

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – June 2012

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Meeting Notice

**Tuesday, June 12th, 7 PM
CAP Building, Thun Field**

Program: Tim Ennis, Flightcam 360

<http://www.flightcam360.com/>

Refreshments: Lance Newman

From the President

June 2012

Spring is here and in fact summer seems within reach on some days. By now you should all have dusted off your winter cobwebs, checked up on your recurring maintenance tasks, given your paperwork the once over for both you and your plane, and maybe done a bit of refresher training if needed. We had a good discussion this last weekend at the board meeting about the upcoming events for the summer. We have some great opportunities for both making an impact on the community with Young Eagles and spending time as a chapter getting to know more members and their interests and projects with the Burger Burn and Arlington Fly-in.

Our chapter is growing each month. We have 113 members with many new faces. Let's all reach out to the new members both during the meetings and at these upcoming social events to loop them in and provide the support needed to keep this growing group together.

Fly Safe!

Andy

From the Secretary

Meeting May 8th:

Bruce Finney filled in for Andy.

We have our new PA sound system hooked up and ready for use.

Visitors:

David Churchill who is out of Chehalis EAA chapter says he is joining our chapter too, as he wants to build theirs, and our chapter has a lot going on.

Al Jones who flew as a night fighter in WWII is here to give our main presentation for the night.

Sidney Waller, whom we sponsored to the Young Eagles flight school last year is here to speak of her experience:

Ryan Huebler works at Ft. Lewis.

Norm with Treasury report:

Start: \$6,168.03

+ 222.00 for prop balancing and membership dues

= \$6,317.03

- 1,161.69 for the PA sound system

End: \$5,155.34

Norm has EAA hats and shirts for sale. He has men's large and extra-large.

As of this meeting we have 107 paid members.

Our very own celebrity, Ed Shadle, came in tonight to discuss the latest developments on his North American Eagle project. The North American Eagle, a converted Lockheed F-104 Starfighter jet built with the intent of breaking the world land-speed record, was at Sanderson field Airport in Shelton on Sat., May 5th for an engine run. The Eagle has been tested 31 times with Ed being behind the wheel each time. This time he passed the honors to a gal known for breaking land-speed records on motorcycles, Valerie Thompson, who sees a chance to break the women's land-speed record of 512 mph set by Kitty O'Neal in 1976. Ultimately, the team will attempt to break the overall world land-speed record currently held by Andy Green of the United Kingdom. Ed would like to bring that record back to the United States by reaching 800 mph.

Marv Scott, Randy Albritton, and John Brick flew to Madera, California at the end of April for an RV Formation Flying Clinic. More than 70 RV's signed up. I had the greatest pleasure of flying back seat with Randy on all the flights, taking pictures and soaking it all in. It was so intense, 16 and 32 ship formations, and yet so much fun. These guys were awesome. Not surprising to any of us, John received his FFI card. He is one smooth pilot at the stick. I'll be posting pictures of that soon on our EAA website.

Bob Beisler painted the EAA 326 logo on all of our chairs and tables. Big thanks to Bob as that was a lot of work.

Dave Fritzsche announced this will be his last year as Young Eagles coordinator and encouraged folks to volunteer as it is a very rewarding job. Dave announced that we now have a candidate for the Young Eagles Air Academy at Oshkosh. It is Christina Herr, daughter of fellow member, Steve Herr. Everyone voted and it was decided that Christina will be sent to the school.

Flyers for Young Eagles have been approved by the school districts and will be distributed to all the local schools by Sam Dexheimer, John Brick and myself. There are already 147 kids signed up for the Young Eagles event scheduled for June 30th. Volunteers are needed for set-up on Friday June 29th at 3 pm.

Sidney Waller talked of her experience at the EAA Air Academy last summer. She told us that she really didn't want to go that much but that her dad made her do it. She was very nervous the first day, but immediately started making friends. She learned the basics of aviation, took part in the building of wing ribs, made intricate paper airplanes, flew in a Cessna 150, flew in a helicopter without doors, and her favorite part of the school was the flight simulator complete with joystick. Sidney said she really had a great time and was thankful for the opportunity.

Dennis Rhodes, owner of Placard Plus off of Canyon road was here to talk about his custom panel placard products. He had been working for Alaska airlines for 40 years on simulators for B-52 and B-58, KC-135, C-141, B-737 and B-757's. He noticed that labels would rub off or disappear and it became hard to read the labels. Dennis developed a labeling system with overlays made from materials the same as coke cans. They have a satin finish and come with lighting behind the overlays. Overlays are peel and stick. Two clear coats of glossy enamel with a final coat of satin finish keep the labels from peeling. He charges \$40.00 an hour for panel design. All work is custom and no two panels are alike. He also makes custom compass cards for \$20.00. Dennis announced he is 71 years of age and wants to sell his business if anyone is interested in taking over.

