answer is yes and no. I did volunteer as ground crew for the Ford and New Standard for 4 hours per day. The new Standard is a new addition to the rides that were offered during the convention. The first version of the New Standard was built in 1929. It was 85 HP Cirrus-powered open cockpit trainer. It used duraluminum fuselage members, riveted and bolted together. This made it easier to repair in the field using ordinary hand tools. The wing was constructed of wood with cotton covering, which was normal for the period. It was known as the New Standard model 29 and went through a number of modifications and engine changes.

In 1930 the model D-25A was introduced as a barnstorming airplane. This was the model flying during convention. It can carry 4 paying passengers. I have no idea why the model 29 came out before the D-25A. It is a much bigger airplane using the same type of construction as the model 29 so it can easily be repaired in the field. Not only is it bigger, it used a 225 HP 7 cylinder Wright J6 engine. This gave it a payload of 1,345 lbs. With 5 official FAA 170 lb. people aboard, that still left 495 lb. for fuel and oil. Back then people did weigh close to 170 lbs.

Today I would guess it is close to 200 lbs. for a man. It is a big airplane with a wingspan of 45 feet. The pilot, Mike Lawrence, tells me that the top wing starts to fly at 20 MPH and the bottom wing at a little higher speed. This limits the crosswind component on pavement to 8 MPH. On grass, of course, it is much higher.

I had a ride in it at Pioneer Airport with 3 other men who weighed at least 200 lbs. each and, of course, Mike Lawrence who looked like he weighed 170 lbs. With a light fuel load it took about 1,400 feet to get off and staggered into the air. Landing was no problem.

The plane is from Old Rhinebeck Aerodrome and has just been restored with a 220 HP Continental engine. This spring it was at Sun 'n Fun selling rides and after the convention it was going to Buffalo, New York. I ran into Jim Montague Saturday at the Anderson hangar and was informed that the New Standard had a forced landing at Oshkosh at the NW corner of Highway 41 and 44, just past the Wisconsin Farms Restaurant. Only one of the 4 passenger reported minor injuries. According to the NTSB, they had partial loss of engine power. The Oshkosh Northwestern newspaper reported that the airplane nosed over. From what I can determine it looks like Mike was operating from Pioneer Airport Runway 31, which is pointed directly at the intersection of highway 41 and 44. On takeoff there are only very small plots of land to pick to land in. There are also power lines to watch out for. Mike did a great job getting the airplane down and stopped with only one person with minor injuries. I have taken off from that runway hundreds of times and once you are over the intersection you have very few options until you are ¼ mile to the west. I have even gone so far as to walk the possible landing sites to see which would be best the landing spots and came to the conclusion that there are none. Mike proved that he is a great pilot.

So, back to reporting on my Oshkosh plan. I did buy some more misc. rivets at the Fly Market and a new headset in the vendors' buildings. It pays to shop around, I saved \$40. I also looked at all the RV6s to see how the baffling was installed and a few other details I am working on. I took lots of pictures to help me remember details. I didn't attend any forums as planned. Last, but not least, I met a lot of old friend and had a number of fine dinners of ribs, chicken, turkey, steak and corn. Cold beer was enjoyed by all.

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Lake Elmo, MN.

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Chapter member meet on the second Monday of every month at the Chapter House, Entrance B at Lake Elmo Airport (21D). The House is at the base of the airport beacon.

The newsletter is printed on the first Monday of every month. Parts of the newsletter may be reprinted with appropriate credit.

21D RCO 118.625

21D Unicom: 122.8

TPA: 1932'

Runways: 4-22 (2497' x 75')
14-32 (2850' x 75')



Reflections from Professor Bill

by Bill Schanks



Well, here I am, back again after three weeks in Oshkosh. It was another successful EAA Air Academy. Participants came from all over the hemisphere; from the West Indies to Canada; from Florida to Washington; from New York to California. There were teenagers from Georgia, South Carolina, North Carolina, Alabama, Virginia, New Jersey, Tennessee, New Hampshire, Maryland, West Virginia, Ohio, Pennsylvania, Indiana, Illinois, Wisconsin, Iowa, Minnesota, Colorado, Montana, Texas, Oklahoma, Nevada, Arizona and Oregon. (I may have missed a couple of states.)

It was a total of 86 students who gathered in the middle of America to experience the world of aviation. What better place to do that but in Oshkosh, Wisconsin during AirVenture 2002? They were divided into two groups: one of 44 and the other 42. The first group arrived six days before the convention started and after one day of introduction and indoctrination they attended classes and workshop activities for six days, seven hours each day. They then were given flight-line passes and spent the next two days participating in AirVenture 2002. They then departed on the following day.

After one day of introduction and indoctrination, they were given flight line passes and spent two days looking at airplanes and watching the daily air shows as well as meeting aviation celebrities and notables. They attended classes and shop activities for six days and on the next day they departed.

