



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, November 18, 2001, 10 a.m., Meriden–Markham Airport, Meriden

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November,  
2001

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## November Meeting Minutes

*Sunday, October 20, 2001*

Club meeting started at ten sharp. President Caputo away on a work assignment and all other board members present.

Margaret gave a treasurer's report: Income \$70 and outflow \$243.34 for bank and newsletter. It was seconded and passed. The new total in the bank: \$2296.21

**Young Eagles:** Fran Uliano, our Young Eagle chairman, reported we flew 3 YE's last month and 79 youngsters this year; A bit off our prediction. He also talked about the paperwork the Boy Scouts of America want to be included in the YE program. With the National Guard at the airport and Fall fast approaching, we though it best to postpone any Rally until spring.

**Tech Counselors:** We had a report from Bob Burke, about a brake fluid-filling device. His airplane had a soft brake pedal. He recommended filling the brake line from the bottom and produced two added devices to watch for the fluid to rise or drip.

Contact him if you are about to fill your brake system. The bleed fitting should be on the bottom of the brake and pump the fluid up to the reservoir.

Ed Morris reported he saw Fred Duby's Sky Scooter. He said it was nearly the same as Tony Vallilo's, but did not have the corrugated wing as Tony's does. Please change Ed's email address from **Juno.com** to **YAHOO.com**. The rest is the

same. He will move to Florida before the next meeting to see the rest of the snowbirds. Contact him about the [www.AOPA.ORG](http://www.AOPA.ORG) info / members etc. for catalogs, stamps and other pilot info.

**Old Business:** Christmas Party at Yankee Silversmith Restaurant \$25, Not \$30 as I had given Rick for the last newsletter. Sorry. All those who signed and others who may want to join, please send \$25/person by **Thanksgiving** to Margaret at 20 Pine Glen Rd. Simsbury, CT. 06070. Tell her your choice of meal. The No-Host Bar opens at 5:30

Nominations for next year's board of directors: President: Fred

helping. Someone else went out and bought additional doughnuts. Thanks.

**New Business:** 2002 EAA calendars: \$10 each while they last. Two 2001 Van's calendars are still around with some great color shots—good ideas if you have not set on a paint schema for your project.

Ed Morris reported a Glasair look-alike ran off the runway Saturday, 8<sup>th</sup> of September. Please let people know that we at Club 27 or the EAA do not sanction first flights or piloting privileges. Only the FAA has that authority.

Club VP Steve Socolosky asked for ideas for club seminars. Think



Piper TriPacers and homebuilt Variezes gather in flocks at Airventure 2001. Photos by Mike Okrent.

Caputo; Vice President, Steve Socolosky; Secretary; Dave Pepe. We voted on and passed the slate as it stands. We still need a new Treasurer, as Margaret and I will only be here until May. We may fly south with the other snowbirds.

Refreshment chair people are Bob Upson and Bob Rouch. Bob will make coffee, and I saw Romona

about seminars for next year. Steve will hold the VP chair again next year and needs your help.

Jim Simmons and other members painted the Meriden sign on the airport sometime last month. Thanks Jim and crew. The bulletin board has some pix of that operation.

Continued on page 4

## AnywhereMap by Controlvision

Being a computer guy and a techno-geek, I've long been thrilled with the concept of GPS. Imagine: signals from satellites orbiting 12,500 miles above the Earth beamed down to a handheld device to locate your exact position. When I became a pilot, getting a GPS ranked pretty high up on my wish list. I'm good at pilotage and can handle VOR navigation pretty well, but GPS is the future.

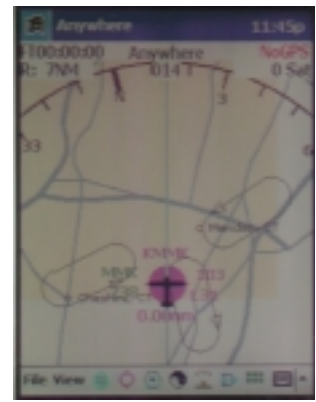
When I started looking, virtually all hand-held GPS units were monochrome. After reading a lot of reviews I had basically decided on either the Lowrance AirMap 100 or AirMap 300. The 300 had a larger screen but was almost twice the price. I love gadgets but I'm also pretty frugal. Then Garmin came out with the color 295. That had a lot of appeal but at \$1400 it was almost 5 times the price of the AirMap. But color really seemed to improve the presentation of data. Hmmmm.

