



EAA Chapter 478
COCKPIT CHATTER
Lexington Park, MD August 2001

FROM THE EDITOR

Next Chapter Meeting:

21 August 2001 at 7:00 PM -
Terminal Building, St. Mary's
Duke Regional Airport (2W6)

In this issue of *Cockpit Chatter*:

From the Top, Bernie recognizes the support for the Chapter picnic, identifies the rubber-band powered camps, looks for help on the membership and social program committees, offers a heads-up on the September fly-in, and invites us to the "RV night" at the next chapter meeting.

Treasure's Report, Lois gives us the run down on this year's income, expenses, and account balance.

Chapter Meeting Minutes, one way to increase communication in the chapter is to pass on the minutes from meetings using this newsletter. This month Bernie Wilder let's the president due to honors for the picnic.

Governing Board Meeting Minutes, routine business is handled at once-a-month governing board. This month we held the meeting at the NAS Patuxent River T&E Museum conference room. With the potential of a computer virus, no new minutes are included, although we've included some of the on going information. In addition, the minutes include the list of new books and videos that were purchased through the 50% off program and are available for checkout.

August Program, This month we will meet at the Terminal Building at St. Mary's Airport at 7:00 PM. The theme is "RV night" with aircraft on display.

Chapter Fly-in/Open House, Sid provides the plans for the fly-in/open house to be held on September 15th. He still needs volunteers to help.

Curtis A1 Replica, Project Chairman, Sid Wood gives us an update on the A1. He has some volunteers for parts but needs more.

Member in the Spotlight, This month we recognize Ray and Leah Stinchcomb. Oh yeah we do mention the Navion.

Member's Forum, our own Ray Rose gives us a personal look into Oshkosh 2001 with a little help from Greg Dungan. Greg's taking advantage of all his free time away from newsletter editing.

EAA Network, describes events of interest to the EAA and its chapters: A&P experience, NASA solar airplane, oldest B-17 pilot, oldest pilot, period.

From the Web: on-line visual approaches to many airports, rocket-powered Long-EZ, eBay aviation section, aircraft diesel engines, CAF name change, and EAA AirVenture stats.

Cockpit Chatter is published monthly by EAA Chapter 478 solely for the dissemination of information and ideas to the membership. Any opinions expressed herein are strictly those of the author and do not necessarily reflect the opinions of the chapter or the Experimental Aircraft Association.

Chapter Officers
President: *Bernie Wunder*
Vice President: *Tom Weiss*
Secretary: *Bernie Wilder*
Treasurer: *Lois Rose*

Committee Chairs and Chapter Advisors
Social Chairman: *Open*
Program Coordinators: *Open*
Librarian: *Paul Gambacorta*
Flight Advisor: *Stu Fitrell*
Technical Counselors: *Ed Stewart, Nate Frank,*
and Rich Gill
Newsletter Editor: *Paul Gambacorta*

In the Chocks, Great picnic, well almost. Next year amateurs only in the flying contest. Any RV owners want to bring the aircraft to the terminal building at the chapter meeting.

Calendar of Events has been included to help us all plan and support chapter activities.

Membership Roster, is provided to help chapter members keep in touch with one another using e-mail. Any updates?

- Paul Gambacorta, Editor

FROM THE TOP

Bernie Wunder, Chapter 478 President

First off, I would like to thank Ray and Leah Stinchcomb for hosting our annual chapter picnic at their home on the Chesapeake Ranch Estates airport. We had a great turn out and a lot of fun. The threatening weather stopped some folks from flying in, but there were a couple of brave souls that did. I would also like to thank Tom Weiss, Bernie Wilder, and Paul Gambacorta for bringing in food, drink, and helping to set up and cook. Thanks again for everyone coming, bringing a dish to share and pitching in to get everything done!