U. F. O. sighting at Thun field!!

United Flying Octogenarians that is. That's right, Al Jones who is an official UFO was here to speak of his flying experiences. Al is 93 years young and is interested in flying light sport. He was 10 years old when Lindberg flew across the Atlantic and that attracted his attention to airplanes. In high school he had half interest in a Piper Cub and wanted to be a pilot for United Airlines. After logging 150 hours, he became impatient and joined the Royal Canadian Air Force in 1940 where he flew the Tiger Moth, Fleet, Avro Ansen and the Harvard (AT-6). He was then asked to be an instructor in the AT-6 where he logged 1,000 hours.

In 1942, he requested to be sent to the UK where he entered the RAF Bomber Command flying the Wellington. They practiced approach landings down to 50 feet under the hood. When it came time to pick the Bomber command teams, Al was taken to an assembly room where he picked his own navigator, radio operator and tail gunner. He saw an American and asked him to join, making it a five-man team. They practiced for 1 month and then flew 40 combat missions. During one night mission over Italy, they were being shot at and were unaware their fuel line had been cut with shrapnel. While returning to North Africa, they ran out of fuel and the engines quit. They were too low to bail out and had no choice but to land in the desert. Al managed to get her down on the ground safely with no casualties.

Next, he transferred to the U.S. Army Air Corps flying night-intruder missions in the British Beaufighter. Al said the Beaufighters flew at 350 knots, had 1600HP, 5 hrs. of fuel, 6

machine guns and had a bad tendency to ground loop as the tailwheel was too close to the mains. Al had been stationed in Belgium, England, Germany, Italy, and North Africa.

Near the end of war they took over an airfield in Germany that Patton had captured. There were ME -109's all over the field as there was no fuel. Al was then flying the Northrop P-61 "Black Widow" out of Italy where he flew 48 night missions. Dodging search lights was quite an ordeal; if their master searchlight locked on then all other slave searchlights would quickly focus on you, making the cockpit as bright as daylight. The P-61 was able to fly 5 hour missions and was equipped with 4 machine guns, a couple of bombs and 4 cannons under the wings, making this plane Al's favorite to fly. While flying the P-61 for the 9th Air Force division over Germany, he had a combat photographer fly along to interview and take pictures. They would make diving turns to increase speed and change altitudes so the German radar couldn't lock on. Their mission was to drop their bombs on trains, destroying it and the track. They followed a railroad track at 800 - 900 feet until they spotted a train and then diving to 300 feet for bomb release. On pull up, Al remembers he did not hear any explosions. When back at base they discovered that one of the bombs had deployed and the other landed on the runway, just below the plane. Someone neglected to pull the safety pin so it didn't go off. Needless to say the pilot and ground crew were glad that somebody screwed up!

Al was also checked out in the P-51 and P-38 and even though he did not fly them in combat, he did fly them a lot. Al said getting checked out in those planes was a pretty casual affair, "just read the manual, have the crew chief help you get it started and away you go"!

During the war, Al shot down three aircraft: a Junkers-88, Stuka-87, and a ME-410. After VE day Al's crew and planes were loaded on board a Navy ship headed to Guam for war in the Pacific. As they were about to enter the Panama Canal, news came about dropping the atomic bomb on Japan and they abruptly changed course to New York. Even though there was no booze on the ship, after about 2-3 hours heading north, there were a lot of drunks on board according to Al.

After the war, Al came back to the U.S. as the personal pilot of the commanding General of 4th Air Force. After being there for about a year, he transferred to USAAF reserve status. He retired from the reserves in 1968 as a Colonel and Command Pilot. During that period, Al also flew about 10 years for unscheduled Airlines. He has an ATP with type ratings in the DC-3, DC-4, C-46, Lockheed Lodestar, and the DC-9.

Al was hired by Boeing to be a production test pilot in Wichita for B-47's. After 6-7 months he was assigned to the B-52 test program. During training in the B-52 he had to fly at 400 feet, going 400 knots, all under the hood. They would fly to Mexico to launch test missiles. He flew the F-100 as chase plane on the B-52 for many test hops. Later, he transferred to the Commercial Airplane Division of Boeing where he flew all models, the 707 thru 747. He retired from Boeing in 1981 as the Chief Pilot of the Flight Crew Training Division with 18,000 hours. Al also flew the F-86 now hanging in the Museum of Flight... quite a lot too, as it was used to fly chase during flight tests.

