



Left Seat: President's Corner

Sharing the Wealth



Each of us can look back at almost any endeavor or vocation in which we've participated and point to individuals

and/or groups that have played a role in making that activity more productive. For me and aviation, EAA and the members of EAA 162 in particular, have consistently answered my call whenever requested.

Over the last 12 months, we've had several technically oriented meetings on a variety of topics – homebuilding, pilot proficiency, and aerobatics most recently, all conducted by members who have taken the time to share a topic or area they've been particularly attuned to. This sharing of information and knowledge is the bedrock of EAA and Chapter 162.

There are other sharing opportunities as well. Many of us have manuals, aviation books, tools, and other memorabilia that could be of interest or use to other members. I'd like to see us create a database of, for lack of a better word, 'stuff' that folks may have hidden away in a box or on a back shelf that could be of benefit to other members. As you do a little spring-cleaning this year, make a list of items you would be willing to share with the group.

Hopefully, we can start a resource database/center for the chapter.

In closing, I would like to quote Tom Poberezny whose editorial this month is on sharing. "The value of knowledge and information comes not from amassing it, but from sharing it." As we go into summer and more activities let's continue to 'share the wealth' - encourage a friend or associate to come out to one of these excellent programs or activities.

Switching gears, lots of activities coming up! On Thursday, April 12, we will have our inaugural hanger flick – "Flyboys" – I've heard it is excellent. Weather permitting, we'll be trying it out in Dan Masys' hanger (#443). 6:30 light dinner, 7:00 Movie. Second, coming up in May will be a Warbird-themed program with Jim McGregor sharing his experiences in the European theatre during WWII. Hope to see you soon.

Shelby Smith
EAA Chapter 162 President

On the Horizon: calendar of events

Date	Topic	Location
April 12	Hangar Flick: "Flyboys" movie	JWN Hangar 443
May 17	Flying the B24	JWN
June 21	Build Your Own Helicopter	JWN
July 19	Radio controlled models	JWN
August 16	Engine Inspection: Borescopes	JWN

September 20	Top Ten Things I Learned Building an Airplane	JWN
October 18	Electronic Flight Bag Technology	JWN
November 15	Flight Simulators	JWN
November 17	Saturday Young Eagles and Boy Scout Merit Badge	JWN

For details on these and other upcoming aviation events in our region, please see the Chapter website at www.eaa162.org.

Lightweight Headsets

by Peter Cassidy

There was a time when most general aviation pilots did not wear headsets. When I learned to fly in 1959, we had radios in the airplanes, but they often did not work. Light signals from the tower were very common and the lack of a functional radio did not deter us from landing at a towered airport. The only headsets we ever saw were military surplus and the aircraft did not have jacks to plug them into anyway. We used the speaker. How things have changed. Radios now are very reliable and necessary for most flying. Headphones are the norm. My plane has a speaker and I think I've used it once in the past seven years. If it died, I seriously question if it was worth fixing.

Headset technology has made great strides over the years. In addition to more comfortable ear pads and clamping pressures, we have ANR (Automatic Noise Reduction). The performance of today's ANR headsets is outstanding to the point that adding stereo entertainment systems to GA airplanes makes sense.

The hot headset products today are in the lightweight category. While conventional designs weigh 10 to 16 oz, lightweight ones weigh about 1 oz (the head-worn portion). A number of EAA Chapter 162 members are using them. I've been using one for about three years and just bought a second one. Should there be one in your future?

Ongoing Headset Issues

As good as conventional headsets are, on a long flight the weight and head clamping pressure can still be a problem for some people. My wife likes to dose off during our trips and that's when she finds the weight a problem. Most lightweight designs do not even use a headband, so head-clamping pressure is a non issue. At 1 oz, the lightweight designs are about the same weight as a pair of glasses.

An issue pilots and passengers often encounter is interference of the headband with the cabin interior. My 6'6"-tall son-in-law can't sit normally in the co-pilot seat of my airplane without the headband hitting the roof of the cabin. I don't have that problem, but when I shift the sun visor to my side window, the headband and sun visor sometimes interfere with each other.

Light-weight Headsets are Personal

For all their advantages, lightweight headsets do have some drawbacks which makes them not the best option for everyone, at least not the designs currently on the market. As for me, I'm a believer and the only way I'll go back to my conventional ANR headset is if my lightweight breaks. My wife on the other hand, is still to be convinced.

These headsets are not noise canceling (ANR) but vendors claim they are as good. I doubt the vendors are stretching their claims. However, you only get that level of quiet with a perfect earpiece fit. Vendors generally offer two types of earpiece: soft foam and custom molded. Assuming you don't mind having something sticking in your ear, it's a matter of which type fits best to provide a good seal to keep the ambient noise out, and provides a stable mount for the microphone. I do well with the foam type so I've never bothered to try the molded earpieces. Others prefer the molded ones. Most of the time they will perform about the same as a non-ANR headset which is actually pretty good. It took me about five hours in the air to figure out how to insert the earpieces correctly. My wife is not so patient. She gave up after about an hour. This means you can't hand one to a passenger and expect them to use it right off. Perhaps designs will eventually improve to where this is possible, but



they are not there yet.

