

EAAER CLAIMS ROUND-TRIP, COAST-TO-COAST SPEED RECORD IN AN RV-6A

Dr. Jeremiah (Jerry) Jackson, EAA 279116, recently set a new unofficial "round-trip transcontinental speed record for piston engine airplanes" in his RV-6A (N214MJ). Jackson, an engineer from Del Mar, California, flew coast-to-coast and back in just over a day (24 hours, 10 minutes), totaling nearly 4,200 miles at an average speed of 174 mph. On January 30, he departed from Montgomery Field, San Diego, at 6:11 a.m., landed in Jacksonville, Florida, that evening then arrived back in San Diego at 6:21 a.m. on January 31, shattering the old record by three days. According to the Carmel Valley News, the old record was set two years ago by a plane that flew to San Diego, then waited two days for ideal weather before returning to the East Coast. Each leg set a record, but the total round trip took four days due to the two-day delay. The distance of Jackson's flight was 600 miles longer than Charles Lindbergh's 1927 historic flight from New York to Paris, the first nonstop flight between the two cities. The highest altitude he flew was 17,000 feet and the lowest was 4,000 feet, and at times his ground speed exceeded 310 miles an hour.



Jerry Jackson broke the round-trip transcontinental speed record in the plane he built, the Feral Chihuahua.

EAA e-HOTLINE 02/26/10

Birthdays

Danny	STANTON	03-01
James	McBURNEY	03-09
Don	BUSH	03-11
Alfred	NEWMAN, Sr.	03-12
John	SLIGAR	03-19
Robert	BERNING	03-24

Sophia	KENT	03-01
Dorothy	CRAWFORD	03-04
Joyce Ann	NEWMAN	03-08
Gaye	HILL	03-12
Margaret	RICHARDSON	03-20
Johna	THOMPSON	03-26
Machell	WHEELER	03-27
Sheila	CONNELL	03-30

Anniversaries

Douglas Johnson	&	Dana	DUDLEY	03-01
Ross	&	Machell	WHEELER	03-05
Bruce	&	Cathie	HITT	03-11
Larry	&	Rita	GARNER	03-14
Tom	&	Pam	COLLINS	03-17
Ray	&	Betty	TRENTER	03-19
Greg	&	Ginger	CONNELL	03-27
Jerry	&	Dorothy	CRAWFORD	03-29

These statistics are from the Hand-Proppers Quarterly:

100% of all glider pilots don't hand prop.

0.1 % of motor glider pilots hand prop and 0% handprop in flight.

100% of piston airplanes have props.

95% of all piston pilots have never handpropped.

5% have handpropped.

3% of this 5% are single armed pilots who state they will not handprop in the future but feel they know the procedures very well (now).

1.9% of this group claim to handprop daily and spend their time on computer bulletin boards and in airport cafès advising the 95% how to handprop.

0.1% of this group are no-armed pilots who have multiple handpropping experiences and claim they would handprop again if they could.

There is one statistically insignificant person who drives around different airports in a tow tug with a bungee cord offering to tug-prop cabin twins.....

YOUR PILOT CERTIFICATE MAY BE NO GOOD

Pilots who have not replaced their paper airman certificate with the required new plastic certificate risk being unable to exercise their privileges at the end of March. All paper airman certificates will expire March 31, 2010. FAR 61.19(h) reads: "Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010."

To replace your airman certificate online, visit the FAA website.

To apply for a new certificate via the mail:



1. Complete an "Application for Replacement of Lost, Destroyed, or Paper Airman Certificate" (PDF available at www.SportAviation.org), or
2. Send a signed, written request stating your: name, date and place of birth, social security number and/or certificate number, and the reason you need a replacement.
3. Include a check or money order for \$2 (U.S. funds), made payable to FAA, for each certificate you request.
4. Mail your request to:

Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082

NASA WORKING ON 'FLYING SUIT'



It looks like a collaboration between Yves Rossy, the Martin Jetpack, with a little Buzz Lightyear thrown in but NASA says its Puffin "personal flying suit" could someday whisk its occupant from a standing start to 30,000 feet on 60 horsepower of battery power. The device uses two rotors to vertically lift and then propel the occupant at speeds up to 120 knots. The concept was unveiled at a meeting of the American Helicopter Society Jan. 20 by Mark D. Moore, an aerospace engineer at NASA's Langley Research Center. Before you start making room in the garage, however, there's a serious side to the whimsical device that will keep it in military hands, at least for now. It's just a computer

concept, but what a fun idea. An electric motor-powered single-man carbon fiber aircraft that can take off and land like a helicopter but also fly at 300 miles per hour -- that's convenient and practical flying and motivation to become a pilot. Of course, it's flying now . . . only on your computer screen. *AvwebFLASH 01/25/10*

EAA 172 Night Out

Thursday, March 25: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month it is at T-Bones Steakhouse, 2856 Wrightsboro Road, Augusta, Georgia 30909. Phone number: 706-737-8325. Contact Virginia Bush for more details 706-554-5618 e-mail: donr.bush@yahoo.com. For a map and directions go to the Web and put in this URL: nightout.jcmservices.net