But we did have a great fly-in at the picnic. Thanks to the generosity of Patty Stiegman and the county airport, we were given a bunch of balsa wood, rubber band powered model airplanes. Teams were formed up and given about a half an hour to assemble and test fly their entry. We probably had 15-20 entries. At 7:45 all the teams lined up in the grass area next to the runway and were given one chance to fly the longest distance when the signal was given. It turns out that we had a couple of experts in attendance and the team of Richard Van Natta and Saul Kurfeerst literally flew away from the competition to capture the first place prize. They repeated their performance so it was not a fluke. They were probably able to get a 100 yards out of their airplane. When I had tried to put one together at home, I could not get it to fly 10 yards straight ahead, so I was truly impressed by their performance. When I asked them their secret, they said that had been doing this since they were kids - so they knew what to do. Everyone thought that the

contest was fun and wanted to try variations at next year's picnic - maybe even have an airplane-painting contest!

But what this really shows is that if we can come up with maybe some similar types of chapter activities, we will have fun, maybe learn a thing or two about what makes things fly, and have a chapter that will grow. If anyone would like to join me on the social, program or membership committee (committees of one - me - except for the membership committee, which Eric Chase has volunteered to join-thanks Eric) please see me or give me a call.

Our fly-in in September is less than a month away, so we need lots of help to make this a success. Sid Wood has put in a lot of effort to get exhibitors, pancake breakfast/lunch, and Young Eagles lined up. It will be a long day, but we have over 40 paid up members and, with the CAP, we can do it.

Finally, at the next chapter meeting we will have our "RV night" for our program. We hope the weather cooperates and several of the local plus not so local RV's will fly in for the meeting. We will also award the first place prize for the picnic fly-in to Richard and Saul. So, please come out and support your local EAA Chapter.

C U at the next meeting on the 21st

- Bernie

TREASURER'S REPORT

INCOME (for 2001)	
Calendar Sales	\$18.00
Dues	\$464.00
Interest	\$8.81
Pancake Sales	\$43.47
TOTAL INCOME	\$434.28
EXPENSES (for 2001)	
Legal Fee	\$40.00
Misc. (Pins)	\$189.52
TOTAL EXPENSES	\$229.52
OVERALL TOTAL	\$181.82

ACCOUNT BALANCE (as of 8/5/01)

ASSETS

Cash and Bank Accounts

Checking	\$249.09
Savings	\$1,103.81
Fly-Ins	\$0.00
Pancake Breakfasts	\$0.00
Petty Cash	\$47.20
TOTAL	\$1,400.10

TOTAL ASSETS \$1,400.10

LIABILITIES \$0.00

OVERALL TOTAL \$1,400.10

- Lois Rose, Treasurer

The picnic gave us an opportunity to gain membership on our active roster, such as Don Byrne. Welcome! A quick scan of the Chapter roster shows the following members need to contact Lois for dues payment: Small, Liu, Lee, Fruik, Fitrell, Davis, Carlton, Bates, and Abbott. A couple names might not be active, so pay up and we'll keep sending Chapter newsletters. Don't forget, when you pay your 2001 dues in full, you will receive an EAA name tag, with your name and EAA Chapter 478 engraved on it. Please send your dues check to:

- Lois Rose, EAA 478 Treasurer
44482 Whitestone Place
Tall Timbers, MD 20690

- Ed.

CHAPTER MEETING MINUTES

For 17 July 2001

The chapter's picnic summary provided by Bernie Wunder in From The Top, will be the chapter meeting minutes for this newsletter.

- Ed.

GOVERNING BOARD MEETING MINUTES

Governing Board meeting was held on August 10th, 2001. Bernie Wilder, the Chapter Secretary is currently fending off a computer virus,

therefore, there is no summary of the meeting available for the newsletter. However, selected segments of previous board meeting minutes are reprinted for information.

Books and tapes ordered by the Librarian have arrived. The title list is as follows:

Books

- EAA Aircraft Building Techniques - Wood
- EAA Aircraft Building Techniques - Aircraft welding
- Custom Built Sport Aircraft Handbook
- Ultralight Vehicles: Access and the General Aviation Airport Environment
- Aircraft Powerplant Handbook

Videos

- Building Your Own Airplane - How To Get Started
- Building Your Own Airplane - Corrosion
- Building Your Own Airplane - Welding
- Basic Aircraft Woodworking
- Basic Aircraft Painting
- Composite Aircraft Construction
- Advanced Seaplane Flying

No submissions have been received for the patch contest. Board discussed advisability of extending deadline and will recommend same to membership at the next meeting.

EAA Grassroots fund was discussed. Board decided to turn over the material to Sid Wood to make a recommendation as to what we should do.

