



www.eaa252.org

October 2005

Oshkosh - Sport Aviation Capitol of the World

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**The regular monthly meeting of EAA Chapter 252
will be on Saturday afternoon, October 8th - 3:00 pm**

This will be a Chili Fest at the home of Wayne and Kathy Daniels. They live at 3778 Red Oak Court, Oshkosh. The gathering starts at 3:00 pm and runs several hours. If possible, bring a sample of your own chili. We plan for you to eat half of yours, swap the rest. As usual, bring a small dish of food to pass (something that compliments the chili), and bring your own table service. Bring chairs. Cold drinks will be provided.

Directions? Go South on Oregon Avenue, past 20th, past Basler Turboprop, past Fox Valley Tech to Ripple Road. Baldor Generator factory is on the corner of Ripple and Oregon. Turn west (right if you are from Wisconsin) on Ripple and go to the end of the road (1/4 mile). Turn North (again right if you are from Wisconsin) and you are on Red Oak Drive. The Daniels live in the last house on the right, dark brown two-story. It's across the street from Jim and Kathy Drummond's house. If you are flying in, tell the tower you want to taxi to "Seventh Heaven" hangar on the very East side of Runway 18-36 South of Basler Turboprop.



Wisconsin Aviation Art Contest

Each year the Wisconsin Department of Transportation (Bureau of Aeronautics) is a sponsor of the annual aviation art contest for people under the age of 18. There are three categories: 6-9 years, 10-13 years, and 14-17 years. For the year 2006, the theme is *Air Sports and Nature in Harmony*. The "art" is to be a work on a flat panel 11x17 inches - no other size. It can be watercolor, acrylic or oil paints, indelible markers, colored pencils, felttip pens, soft ball-point pens, or Crayola. No pencil or charcoal.

The artwork is to carry out the 2006 theme. For details, E-mail karen.valley@dot.state.wi.us The brochure describing this art carries the following, which is an inspiration to each of us:

The beauty of the earth is never clearer than when seen from the air. Every day, thousands of people flying in airliners look at the earth with a new perspective from above. Another group of boys, girls, men and women involved in air sports are fortunate to have a special view of the grandeur below them as they soar in gliders or float through the air in balloons. Others feel the rush of air as they parachute down to a beautiful field or cross the sky in an ultralight or helicopter.

From above, the fullness of nature is seen in ways unknowable from the ground. Helicopters give tours of the inaccessible rivers and canyons as balloons float across hometowns, each giving new insight into how land, water, animals, and people share their environments. From the air, one is able to take pictures and film land that would otherwise never be seen. Aircraft do this without the need for roads. An airport or an open field will do for the intrepid aviator.

While the air sport participants enjoy this freedom, they must also be very good neighbors to all the

people and animals and the environment. This is especially important as they take off and land. Air sports enthusiasts are happy to do this because the beauty of the earth is one of the reasons they love flying so much. So grab your favorite pen or brush and capture the connection between the land and the air. Create a work of art that shows air sports and nature in harmony. Good luck!

Deadline for submissions is January 10, 2006. The contest is worldwide, but Wisconsin also rates its own artists. Know a talented kid?

Hurricane relief

General aviation airplanes and people responded in great fashion in most cases during the Gulf Coast hurricane disaster. Many times they were frustrated by bureaucratic tape, including the moving TFRs occasioned when the President and other brass flew around in planes and helicopters. But for the most part, they used individual American knowhow, and simply did what they thought was right. They flew supplies and rescued people.

The German military, hearing of the hurricane devastation on the Gulf coast, sent several planeloads of relief supplies to the Gulf. Then one plane loaded with 15 tons of supplies including a bunch of NATO military food rations, was stopped and turned back because it did not have the proper authorization. Der Spiegel, Germany's newspaper of record, has heard that there was a suspicion of mad cow disease if the food was consumed. This is the food that our American troops eat when on NATO missions. The airplane returned to Germany, and no more are anticipated. Another example of miscommunication during the crisis?



Meanwhile, TSA screeners carry on . . .

We don't even want to get involved with FEMA and TSA being part of a downgraded status of the Department of Homeland Security - downgraded in status, but not in congressional appropriations. However, TSA's screwups go on and on and on.

When Jason Hegg and his 22 month-old son Carter go traveling out of their home in the Detroit area they must carry a nebulizer to overcome Carter's asthma. His nebulizer is a device that delivers medication in the form of a mist that can get into Carter's air passages and keep them open. Jason's work takes him traveling a lot, and sometimes he takes family members along. Hauling the nebulizer is an inconvenience, but is necessary.

