

CPA FLIGHT LINES

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President's Message,

by CPA President Bart Jones

acreage is now devoted just to the parking of Vans RV Air Force. Energy and enthusiasm for aviation seems to be everywhere with ideas flowing freely.

Nothing epitomizes this quantum leap in sophistication better than the arrival of Burt Rutan's Space Ship One, being carried by its Mother Ship the White Knight, as it stopped on its way to the Smithsonian. With an up close look you can't help but make the comparison to a big home built project. I think it is fairly said the whole Space Ship One project is an outgrowth of Rutan's involvement in the EAA movement, and now they are planning a commercial venture for forays into space!

The next big surprise was the number of sleek little planes being readied for the Sport Pilot Market. There were dozens of them! Where they all came from, and so soon, is a mystery to me but it is clear that this segment of the industry is really gearing up.

As we flew home in our humble little Cessna I felt a renewed sense of confidence in the vitality of General Aviation that even \$3.20 gas could not dampen. Oshkosh is a great place to regain perspective and renew your appreciation of all aviation has to offer. If you haven't gone to Oshkosh it is an adventure that you are missing.

Bart

Mary and I made it to Oshkosh for the first time in ten years. On this trip we spent most of our time in the excellent seminars. We made two trips to the museum, the museum is worth a separate trip by itself. Although this is a huge event it is so well organized it is not overwhelming. But there is a lot to see and do. We spent four complete days and still didn't see it all.

I think our first time there was in the early '80s. That is enough time to really appreciate the changes that have taken place with the EAA movement. And what incredible changes there have been! On our first visit fabric and wood were still the predominant themes. Fiberglass was beginning to show up with Rutan's Varieze, made from plans, becoming popular and I think I recall some of the first RVs.

All these years later it is a shock to see where all this has come. The sophistication and performance of the home built is overwhelming to say nothing of the staggering numbers of models and kits available. Huge

The Mystery of the Missing GPS

by Mark Hopkins as told to Dean Jaros

I had taken my Cessna 182 to an avionics shop at Jeffco for some autopilot work. Another round of the never-ending maintenance that all airplane owners must suffer. Of course I grumbled a bit, but there was no reason to expect this episode would be anything but routine with a good outcome. The problem did not seem serious and the shop had a reputation for prompt performance and good work.

I was so relaxed about it that I gave no thought to the security of the airplane while it was at the shop — indeed, I left my flight-bag and two hand-held Garmin GPS units, a 195 and a 295, in plain view. I knew that the shop had a locked hangar and Jeffco, after all, has high fences with access only through coded gates.

When I picked up the plane two weeks later, neither GPS was in its yoke mount. Perhaps the shop personnel had put them aside when working on the autopilot. So I searched the whole cabin, starting with the back seat. No sign of either one. With some annoyance, I went to the shop manager and asked what they had done with them. He claimed that there had been no GPS units when they started work.

I insisted that they were in the plane when I delivered it. Then I saw an expression of dismay spread over the

manager's face as he saw a connection to another event. Someone had broken into the avionics shop hanger about two weeks ago, just after I had dropped-off the 182. The thieves, apparently clear about what they wanted, had taken some specialized shop tools and diagnostic equipment from the work-benches. Had they also, as a little side-benefit, taken my GPS units?

Closer inspection of the 182 showed that indeed was the case. Both the GPS power leads and the antenna cables had been ripped asunder. The thieves had simply grabbed and jerked to get the units, accidentally taking some other wiring, including the PTT switch, with them.

So much for security. I contacted my insurance company. They were courteous and helpful, but they could not entertain a claim unless I could supply them with serial numbers for the missing units. Both units were several years old, well out of warranty. I was not sure I had kept purchase records from that long ago. But fortunately, after a lot of digging in the files, I found the serial numbers on the receipts. The claim was eventually paid.

Incidentally, about six months later, I went looking for my seldom-used hand-held radio. I normally kept it in the seat-back pocket, but it too was

gone. For this unit, I didn't have a serial number. Given the time that had elapsed, I figured I didn't have a good insurance claim, so I just ate the cost. This certainly confirmed the lesson. "Keep a record of thy serial numbers."

