

PEOPLE MOVERS READY FOR BOSHEARS SKYFEST

In the early 1990s a group of EAA 172 members built the first “People Mover” to haul people around during the Boshears Memorial Fly-in and Airshow, as it was called at that time. It was a 16 foot flatbed trailer with school bus seats on sixteen foot long frames mounted on each side. The trailer was hauled around using a small farm tractor. People at the airshow could get on and off and travel on it, in relative comfort, around the Daniel Field airport to view the various attractions and aircraft. There would be no charge, just donations to EAA 172.

By the late 1990s, when Secretary John Magnan took over the setup and operation of the People Movers, the seats were falling apart and in tatters. Each year after assembling the seats on the trailers, he would spend a couple hours on each one wiring together the crumbling frames and covering up all the rips and tears on the seats and backs with duct tape. In fact, that is what he was doing on September 11, 2001, when the terrorist attacks on the U.S. happened. In 2009 the EAA 172 Board [approved](#) materials for building new seats for the People Movers. Member Gerald Ballard offered any bus seats we wanted that were in school buses stored at his [Ballard Truck & Tire Co.](#) salvage yard. So, in [August, 2009](#), Magnan spent several days scrambling through old school buses and finding and removing acceptable looking seats and frames. He designed four sets of seats and frames. Then he built them at the Pea Patch. Member Rick Dant did any needed welding work.

Since Tropical Storm Karen will be bringing in rain and storms this weekend through the beginning of next week, during



John Magnan assembling a People Mover on Tuesday.

the past week Secretary Magnan spent two days assembling the People Mover trailers. The seats were in good condition since club member Al Patton graciously let them be stored on the edges of a corner of his large open hangar. They are now put together and ready for the seats to be cleaned by club members on Saturday, October 12. So, please bring plenty of rags and a few buckets. It should take no longer than an hour to clean the seats and backs of both trailers so that they will be presentable to the public during Boshears SkyFest. Note that member Ben Covington has again loaned his 16 foot flatbed trailer to us so we will have two People Movers,



A People Mover ready to be cleaned

as usual, during the fly-in October 19 & 20. Club member Phillip Blanchard

has also again loaned us two [John Deere tractors](#) from his [Blanchard Equipment Company](#). EAA 172 thanks him for the use of the tractors to pull the People Movers around.

Apple iPad Used for Many Inflight Operations

(But don't update the iPad software to iOS 7 just yet!)

The Apple iPad has become a [ubiquitous](#) electronic device. According to the [Washington Post](#) “it has started to fulfill Steve Jobs’s dream of becoming integrated into just about every aspect of our daily lives — business, politics, education and entertainment.” And now it has become a necessary adjunct to [standard aviation instrumentation](#), especially for those old-style round cockpit panel “[steam gauges](#)” (as some call them). Those without a “[glass cockpit](#)” can now have many of the fancy displays that those with newer aircraft have. There are dozens of aviation apps – applications – that can be loaded into your iPad. John Zimmerman, in Air Facts Journal, wrote “The iPad is making flying less expensive, at least a little. One of the reasons it has been such a hit is that it lowers the cost of flying – replacing expensive paper chart subscriptions and even more expensive aviation GPSs and XM Weather receivers.” Some do prefer the stand-alone devices for aviation information in the cockpit such as the iFLY GPS for Aviation, but just one app for the iPad, [ForeFlight Mobile](#), for example, does all that the iFLY does, and more. According to the company it has “Beautiful, full-screen weather maps; complete airport data; plates; TFRs and AIR/SIGMETs; moving map with VFR/IFR charts and data-driven maps; and much more.” Another popular app is WingX Pro, which, according to some reviewers “is a nav/charting/planning/database/safety utility app that seemingly does all things for all pilots for the slim price of \$100 a year [for updates].” You could add another app called [Air Board HD](#) that has, according to the company, “the widest range of Aviation Instruments and Tools most commonly used in General Aviation. Air Board gives you all the information about your location, speed, altitude, direction, orientation, tilt, G-forces ... as in the most sophisticated aircraft.”