Last Spring I went to Sun 'n Fun in Lakeland, Florida. There I got a chance to look at some of these units in person. I was surprised at how bulky some of them were. Many of the Garmin and Lowrance units were literally as thick as a brick. The AirMap 100 had a nice form-factor but the screen turned out to be much smaller than I had pictured it. Plus, I think I'd been spoiled by the idea of color.

I'd seen ads for the AnywhereMap (AWM) by Controlvision and also paid a few visits to their web site. It's different for a couple of reasons. First, it's really just software that runs on a variety of PDA's running the WindowsCE or PocketPC operating system. To me that implied easy updates. The PDA's are available at various price-points but the one to beat is the Compaq Ipaq. They have, by far, the brightest, most visible



**Zoom in close enough and runways are displayed and labeled. No taxiways yet. Here we are at Meriden.**



**The 7 mile view of Meriden in EFIS arc mode. The hard-to-see ovals are published holding patterns.**

screen of any handheld. It's also, at \$499, the most expensive PDA in the group.

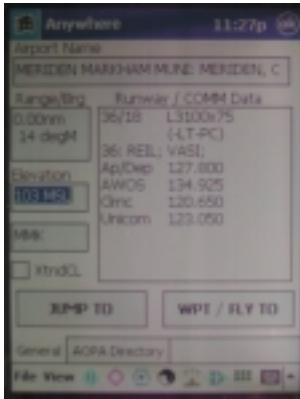
A second difference is the price of updates. Most GPS manufacturers update the databases on either a 28 or 56 day cycle to correspond with government issued changes. The cost of these updates can be substantial. Updates for the Garmin 295 are \$35 each or \$295 per year for 13 updates (28 days). When you buy AWM you get 6 months of free updates and a 28-day subscription is only \$100 per year after that. That appeals to my frugality. Updates are downloaded from the web. Many GPS manufacturers send out datacards. Finally, AWM isn't a GPS—it's software. It works with any GPS that has an NMEA output. By splitting the functionality between an external GPS and a PDA you get a much smaller device on the yoke at the expense of extra cables in the cockpit.

Apparently I wasn't the only intrigued one by AWM. Their booth was packed all week. Finally, on Friday I managed to squeeze in and get a demo. I wasn't disappointed and I didn't see anything that made me change my mind. Despite being way more than I originally intended to spend, I coughed up \$1050 and bought one of the last ones they had on hand. Part of my justification was that I could use the Ipaq for

many other tasks outside of aviation. I was right—it's got a great solitaire game on it! The bundle included a factory reconditioned Ipaq (saved me \$100), a Garmin 35 GPS (looks like a computer mouse), a power connector with cords for the Ipaq and the GPS, a rather cheap yoke mount and a CD with the software on it. The software was pre-installed on the Ipaq—fortunate since I didn't have a laptop with me, .

I got to check it out on the flight back to Connecticut. The person I was flying with is more of a gadget nut than I am so I got to make a great comparison. He had a Garmin 295 on his yoke, a Skymap IIIc on my yoke and a Garmin 95 in his flight bag. Fortunately, he also had an octopus cigarette lighter extension cord so there was a place to plug AWM in. One of the disadvantages of the system is that the GPS needs external power so if you lose airplane power you lose the GPS too. You can get various expansion sleeves for the Ipaq and there are several small GPS units that would fit in them. That would make the whole thing much more compact and it would run off the Ipaq batteries. GPS reception might not be as good, though. During the flight AWM compared very well with the other GPS's and they all agreed on our position through the

*Glide Distance - Half the distance from an airplane to the nearest emergency landing field.*



Everything you need to know about the airport including runway lengths, lighting, and communications frequencies. Click on "AOPA Directory" and get hotels and rental car info.



Here's the view at Groton. The bold circle is the recently expired TFR over Connecticut Yankee nuclear power plant.

whole flight.