Board is still searching for a Membership/Social Committee Chairman. Of particular need is a mechanism to promote wider participation is the Club's functions and to enlist new members.

August meeting will be an "RV Night".

September meeting comes right after the fall fly-in. A fly-

in/Bull Session meeting was proposed. Any ideas are welcome.

- B. Wilder, Secretary

AUGUST PROGRAM

This month we'll be meeting in the Terminal Building at St. Mary's Co. Duke Regional Airport. We'll be starting at the usual 7PM. A Van's Aircraft promotional videotape will be available for viewing and weather permitting RV aircraft on the ramp for display and maybe some flying.

- Ed.

CHAPTER FLY-IN/OPEN HOUSE

(Repeat from July newsletter)

Chapter 478 Fly-In is scheduled for September 15, 2001 from 8:00 AM to 5:00 PM at Captain Walter Francis Duke Regional Airport at St. Mary's. See our teeny-tiny ad in *Sport Aviation* in the Fly-In announcements. We will start with a pancake breakfast for our volunteers about 7:00 AM. A Young Eagles Rally from 8:00 AM 'til Noon along with Fly-In arrivals will dominate the morning. We have confirmation for the Pax SAR H-3 helicopter to return this year at about 8:15 AM for an all day stay. The MD State Police Aviation Detachment has confirmed they will exhibit their SAR helicopter and hold an open house at their facility.

The Pancake Breakfast Committee has set the prices for breakfast at \$4.00 for adults and \$2.00 for kids under twelve for all-you-can-eat on the pancakes. They will wind up the breakfast about 10:30 and transition to hot dogs for the rest of the day.

US Coast Guard and the US Customs Service H-60 helicopters are still pending. Also in the works is a captive hot air balloon ride. We have confirmation for Stearman biplane rides for hire.

We will conduct judging for home-built, antique, and war bird aircraft and award trophies for best in show for each category.

The Civil Air Patrol will have an exhibit in the terminal building and have their SAR bird on the ramp. The CAP Cadets will also be helping out all around. Our local Navy Recruiter is also working on fly in aircraft and an exhibit. The Pax River Navy Flying Club will display their aircraft. The Patuxent Aero Modelers will display their model aircraft.

We need volunteers for the Pancake Breakfast and hot dogs, Young Eagles both ground crew and pilots, aircraft judges, parking aircraft, publicity, set up and breakdown. Bernie Wunder and Shirley Wood are co-chairs for the Pancake Breakfast. Greg Stevens is the coordinator for the Young Eagles Rally. Please contact these fine folks to volunteer your services. The big push now is for publicity; get the word to all your airplane buddies to come out for a great time and keep your fingers crossed for some nice fall weather. See you at the next Chapter meeting.

-Sid Wood

CURTISS A1 REPLICA

With a full schedule and a trip to Oshkosh, we gave Sid the month off for newsletter inputs. Here's his plea for help:

There are several parts that need construction: Outboard Floats, Propeller, Tail Booms, Seats, Engine Mounts, Radiator, Beaching Gear and Fuel Tank. I have the detailed drawings for all of these parts. They don't have to be airworthy parts. This is a museum display replica. We can make them out of concrete and two by fours as long as it holds together and looks like the real thing. If you can help with any of the above items, please contact me.

- Sid Wood

MEMBER IN THE SPOTLIGHT

Ray and Leah Stinchcomb

Ray and Leah deserve our member(s) in the spotlight for hosting our annual picnic. In welcoming us to their home we were treated to a great location, Navion backdrop, good food, and airplane talk in a family atmosphere. Thanks again.

Although I don't have a formal biography, I did get to chat with them a bit:

[Ed.] What's the best feature on the ever-faithful Navion?

[Ray and Leah] Well, you can sit up like in a chair, which makes it a great cross-country flyer.

[Ed.] What is your favorite flying routine?

[Ray and Leah] The crew changes in the touch and go pattern.

Ray and Leah spend a lot of time traveling in their Navion, which is in marvelous condition. We're thankful they made their home available for our picnic. Well done!

- Ed.