They lived and ate at the beautiful Air Academy Lodge. The first group was given the opportunity to observe an ordinary Midwestern airport go from a quiet lazy airport to the busiest airport in the world. The second group was given the opportunity to observe the busiest airport in the world return to being a quiet lazy Midwestern airport.

Aviation greats stopped by for meals at the lodge and addressed the group. Eugene Cernan, the last man to walk on the moon, talked to the group for over an hour and a half. One evening the academy was visited by a former academy student from the class of '86" who flew in as the pilot of an F-16 and related his experiences in the Air Force.

The academy participants were always given VIP treatment on the flight line and were given wristbands that allowed them admittance to the "air show central" building. This is the building where the air show performers go for refreshments and rest between performances. The academy kids could mingle with the performers and meet them, talk with them and observe the air show from the inside. This is always one of the more exciting perks for the students. I know that the recipient of the Chapter 54 scholarship, Josh Gephart, from Lake Elmo, was very excited.

As a staff member, I very much enjoy watching the

change that takes place among the students.

Each one arrives as a shy quiet person and evolves into an excited, full of energy, wide-eyed sponge for knowledge and experience. Watching the transition and being a part of it is a very rewarding experience. It's easy to understand why I return year after year. This year I was given an opportunity to observe another "adult" experience this phenomenon for the first time.

After years of pleading, Jim Olson, a fellow member of Chapter 54, finally agreed to be a part of the shop staff at Air Academy. It was a great pleasure to work with him and watch him enjoy seeing the metamorphosis take place. That was even more fun than watching the kids. I expect he'll be back next year.

We walked through the exhibit buildings to pick up a few things and while there we stopped by the MnDOT Office of Aeronautics' booth. (They have a lot of free handouts.) While there we ran across Robert Westerberg and visited. During that short visit a whole bunch of fellow Lake Elmo people happened by. We talked with Charlie Hoover, Mark Holliday, Ted and Lynne Glasrud and then moved on only to run into Jim Rusch from New Richmond. What a coincidence that it happened right in front of the MnDOT booth!

On Sunday I went over to the Memorial Wall to attend the ceremony for Gerald Sarracco. There was quite a crowd there as there were many other notables being memorialized. It was a very moving ceremony what with the music; *On the Wings of Eagles* and *Taps* was played while there was a fly over, which included the missing man formation. There were short speeches by Tom Poberezny and Greg Anderson as well as a memorial prayer by the EAA chaplain. Jerry's son-in-law told me that Harriet was there, but I was unable to find her in the large crowd. I met the brothers Anderson, Paul and Patrick, along with their friend Mike Anderson and his wife. I briefly talked with Art Edlund and Harold Hempler. I also saw Dale Rupp again, whom I had bumped into earlier in my stay, along with Ray Rought from the MnDOT Office of Aeronautics. I invited the whole bunch over to the Air Academy Lodge for lunch and we had a nice little get together. Patrick Anderson brought his two little daughters over too and I think they showed some interest in attending the Air Academy in the future. Also in attendance at the memorial wall was our newsletter editor, Bob Collins. Bob couldn't come over for lunch because he was getting ready to leave Oshkosh to go home.

I'm glad to be back, three weeks was a long time. I look forward to seeing everybody back at the Lake Elmo airport and at the Chapter House to hear all the stories on Oshkosh. I'll also be looking for everyone at the Chapter 54 breakfast coming up on the 11th.

THE OSHKOSH CHRONICLES

(Continued from page 1)

were pleased to be camping next to Christopher Dackson of Ypsilanti, MI., and his colleague for the week, Roger, whose last name I never did get. Chris is a tool-and-die man who likes to fly in his friend's Stinson.

We also hooked up for an evening with Dave Klein of Woodbury and his family for a quick campfire in the woods. Dave lives about two miles from us, our kids enjoy each other, our wives enjoy each other, and yet the only time we see them and catch up on things is at Oshkosh. Dave works tirelessly with FLO. This year's news was he told me that South St. Paul Aviation (which had taken on Alpha Aviation) at SSP closed after Sept. 11. That's where he was renting from, so he hasn't flown much of late.

Here's my day-by-day highlights.

Sunday - The first hint of a lower-attendance show as a check of the EAA Web site which reported the aircraft camping was only 5% full. A five-hour trip in an un-air conditioned van yielded a 100 degree day in OSH with gusty winds. No matter. The tent itself set up fairly quickly, and seems to fly in the breeze with remarkable stability. We were the first one in our section of the field - 16th Street between Lindbergh and Elm - the same place we were last year. The only problem is I couldn't tell where the road was and consequently, I unstaked, moved, and restaked the campsite several times. I brought my oldest son and his friend. My wife and youngest son had to stay back for a baseball tournament. We silently hoped they'd lose.



Thanks to EAA Chapter 54, Jerry Sarracco will always have a place in Oshkosh.