There were some deficiencies in AWM—particularly related to terrain mapping. There were no coastlines or cities represented. Highways and lakes were shown but not labeled. None of that is show-stopper stuff, though, and many people prefer to turn on airways and fixes and turn off terrain. Since then, Controlvision has been very responsive in issuing fixes and upgrades. On later flights I found it quite difficult to enter course information in flight—particularly in any sort of turbulence—as you had to use the stylus on a small graphical “keyboard.” It was very easy to hit the wrong key. Since then they’ve done a great deal to allow you to do everything with your finger, including large “soft-keys” and the ability to use the front 4-way rocker switch to toggle through letters. They added coastlines and dots for towns. There are still no town outlines like on a sectional, but you can have the names displayed. It will display the distance to all the nav aids and airports shown on the screen. Great for giving position reports to ATC. They’ve added charted holding patterns and approach plates are promised for the near future. Extended runway centerlines make it easy to line up for an approach. It has an obstacle database and issues terrain warnings if you’re heading into some cumulous granitous. It has reminders to check gear and to switch fuel tanks. You can do weight & balance, all the E6B functions and they recently added a rudimentary logbook feature. They include the entire AOPA directory. Over the past couple of months they’ve come out with a continual

series of small database updates showing TFR’s such as the latest one around nuclear plants. I know this sounds like a sales pitch, but I’m very happy with the unit. It’s not without flaws though. The yoke mount is very cheesy. The connector on the Ipaq where the power and GPS plugs in was never designed to be used in an aircraft environ-

ment. It seriously cries out for reinforcement. The clip is easy to break and it costs \$50 to get it fixed. Like all good Windows devices, the Ipaq has locked up a couple of times. Once I put in a round-robin flight plan from HVN to CMK to POU to HVN. When I got to CMK (Carmel VOR) AWM got confused about where I was and made the next waypoint back to HVN. That was the first trip where I realized how hard it was to enter a flight plan in turbulence. So I use it a lot, but I still keep my sectional out and my VOR’s tuned.

Next up for Controlvision is AnywhereWx which combines AWM with real-time weather downloaded via satellite phone. The whole bundle, including the satellite receiver, GPS, Ipaq and the software is just over \$3000. More than I can afford right now, but definitely on my Christmas list. There’s a lot I haven’t covered and for more info check out their web site at [www.anywheremap.com](http://www.anywheremap.com).

—Rick Beebe

## Christmas 2001 Yankee Silversmith Inn

Wallingford, Connecticut  
Sunday, December 2 at 5:30 pm  
in the Depot Room.

- Appetizer:* Vegetable Soup  
Silversmith Salad
- Entrees:* Baked Cod Heritage  
or  
Roast Native Turkey  
or  
Roast Pork Normandy  
Chef's choice of vegetable and potato  
Silversmith Bakery Basket
- Dessert:* Deep Dish Apple Crisp ala Mode  
Coffee, Tea, Decaf

\$25 per person with a cash bar.

Please bring cash or check to the next meeting.

Lean  
Mixture -  
Nonalcoholic  
beer.

Parasitic  
Drag - A  
pilot who  
bums a ride  
and  
complains  
about the  
service.

### Want to buy or borrow

Silver and Bronze  
Clecoes for RV7A  
project.

Call Mike Okrent  
203-393-2662

*The deadline for submission of  
materials for the December newsletter  
is December 5, 2001.*

## For Sale

Prince Prop  
68" dia by 76" pitch RH,  
with 7/16 bolt holes  
[can sleeve to 3/8"]  
\$1200 obo. (cost \$1550)  
j.bass  
jerrymarge@hotmail.com

*Meeting Minutes con'td from page 1*

Our seminar for the morning was to look at the gun-camera film of Lt. Kenneth Weber.

Time to pay our Dues. Mail a check for \$15 to Margaret or pay at the meeting. Fill out your dossier as you pay so we can keep the roster up to date.

Margaret and I took vacation in June and missed that meeting. Then, I was absent in August and September. Thanks those who filled in.

—Jerry Bass

## 2002 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:  
Margaret Bass, 20 Pine Glen Road, Simsbury, CT 06070  
(Dues are \$15.00 per year, make checks payable to: EAA Chapter 27)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_

EAA Membership No: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_



The Leader in Recreational Aviation

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rick@beebe.org



Meetings held on the third Sunday of the month at Meriden-Markham Airport, Meriden, CT at 10am unless otherwise noted.

MATS Connie stands proud in the bright sun at AirVenture 2001. Photo by Mike Okrent