MEMBER's FORUM

Oshkosh 2001

Sunrise in Wisconsin in the summer! This has been a regular event for Lois and me for twenty years. This year was more beautiful than most. Our first day at AirVenture 2001 was mostly sunny, low humidity, pleasant temperatures and a warm soothing breeze. In other words, uncharacteristically beautiful! We arrived at the Blue parking lot before 8AM on Friday. To our delight, we parked very close to the main gate. Perhaps this is because AirVenture started on Tuesday this year and people didn't need to show up early? Next, we went up to registration to get our admission wristbands. To our surprise, there was no line. We just walked right up to an empty window. We were in heaven!

Lois and I began walking around and started waging how long it would be before we would run into someone we knew. Sure enough, within a few minutes we practically walk right into Greg Dungan. Now Greg has a great idea on how to do Oshkosh for his first time. He arrived at Oshkosh with three other Test Pilot School instructors, namely LCDR Kevin Greene, MAJ Randy Bresnik, and Steve Potter in two of the schools T-38's. Greg was a little disappointed because an F/A-18 he was supposed to come in was

down for maintenance! The guys stayed with one of their fathers in the campground. (By the way, Greg is noted for camping at IAC contests, so this fit right in for him). Of course, Greg had to work by the planes telling people all about TPS at Pax River, but there was some time for him to take in the sites and enjoy the spectacle.

Next, we went to the IAC building to get my IAC business out of the way. This left the rest of the long weekend for us to just enjoy Oshkosh in all its glory. Our first stop was to attend a forum for chapter webmasters. The two-hour forum got me psyched to get moving and get our web site on-line. It was held in the Vette theatre in the Museum. If you have never been to Oshkosh, then you have missed one of the great aviation museums in the country. Built on the contributions of EAA members and sponsors, the museum holds some of the most notable Sport Aviation airplanes. It is worth the price of admission.

On the tram ride to the museum we passed KidVenture. This event goes on all during AirVenture and takes up the entire area of Pioneer Airport, which is a grass strip behind the Museum. At KidVenture there are many activities including a half dozen control line airplane they can fly. There is a hovercraft to steer with an adult on board and flight simulators for RC flying. And for those too young for these activities, pedal planes to fly (drive) and land on an aircraft carrier. There are also talks about flying and Air Academy activities like building balsa gliders, etc. This activity is wonderful for sharing the joy of flight with the next generation. It also gives us some ideas of activities to keep the young folks busy while waiting for their flights on our chapter's Young Eagles Day.

Now it is time for a quick lunch and onto checking out the homebuilt airplanes. All the usual airplanes were there. Lois fell in love with a LanceAir IV with a sky blue paint job that feathered into the white. It did enhance the aerodynamic lines of that airplane. I was looking for an airplane that would meet the requirements of the soon to be proposed Light Sport Plane category. I have narrowed it down to three airplanes. First the Zenith CH601. This intrigued me because it looked similar

to the Zenith CH250 which we have the aluminum for in our hangar. The remaining parts are no longer available and we are not skilled enough to fabricate them. I was hoping that the CH601, which looks similar, could use the aluminum we had. Guess what, it cannot be done. Scratch the CH601 off my list. Need a chapter project???

Next, we looked at a RANS S-12 Airaile. This airplane looks like a beefed up ultralight. It has a pod cabin with lots of Plexiglas, a pole empennage, and a pusher prop using a Rotax 912S engine. We both liked this airplane very much, but I have to keep on my diet to get into it when it gets done. Sorry to any warbird buffs, but we skipped them. Not my thing.

Having checked out all the airplanes, we stopped at the workshop buildings. Here you can get hands on experience working on sheet metal, wood, composites, fabric, and welding. The workshop buildings have really improved. They now have a setup where there are large U shaped tables handling 40-50 people with an instructor with a PA system going over everything you need to know. There were also a number of people walking around in the middle helping those who needed extra help. It was well designed.

We then moved onto the Fly Market. This is a flea market with every item you can think of and lots of used airplane parts to boot. We found a couple of water bottles and moved on. By now the air show was on. The B-17's were bombing Wittman Field and winning the war again. The P-51's were providing low pass coverage. That beautiful noise was filling the air. Lois and I rarely watch air shows anymore so we left the field early and went to dinner near our motel in Appleton. We went to a restaurant called The Machine Shed. All portions were enormous including the bottle of wine that was a liter and a half. We had our steaks and finished the wine.