Recently, the Heggs were stopped again from boarding a plane (Northwest) in Duluth. "Duluth is the only place I have a real problem - not Minneapolis, not Detroit, not elsewhere." But Duluth is "where we run into trouble and are really treated rudely."

Because they were refused permission to board, they rented a car to drive to Minneapolis, where they boarded a plane, nebulizer in tow, without incident. Jason had to purchase a one-way ticket from Minneapolis to Detroit at a cost of \$520 because he couldn't use his ticket originating in Duluth. A TSA screener had told them "There's oxygen on the plane. What is he so worried about?"

On a previous trip, the airline carried the nebulizer up front in the airplane, so if Carter needed it, it would be available. Since that trip, Jason had assurances from both NWA and TSA that there would be no further problem. But when he showed up at Duluth again, regardless of his supporting paperwork, he was not allowed to carry the nebulizer on board. The TSA website specifically states that nebulizers can be carried on board.

Maybe the identifier for Duluth should be changed to DUH-luth?

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Healing hands

Recently EAA's B-17 (*Fuddy Duddy*) returned to Oshkosh with engine problems that promised to ground it for the next month or two. At the same time, engine problems on the venerable Ford TriMotor promised to thwart the annual Fall Color Tours. The engine problems for the B-17 turned out to be less than anticipated, and it should be flying again now.

The Ford, however, needed an engine change, and the EAA shop people were already busy with other equally important maintenance. Bauken Noack, EAA's resident master in the Cessna Reconstruction Center, quietly stepped forward to help on the Ford. Bauken was the major domo on the Ford's total rebuild a number of years ago, so he and the Ford have a long relationship. Almost single handed, Bauken used his own time to volunteer to change the affected engine. Those of us who know him realize that he is a master mechanic, but is also a gentleman we are each proud to call a friend.

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9/11 Commission Report gets revised

According to the *New York Times*, the FAA and officials from major airlines knew of a terrorist plot to "seek to hijack a commercial jet and slam it into a U.S. landmark."

This information is from an updated release of the 9/11 commission's report posted on the National Archives website last week. The new version makes available some information that had been deleted from the original report released in January. Some of the Commission members and others have pressed for this information on airline security failures added to the original heavily-edited report. Most of the new material focuses on warnings that the FAA received about possible terrorist hijackings. Included is information gathered from some 52 intelligence documents mentioning either al-Qaeda or Osama bin Laden.

According to the new information, officials knew that two of the three airports ultimately used by the 9/11 hijackers - Logan and Dulles - had experienced repeated security issues. For example, information deleted from the original report stated that one-quarter of all screeners used for United airlines flights at Dulles airport in 2001 had not even completed required criminal background checks. These were Argenbright Security people.

A lot of the report is still "classified" as evidenced by entire sections either blacked out or erased, replaced by a hand written word "redacted."

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Ol' Tattered Wingtips

Teterboro's "Midnight Special"



During this last week, we heard about the group of some 50 or so people holding a candlelight vigil across the road from Teterboro (NJ) airport, protesting the noise and publicizing their concern about the health hazards from airport operations.

That was a far cry from the experience of your *Pylon* editor some 50 years ago. He had returned from a trip in the corporate Douglas B-23, and there had been some minor engine troubles. He fixed the problem (or thought he did) and took the airplane out on the ramp in the evening to run the engines to see if the problem was fixed. Suddenly, from out of the dark, an angry mob surged toward the airplane while the props were still whirling. Hastily shutting down the engines, he emerged from the airplane to be confronted by the crowd who had been whipped into a vigilante action by a local office-seeking lawyer at the local town hall. Seems that each night about 11:30 or so, a heavily loaded C-46 took off on the way to Miami. In the summer night air, the pair of R-2800s straining to get the big hulk off the ground rattled the windows in nearby towns. After a bit of somewhat heated discussion, the crowd realized that the B-23 was not the every-night culprit - especially when about that time the Willis Airlines C-46 took off.

Airport noise is not a new phenomenon.

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Philippines decommissions last jet fighter

The Philippines is in the process of decommissioning the last of its US-made F-5 fighters. "There are tradeoffs that have to be made because of our defense priorities." The Philippines will continue to operate five Italian-made jet trainers. Back in 1965, the US made a deal to supply 37 of the F-5s, but the Philippine government found that maintaining such a fleet was just too costly for the small nation. They got a few replacement F-5s from South Korea, but even these became unserviceable after a time.