Vendors

My first lightweight headset was an AuriComm by Quiet Technologies. (see photo of AuriComm (L), Halo (C), David Clark ANR (R)) It does not have a headband, so stability of the mic is totally dependent on how well the earpiece fits. Even with a good fit, you have to be careful in repositioning the mic. I've learned new ways to eat and drink during flight. It's tricky, but it works for me and I've never had a problem with it falling out during turbulence. For me the issues with the AuriComm are small compared to the benefits. Some aircraft do not have a convenient place to store your headset when not flying. My AuriComm is so small and light that I just hang it on the knobs of the instrument panel.

My second lightweight headset is also a model by Quiet Technologies called the Halo. It has a thin, flexible headband which supports the mic and uses small flexible air tubes to carry the sound to your ears. The headband can be worn over your head, behind your head, or around your neck. I like the design and my hope is that this one will work for my wife. We'll know on our next flight when she gets to try it out for the first time.

How did I decide on the Halo? The user reviews I've seen over the past year or two were helpful. I eliminated the Panther because I think their technology is not quite there yet. I tried out a Mach 1 at a tradeshow last fall and was very disappointed in the sound quality. It's also the most expensive at \$500. That left the Clarity Aloft (\$475) and the Halo (\$350). Both get good user reports and both use a thin wire headband to stabilize the mic. The earpieces for Halo use very small flexible tubing. The "speakers" are at the headband. I felt this arrangement would be more comfortable in your ear. The Halo headband being more flexible in how

you can wear it was also of interest since this unit is for my wife. Add to that the much lower cost of the Halo and the fact that I've been a happy user of an earlier model made it an easy decision. I suspect the reason the Halo is lower cost is because the manufacturer, Quiet Technologies, spends very little on marketing. Other than a website, it seems to be pretty much word of mouth.

Summary

Lightweight headsets work and are here to stay, but the nuances of their fitting mean they are not for everyone. Most vendors offer a 30-day money back guarantee and I would not buy one unless it did. Talk to people who have used any model you are interested in and do a search of online user groups. Aviation Consumer reviews them regularly. Each model has its pluses and minuses. Spend some time getting comfortable with wearing your new headset and it may become your new best friend.

Summary

Lightweight headsets work and are here to stay, but the nuances of their fitting mean they are not for everyone. Fortunately, most vendors offer a 30-day money back guarantee. Personally, I would not buy one unless it had a money back guarantee. If you are considering buying one, talk to people who have used them and do a thorough search of online user groups. Each model has its pluses and minuses. Also, be prepared to spend some time getting comfortable with wearing your new headset.

A Lifelong Love-affair with the Luscombe

by Bob O'Dell
EAA 63695

My flying career has essentially come full circle with the red Luscombe that I base at JWN. This is almost the same plane that I soloed back in East St. Louis in 1954, although I've had a lot of airplanes since being a student pilot (1/10th of a Champ, 1/2 of a Beechcraft Debonair, a single seat Pitts, three different aerobatic gliders, a Globe Swift, and 1/4th of a Skylane.) Although nowadays I am more into the Vintage Aircraft part of the EAA range of activity, I've done some fabrication work. I bought a flying Pitts (the 8th one built) with flat bottom wings, two ailerons, and a converted Ground Power Unit engine. By the time I had converted it to what I wanted (roundwings, four ailerons, 180 hp Lycoming O-360, etc), little of the original aircraft remained besides the CenterLine and I had the builders certificate for it.

The Luscombe 8 (Sylvaire) is one of those many designs that were developed in the late 1930's as the Great Depression was ending, only to see production go into hold as the company shifted to making components for military planes during WW II. The stylized S on the engine cowling goes back to the factory designation of "Sylvaire". The 8A's started as 65 hp birds with fabric wings and the third wheel being a small one on the back, like it is supposed to be. The rest of the plane was all metal. My bird, N71932, was originally an 8A with all metal wings and was manufactured in August, 1946, about midway in the production of the several thousand Sylvaire's. The 8E came out soon after, with 85 hp and an electrical system, and the end of the line in trying to keep the company in business was the 85 hp 8F, which had flaps. By the early 50's, the enterprise finally folded after the company

was sold several times (a very familiar story in that era).

N71932 is a hybrid. In 1988 a non-electrical system Continental 85 was installed and several other features (like two wing tanks of 12 gallons capacity instead of the original small fuselage fuel tank) were installed and it was certified as an 8E. This has proven to be a good combination, because the gross weight is 1400 pounds and the empty weight only 770 pounds, leaving 480 pounds for the two occupants+baggage and full fuel+oil. At a fuel burn of 5.1 gph, I get a true airspeed of 105 mph. This means that it is a fast fixed-gear bird for that period.

The big economy in weight comes from not having the starter, battery, alternator, etc that are included in an electrical system. For a fun-airplane, I'd rather have the performance than the convenience of a starter. It does mean hand-propping the plane, which is not a big deal since it has an easy to start engine-carburetor combination, and I use four levels of redundancy to prevent a runaway or any other form of propping related accident.