Monday - After a night of thunderstorms, the neat old helicopters are up flying so OSH must be open. More setting up of the campsite reveals the extent of my disorganization. Sat and watched the biplane from the Rhinebeck Aerodrome give biplanes rides and thought how cool that would be; especially if it didn't cost \$50. Chris and Roger pull in. We talk about Stinsons and Champs.

Tuesday - A beautiful day with nice temperatures and low humidity. The exhibit halls open. My first purchase is KitLog Pro, a neat little program that tracks expenses and provides a builders log. \$39.95. Also purchased a no-hole yoke for my



The AeroShell Aerobatic Team flies over the memorial wall ceremony in the missing man formation. Of note is that the 4th plane is not a T-6. It was grounded by engine problems and Patty Wagstaff donated her plane.

TATCO squeezers, the better to get at those nasty rivets at the trailing edge of the rudder on my RV-7A project. Checked to see if I could find Art Edhlund and Dale Rupp at the Camp Scholler locator. No luck. Bad news for the teens. EAA has cut back the nightly teen dances (pay no attention to the sign that says "nightly teen dances.") To Thursday-Saturday only. This is really short-sighted for an organization that has such great programs for young people. Kids hang around the tent anyway because that's what kids do. Security kicks them out. If they were 50 year old folks from Indiana, security wouldn't have said a word. Not

every kid who comes to Oshkosh looks like an "Up With People" cast member.

In 4 years, I've never been to the north 40. This year I went in search of an RV builder - Don Hull - from Alabama - who flew up in his friend's Cessna 182. No luck.

Bad news early from #2 son's ballgame: Woodbury takes an early 6-0 lead over Eden Prairie. But the beeper later goes off with the message that Woodbury allowed 7 runs in the bottom of the last inning to lose 7-6. Great news. They'll be here tomorrow.

Wednesday - Attended the first forum. Van's Aircraft's annual question-and-answer session, which was dominated by talk about quickbuild kits and the foreigners who build it. People were concerned that non-Americans, basi-



Dick Van Grunsfeld and Van's GM Tom Greene at a forum on the RV-6, 7 and 9.

cally, would be able to build a kitplane. Tom Greene, the general manager of Van's, was remarkably patient in the fact of the utter arrogance of those asking the questions, proclaiming it a non-issue. Finally a guy in the audience

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Under the Cowling

Mag Timing

by Jim Montague

Let's go through the steps necessary to time Slick Magnetos to an O-320 Lycoming.

We will start with the assumption that the engine cowl, old mags, the ignition harness and upper plugs have been removed.

Rotate the prop to line up the firing mark. There are two timing marks on most O-320 starter rings, rotate the prop feeling in the #1 spark plug hole for compression pressure. When #1 piston is at top of its stroke, one mark, a line with 25 degrees stamped next to it will be just past the split in the case and the other identical mark will be just past a dot stamped in the starter housing.

Back off the prop so the 25 degree marks line up with the split in the case and the starter housing dot. The reason there are two marks is because on some installations one mark cannot be seen.

When the marks are lined up this is the engine firing position. Install the drive gear on the new mag according to the manufacturer instructions. Remove the old gasket and install the new gasket supplied with the mag.

Shipped with the Slick mags will be a timing pin. This is a left hand turning mag, so put the timing pin in the "L" hole in the distributor block and gently turn the mag until you feel it engage into the gear inside the mag. This is the mag firing position. This can be verified by hooking up a timing light and gently moving the drive gear back and forth, the points should then open and close.

When the engine is in its firing position and the mag is in its firing position all that is necessary then is to slide the mag into position and gently tighten the hold down nuts. The right mag may not have an impulse coupling. Install the other mag in like manner.

To fine time the mags, hook up the timing light wires to the "P" lead posts. Bump the prop forward to the 25 degree mark. When the points open in a given mag, the light goes out. Most timing lights have a red and a green light. If the timing needs adjustment the mag can be rotated one way or the other to get the points to open at 25 degrees.

After the timing is set, it should be re-checked by rotating the prop forward two revolutions then forward a little more to approximately the top dead center mark, where the impulse coupling will "click" - then back off to about 27 degrees and bump the prop up to verify the mag points open at 25 degrees.

Next time we'll talk about Bendix mags and TCM engines.

Jim Montague can be reached all of the time at Swift31B@aol.com.

Anderson named head of Lake Elmo Airport Association

Recently, Jim Anderson was elected president of the LEAA, to replace Jerry Sarracco, who had done a wonderful job and whose untimely death left a big void at our airport. About 55 percent of the 80-plus LEAA members are also members of Chapter 54.

Dale Rupp, Chapter 54 president and Jim agreed that the two groups should cooperate with each other whenever possible. One possibility would be for the LEAA to meet for a short time prior to the regular chapter meetings, as well as cooperating with highway cleanup, adding the chapter to the highway signs for public relations.