Saturday was a gray and dismal day. There was fog all the way down to Oshkosh. When we got there, we parked up front again, not a good sign for a Saturday.

We started the day off with a forum on picking a homebuilt you can fly given by our friend Budd

Davidson. This was a good forum except Budd kept going back to the flying characteristics of Pitts, T-6s and Bearcats. Next we went to the United States Aerobatics Foundation booth in a Commercial building and met some more of our aerobatic friends. We made arrangements to meet for dinner on Sunday and trekked off to see who was at the TPS T-38's. Greg was there putting down the Air Force and saying Go Navy to a couple of people. We stopped and talked for a while until it started to pour. We helped Greg put some display items away and then ran for cover. It rained for 10 or 15 minutes. Afterwards we had a light lunch and then went off the field to watch a movie, "Planet of the Apes" (not as good as the original), had dinner and returned to the field for a reception at the IAC building. When we returned for the reception, they put us out in the Gray parking lot that was a twenty-minute walk from the flight line. The reception was wonderful and we met a lot of our friends there.

Sunday started out foggy and overcast. Traffic was heavy at 8AM, looking like there were going to be a lot of people at AirVenture that day. We first went over to the TPS T-38's to wish them a good flight. As had been the case previously, only Greg was there kicking the tires while the other guys were busy checking on the weather (PAX was IFR with 500 ft. ceilings and rain) and filing flight plans. We then went through all the beautiful Classics and dreamed of flying any of them. Aircraft were taking off one after the other on runway 18 as the sky brightened. Our first stop was to attend a forum on getting started in ultralights. The speaker really explained everything involved and went a little on how the new Sport Pilot license and Light Sport Airplane category would affect the ultralight community. During the forum, the two TPS T-38's took off and we waved goodbye to Greg and the guys. We then took a tour of the booths and came upon a really wonderful idea. Someone has taken a Honda Reflex motorcycle and bolted on the remaining frame and engine for a ParaPlane! Someone is always thinking! On top of that, the designer is from Alexandria, Virginia.

By now, the haze had settled in and the only things running were the helicopters. One pilot put on

a show for 45 minutes using traffic cones. He would knock one down, place it on his skid, carry it to center stage, drop it off, knock it down and then stand it up with his skids. He did this in a variety of ways and even did it with two cones.

After lunch, we went to the summation of what was known about the upcoming NPRM on Sport Pilot and the Light Sport Plane. I hope to write another article on these issues when the NPRM comes out shortly. Oshkosh was now under attack by B-17s, an A-20, and a number of fighters. We stayed to watch the wall of fire but then left to meet some friends for dinner in Appleton. All that was left was to get up on Monday, get in a quick 18 holes of golf (miniature, of course) and catch our flight back home.

Lois and I started making our yearly pilgrimage to Oshkosh in 1981. Every year there has been more and more things to do and enjoy. We can't wait for next year.

In the past we have camped in the woods (one year our tent was destroyed by the winds of a nearby tornado); camped under the wing of our airplane; slept at the University dorms; and luxuriated in the air-conditioned comfort of a nearby motel. One year we even lived through staying at a nearby hunter's/fisherman's shack.

We have traveled to Oshkosh in our own airplane; in almost every car we have owned, on charter flights, and on commercial airliners. We have traveled by ourselves, with a couple of good friends and with large groups. We have stayed for just the weekend to a full two weeks.

At Oshkosh, Lois and I have volunteered our time. We worked membership, operation thirteenth, aircraft parking, flightline security, manned the United States Aerobatic Foundation booth and the IAC building. We've worked just two hours during our stay, to a few days, to the entire time.

We have seen Oshkosh grow from an already large event, to today's mammoth event; the flightline has almost doubled in size; showplane parking greatly expanded; Forums moved from tents to permanent

buildings; Workshops expand from one-on-one teaching to teaching 20-30 people at a time; Commercial buildings almost quadruple in size; large concrete taxiways and pads for military and commercial aviation installed; a beautiful museum conceived, built and expanded; a few small activities for kids has grown to a large event using all of pioneer airport for control line flying, pedal plane taxiing and many more wonderful activities for kids. We have also seen a change from everything saying EAA to today where it is hard to see EAA for all the other advertising and product placement on the field. Event separation ropes on walkways have ads and all the forum building are sponsored.

