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Newsletter for members and friends of EAA Chapter 225.

Time has come to P-A-R-T-Y! EAA 225 to hold its Annual Pot Luck Holiday Dinner & Yankee Swap Party on Sat., Jan. 12, 2013.

Place: Skyhaven Airport Pilot's Lounge, 238 Rochester Hill Road

Town: Rochester, NH 03867

Time: 6:00 for Socializing & Dinner/Meeting.

There should be plenty of good food and fun for everyone.

For more info: Call (603) 781-6572

Eighty-nine-year-old Gordon Jones of Alberta, Can., still enjoys taking his bright yellow Tiger Moth airplane out for a spin. "The main thing is the freedom of it, you can just go anywhere you want," he said of flying the vintage biplane. Gordon was an instructor for the Royal Canadian Air Force during World War II and his stories inspired the book "Wings over High River."

FROM THE PRESIDENT'S SHOP

Hello fellow EAA225'ers,

Happy New Year to all and I hope you've had a great holiday season. Always a hectic time of year but this year has been especially busy as I have been transitioning to the Boeing 777. For my airline this is the queen of the fleet. It is truly a remarkable airplane but still built like a Boeing. It has so many amazing design features that even after 3 weeks of school it still makes me smile at it's capabilities. From the electronic self completing checklists, to the fly by wire that doesn't restrict what a pilot may want to do, it is a phenomenal airplane. It is even capable of making a 'space shuttle' approach AUTO-LAND with both engines shut down. It will even apply the brakes and stop the airplane on the centerline of the runway. The only thing the pilot needs to do is extend the flaps on speed. If your 777 is upset at 120 degrees of bank the fly by wire will right the aircraft and maintain altitude. That is of course if you let go. If the pilot wanted to complete the roll thru completely inverted, they could do that. That is not the design philosophy with Airbus products. The Boeing will let you still fly like a pilot, the Airbus will stop you and limit your control inputs.

Well what does this have to do with amateur-built aircraft you might ask. Well there are fly by wire amateur aircraft on the horizon. Every radio control aircraft is "fly by wire (less)". I'm not sure the benefits will be there for general aviation for a long time. The weight savings in a transport category aircraft are tremendous. Saving 30 pounds in a Cub would not be a reason to spend many thousands of dollars for a lightweight redundant fly by wire system. Saving hundreds, perhaps thousands of pound, on an airliner that will fly up to 16 hours per day does make economic sense.

Where this applies also is making the economic decision on how much do you spend to retrofit your certified aircraft with a new glass cockpit. Will the airplane fly any better? Will it be more efficient and save you thousands of dollars of fuel per year? Although, if you need a reliable IFR platform and your old equipment is unreliable and costing you many maintenance dollars, it might make economic sense. Homebuilders who choose a glass cockpit right from the start have many choices that are almost cost neutral with traditional vacuum powered flight instruments. Unfortunately for certified aircraft owners the landscape is a lot more expensive. Even the stacked "Aspen EFD 1000" is close to $8,000. That would be more than one-quarter the price of a used Cessna 172 if that was where you wanted to install it. Of course it's a far cry from a $10,000 HSI with a remote compass that was all the rage 15 years ago (i.e. Sandel). As time goes by, the technology comes down in price. But it's still a significant cost.

The other side of the coin is, how much gas and how many hours can you fly for $8000? The choice is probably pretty simple for most of us.

Well here's to a New Year and an exciting new airplane for me (albeit a borrowed one). Here's hoping that we will all fly and build more in 2013!

Happy New Year to All!

John Ricciotti
EAA 225, Chapter president
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Photo credit Larry Raulston. Courtesy of Franklin's Flying Circus & Airshow.

After nine long years of work, Kyle Franklin of Franklin's Flying Circus is unveiling a new aircraft in the fleet, a Demon-1 Biplane named *Dracula*, just in time for the 2013 airshow season. Franklin finished building *Dracula* and started the engine on Nov. 16.

Dracula was an aircraft Franklin and his father started working on back in 2004. "It's a one-of-a-kind aircraft that looks a lot like the Waco Mystery Ship that has been in my family for more than 45 years," he said. "*Dracula* is 20 percent smaller than the Waco. I wanted something that had the look and sound of the old-time barnstormer aircraft that also featured the modern accessories of newer aircraft."