The next meeting of the MAC Reliever Airport Advisory Committee will be on August 27. All are welcome to attend. In addition to Jim as the association delegate, Al Kupferschmidt has agreed to be the alternate delegate.

The only significant issue at the moment is the possible name change of the airport. In view of conflicting petitions, for and against, a suggestion was made that a meeting be held at the chapter house at 6:30 p.m. on Monday prior to the next chapter meeting. The MAC would like to resolve the issue, and is waiting for some kind of consensus from the airport users. If you have an opinion to express, please attend the meeting.

Young Eagles Update *Al Kupferschmidt*

I have been making arrangements with a summer school program and will have 35 - 40 students to be flown. I must do these flights during the school day. Date: Thursday Aug. 15 at 8:30 a.m. 'til done. Will need 5-7 airplanes & pilots and 4 ground crew.



If I do not have enough help from our chapter members, I will enlist the help of Chapter 25 members at Air-lake. All those who are able to help should let me know ASAP either by e-mail or telephone 651-777-9257.

I will also have a display at the pancake breakfast and will be taking names at that time for flights to be given on Aug. 17. If you can't help with both dates, maybe one or the other will work into your schedule. Again, let me know which dates will work for those interested in this worthwhile project.

EDITOR'S NOTE: Because of the large amount of material for this issue, the electronic version of this newsletter is 12 pages. But because of postal costs, the mailed newsletter contains only 10. - *Bob Collins*

Minutes of July meeting

by *Bob Collins*

The meeting was called to order at 7:30 p.m. There were no minutes provided for June, so these were not adopted. Two new members were introduced. Tim Foss is building a Kit-Fox 5. Jeff Hove, who was our speaker on rocketry a few months ago and is the son of member Paul Hove, also has joined Chapter 54.

Wes McKuen (spelling tentative) and his son, Josh, were introduced as visitors. Chapter 54 is sending Josh to the EAA Youth Camp.

The treasurer's report was accepted as printed in the July newsletter.

President Rupp read a letter from EAA headquarters regarding the nomination

of chapter members for major EAA awards at Oshkosh. Dave Fiebiger was nominated but did not make the final cut. He was one of 42 nominated and remains at the top of our list.

Dale Rupp reported on a meeting he attended regarding the reconfiguration of Class B airspace in the Twin Cities in 2004. Class will be extended so the 4,000 foot floor will be extended farther. Soaring pilots have many concerns about this. In Stanton, for example, the new proposal calls for an 6,000 foot Class E ceiling, a reduction of 2,000 feet. A look at the proposed map can be found at http://www.soar.mn.com/soaring_files/MN-Class1.JPG. Those reading the electronic version of the newsletter need only click the address.

Art Edhlund reported on various aspects of the publishing of the newsletter. Spe-

cifically, he reported that the effort is in the works to disassociate the mailing of the newsletter with the notices of membership renewals.

Al K. reported that the chapter has flown 20 more Young Eagles. There are plans being put together to fly 50 more if enough pilots can be found, since scheduling requires these to be flown on weekdays. He indicated he would seek help from Chapter 25.

On the subject of housing, Dave Fiebiger reported he is still waiting on new shingles for the chapter house. Being hot and humid, he reported that nobody wants to lay shingles in this type of weather.

There being no more business, the business portion of the meeting was adjourned in favor of a program on GPS.

Treasurer's Report

by *Paul Liedl*

Correction to June's Financial Report: Individual dues collected in June where \$200 rather than the \$150.00 reported. This resulted in net assets of \$5980.88 rather than \$5,930.88 as originally reported.

July's Financial Report

Cash on hand	\$ 30.00
Checking Acct.	\$2,036.04
Savings Acct.	<u>\$3,876.28</u>
Total	\$5942.32

Income in July consisted of \$150 in individual dues, \$234 in hat sales and \$4.01 in interest for a total of \$388.01. Expenses for the same period were \$426.57. They consisted of \$43.19 in chapter house expenses, \$75.78 for newsletter publication / distribution, \$30 for aviation day, \$245.16 in hat sale expenses, \$22.44 in postage, and \$10 for a chapter house fan.

Welcome New Members!

Jeff Hove is the son of our VP, Paul Hove. Jeff has been around the Chapter 54 for years, networking with our Lake Elmo aviation community. He was our speaker at a meeting approx. 5 months ago and he talked on model rockets.

Other interests are SCUBA, skydiving, and he builds and competes with radio controlled robots. Jeff is building a vintage computer museum in his hangar and he is a self employed Software Consultant. He has

helped many restore their planes and he has restored a F-102 Delta Dart. He is a private pilot SEL and owns a Cessna 150. He is building a RV-4. His wife is Luda Hove and once again we welcome Jeff as our newest member.

