

THE FREQUENT FLYER

EAA UL CHAPTER 62

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PRESIDENTS



CORNER

Hello Everyone,

This month's meeting will be held at the Plymouth airport meeting room. The final plans for our fly-in will be on top of the agenda, the committee will have a report so we can finalize our plans. We are still looking for volunteers to help during the event and a sign up sheet will be available.

Our club was well represented at the Yankee Ultra light Flyers event in Greenland NH last weekend. We had five aircraft make the trip as well as a large group of campers. All that attended will surely have some stories to tell so don't miss this meeting! Hope to see you all there.

Fly Safe!
Mike



AirVenture 2006 was attended this year by Chip Diggins and Dave Rogers. We are going to try and put together a presentation of the trip for this coming Monday for part of the meeting.

I've included some pictures and captions on page 4 as a prelude to our presentation.

Chapter Meeting on **Monday, August 21st**
at **Plymouth Airport**

SECRETARIES REPORT

EAA Chapter UL62

The meeting commenced at 7:45 PM.

Present were 18 members including the president, vice president, treasurer and secretary.

The treasure's report was read and accepted as is. No secretary's report for June

Old Business:

Fly In at Fisher Field on August 26– still need volunteers to pitch in and help out. A sign-up sheet was circulated among the audience and some volunteered. We could always use more. We plan on 'about' 75 people to show up for the event. The rain date is August 27th.

LSA safety inspection course. This is run by the EAA and a charge of \$300 per person is charged. We are still looking to get a quorum of around a dozen people to commit before we contact the national and firm up a date.

Results of a survey taken at Fisher Field in June were read by president Mike Butts. These findings reflect what the membership would like to see/happen within the club.

New Business:

Motion by Mr. Chip Diggins to fund \$500 for the Aug 26th Fisher Field Fly-in. \$300 would be for the food procurement and \$200 would be to secure a porta-potti for the occasion. The motion was seconded and carried unanimously.

Motion by Mr. Chip Diggins to fund \$200 for the printing of pamphlets written by Fred Paris entitled Pilot & Member Handbook. The motion was seconded and carried unanimously.

Other Discussions:

John Sannizzaro has taken his wings from the jig to the cradle. He already has it 90% skinned. Good work John!

John Duffy spoke briefly about the pilot's handbook written by Fred Paris and of the early days of ultra lights.

Five planes from UL62 made the trek northward to Greenland, and Fred Paris recounted his experience about the (long) journey home.

Chip Diggins and Dave Rogers, plan to attend Oshkosh this year.

Mr. Salisbury's chapter (www.EAA1363.org) is hosting the EAA's B17 bomber, Aluminum Overcast, at their location of the Quonset State Airport in North Kingston Rhode Island on August 15, 16, 17, 2006.

We had a guest to the clubhouse, a Mr. Keith Salisbury from EAA 1363 down in Rhode Island. Keith is building a Bearhawk and related his experiences in the construction process. He has a website that can be viewed at bearhawk949.com or salisburyfarm.com/bearhawk949/.

The meeting concluded at 9:15 PM.

Submitted by Richard Williamson
Clerk/recording secretary UL62

Chip's Tech Talk

I just want to remind everyone to "remember the basics". Many of our aircraft designs involve pusher engine configurations. We must always remember if anything can go through the prop, it will. What ever could vibrate or come loose should be sifted in some way. Spark plug caps on inverted engine installations should be secured in place with tie wraps or other suitable means. If you have done any work on you aircraft, check to see that all tool, parts or anything else has been put away prior to starting the engine. If you carry a cell phone (as you always should), make sure it's case is very secure to your belt or you put it in your pocket. Fly safe, Chip

An old plane with a new owner



On July 24, one of our newest members asked me to move a plane for him which he most recently purchased. Mark Maynard couldn't wait to finish putting his Cessna 152 back together, so he purchased another plane that needed very little work. One problem, he is a student pilot with no tail wheel time and the plane is a tail wheel airplane. Those of you who have attended the Cranland breakfasts may recall the Aeronca 11AC which sat there dormant for a long period of time. It is a great specimen of a classic airplane. The little yellow two seater has a 65 horse engine and is in GREAT condition! At the last meeting he showed me pictures of it and I was thoroughly impressed! It is truly the quintessential tail dragger from a bygone era! Back in 1946 when this ship was minted, the post WWII soldiers wanted their own personal aircraft after having piloted and flown in various types of military

ships. It was a great time in GA! Lots of planes were made and along with the GI Bill many people learned to fly. Mark's plane is number 600 off the Aeronca line and the AC11 is passionately referred to as "The Chief"! I was flattered when he asked me to ferry his newly purchased vintage plane from it's current aerie to New Bedford where he will keep it. As a favor to a friend and for my personal desire to pilot such a ship, I was hard pressed to say no!

I downloaded as much information on the plane as possible, including POH's, pictures and stories about the little plane. I talked to fellow pilots and my instructor with tips on how this plane handled and what speeds were best for various phases of flight! I couldn't wait to try my hand at it! I have had experience in the Citabria and in RV's, but this was different. Everyone said all I had to remember was 60! Oddly enough, this plane is in it's sixtieth year! I was told to fly 60 mph on the climb and 60 in the pattern. Maybe we should play that number!?!

We met at Cranland and gave the plane a thorough look over. I was looking for reasons not to fly it, but in the back of my head, I secretly couldn't wait! Mark drove me there, but I couldn't take him on the maiden flight because I was still learning just what this plane was capable of! We looked the plane over, checked the liquids and ran it up. Everything worked as it should. I had no reason NOT to fly it! My plan was to launch Cranland, orbit above while practicing stalls and turns and then head to Plymouth. Once at Plymouth I could practice my landings at a longer strip which is also more familiar to me.