This man is quite an amazing fellow with fascinating stories. I had the greatest pleasure to "tag along" at Cawley's fly-

in when John had Al in his back seat. He had everyone's attention when he spoke of his experiences. I, for one, look forward to getting him back to the podium in our EAA meetings.

Ed Shadle, Sydney Waller, Dennis Rhodes, Al Jones all in one night.... What a meeting!

Kerry Albritton,
Secretary/Photographer

Cockpit Magic iPad iPhone Android ForeFlight WingX

Anybody using this stuff?

I'm finding this harder and harder to resist. The airlines are adopting the iPad as part of their paperless electronic flight bag (EFB). And the Air Force Special Operations Command was planning to purchase 2,861 iPad tablets until someone blew the security whistle... something about iPads being manufactured in China and using Russian made applications like GoodReader. Even so, Air Mobility Command is looking at a purchase of 18,000.

I like my panel but it is primitive compared to the modern glass stuff. It is much easier and cheaper to bring on board the portable gadgets than to rebuild the panel.

I have been using the IPAQ portable with AnyWhere Map for about four years. It is not a phone and doesn't have Wifi; I plug it into my desktop PC for downloads. It also has PocketPlates for all the instrument approach plates. It serves mainly as a battery-powered backup in case I lose the panel mounted KLN94 or have electrical failure. I still carry sectionals and low alt IFR charts... something unnecessary with the modern EFB's. But my IPAQ has a small 3.5" screen, does not have sectionals or airway charts, and the approach plates are difficult because I can only see part of one, and have to scroll around to get all the info... basically impossible to do while flying the approach. But I always print out the approach plates I know I'm going to need, and if I have to divert or something, I have a crib sheet to copy all the headings & altitudes off the IPAQ approach plates, things the KLN94 does not give when flying the approach. One last thing on the AnyWhereMap Pocket Plates. Although they don't download with georef, you can create that yourself for one plate at a time. Yeah, a pain, but it works and then the little blue airplane marches around the approach plate as you fly it. To get all your plates georef'd on ForeFlight or WingX Pro7, you have to pay an extra \$75. Another last thing that I don't like about my IPAQ AnyWhere Map system is that I cannot switch back and forth from approach plates to enroute. I pretty much have to exit one program and load the other.

Here's a random gathering of things to consider.

ForeFlight: this is a very popular software for preflight and in-flight use. It was developed for use mainly on the iPhone and iPad. Not sure how well it functions on other platforms. When you buy ForeFlight, you are allowed to download it on both the iPhone and iPad with no extra charge.

WingX Pro7: seems to be equally popular and can be used on Android (Google) cell phones and tablets as well as the iPhone and iPad. Can't say it works as well on Android, because Android has many versions and Apple has only one. From the reviews I read, the Androids seem to be more crash prone. But I also read where users who have tried both, like WingX Pro7 better. To each, his own.

The iPhone: 4s is the latest version. It has a small screen, 3.5" diagonal. This is the same size as my IPAQ. But you are going to have a cell phone anyway, and the iPhone seems to have the least trouble with these applications. Right now the rumors are that the next iPhone, (the press is calling it the iPhone 5), will have a bigger screen. I tend to believe that since all the competition Androids are becoming larger. And that makes me want to wait for a bigger iPhone.

I've band-sawed a full size template of the iPad to see where it would fit best in my RV-4 cockpit. Wow, it is big. But so is the sectional when I unfold it. Seems like the best place is on a kneeboard or just lay it loose on my lap and put it away when I don't need it... like a sectional. But another reason to wait... an iPad mini is rumored to be making its debut in September. Something like 7.85" rather than the current 9.7" screen.

Here's the specs for the iPad:

9.7" (diagonal) screen
Height: 9.50 inches (241.2 mm)
Width: 7.31 inches (185.7 mm)
Depth: 0.37 inch (9.4 mm)
Weight: 1.46 pounds (662 g)

The iPad:

The original iPad, or iPad 1 as it came to be known, will work but pretty slow in comparison.

The iPad 2, works good.

The iPad 3, or now as Apple prefers to call it, the iPad, is the best. Faster and better screen resolution, slightly heavier and more expensive, of course.

You can order it in several forms:

WiFi Only: Does not include GPS

WiFi + 3G/4G (includes internal GPS)

Flash Memory: 16GB, 32GB, 64GB, each are an additional \$100 per step.

I would opt for the 32GB myself because I don't do music or games, but I would want all the maps and aero data, and when these are updated, every 28 days for some, you temporarily have both the old (still current) and the new (pending in a few days) in your memory. Then you don't have to wake somebody in the middle of the night; your data is updated automatically while you sleep.