- Scott Olson, Membership Chairman

New Product Reviews

Anywhere Map seems to be early GPS hit

by Bob Collins

I don't have a GPS, but that doesn't mean I wouldn't like one, and judging by the response a new product on the market is getting, I'm not alone. A few weeks ago I flew to Menominee and back in heavy haze. Perhaps I'm the last of the chart and VOR pilots, but that was one of many times in recent flights I've longed for "the big picture" that GPS can provide.

But its cost, and the fact I'm a renter, prevents me from getting a GPS. At our June gathering, T.J. Horsager, who flies from Fleming Field, gave us a look at a new product that turns a PDA into a GPS at a comparatively low price.

As with most GPS products, one wouldn't load it and launch since the screens and "buttons" would shred your cockpit resource management and make you long for the days when your charts, strewn about the cabin, minimally served as sunscreens. T. J. used a demo program to give us a broad view of the features of Anywhere Map from Control Vision Corp.

One only needs to look at the line at any of the GPS booths at Oshkosh to know just how fascinated pilots are with GPS. And one of the most popular booths at Oshkosh this year was, you guessed it, Control Vision's.

The software is designed for Compaq's iPAQ handheld computer (the best on the market, T.J. says). The product demonstrated in Oshkosh featured an attitude indicator; not a bad idea if your vacuum system goes down, but Control Vision makes it clear the program isn't intended as a replacement for your instruments.

Anywhere Map features a full-color VFR display similar to just about any GPS. But it also features things like the "cones of safety," which – with the tap of the pen – shows the airports that you might safely glide to in the event of an engine failure. The database also stores the AOPA Airport Directory, weight and balance, and optional checklists and flight calculations.

According to the material I picked up at Oshkosh (and is available to you for asking), you can create a flight plan with Anywhere Map by tapping on the search button, typing in the airport identifier to find it, click on "fly to," and the display plots your course and situation.

So how much is it? If you don't have the iPAQ com-

puter, the quoted package price at Oshkosh (which we assume can be found for less) was \$1,329, which included the iPAQ, the integrated GPS35, the Anywhere Map software, a weather planner (which will display 60 minute old NEXRAD images on the map), a yoke mount (don't even think about using this if it's not mounted on the yoke), and 6 months of data and software upgrades.

As near as I can tell, the downside is the usual one with handhelds – that stupid pen; which is forever getting lost. It'd be a lot easier if a finger could be used instead of the pen. So carry extra pens! There's also some concern – at least in my mind – about the number of cables running through the cabin, by T.J. seemed to suggest that wouldn't be a problem.

If you already own the iPAQ, you can get roughly the same package for \$629, although adding the weather flight planner is optional at half price (\$57). And if you just want cables to attach your PDA to an existing GPS, that'll run you \$439. The weather flight planner alone is \$114, which allows you to trade flight plans and logbook entries between the iPAQ and desktop computer system.

You've probably figured out by now that this package presumes the iPAQ is being provided for \$700.

Anywhere Map runs from a variety of power supplies; cigarette lighter, or the aircraft bus itself being the most common. A battery pack is selling for \$99.

For more information, visit the firm's Web site at <http://www.controlvision.com>. Those of you who are reading this newsletter online, need only click the address to be taken to the site. (Another benefit of receiving the newsletter online!).

THE DISSENTING VIEW

There have been several discussions on the RV list about this product. The most critical and thoughtful one, it seems to me, is from a pilot from Houston. Here it is:

You'll no doubt get many raves about it so let me offer

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At our June gathering, T. J. Horsager, who flies from Fleming Field, gave us a look at a new product that turns a PDA into a GPS at a comparatively low price.

NEW PRODUCT REVIEW *(Continued from page 7)*

a less than enthusiastic view. I just returned from Oshkosh using it in my Navion and I've flown with it about 50 hrs since got the airplane in May. It works but you need to decide what's important to you. I'm using it because 1) I already had an Ipaq so the incremental cost was cheaper than any other handheld GPS. 2) a VOR (and inop Loran) is the only other navigation equipment currently in the airplane. 3) I already had an Ipaq. 4) I like color displays. 5) Did I mention I already had an Ipaq?

I'm using it with a CF card GPS, CF sleeve, remote antenna, power cord and yoke mount. IF I did it again I'd use the GPS 35 instead of the CF card. No fewer cables but it would not be as tall and would get rid of the CF sleeve. As it is now it blocks my view of the VSI and access to the altimeter knob.

My biggest heartburn is that it's not a dedicated unit - it's a lashup of 5 pieces of hardware plus the Pocket PC OS/software and AWM software - any of which is a failure point that can bring it down. I had the Ipaq display spaz out on me on a long x-country and had to revert to VOR. It's unsettling to lose it unexpectedly even when VFR. It also takes a lot longer to get it assembled and online vs. a dedicated unit.

On my IFR X-C my CFI whipped out his Pilot III, punched ON, threw it on the glareshield and had a position before I could get all my parts out of the case. The friend who flew with me to Oshkosh had a Garmin 295, which just sat unobtrusively on the glareshield with only a power cord.