This year, our aging bones have had us stay for a long weekend; fly commercially; and find a comfy air-conditioned motel room. We also decided that for the first time in a long time, we would be tourists and just take in all we could at AirVenture 2001. It was great! See you all there next year.

- Ray Rose (reviewed by Greg Dungan)

EAA NETWORK

From EAA e-Hot Vol 1, No. 4

Q & A: Question of the Week

To EAA Government and Industry Relations:

I was just refused permission from the Indianapolis Flight Standards office to take the A&P tests. They told me that building an airplane and participating in Annuals did nothing for me in terms of meeting the experience requirements to get permission to take the tests. He said a person must work at least 18 months for a specialty and at least 30 months for general in a repair or maintenance facility with detailed documentation of the work performed. Military experience might also count. I didn't understand the rules that way, in fact, neither did two other people from here that got their A&P licenses several years ago. How does EAA interpret the rules? - *Via e-mail*

Answer:

Good question. First of all, the FAA Safety Inspector is correct when he says that per FAR 65.77(a) and (b) the A&P applicant must have the experience limitations he stated. However, he failed to review his FAA handbook, FAA order 8300.10, Chapter 22,

paragraph 9b - which states "experience gained from 'work on an experimental amateur-built aircraft' should be evaluated on its own merits if it fulfills the experience requirements." You need to present to the FAA FSDO enough documentation to document the time and work experience (e.g., time spent building your aircraft, doing the annuals for ?? number of years, etc.) EAA Information Services has an excellent handout that describes the process in detail which I will send to you.

From EAA e-Hot LINE July 25, 2001

NASA Solar Airplane Soars on Sunshine

A solar-powered flying wing reached 76,200 feet above the central Pacific on July 14, pointing the way toward "perpetual motion" aircraft that could one day remain aloft for months at a time. The aircraft is the Helios Prototype, built by AeroVironment Inc., under a project with NASA's Dryden Flight Research Center located on Edwards Air Force Base, Calif.

82-Year-Young Pilot Flies Bomber to AirVenture

Flying the Confederate Air Force (CAF) B-17 "Texas Raiders" is a real nostalgia trip for Wallace Peckham. By his estimation, the 82-year-old pilot may be the oldest combat B-17 pilot still flying the four-engined Flying Fortress.

From EAA e-Hot LINE July 28,2001

Oldest Active Pilot Visits AirVenture With a birth date of November 6, 1899, and flying an Aeronca Defedru, Ralph Charles of Somerset, Ohio, may very well be the oldest active pilot in the world.

FROM THE WEB

From AVflash 7.29b

SEE IT CYBER BEFORE YOU SEE IT FOR REAL: Flying into a strange airport for the first time can be a little disconcerting. Now pilots can go on-line and take the edge off the unfamiliarity by checking out aerial photos of the approach. The Web site, www.AirstripAmerica.com, is building an archive of all the U.S. landing sites, even out-of-the-way grass

strips. If you're a first-timer headed for Oshkosh next week, check it out. It may be your best chance to see what Wittman Regional Airport looks like before you start dodging all those planes on approach to AirVenture 2001.

From OSHflash 01.3

ROCKET-POWERED LONG-EZ... Yes, it's true ... there's a rocket-powered Long-EZ here on the field at OSH. Dick Rutan flew the EZ-Rocket at about one wingspan over the runway at Mojave airport, and for about 1,000 feet, on Saturday. The aircraft (and powerplant) arrived here yesterday ... in a truck ... and the crew of XCOR Aerospace, the engine's manufacturer, is waiting on the fire marshal's approval to run one of their engines before a live audience, in and amongst other tent displays on the showgrounds, today. So, does XCOR think that rocket propulsion is supposed to be the future of general aviation? When we offered that question to XCOR president and engineering manager Jeff Greason, his reply -- "No, that would be absurd" -- assured us that the conversation could continue without calling the nice men in the white coats to haul Greason off to happy land.