I was just angry enough about this event that I wanted to, 1. do a little of my own detective work, and 2. potentially make life a little more difficult for the thieves. I contacted Garmin and reported that my units had been stolen. I found that the company, if the information is available, keeps records by serial numbers of all units, new and used. Of course, their wasn't a record of a new owner for my two units.

For months I worked e-Bay to see if my units would turn up for sale (they didn't — at least not so that I could recognize them by serial number). Simultaneously, I used e-Bay to find used replacements. It was an enlightening exercise. For many of the GPS units for sale, the seller claimed not to know the serial number; in cases where a picture was available, one could see that the data plate had been obliterated. It was clear that e-Bay was a popular place to dump stolen avionics. Often the seller of such a unit was a pawn shop. One could not possibly do a trace.

Of course, e-Bay can be a good source of perfectly legitimate goods. For example, avionics shops use it to re-market items that have been traded

in on upgrades. In fact I used e-Bay to buy two used units to replace mine. The seller was an established shop. The history of the units was clear and I advised Garmin that I now held the serial numbers. Happily, my outlay was a few dollars less than the "market" value, the amount that my insurance company had reimbursed me.

Although this whole episode turned out better than it might have, it was still painful, inconvenient, irritating, and time-consuming.

Can we do anything to avoid this kind of event? It is a difficult proposition, because hand-held avionics are vulnerable. They are easy to remove from an airplane, and they are easy to market. Panel mounted units, by contrast, at least require a tool to remove and typically they need to be installed by an avionics shop.

But there are a few basics. We can certainly take a hand held GPS with us when we leave the airplane for any length of time. It is best not to assume that locked or otherwise secure hangars provide complete security. As I have already said, it is important for insurance purposes to keep records of serial numbers.

More generally, it is in our collective best interest not to participate in the market for "hot" goods. If airplane owners won't buy questionable GPS

units, thieves won't steal GPS units. Simply, avoid purchasing used avionics that don't have original serial numbers. Where the serial number is present, check it against the manufacturer's records before purchase.

Quite apart from the question of ethics, it may not be in our immediate and individual best interests to dabble in the "hot" market. From my long

and distressing experience with e-Bay, I can say that the cost of a GPS with the serial number removed is little, if any, less than one with a legitimate provenance.

If after a few months have passed, I see on e-Bay a Garmin 195 and a Garmin 295 offered by the same pawn-shop seller, I will bet that they have the serial numbers removed.

Dean

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September 2005 Factoid Question:

Despite a very broad range of missions, the World War II US Army Air Corps generally used only four types of fighter aircraft: the P-38, P-40, P-47, and P-51.* These were outstandingly successful aircraft. But, inevitably, both military brass and defense contractors hoped for greater capability. Thus, many new and different fighter designs were proposed throughout the war years and several new prototypes were built.

What were some of these designs? How well did they perform?

*The Bell P-39 was also produced in large numbers, but it was in reality a ground attack plane rather than a fighter.

Find the Factoid Answer on page 6

September 2005 Factoid Answer:

Upgrades — Some of the new designs were really modifications of the four established fighters. The 1942 Lockheed P-49 was basically a P-38 redesigned to take advantage of new Pratt and Whitney and Continental in-line engines. Though it was an excellent airframe, the engines did not live up to expectations. As a result P-49 development never went beyond the prototype stage. The Republic P-72 of 1944 was an improved version of the P-47. Designed to intercept buzz-bombs and other cross-channel German sorties, it had heavier armament, a larger engine, and counter-rotating propellers. Performance was superior, but the production run was cancelled in order to allocate resources to long-range escort fighters, considered a higher priority.



Lockheed P-49. Photo courtesy USAF Museum.

The P-40 had been conceived and developed in the mid-1930s. During the war years, Curtiss tried valiantly to modernize it but without success. No fewer than four basic re-designs were attempted: the P-42, P-46, P-53, and P-60. In general, the hope was to mate the aging P-40 idea with improved engines that emerged during the 1940s. The P-60, for example, was to take advantage of the Rolls-Royce Merlin that had proved so successful in the P-51. Cooling problems and lower-than-expected performance doomed all of these designs. Cynics might see in all this a rather desperate attempt to salvage Curtiss's declining fortunes as a producer of viable airframes. In any event, Curtiss was assigned to build Republic P-47s instead of its own aircraft.