I can't really compare features between them since it was his first flight with the 295 but I found the display crisper and more readable than the Ipaq. We also flew 2+ hours in the dark and the difference was startling. The night mode on the 295 was subdued but very readable yet did not produce any distracting glare. AWM however was terrible. The night mode colors (if they're changeable I can't find it) did not have enough contrast to read airport Ids. Worse, the front-lighted screen of the Ipaq (nothing AWM can fix) created tremendous glare and reflections. I had to cover the Ipaq to see any detail outside.

I have made an uneasy peace with the touch screen. I worry constantly about dropping the stylus. The current version (1.25a) is much improved for selection and data entry but there is still a looonnggg way to go. The Navion is pretty stable but I still have trouble. I'm also constantly changing the display detail shown which requires hitting tiny check boxes. I change the display because of clutter. It doesn't change the amount of detail shown as you change display range or at least it doesn't change it to my liking. Getting more info on displayed items requires a very accurate stab and a lot of luck. If there are multiple items

near a point it always seems to pull the wrong one.

We were flying near the TFR at Texarkana and I tried for 10 minutes to stab it to verify the altitude once it showed on the display. I got info on the airport, the city and several obstacles but couldn't seem to hold my tongue right to get the TFR info. I gave up when I realized we would be well clear laterally.

AWM has a lot of capability and there's a lot to like but I find I have to fiddle with it way too much. I really like moving maps but I've flown all over the country without radios and then later with just a Flybuddy loran. I like the simplicity of being able to just jump in and go and keep my head outside. I guess I'm just a panel mount kind of guy.

The Navion will soon be getting the GX-65 and SL-30 from my -6. When it does I'll keep the Ipaq/AWM as a backup but I doubt it will get much use.

A brush with history

by Tom Marson

On Sunday (8/4/02), I had as a passenger in my Dakota Hawk, Harry Brothers, now of Arizona. Harry was the pilot of the B 29 camera plane the followed Enola Gay to Hiroshima. His plane was several thousand feet above Col Tibbets in Enola Gay. He trailed very slightly and, unplanned, got into the cloud of debris and radiation. There was extremely severe damage to his plane and the crew (of 9) were under medical evaluation for a year at March field in California.

Prior to piloting B 29s over Japan on firebomb and he raids he flew 121 missions over Africa and Europe. In Europe he flew P 38 camera planes for intelligence gathering. Harry would be happy to be a guest next summer to one of our EAA chapter meetings. He spends the summers in Midwest where his children are.

Notes: I have for sale two Maule tailwheels, one is a 6 inch hard rubber, in new condition and the other is an 8 inch pneumatic also excellent. Both will sell for about 1/2 price of new. Tom Marson 715-396-3448.



When we last we saw Jim Lund's Pitts Special, it was in pieces in his workshop (March Chapter 54 News). Judging by this picture from Bob Waldron, Jim's been very busy.

THE OSHKOSH CHRONICLES (Continued from page 4)

spoke up and said the people asking the questions made it sound like the people in the Philippines are recruited out of the trees, and that the quality is excellent, inasmuch as many of the people working used to work at Clark Air Force base before Mt. Pinatubo blew her top. The one useful bit of information was that Van's is now going to begin supplying a pre-made wiring harness.

More buying, I visited Bob Avery at Avery Tools. Eyeing a nifty Sioux air drill, they hooked up the air and let me listen to it. I bought it. My new baby.

My old baby - #2 son - and my wife arrived. #2 son went off in search of girls.

Thursday - Found Art Edhlund's tent but no Art. Where Art thou? Stopped by the airshow but the rain started and I headed for cover under the wing of a Taylorcraft. Started comparing headset prices and looking at reacquiring some Dave Clark H10-13.4s. After dinner, went down to the West End store for a Popsicle. \$3 and wondered if EAA realizes how much the food prices are killing this thing? Noticed a lot of folks were packing their planes and getting out of Dodge.

Friday - Went to the EAA chapter newsletter seminar with Scott Spangler, the editor-in-chief of Sport Aviation and Mike DiFrisco, the executive editor. A few good ideas, although next year we agreed we'd submit our chapter newsletters and then have a session to critique them. Stopped by the Rod Machado tent. Too hot to laugh at old jokes. Bought a new pair of Dave Clark H10-13.4 headsets; passive.

I looked at the Subaru engine installation tent that Engenfellner has, and read about the compatible Italian product that automates constant speed props. I hadn't thought much about the Subaru engine before and I was initially pretty interested. Upon reflection and discussion with others, decided firewall forward isn't the place I want to do much experimenting.

Saturday - A little more window shopping. Stopped by the Van's tent and noticed that somebody hit the RV7 hard enough to take a pretty good chunk out of the fiberglass tips on the horizontal stabilizer. Roger and Chris pulled out as did a sizeable number of people in the field. Watched the Harrier hover (was able to see it from the campground). Went to the Van's dinner that night at the Pioneer Inn. What a nice spot. We had a very nice dinner and met some interesting builders.