However, don't upgrade your iPad to iOS 7 yet even though that update was just released by Apple. [AOPA](#), [InfoWorld](#), and some developers have found “bugs” or “glitches” in it. The WingX Pro7 developer [reported](#) “We had an iPad 3 completely hang to a point where just the 'desktop' background was visible, no icons, nothing. Even the hardware buttons were 'dead'.” If you have already updated your iPad software you will have to wait for Apple to release an update to the update to fix the problems.

(Information adapted from multiple sources including AVweb AVFlash 09/23/13, AOPA ePilot, [AIR FACTS Journal](#) 01/02/13, [INFOWORLD](#) 09/25/13, [ForeFlight.com](#), [AOPA SmartBrief](#) 09/25/13)

KEN WALLIS, RENOWNED BRITISH AVIATOR, PASSES AWAY AT 97

If you have ever seen the 1967 James Bond movie [You Only Live Twice](#) you certainly noticed that it featured [Little Nellie](#), a high-tech gyroplane. In the movie, after finding out where an evil cargo ship *Ning-Po*



Former Royal Air Force Wing Commander Ken Wallis flying his creation, the Wallis WA-116 autogyro.

unloaded, Bond investigates the area using the heavily armed Little Nellie. Near a volcano, Bond is attacked by helicopters, which he defeats using his super-gyroplane. For the movie, that gyroplane was built and flown by stunt pilot and James Bond double, Ken Wallis, who was a British aviator, engineer, and inventor. During the Second World War, Ken Wallis served in the Royal Air Force and flew 28 bomber missions over Germany. After the war he moved on to research and development, before retiring in 1964. He later became one of the leading proponents of autogyros and earned 34 world records. According to Fédération Aéronautique Internationale he still held [eight of](#)



Autogyro Little Nellie with its creator and pilot, Ken Wallis.

[them](#) at the time of his death on September 1, 2013.

Wing Commander Kenneth Horatio Wallis DSO MBE CEng FRAeS PhD RAF was born April 26, 1916. During World War II he piloted [Wellington bombers](#). After the war he was involved in research and development, and was awarded a number of patents on his inventions. While still in the RAF, and on temporary assignment to the U.S. Strategic Air Command, he piloted the massive [Convair B-36](#) that had six piston engines and four auxiliary jet engines. After retirement from the RAF, Wallis produced autogyros for, in his own words, "reconnaissance, research & development, surveillance and military purposes", and his designs were not available for enthusiasts as he considered that although the design is simple it has to be built to the appropriate standards. His contribution to autogyro design included the "offset gimbal rotor head". He created one gyroplane after another, incorporating surveillance equipment, radar and other apparatus, using ground-penetrating radar to help investigators search for corpses and anthropologists find lost Roman settlements, and scanning Loch Ness for its famous monster (which he did not find).



Wallis made this comment about his work in the filming of *You Only Live Twice*.

"I had to do 81 flights and was in the air for more than 44 hours. It was hard work but fun when it was finished. The funny thing is I don't even get a mention in the credits."



[You Tube Video](#) of Ken Wallis flying one of his autogyro's from his air strip. He was over 80 years old when this video was taken. - Uploaded by jetric32 April 13, 2010, who wrote that Wallis was a "very dear friend of my family." 8:00 minutes

(Information from the [Daily Mail](#) (UK) 09/04/13, [AVweb AVFlash](#) 09/05/2013, [New York Times](#), 09/09/2013, The Guardian, August 10, 2010, [Independent UK News](#), Record File n°7601." Fédération Aéronautique Internationale, [History Channel](#), "[Wallis Autogyros](#)" FlightGlobal.com)

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *My airport manager said I can't keep a refrigerator in my leased hangar. Does he have any authority to regulate how I use my hangar?*

According to AOPA and the FAA: If you're leasing a hangar on a public airport which has received federal funds for airport improvement, then it is likely that your airport manager is obligated to restrict hangar use to aeronautical use only. If the FAA discovers that hangars are primarily being used to store ground vehicles, appliances, furniture, or other nonaeronautical items, the FAA may take action against the airport sponsor. The airport manager must enforce certain rules on the airport in order to remain in compliance. Read more about airport compliance here: [FAA COMPLIANCE](#)

This Month's Question: A person built his airplane (Long-EZ) 18 years ago but never obtained the repairman certificate for it. Is it too late now?