Exotics — There are six World War II fighter designs that can only be described as exotic — some perhaps to the point of being fanciful. The 1943 Vultee P-54 was a pusher design with its tail supported on twin booms. It looked a bit like a modern Adam Aircraft A-300 with only a rear engine. Its forward gun placements were tilted in a fashion supposed to increase its effectiveness as an interceptor. Its Lycoming in-line engine never performed properly and only two P-54s were built. Curtiss also tried its luck with an exotic. This was the P-55, a canard pusher craft with a general resemblance to a Long EZ. Its rear-mounted propeller presented challenges to a pilot who might have to bail out (a real consideration in a combat aircraft). Moreover, the P-55 was unstable and performed no better than conventional fighters. There



Curtiss P-55. Photo courtesy USAF Museum.

was no production run. The Northrop P-56 was a pusher flying wing. It was very difficult to handle on the ground and showed no performance advantages whatsoever.

Curtiss had yet another weird idea up its sleeve. In 1942, it designed the P-62. With a wingspan of 53 ft., it was the largest single-engine fighter in the US arsenal. The P-62 was to have eight 20 mm cannon, a truly amazing amount of firepower. An extremely unusual feature was a pressurized cockpit. Poor high-altitude performance created doubts about the P-62, and the program was cancelled when it became clear that the project would impair Curtiss's ability to manufacture P-47s. Curtiss was down for the count.

The Bell P-77 was a very light-weight interceptor built mostly of wood. Exactly what its mission was to have been is unclear. Apparently a production run was considered, but superchargers for the Ranger engine turned out to be scarce, so the project was cancelled.

The P-79 was yet another flying wing from Northrop. Apparently in response to rumors of rocket-powered planes in Germany, the P-79 was to use this type of reaction motor. Since there were no such engines available in the US, a later version of the P-79 featured early Westinghouse turbojets. In 1945, the jet version was towed aloft by a P-38 and released for its initial flight. Unfortunately, the P-79 began an uncontrolled roll and crashed. The project was cancelled.

One that almost made it — the “new and different” design that came the closest to production was the Fisher P-75. Everything about the P-75 was strange in the extreme. “Fisher” was the division of General Motors that had manufactured automobile bodies for decades. Its only experience with aviation was the production of a few license-built wood-and-fabric craft in 1918. Nonetheless, conceived in 1942, the P-75 was seriously considered to meet the supposed need for a new interceptor. The plane was a Rube Goldberg contraption. Initially, it had outer wing panels from a P-40, the tail of an SBD/A-24, and the landing gear of an F4U Corsair. It was powered by a massive Allison V-24 engine of 2,885 horsepower (also manufactured by General Motors), placed behind the pilot as in a P-39. It mounted no fewer than ten .50 caliber machine guns.

The P-75's did not perform as well as hoped. At about the same time, it was becoming clear that the priority in fighters was not in interceptors, but in long-range bomber escorts. So a redesigned P-75A was fitted into this new escort role. A production run of six was actually completed. But three crashed and performance was really no better than the venerable and highly successful P-51. Some observers claim that it was the military brass, citing the P-51's



Fisher P-75. Photo courtesy USAF Museum.

advantages, that were finally able to get the contract for the remaining 2,494 P-75As cancelled.

As far as aviation is concerned, General Motors was not necessarily top-dog during World War II. While its Allison engines did power the P-40 and the P-38, those power plants were a conspicuous failure in the P-51. That plane owes its incredible reputation to the Rolls-Royce Merlin engine, which was manufactured in the US under British license by Packard Motor Car Co.

General Motors' finances would have benefited enormously from the P-75 program. But instead its World War II aviation contribution was heavily in the manufacture of other companies' designs — such as the Navy's Grumman F4F fighter.

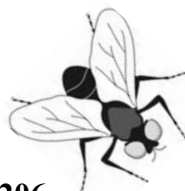
Dean

Bill XP-77
USAF Museum Photo Archives



Bell P-77. Photo courtesy USAF Museum.

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