The aircraft flies beautifully, said Franklin. "It has a new lightweight propeller by MT that is 80 pounds lighter than the old prop. We have the very first direct port, fuel injected 985 Pratt & Whitney engine," he said. "We can do more gyroscopic and tumbling maneuvers, plus we still have the smoke, the noise and the look of yesteryear."

Dracula makes its debut at the Balloon & SkyFest in New Smyrna Beach, Fla., April 6 and 7. "I did that show last year and it's a great show that's right before Sun 'n Fun," he said. "It gives me time to learn to fly the aircraft and see its capabilities."

The new *Dracula* show will keep with the Franklin tradition, he said. "It will have the smoke and noise, along with a *Dracula* theme, including my costume," he said. "My character is Vacul. The show will have hard-pounding music and a Hollywood flair. It's everything people like to see at an airshow." See Dracula's 2013

(Courtesy, AOPA ePilot)

Free - Android & iPhone, and Tablet Computer - Apps

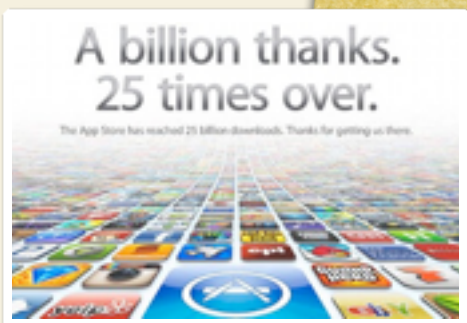
In this day of data phones, computer tablets and other hand held devices, there appears to be several applications that are quite helpful. These Apps as they are called are either FREE or cost. The following are FREE

MyFlightbook (free): This online logbook uses the GPS on your iPhone, iPad, or Android device to log the telemetry for upload after you close out your flight. It can then be viewed on a Google Maps overlay through the Web page or downloaded in various formats, including CSV and KML files. It also handles statistics, currency tracking, and social media sharing.

Zululog (free): This app, also available on **Google Play**, handles data analysis and charting, data import, pilot currency, previous flight times, and custom fields. It also offers a student/instructor link.

Naviator for Android (free)--A member called this app the "ForeFlight" of the Android world. It offers a file builder, quick and easy route planning, FAA charts, terrain database, weather, and temporary flight restrictions.

GPS_ILS_VOR (free)--This app allows users to give any runway an ILS glideslope. It has terrain awareness, accurate terrain elevation and absolute altitude above the ground. It also includes a compass dial with heading bug and projected line, relative bearing indicator and projected line, course heading with infinite projected line in both directions, runway extensions, detailed position information, airport and navigational databases, glideslope indicator, and more.



Courtesy of Google.com

FltPln (free)—This was a highly recommended this app, which seems to be like one of those Leatherman tools—one item that does a lot. The app, a companion to its FltPln.com website, offers routes, approach charts, navigation logs, weather, flight tracking, and sectionals. A handy thing is that it all works without an Internet connection. The app is also available on **Google Play**.

I will look for other free Apps for your devices.
If anyone finds a neat Apps that looks interesting and 1st and foremost is FREE, please drop me an email and I will post it in the newsletter for everyone to see, too!

Upcoming EAA Webinars

January 9 - 7 pm CST: Flight with Broken Flight Controls by Gordon Penner

January 10 - 7 pm CST: EAA Chapter Chat: Chapter Video Magazine by Jeff Skiles, Trevor Janz, & Brady Lane

January 16 - 7 pm CST: Flying With the iPad Update: Apps, Accessories, Tips and Tricks Bret Koebbe

January 23 - 7 pm CST: VW Engine Assembly Tips by Steve Bennett

January 31 - 7 pm CST: Flight Testing Homebuilts - Expanding the Envelope by Chad Jensen

February 6 - 8 pm CST: How Healthy Is Your Engine? ; AMT & Wings Credit by Mike Busch

February 12 - 7 pm CST: EAA Chapter Chat: B-17 and Tri-Motor Flying Tour by Margaret Viola

February 27 - 7 pm CST: Fuel System Testing by Dave Prizio & Joe Gauthier

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