...HEADED FOR SPACE? While XCOR has no intention of launching the Long-EZ to the edge of space, the rocket project is quite serious about producing a reliable, reusable rocket for sub-orbital or space vehicles. The 400-lb thrust engines (there are two mounted in the EZ) are simply powering the Long-EZ to prove that such a rocket is indeed here. Toward that end, the rocket has run seven separate times (on purpose) in one trial, with no maintenance needed between runs and good reviews from test pilot Rutan. XCOR hopes the "EZ-Rocket" will attract some attention at the show (read: investors) so that the company can go on to realize its goal of producing rockets for next-generation travel applications via use in space-tourism vehicles. In the meanwhile, company personnel told us not to be surprised if we see the aircraft flying a limited number of airshows next year.

From AOPA ePilot -- Vol. 3, Issue 30

eBAY CREATES AVIATION SECTION - eBay, which claims to be the world's largest on-line marketplace, has realized the importance of aviation. The company announced that it is creating an aviation category on its Web site for airplanes, parts, and memorabilia. Also, eBay said that a special auction will take place on August 6 that will include a Cessna

182 once owned by the late John F. Kennedy Jr., a de Havilland Vampire owned by John Travolta, and the helicopter that was used in the TV show "Airwolf." For a preview, see (<http://www.ebay.com/aviation>).

From AOPA ePilot -- Vol. 3, Issue 31

SUPERIOR TO MARKET AIRCRAFT DIESEL ENGINES - Superior Air Parts Inc. has been named as the exclusive sales representative for two aircraft engines that run on jet fuel. The engines are produced by Thielert Aircraft Engines of Lichtenstein. Both engines, the TAE 110 and 125, are four-cylinder, four-valve turbodiesels that operate on Jet-A fuel. The TAE 110 has been certified in Europe while the TAE 125 has accumulated more than 1,000 hours in a Piper Cherokee. Plans are to install the 125-hp engine in a Cessna 172 later this year. Both engines feature 3,000-hour TBOs and full authority digital engine control (FADEC).

From AVflash 7.32a

CAF NARROWS DOWN NAME CHANGE AVweb reported over a year ago that negative connotations associated with the word "Confederate" had convinced the venerable Confederate Air Force to change its name. Over the past months, more than 1,000 potential names were submitted to a CAF committee for consideration. The board of directors decided to cull the number to four that captured the "distilled essence" of the CAF's mission. On October 5, the group's more than 10,000 members will be able to choose among: Heritage Flying Museum, Ghost Squadron, Heritage Air Force, or Commemorative Air Force. The results will be released December 7, 2001, and the new name will take effect January 1, 2002.

From AVflash 7.33a

EAA AIRVENTURE STATS RELEASED... According to EAA, this year's official Oshkosh Air Venture 2001 attendance was 750,000 ... though our ears heard loud rumors from vendors and veteran attendees who offered substantially lower estimates. Whatever the case, there seemed to be a pleasant amount of personal space available this year and a

more enjoyable ratio of display-to-enthusiasts than in years past. Over 10,000 aircraft were estimated to have flown into the event and the grounds held some 653 homebuilts, 434 classics, 419 warbirds, 389 ultralights/lightplanes, 316 contemporaries, 103 antiques, and 23 aerobatic aircraft. More than 40,000 people stayed at Camp Scholler, with an additional 5,000 in other areas, but it's the 4,800 volunteers who made the whole event possible ... we'll stop short of naming each one.

IN THE CHOCKS

I almost had a great time at the July Picnic. Next year the airplane contest is for amateurs only!!!! The summer is fast coming to a close with Airventure over and our Fly-in only a month away. I hope the weather cooperates so I can bring the RV down to the Chapter meeting. I think Skip said he would bring his down. I'm trying to round up some more.

- *Paul Gambacorta, Editor*

CALENDAR OF EVENTS

Event	Date	Location
Board Meeting	10 Aug	T&E Museum
Chapter Meeting	21 Aug	RV night, 2W6 Terminal
Fly-in/Open House	15 Sep	2W6, St Mary's Airport
Board Meeting	5 Oct	
Chapter Meeting	16 Oct	2W6 Terminal
Board Meeting	9 Nov	
Chapter Meeting	20 Nov	2W6 Terminal
Board Meeting	7 Dec	
Chapter Meeting & Christmas Party	18 Dec	2W6 Terminal