Van's gave us a preview of the RV 10 - a four-place plan. The most interesting thing to me was the fact you'll be able



Dale Rupp, Art Edhlund, and Bill Schanks share a moment after the Memorial Wall ceremony on Sunday.

to build it in modules. Instead of having a huge fuselage to deal with, you'll build modules, put them aside and only later lash them all together. Won a \$75 gift certificate from Avery Tools. Dinner, conversation, and \$75 in tools for a \$40 dinner. This is more like it.

By the way, I talked with Bob Avery briefly and he reported that sales were pretty good and that while others were reporting the show as "quiet," they were pleased with the results.

Some of the conversation at the dinner was the usual lamenting that the show has gotten too big and that common people are allowed on the flight line. If people really have a problem with non-pilots on the flightline, it seems to me they have options: don't bring your plane to a fly-in where 700,000 people are going to be or arrange to always be near to protect it during the airshows when most of the poor behavior occurs.

Sunday - The B-2 bomber did a very restrained fly-by. Attended the service at the Memorial Wall, which is a very pleasant site with some shade. A very touching service followed, which included a fly-by in the missing man formation by the AeroShell Aerobatic Team. Big points to EAA for grounding the helicopter rides during the ceremony. It was nice to meet up with Dale Rupp and Art Edhlund and then run into Jim Olsen and Bill Schanks later. Next year, guys, we get together for dinner. Packed up and headed home.

Most popular exhibitor: I'd have to say Control Vision takes honors with their supply of programs for the handheld computer market (see write-up on last month's chapter program).

Biggest accomplishment? I didn't spend a dime on food on the AirVenture grounds for the first time in four years.

A slideshow of Oshkosh images is available on the EAA Chapter 54 Web site. Online readers can click here to access.



Real Camp Scholler campers don't need shade from trees. This is Casa Collins for the week

The Classic Fairchild

by Jim Anderson



Fairchild Model 24-C8F (UC-61F)

USAF Museum

The Fairchild F-24 is a truly classic aircraft in its field. Built in the 1930s and 1940s as an economical and easy-to-fly touring aircraft, the F-24 became the plane of choice for many Hollywood stars including Robert Taylor, Tyrone Power, Mary Pickford, and Jimmy Stewart.

When the U.S. entered World War II, Fairchild's production line was diverted to the military and the F-24 became the Army UC-61 "Forwarder" light utility transport and Royal Air Force's "Argus." Civilian versions of the planes were also pressed into service. After the war, the manufacturing rights were sold to Temco, which built 280 additional F-24s to bring the total number to about 1,800 planes.

The museum's F-24 was built in Hagerstown, Maryland in early 1941 and purchased by famous ventriloquist Edgar Bergen. Bergen sold the plane to the president of a Spokane radio station and it was acquired for Army use in 1943. After the war, it flew with many private owners until it was purchased and restored by Ragnar Pettersson in 1981. Pettersson donated the F-24 to the museum in 1985.

Sherman M. Fairchild's father was a New York congressman and one of the founders of IBM. But the younger Fairchild's interest was photography. When he couldn't find a suitable platform for his invention, an aerial camera, he built the planes to carry them. Establishing Fairchild Aircraft Manufacturing Corporation in 1925, he later acquired Krieder-Reisner Aircraft Company. Growing and expanding, Fairchild ultimately was an empire of companies and divisions building airplanes, cameras, and aviation and space equipment. Sherman Fairchild was inducted into the National Aviation Hall of Fame in 1979.

Long-nosed "Rs" and Stubby "Ws"

Fairchild F-24s were produced with two different types of engines which give each a distinctive appearance. Some, including the Museum's example, have a Warner "Super

Scarab" radial engines. These planes, called F-24Ws, have stubby noses housing the round engine with pistons oriented around a central crankshaft. The others, called F-24Rs, have Ranger in-line engines. These engines have their pistons in a line front-to-back and allowed a more streamlined look to the long-nosed F-24R-versions.

Flight Fact: Fairchild's first F-24s, built in 1931, were two seat aircraft. Additional seats were added to the design in 1934 and 1938, making it the four place aircraft we think of today.

The Fairchild 24 is a four place private aircraft that was manufactured by the Fairchild Aircraft Corporation in Hagerstown, Maryland. It was very popular in the '30s and '40s with sportsman pilots, and is still a very popular today among collectors.

The Model 24 is a civilian aircraft first produced in 1932. Model 24s were built with a variety of in-line or radial air-cooled engines and different passenger-carrying capacities. The sleek H model was powered by an in-line, 165 hp Ranger; the stubbier G model by a seven-cylinder Warner Scarab radial engine producing 145 hp.

