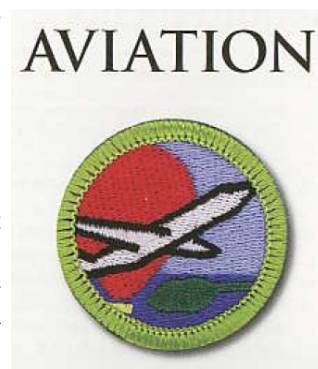


AVIATION MERIT BADGE TRAINING AT THOMSON ON MARCH 12

Club member Steven Amster is asking that our club members help out in Thomson on March 12. He knows that that is the day of the Fish Fry, but perhaps some would fly to Thomson after the meal. His phone number is 706-951-4536 and his e-mail address is: amsters@pol.net

This is what he wrote:

"I have conducted Aviation merit badge training for members of the Boy Scouts during the past two years. Now that I have joined the EAA after some prodding and with the realization about the meshing of the Young Eagle program and the merit badge, I welcome participation by members of the chapter in this (usually) annual event. Today I received my first chapter newsletter. I plan to attend the next meeting on February 12."



"Although the March 12 meeting is the same date as the conduct of the merit badge training (as part of Merit Badge University -- see the link on the web page at <http://www.gacacouncil.org/calendar/2011/03/merit-badge-university/620/>), I have made efforts to have Scouts (age 11 to 18) and Venturers (senior Scouts age 14 to 20) as candidates who are at or near the age when they can obtain a Student Pilot license and solo."

"I am a member of the committees of both Troop and Crew 119 in Evans. This year, I shall have been an Eagle Scout for 50 years. I am commercial/instrument SEL and working on my flight and ground instructor ratings. I know Kinsey Butler (my mechanic), Wade Hammer (we colonels went to Desert Storm together), Terry Florie (my commercial flight instructor), Brian Mulherin (a co-member of the local chapter of Military Order of the World Wars), and Walt Peterson (a Distinguished Scouter who assisted me with the merit badge teaching and whose plane is based at Wrens), all I believe are or have been members of the EAA chapter."

"We shall do, show, perform, or explain requirements 1, 2c, 2d, 2f, 3b, 4a, and 5. We may do 2a (time, weather, and parental permission permitting), 2c (if we have access to the flight simulator at the airport), 2g (the airport has posters of instrument panels of Cessna aircraft like my 2004 Skyhawk 172 SP. <http://www.youtube.com/watch?v=Ln4aTIq6Nps> is just like what you will see, except for the heading situation indicator (HSI -- a combined directional gyro (DG) and very high frequency omnidirectional receiver (VOR)) and a medium frequency automatic direction finder (ADF)) -- to be explained in class. 4b -- if enough advance interest, I shall arrange a trip to the Bush Field control tower. Thomson airport has no tower -- I shall explain how aircraft self-announce their positions.

I shall supply charts, foam plates, scissors, rulers, etc. You come prepared to have fun."

One of the many aviation activities is taking a demonstration – Young Eagles – flight. He would appreciate anyone with an airplane to come and fly some of the Boy Scouts.

SHORT FINAL

AIWeb February 21, 2011

Heard in Cape Town, South Africa:

N1234A (someone with an American Accent):

"Cape Town, uh — is that going to be the ILS Yankee or Zulu for Runway 19?"

Someone Else (not a controller, but someone with a South African accent) :

"It must be the ILS Zulu. Yankees are in America, but Zulus live here in Africa."

The controller and pilot from N1234A both laughed.

PIPISTREL LAUNCHES ELECTRIC MOTORGLIDER

Pipistrel said this week its electric-powered, two-seat self-launching glider, the Taurus Electro G2, is now available for sale. The company, based in Slovenia, is also offering a solar trailer for the airplane, which can charge it up in about five hours.



The 40-kilowatt motor is powered by lithium-technology batteries that are monitored by Pipistrel's own battery-management system, which features data-logging and battery health forecasting. The electric motor can be retrofitted into existing gas-powered Taurus gliders, the company said, and it will be offered for integration into third-party platforms as well. The system provides power for up to 17 minutes. Once the airplane is gliding, the propeller retracts into the fuselage with the push of a button.

The Electro G2 is the first version of the company's electric glider ready for production, but the "G2" or "second generation" appellation reflects substantial changes made from the original prototype to this production-ready design, the company said. After extensive testing of the prototype, the company decided to "rethink, redesign and implement completely new solutions" to create the G2, resulting in "much better reliability, handling and performance." Both the airplane and its solar trailer will debut in April at Aero 2011 in Friedrichshafen, Germany. The aircraft will compete for the 100,000-Euro Berblinger Prize, which will reward an aircraft that incorporates innovative ideas with regard to environmental sustainability, economy, safety and/or construction. (Information adapted from *AvFlash* February 17, 2011)



SEAPLANE VERSION OF THE AIR TRACTOR

Few pilots familiar with the Air Tractor line of agricultural spraying aircraft know of the Fire Boss, a seaplane version of the Air Tractor. It can drop 800 gallons of water on a fire before dashing off to a lake or river to scoop up another load of water. Fewer still know of the AT-802U, an Air Tractor equipped with a 50-caliber mini-gun that can serve as an attack aircraft for counter insurgency operations. All are testimonies to the genius of Leland Snow, who passed away earlier this week at the age of 80.

The Fire Boss is an intriguing design that mates an Air Tractor 802 and its 800-gallon spray tank with a set of beefy floats from Wipaire, an aircraft float manufacturer. According to Fire Boss LLC chief pilot Mark Mathisen, the joint engineering project resulted from a dinner meeting between Snow and Wipaire President Bob Wiplinger.



Air Tractor contributed to the project by designing additional reinforcement and float attach points to its AT-802, powered by a 1600-hp PT6 turbine engine. Wipaire modified a set of floats originally designed for the Beaver by adding a 3-inch probe that a pilot can deploy to suck up water. When step taxiing on water at approximately 60 knots, 80 pounds per square inch of water pressure is generated at the probe. That enables the Fire Boss to fill its tank in 10-12 seconds, while traveling less than half a mile across the water's surface. To date, 55 of the planes have been sold, mostly to Australia, Europe, and Canada. Three of the aircraft are under contract to fight fires in the U.S.

(Information adapted from *EAA Sport Aviation Technology* February 24, 2011)

CIRRUS ACQUIRED BY CHINESE COMPANY

Cirrus Industries Inc., parent company of Cirrus Aircraft, has been sold to China Aviation Industry General Aircraft Co. (CAIGA) of Zuhai, China but it appears the company will continue to build parts in Grand Forks, ND and assemble airplanes in Duluth, MN. CAIGA is a subsidiary of Aviation Industry Corporation (AVIC), the state-owned aviation company of China that makes everything from military jets to airliners. Cirrus CEO Brent Wouters says the deal will be a shot in the arm for the company and for its employees in Grand Forks and Duluth. "We are very optimistic to begin our partnership with Cirrus and add Cirrus's strong brand as the cornerstone in our aviation product portfolio," said CAIGA President Meng Xiangkai. (Information adapted from *AvWeb Breaking News Alert* February 28, 2011)