The engine ran well all the way to Plymouth. I was blessed with a quiet traffic pattern and took it around the patch a few times before Mark arrived. It was too dark to press on to New Bedford, so there it stayed. I called Chris, the owner of Alpha One to tell him the plane would be on his ramp for the night. He didn't mind. The next day had scattered clouds at 900 feet, so we chose to wait for better weather which arrived the next day. Mark met me at New Bedford and we then went to Plymouth in his truck. I could tell that he was itching to fly in his most recent purchase and I, feeling a bit more comfortable in the plane thought it would be fun. We started the plane and booted around the patch for about an hour! We also went over to Fisher's field where I think Fred was in the pattern with somebody else. They didn't respond to our hails so we returned to Plymouth as it was getting dark and the plane has no electrical system! It was time to bring the plane to New Bedford!

I dropped Mark at his truck, performed a radio check and pitched it into the wind! The winds were out of the southwest, so I launched runway 24, maintained runway heading towards New Bedford. I hailed the tower just after passing the incinerator stack in Rochester. I think tower was expecting something a bit faster than the 90 or so miles per hour I was capable of! It was now getting dark. They asked me to turn on my landing light. I informed them of my lack of electrical power and they cleared me to land, not in sight.

It was 8:40 PM when I touched down and taxied to the ramp, where Mark arrived shortly thereafter. It was a fun trip for me in the little plane and I know Mark will have tons of fun learning to master it! I look forward to flying it again soon! Look for it at the next meeting at Fisher's field!

John Sannizzaro

EAA UL Chapter 62



AirVenture 2006 was held this year on the last week of July. Chapter members, Chip Diggins, who drove all the way there in his Subaru, camped out at OSH while Dave Rogers flew an RV-4 with co-owner Rob, to attend this years event.

This airport becomes “The Busiest” airport in the world for one week each year. The amount of people who attend each year averages well over 600,000. There are well over 10,000 aircraft that fly into and out of OSH during this one week period.

“It was a real thrill to pilot the RV-4 into OSH and land there for the first time as PIC.”

Below are several pictures of the things we saw at the event. Look for more details, stories, and images on Monday night’s meeting.



Clockwise starting from top right:

Ultra-Light flyer, Exp. Hovercraft, The Enormous Brats Grill, cloud formation viewed from 11,500 heading home in an RV-4, Two Raptors showing off, An approaching rainstorm, Dave and the B-One, General Aviation camping area.



Classified Ads

1983 Cobra model A, Cayuna 42 hp DCSI, Clear coated fabric \$4,000.00
Call **John** at **508-962-7870**



2002 Flying Inflatable Boat (FIB) Rotax 582CD/60hp 10 hours total. 12 ft Lomac hard bottom inflatable. 31 ft foldable wing, stored in bag. Transported on a new boat trailer. This aircraft has been stored in a hanger at Plymouth airport from date of delivery. Can be seen at any time. CD or VHS on flight demo available. \$19,500.00 or best offer.

Contact **Paul Malo** 508 224 5934

Garmin GPS Pilot III new in the box with yoke mount. Cost new \$599.00 Sell for \$399.00
Yoke Mount paid \$64.00, will Sell for \$50.00 or a Package Deal for both for \$425.00



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Contact Roger Roy - **Email: Savannah174@msn.com**
Contact **Roger** at **(781)878-4951**

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69 Tagalong Travel Trailer - 12 Feet long, New 6 ply tires, New running lights, all in working order. \$1,000 firm. Located at Fisher's Field. **See Sherm**

Kitfox 4 - 1200 for sale - 2001 Kitfox 4-1200 , Rotax 912 UL , 135 Hrs TTA+E, Long wings with droop tips, Bungee gear, Blue and White ,Starburst wings, 3-Blade Warp Drive prop, BRS Parachute, Folding



wings, MicroAir Radio, Magellan GPS, King Mode-C Transponder, NAT Intercom, ELT, Whelen Wingtip Strobes, and Nav lights, 26 gallons fuel capacity, LP Bubble doors, Turtle deck, and Windshield, Tundra tires, Oil Cooler, Matco Brakes, New tailwheel, and Grove aluminum tail spring, Poly fiber, poly tone paint, Speed fairings, 669 LBS Empty weight, cabin heat. The plane is Sport Pilot Compliant. Flies great. \$32,000 or Best Offer. Email or call **Jay** at: **experimental208nd@comcast.net** or **(508) 946-0865**

Phantom X1, "Experimental" N202MR MZ202, 2 cycle, 60HP engine with prop clutch. Powerfin three bladed ground adjustable prop. Oversized tires, new bungees on suspension BRS recovery system. He-man bars, 10 gallon fuel tank, Icom A4 radio with Comtronics helmet. Dual EGT, CHT, compass, altimeter, voltmeter, tach. Recent annual condition inspection Includes trailer. \$9,500
Contact **Randy Moore**, at **randymoore1@earthlink.net**

EAA UL Chapter 62

CLUB MAILING ADDRESS & WEBSITE

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CLUB MEETINGS

EAA UL Chapter 62 meets on the third Monday of each month in the Plymouth Airport Community Room located on South Meadow Road, Gate #2, at 7:30 P.M.

ANNUAL DUES

Dues are set yearly. Dues for 2006 are \$20.00 per individual membership, or for a family membership, \$20.00 for the first member plus \$5.00 for each additional family member.

NEWSLETTER SUBMISSIONS

Submissions/Articles for the next issue of **The Frequent Flyer** must be received by the 1st of the month, please send them to the editor by the following methods.

E-mail: davidrgr@comcast.net

Postal Mail: David Rogers
7 Jenna Drive
Marion, MA 02738

All file attachments/photos should be limited to a maximum of 2 megs per e-mail.



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STAMP