In 1937 the buyer had a choice of G models, the Standard or the show stopper Deluxe. The Standard could carry four passengers, the Deluxe only three - all the extras added an excess of 60 pounds to the weight of the aircraft. This aircraft is a Deluxe. Built with the wealthy sportsman-pilot in mind, this handsome airplane was no stranger to praise. Among some of the extras were plush upholstery, roll down windows, wing flaps, extra instruments, electric fuel gauges and a hand-rubbed finish.

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There were more than 1,000 Model 24s produced for the military under the designation UC-61, but many civilian models flew for the Civil Air Patrol (CAP). U.S. civilian members of the CAP flew countless patrol and rescue missions during the war using their own personal aircraft.

SPECIFICATIONS(Model 24 UC-61)

- Span:** 36 ft. 4 in.
- Length:** 24 ft. 7 in.
- Height:** 8 ft.
- Weight:** 2,450 lbs. loaded
- Armament:** None (some CAP aircraft carried small bombs)
- Engine:** Ranger 6-390-D3 of 165 hp.
- Crew:** 1 pilot and 2 passengers.(depending on configuration,they could carry 3 passengers.

PERFORMANCE

- Maximum speed:** 134 mph.
- Cruising speed:** 126 mph.
- Range:** 525 miles
- Rate of climb:** 760 ft./min.



Every year, on the Sunday before Oshkosh opens, Mark Holliday hosts a party for Swift owners from all over the country. This year's picnic saw about two dozen airplanes (mostly Swifts) parked around Mark's hangar, and a few street rods. Although the weather turned threatening in the late afternoon, forcing the airplanes to fly away or hide in various hangars around the field, a great time was had by all. - *Bob Waldron*

Changes in Practical Test Standards

Beginning in August, applicants for private pilot, commercial pilot, and flight instructor certificates will have to meet new, revised FAA standards during the checkride. The revised Practical Test Standards (PTS) become effective for private and commercial pilot licenses and for flight instructors on August 1.

The single biggest change is the reorganization of the Private Pilot PTS to incorporate single-engine land and sea, and multiengine land and sea sections into one consolidated docu-

ment with two sections (single and multiengine)... thus reducing the Private Pilot PTS to about half the page count.

Some tasks have been reorganized into other areas of operation, but have not substantially changed in their requirements or standards.

A sample of some of the changes:

The examiner shall select at least one task. (Rectangular Course, S-Turns, or Turns Around a Point)

Turns around a Point.

- This task no longer specifies 45 degrees as steepest point of bank. Says instead, "Applies adequate wind-drift correction to track a constant radius turn around the selected reference point.

Power-off Stalls

- Angle of bank not to exceed 20 degrees (was 30 degrees).

Task: Diversion

- Deletes the requirement to "divert promptly to the alternate airport."

Task: Maneuvering During Slow Flight

- Angle of bank must be held +/- 10 degrees (was +/- 20 degrees).
- *Changed* "Stabilizes the airspeed at 1.2 Vs1, +10/-5 knots." *New text* says, "Establishes and maintains an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in an immediate stall."

A complete analysis of the changes is available at www.aopa.org/whatsnew/newsitems/2002/private_comp.html. Online readers need only click the link.

Plane of the month



Send your guesses to birdmann@attbi.com



EAA Chapter 54
3275 Manning Ave. N. Suite #7
Lake Elmo, MN 55042



Calendar

August 12 - LAKE ELMO, MN - Chapter 54
Aviation Day Pancake Breakfast/Fly-In,
(21D), 651-730-8574

August 17 - SPEARFISH, SD - Chapter 806
19th Annual Fly-In, Black Hills Airport/Clyde
Ice Field, 605-642-0277, c21golay@mato.
com

August 18 - BOYCEVILLE, WI - Boyceville
Airport Booster Club sponsor Fly-In Break-
fast, 715-643-2223

August 18 - BROOKFIELD, WI - Vintage
Chapter 11 Eighteenth Annual Vintage Air-
craft Display & Ice Cream Social, 262-781-
8132

August 24 - JANESVILLE, WI - Chapter 60

Fly-In/Pig Roast, Beloit Airport (44C),
[http://members.tripod.com/eachapter 60](http://members.tripod.com/eachapter60),
608-365-1925

August 24 - DURAND, WI - Chapter 919
Fly-In at Chippewa Valley Airport, 507-
452-6235, paberg@hbc.com

August 24-25 - EAU CLAIRE, WI - Chap-
ter 509 Upward Air Show, Chippewa Val-
ley Regional Airport, [http://www.
ecwijaycees.org/home.htm](http://www.ecwijaycees.org/home.htm)

September 8 - TOMAH, WI - Chapter 935
Pancake Breakfast Fly-In, (Y72), 608-372-
4728

September 8 - MAPLE LAKE, MN - Chapter
878 & Wright Aero sponsored Sixteenth An-
nual Fly-In/Drive-In Pork Chop Dinner, 320-
963-5094