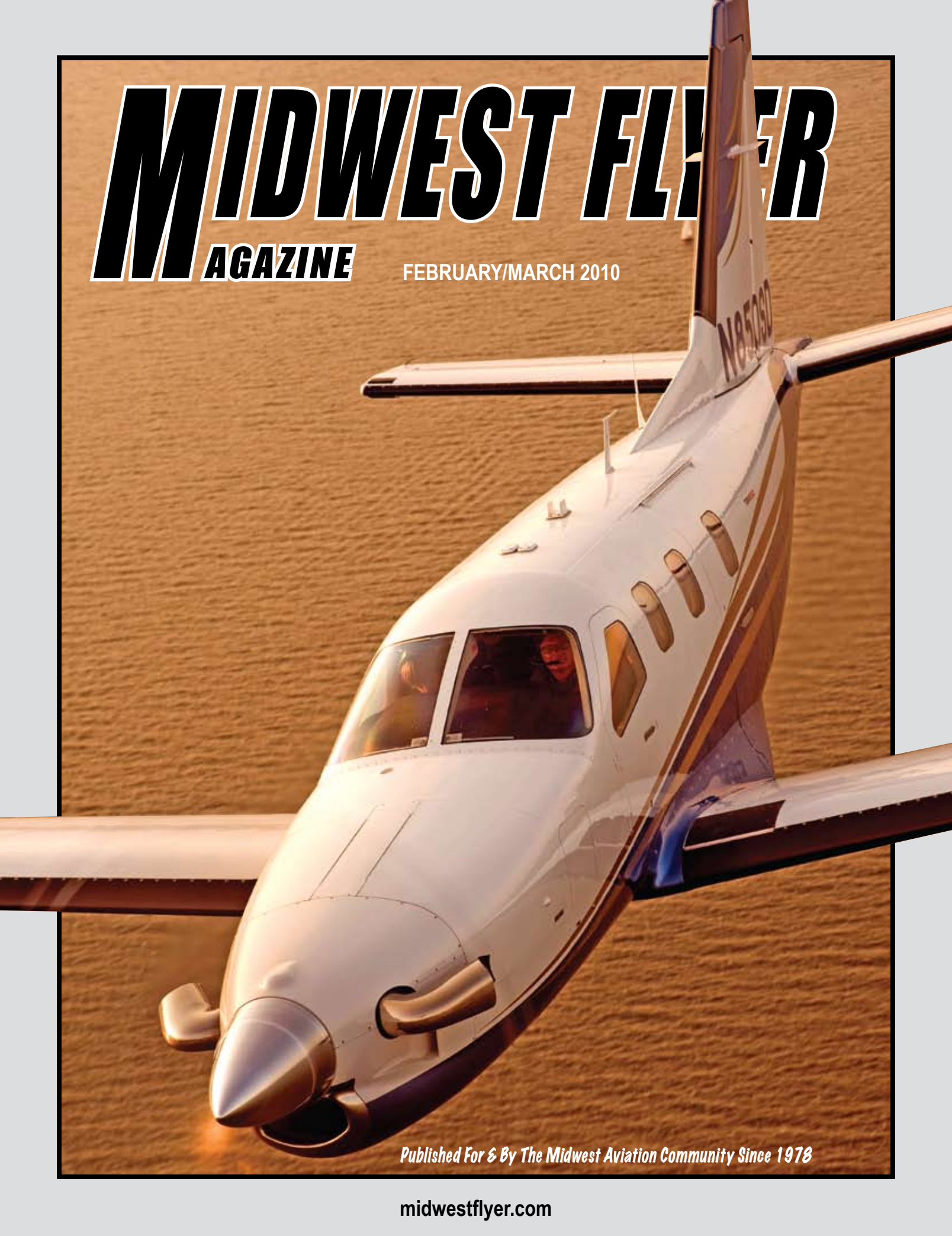


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President Franklin D. Roosevelt greets CAP Coastal Patrol pilot Edmond I. "Eddie" Edwards at the White House in February, 1943. The first Air Medals of World War II to be presented personally by the President were given to Edwards, by then a lieutenant in the U.S. Navy, and to Coastal Patrol Base 2 Commander, Major Hugh Sharp, CAP (seen here to Edwards' right.) Edwards and Sharp were honored for their dramatic 1942 sea rescue of a downed CAP anti-sub pilot. James M. Landis, chief of the Office of Civilian Defense, looks on.