The Luscombe Sylvaire has a reputation for being short-coupled and prone to ground-loop. I haven't yet (knock on wood) and the issue has never been in doubt. But, I learned when I was 17 years old, and converting later to the truly short-coupled Pitts was not a problem. I've landed it on the grass at JWN with a 12 knot cross-wind component and didn't feel that I was near the airplane's limit.

Like snowflakes, no two Luscombes are identical. Around JWN, one occasionally sees visiting the really slick 8E that Bob Reuther restored and sold, N71932, and Satch Beasley's 8A. You can pick them out as Luscombes from across the field, but will see lots of differences close-up. That personalizing a plane is part of the fun.



Bob O'Dell and his Luscombe

Now, at what is probably approaching the last decades of my flying career (although I hope to be like Bob Reuther and Jake Williams when I grow up), it is great fun to be back at the beginning, flying for fun in a simple yet versatile machine. Stop by Hangar 331 some time.

Trailing Links

This is the section where we list useful websites that our members use and like. If you know of a particularly good aviation website, send us its URL and a few words about what it contains and why you find it useful. Here's a batch for you to explore:

URL: <http://www.usairnet.com/>

Name: **Air Sports Net**

Description: Air Sports Net is a web site providing resources for hang gliding, paragliding, ultralights, powered parachutes. However, over the years, Air Sports Net has become best known for its line of weather forecasting products, including nice graphical depictions of winds, temperature, precipitation and cloud bases.

URL: <http://www.flightaware.com>

Name: **FlightAware**

Description: FlightAware shows the track and current location of all IFR flights in the U.S., and keeps a track log on completed flights. Enter your own N-number for any completed IFR flight and you can download your flight track, groundspeed and altitude for the flight. You can also use it to track commercial flights and see when the FAA (rather than the airline) thinks they will arrive.

URL: <http://www.tradeairplane.com>

Name: **Trade-A-Plane**

Description: The world's best known classified ads for airplanes also are available online at this site. Electronic-only access costs \$2.50 per month, but there is a better deal: if you sign up for one printed edition per month it costs \$14.00 per year and you get online access at the same time! The online ads come out a day or two before the print version, so if you are really in the market for a hot selling item, the website gives you a speed advantage over the printed copy.

Classifieds

As part of our Chapter communications plan we are pleased to provide no-cost classified ads for Chapter members here in the Newsletter. Send the ad copy you'd like distributed to other members to eaal62news@gmail.com

Just for Laughs

- Q: What is the difference between a flight attendant and a jet engine?
 A: The jet engine stops whining at the gate
- Q: How does a blind parachutist know when he's about to hit the ground?
 A: His guide dog's leash goes slack.
- Q: Why does the Pope kiss the ground each time that he lands ?
 A: Did you ever fly with Alitalia ?
- Q: What is the ideal cockpit crew?
 A: A pilot and a dog...the pilot is there to feed the dog, and the dog is there to bite the pilot in case he tries to touch anything.
- Q: How many pilots does it take to change a lightbulb?
 A: Just one. He holds the bulb and the world revolves around him.
- Q: How do you know if there is a pilot at your party?
 A: He'll tell you.
- Q: What do pilots use for birth control?
 A: Their personality.

Hey, We Could Use Some Help Here

Been on an interesting trip and want to write a trip report? Got a great picture with that new digital camera? Got an aviation gadget you'd like to sell? Working on a project that you'd like to share with others? Put it in our newsletter! Send your pointers, news and views to eaal62news@gmail.com

Tailwinds and best wishes for a safe and enjoyable 2007!

Dan Masys

And the EAA162 chapter communications committee

Sightings



Dare we say, what's wrong with this picture?

EAA CHAPTER 162 MEMBERSHIP APPLICATION

NEW MEMBER
\$30.00

INFO CORRECTION
(name and changes only)

SENIOR (65+)
\$10.00

YOUTH
\$10.00

DATE ____/____/____ WHAT NAME WOULD YOU LIKE
PRINTED ON YOUR BADGE? _____

NAME _____
LAST FIRST INITIAL SPOUSE

ADDRESS _____
NUMBER STREET CITY STATE ZIP

PHONE _____
HOME CELL WORK

E-MAIL _____

DATE OF BIRTH ____/____/____

EAA NATIONAL MEMBERSHIP # _____
EXPIRATION DATE ____/____/____

OCCUPATION _____ [] RETIRED

FAA RATINGS: []STUDENT []PRIVATE []COM []CFI []A&P
[]Glider []IFR []ME []IA []ROTO
[]Flt Eng []Radio Repair []Other: _____

AIRCRAFT PROJECT UNDERWAY _____ % COMPLETE _____

AIRCRAFT NOW OWNED _____

SPECIAL SKILLS THAT MIGHT BE HELPFUL TO OTHER MEMBERS _____

I NEED HELP IN: SELECTION DESIGN CONSTRUCTION
OTHER _____

INTEREST IN CHAPTER 162 MANAGEMENT OR ACTIVITIES

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