Now here's the kicker: the iPhone, iPad or whatever is just a pieced of hardware, and pretty useless unless you have a service provider like Verizon or AT&T or T-Mobile, or Sprint, etc. When you contract with one of these providers, a two-year contract typically, you get a huge discount when you buy the cell phone. Not sure about the iPad because it is not a telephone. You can buy the iPad with wifi only, or you can buy the iPad with WiFi + 3/4G and elect not to activate the 3/4G.

WiFi, 3G 4G:

WiFi requires you to be in the neighborhood of a WiFi hotspot. McDonalds, Starbucks, your local library, or maybe the FBO, in order to access the internet and download weather, file flight plans, etc. No charge.

3G and 4G give you access to cell phone towers almost everywhere for internet access, and you need to have an account with a service provider like Verizon, and pay for whatever plan (contract) you have with them.

Supposedly, 4G LTE is the fastest and the future but you cannot access that service everywhere today. It is expanding rapidly but a lot of rural areas are not covered yet. I don't think it's a matter of choosing 3G or 4G; you will get both if your service provider is capable.

GPS:

Whether or not your iPad, has an internal GPS, many users recommend using a remote GPS (\$100) which links to your iPad wirelessly via Bluetooth. You place the very small GPS wherever convenient so it sees the sky. There are a number of popular blue tooth GPS's and they are all priced around \$100.

Battery life:

If fully charged, these gadgets do pretty well... 8, 9, 10 hours. Whether it's the cell phone, iPad, or remote GPS, they all require recharging at regular intervals. You could easily wire a charger into ship power for your own airplane to power or recharge in flight. But the cool part of the modern EFB is no wires, so don't forget to charge them up overnight.

Weather:

Now with the advent of ADS-B, you can get free in-flight weather on your gadget. Not so free for the hardware but once it is set up you don't have to pay a monthly subscription like XM WX requires. "Stratus," sold by Sporty's for \$800, is designed specifically for ForeFlight and the iPad. Another one, "SkyRadar," is designed for WingX Pro7. Be aware that ADS-B (FIS-B) providing weather, TFRs, and special use airspace info, has limitations. Since you are receiving this info from ground stations, not satellites, you have to be airborne. You would not be able to see weather while taxiing out for takeoff, for example. Parts of Washington and Oregon, and many other areas have enough ground stations for good coverage. But others like Idaho, Montana, Wyoming, Colorado, New Mexico, Kansas, and Oklahoma have either no coverage or very spotty coverage. Those gaps will be filled in eventually... I think we have 393 ground stations now and will someday have around 800... supposedly.

Satellite based XM WX does not have these limitations. You can get weather in the cockpit whether on the ground or in

the air, everywhere... in the continental U.S. that is, with a good bit of overlap beyond our borders. ADS-B has coverage in Alaska but XM WX does not. Subscriptions for XM WX are \$35 or \$55 or \$100 per month, depending on the level of service you choose. The hardware is not cheap either... \$1124 for the XM Weather package for iPad at Sporty's.

Price Tag:

ForeFlight Basic subscription: \$75 per year.

ForeFlight Pro (includes geo referenced taxi diagrams and approach plates) \$150 per year.

WingX Pro 7: \$100 per year. Add \$75 for geo referenced approach plates.

iPhone 4S: with 2 year contract... 16 GB \$200, 32 GB \$300, 64 GB \$400

iPad 2 refurbished: WiFi only. 16 GB \$350, 32 GB \$450, 64 GB \$550

iPad 2 refurbished: WiFi and GPS and 3G. 16 GB \$480, 32 GB \$580, 64 GB \$680

iPad 3 with WIFI only. 16 GB \$500, 32 GB \$600, 64 GB \$700

iPad 3 with WiFi and GPS and 4G LTE. 16 GB \$630, 32 GB \$730, 64 GB \$830

Note: to activate the 3G or 4G will require a service contract in addition to the prices above. But you can buy that feature and choose not to activate it.

Remote GPS: \$100

Stratus for ADS-B weather on ForeFlight: \$800

SkyRadar for ADS-B weather on WingX Pro7 with the iPad: \$600 or \$750 or \$950 depending on the model.

XM WX for iPad: \$1124 plus monthly subscription of \$35 or \$55 or \$100.

This clinches it!!! I had no idea. Check this:

http://www.youtube.com/watch_popup?v=6a8Ei-mr-fm0

jb

Jeremiah Weed Fighter Pilot Whiskey

<http://www.check-six.com/lib/Drinks/JeremiahWeed.htm>

Arlington campsite available within our EAA 326 group. July 11 thru 15. Contact Kevin at Kbehrent@gmail.com.

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