Eddie Edwards & The Sikorsky S-39 That Saved The Day!

NEWARK, DE – Eddie Edwards, famed World War II Civil Air Patrol (CAP) pilot and co-recipient of the first Air Medals of World War II to be presented personally by the President of the United States, was honored by CAP and the aviation history community December 12, 2009, following his death December 5 at the age of 96.

Lt. Edwards accepted his Air Medal from President Franklin D. Roosevelt in the Oval Office in February, 1943, along with the award to his base commander, the late Major Hugh R. Sharp, Jr., CAP. Sharp and Edwards were honored for their daring amphibious sea rescue of a downed Base 2 anti-sub pilot off coastal Maryland in 1942.

Nazi subs were devastating U.S. coastal shipping heading for New England and Europe in the early months of WWII. Volunteer civilian pilots, using their own private airplanes, formed the Civil Air Patrol to spot subs and call in military attacks.

Coastal Patrol Base 2's rescue amphibian was able to find one of the two downed CAP crewmembers, but was damaged landing in rough seas. With Major Sharp at the controls, Eddie Edwards crawled out on a wing to counter-balance loss of the seaplane's opposite pontoon. He hung there for 10 hours while Sharp water-taxied the un-flyable Sikorsky towards shore. Edwards had to be "pried" from his frozen perch by Coast Guardsmen who met the aircraft.

The CAP rescue amphibian involved is now on display at the New England Air Museum at Bradley International Airport, Hartford, Connecticut, next to a CAP Stinson



The Sikorsky S-39 amphibian Eddie Edwards and Maj. Hugh R. Sharp, Jr. of the Civil Air Patrol used in their daring rescue of a downed anti-sub pilot off the coast of Maryland in 1942. The aircraft is now on display in the New England Air Museum in Windsor Locks, Ct., near Hartford. In the early 1930s, Sikorsky built 23 of these amphibians for the sportsman or executive pilot. During World War II, the S-39 was used by the Civil Air Patrol for air-sea rescue missions. The S-39 also earned the Sikorsky Company the prestigious Collier Trophy. Following its restoration, the museum held a dedication ceremony on Nov. 1, 1996. The S-39 was fondly described by a speaker as having the appearance of "a collection of airplane parts flying together in the same direction."

10A similar to the downed single-engine patrol plane. Edwards attended the museum's installation of the Sikorsky S-39, restored in the 1990s by retired Sikorsky Aircraft employees. Flashbulbs popped as Edwards posed on the wing strut he occupied for hours at sea in 1942. (Modestly, Edwards told the museum audience he was "only out there to escape the screams of the badly injured flier inside.")

Edwards is credited as the first civilian Coastal Patrol pilot to locate and report a Nazi sub to the U.S. Navy, spotting one off Delaware Bay on March 10, 1942, just days after his base was activated. Subs lurked there to torpedo tankers leaving Philadelphia refineries with vital fuel oil for New England and Europe. One historian estimates Edwards made 300 patrols over the coastal Atlantic in CAP's rickety 90-hp single-engine planes – some 90 of which ditched at sea after engine failures.

Of 59 CAP fliers killed during WWII, 26 were lost at sea. The Civil Air Patrol located 173 enemy subs, attacked 57 (after its planes were armed later in 1942), and sank at least one if not two. Coastal Patrol anti-sub operations ended in August, 1943, but the CAP continued its infrastructure security, border patrol, air courier and other flying missions to war's end and beyond.