Years ago Costa Rica decided that maintaining a standing military was not practical for two good reasons. First, history has shown that a military coup will place the military leaders in a position of dictatorship and Latin America and the rest of the world shows this to be the case. So Costa Rica has a national police force under civilian rule. Second, if the military force (air force, navy, army) is for "defense," who will be the invader? Panama? Guatemala? If this happened, "Uncle Sam would be here in a minute." So Costa Rica puts its tax money into a great university system and into a comprehensive health plan for all its citizens.

Meanwhile, here in the USA, the multi-billion dollar program to build the rest of the 83 F/A-22 Raptors is proceeding on

schedule. The Raptor is needed, we are told, because the USA must have fighter planes that are more advanced than those of the rest of the world. The Raptor outperforms the other airplanes that the US has sold to other nations like Saudi Arabia. "Fifty Raptors - more than two full squadrons - are in the hands of the U.S. Air Force men and women charged with ensuring total dominance for our nation so that all soldiers, sailors, Marines, and airmen can do their jobs. The Raptor is a leap forward in capability necessary to maintain our ability to own the high ground for the next four decades" stated Larry Lawson, Lockheed Martin aeronautics executive vice-president and F/A-22 general manager.

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Impromptu Florida air show

Last week in New Smyrna Beach, Florida, a student and instructor were out flying in a Cessna 172RG. When they returned for a landing, one of the main gears did not go all the way down and lock. They tried bouncing the remaining two gears on the runway, but to no avail. Seeing the plight, a local operator jumped into an open Jeep with a couple of other people, and raced out to the runway. Coordinating their efforts, the pilot flew low over the runway and the Jeep driver sped along under the airplane. One of the fellows in the Jeep reached out to pull the afflicted gear down, but was not successful. The Jeep driver got a 12-foot firefighter pole and the three again went roaring down the runway. With the pole, the stuck landing gear was given a whack and it went down and locked. The airplane made an uneventful landing, and taxied in to the cheers of the mid-morning crowd of airport people. Can you imagine driving along at 65 mph under the undulating Cessna, just inches from its propeller?



"Miss Champion" arrives at Pioneer

Last week Steve Pitcairn fired up his 1931 Pitcairn PCA-2 autogyro at EAA's Weeks Maintenance Facility and taxied out to Wittman's Runway 27. When cleared for takeoff, Steve applied power and after a run of about 30 feet, the whirlygig machine lifted off and started a climb to pattern altitude. A few minutes later, the aircraft descended almost vertically to land at Pioneer Airport, where it will reside. Steve's family was very active in the autogyro development in the early '30s, and Steve wanted the example of "Miss Champion" (the original owner was the company that manufactured Champion spark plugs. To be at EAA Steve had spent several years rebuilding "Miss Champion" to its original glory, and it was trucked to Oshkosh for final assembly. Steve, a lifetime pilot and one of only a handful of autogyro pilots, wanted the Pitcairn to fly at least once before it was installed in the museum, so he opted to fly it himself from one airport to the other.

The autogyro was rolled into the Pitcairn Hangar to become a dramatic display of "how it was." There are fascinating stories about how the Pitcairn family worked with

Juan de la Cierva to develop the safe and reliable machine, and you can corner Jim Casper or Gene Chase to hear some of them.

Gene Chase, who was a kid in Scotts Bluff Nebraska when Pitcairn was flying the mail in autogyros on the East Coast, met Steve Pitcairn upon his arrival at Pioneer. It seems that back in 1934, Gene had purchased a 10 cent model airplane kit of the very same Pitcairn PCA-2 and had assembled it. When Gene was in the Navy in WWII, his mother saved a few of Gene's model airplanes. Because of that, Gene was able to show his model to Steve some 70 years after he had built it. Gene's mother had even saved the original model assembly instructions.

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KLYDE MORRIS



EAA Chapter 252 Calendar of Events

Thursday evening, Oct. 6, 7:00 pm - Chapter 252 Director meeting - Westside Pizza -
20th Avenue, Oshkosh

Saturday afternoon, Oct. 8, 3:00 pm - Regular monthly Chapter meeting at home of Wayne and Kathy Daniels, 3778 Red Oak Court, south of Oshkosh - Chili Fest

Friday, Saturday, Sunday, Oct. 14, 15, 16 - Ford TriMotor Fantasy Camp at EAA

Sunday, Oct. 16 - all day - Midwest Antique Airplane Club meeting at Manitowoc Airport.
MAAC meeting at 1:00 pm, air show all day.

Thursday, Friday, Oct. 29, 30 - EAA's annual Haunted Hangar Party - AirVenture Museum

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