Originally organized under Civil Defense, the CAP became the civilian auxiliary of the Army Air Forces in 1943. In the same capacity with the U.S. Air Force since 1948, it continues to fly search-and-rescue and homeland security missions nationwide.

Edwards still flew his own airplane until age 85. He

was a member of the Civil Air Patrol, AOPA, the OX5 Aviation Pioneers, the Quiet Birdmen and the Veterans of Foreign Wars. Like many CAP fliers, Edwards went on to active WWII military service. He flew three years

in the Navy and served 27 years in the Naval Reserve.
Type: Airplane
Manufacturer: Sikorsky
Model: S-39B
Common Name: Jungle Gym

Wing Span: 52
Length: 31.92
Weight: 2673 lbs.
Location: Near south wall of Civilian Hangar by Civil Air Patrol exhibit.
Year Made: 1930

406-MHz ELTs Not Yet Required Flying To Canada... Inexpensive PLBs Seen As Alternative By Some

OTTAWA, ONTARIO – As of January 11, 2010, pilots flying to Canada are not yet required to upgrade to a 406-MHz emergency locator transmitter (ELT). Canadian Minister of Transport John Baird suspended the controversial rule, which would have required all aircraft flying in Canada to be equipped with the 406-MHz ELT starting in 2009. Apparently, it is the Canadian Department of Defence, which wants the new requirement across the board to cross the border.

According to Kevin Psutka, President & CEO of the Canadian Aircraft Owners & Pilots Association (COPA), Canadian Minister of Transport John Baird refused to sign the rule because it did not include any viable alternatives to equipping with the 406-MHz ELTs. A new rule is to be drafted that includes alternatives.

“I am hopeful that the agreement that was reached with Transport Canada officials to permit private aircraft to retain their existing 121.5 MHz ELTs, will be reflected in the amended regulation,” says Psutka. There is no date set for the revised regulation, but there will be a transition period permitted once enacted.

The existing regulation CAR 605.38 permits older ELTs (TSO C91), newer ELTs (TSO C91a), or the newest ones broadcasting on 121.5 MHz, 406 MHz, and some also on 243 MHz (TSO C126).

The new 406 ELT starts at \$1,000, plus installation, compared with the cost of a 406-MHz personal locator beacon (PLB), which can be used in addition to the 121.5-MHz ELT. Some experts believe that PLBs costing between \$300-\$400 are more reliable than ELTs. The 406-MHz

ELT is digitalized, and allows search and rescue personnel to have vital information specific to the aircraft.

COPA encourages all pilots to carry something other than the old ELT on board to improve their chances of being found.

ELTs are required to be installed in almost all U.S.-registered civil aircraft, including general aviation aircraft, as a result of a congressional mandate, which resulted from the 1972 loss of U.S. Representative Hale Boggs and Nick Begich in Alaska after their aircraft went missing and was never found.

ELTs were originally intended for use on the 121.5-MHz frequency to alert air traffic control and aircraft monitoring the frequency. In 1982, a satellite-based international monitoring system was implemented (COSPAS-SARSAT) to provide a

better receiving source for these signals. As of February 1, 2009, COSPAS-SARSAT discontinued satellite monitoring of the 121.5/243-MHz frequencies, in part because of a high number of false signals attributed with these frequencies.

While there's no requirement in the United States to replace the first- and second-generation 121.5-MHz ELTs, distress signals transmitted from ELTs operating on the lower frequency can only be detected by ground-based receivers such as local airport facilities and air traffic control facilities or by other aircraft. Pilots are also encouraged to monitor 121.5 MHz whenever possible, the designated international distress frequency.

Midwest Flyer Magazine will continue to monitor the ELT issue.

Learn more about the 406-MHz personal locator beacon (PLB) from survival expert, Doug Ritter, at www.equipped.org.

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