

EAA UL CHAPTER 62

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PRESIDENT'S CORNER

Hello Everyone!

I hope everyone enjoyed the cook out we held last month. Thanks go to everyone who helped make it a success. The plans are going well our August Fly-In. The tickets will be available at this month's meeting. We still need some volunteers for several tasks including ticket sales. Don't wait until last minute to get your tickets because we only have a limited number, and it is likely they will sell out before the event!

See you all at the meeting!

Fly Safe, Mike

CHIP'S TECH TALK

Did you ever wonder how much paint is too much paint? A good rule of thumb is that you should still see the weave of the fabric under the final coat. It is very important to have enough silver UV blocking paint to protect the paint, but never over-do it.

Fly safe, Chip

CHAPTER MEETING

July 21 @ 7:30

Plymouth Airport Community

QUOTES

**SPEED IS LIFE.
ALTITUDE IS LIFE INSURANCE.**

Secretary's June Report

EAAUL62 6/16/08

We had a cookout/meeting that started at 5 PM at Fisher Field. The burgers and dogs were ready by 5:30 and there was plenty of salad, chips and dessert. Thanks to the cooks and everyone that contributed to the spread.

The wind was kicking up enough so that there was no flying.

There was no formal meeting except for an announcement about our August Fly-in. Marty Himmelfarb stepped forward and volunteered to start the planning for a catered event similar to last year. The "fly-in, pig out" name will be used again. Tickets will be available at the next meeting.

Respectfully submitted,

Alan Pugh, Secretary

EVENT CALENDAR

July	August	September																																																																																																																																					
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➔ Third Sunday of the month Chapter 279 Pancake Breakfast @ Cranland Airport
 7/12/08-7/20/08 Yankee Ultralight Flyers Fly-In, Sanderson's Field, Greenland, New Hampshire
 8/23/08 UL62 Fly-In Fisher Field
 9/20/08 Oscar's pig roast, Richmond, RI.

Classified Ads

ads run for 90 days free for members and must notify the editor to renew

Flightstar Spyder N125KM - \$12,000*obo

*Will sell for \$2,000 less without radio, digital altimeter and transponder.

Flys great! Always Hangered! Legal for Class C/B Airspace!



Rotax 503 DCI w/approximately 152 Hrs Total Time on Engine

Approximately 110 Hrs on Airframe Since Re-built

IVO 3-Blade Ground Adjustable Prop

10 Gallon Fuel Tank with Fuel Gauge Sending Unit

Tracy O'Brien Hydraulic Brakes

BRS 750-VLS Parachute (re-pack due)

New Battery in 2006

New Kuntzleman Wingtip Combo LED Position/Navigation Lights with Strobes (not shown in this photo)

Instruments: ASI, VSI, Dual EGT, Dual CHT, Fuel, Volts, Magnetic Compass

Instrument Panel newly rewired and upgraded to include:

- Trimble Terra TX760D Com Radio

- Trimble Terra TRT250D Transponder with Mode C

- Taskem Digital Altimeter with Alt Reporting and Outside Air Temp (OAT) Probe

- New Off/Right/Left/Both/Start ACS Keyed Ignition Switch w/two keys

- Panel Mounted Breakers for Avionics

- Panel Mounted Fuses for Nav & Strobe Lights

- Panel Mounted Headphone and Microphone Jacks

Push-to-Talk Button Installed on Control Stick

Extra parts and manuals for plane and equipment

Contact Mike Brennan – (508)992-6560 home -- (508)667-0414 cell -- mbrennanmb@netscape.net

(1)

The Falcon and the Hirth

Today I had the opportunity, but not the nerve, to push the start-button to test the electrical wiring – so I did it anyway... BAM it works! The sound of the starter engaging was loud in the garage I released it fast. Another benchmark reached - the wiring works.

We started with the motor mount. I use “we” because many people contribute knowledge, ideas, materials and time and I am grateful. I was first thinking a platform of hardwood and aluminum U-channel, but I couldn't figure out how to get all the bolts. Chip Diggins helped design the plate-to-plate mounting where two 1/4 inch aluminum plates are separated with 6 rubber mounts. I had the plate cut at Turner Steel in Bridgewater \$40. The mounting went smooth from there on.

The exhaust mounting worked out great. The exhaust system has the ability to rotate around the exhaust manifold and there was a good mounting position within the natural radius of the rotation. We made a four-inch wide bracket and rubber isolated the bracket to the fuselage. The exhaust system is attached and tightened.

The throttle was not too bad. The Falcon had an existing throttle cable and with little effort I made the internal carburetor attachment – works like a Bing – and dressed the cable for optimal length. At the throttle end the cable was too long so I cut it and installed small swedge at the best length. The throttle works great. Done!

“Thought” The new engine's thrust line is eight inches higher. We need to be sensitive to any nose heavy attitude when first flying.

The most involved part – for me anyway - was the wiring. I had to buy some things twice because I cut the cable too short for example. After measuring twice, I cut it too short anyway.

The battery was the big thing. I went to Wal-Mart they had this fill-once, totally sealed forever batteries, starting at \$40 bucks. I selected by weight. I purchased a 3aH motorcycle battery – then I bought a low-level charger on top of that.

Installing the battery was tough. After considering many alternatives and being constrained to installing behind the center of gravity, the battery went into a hanging basket inside the Falcon fuselage. I installed two terminal strips 12V and Ground, near the battery. I extended a Ground terminal strip behind the instrument panel. All new stuff to me: the battery the voltage regulator the mag switches, the starter button. But after a few trips to West Marine for battery and starter cables, and some good quality wire, the wiring is done.

I ordered a two-blade prop rather than a three. Knowing that I can soar with the engine off and 30% less drag (1 less prop blade) is a wonderful thing. – I need to thank Chip Diggins for that insight. I was going to buy an Ivo prop but didn't.

Instead, I purchased a Powerfin like Nick's - from the same guy that sold me the engine. He had a good sales rap and I fell for it. Anyway, I ordered a really light 53” two-bladed prop. I am thinking of optimizing it for climb rather than cruise – a baseball field is a small place to climb out.

Falcon Fred



YOU ARE INVITED

2008 ANNUAL FLY-IN/PIG-OUT

1:00 PM SATURDAY AUGUST 23, 2008

AT FISHER FIELD, MIDDLEBORO, MA (AT THE INTERSECTION OF
CHESTNUT AND PURCHASE STREETS)

SPONSORED BY THE MIDDLEBORO ULTRALIGHT ASSOCIATION,
EXPERIMENTAL AIRCRAFT ASSOCIATION ULTRALIGHT CHAPTER 62

ENJOY A SUMPTUOUS FEAST
DISPLAY OF AMATEUR BUILT ULTRALIGHT AND LIGHT
SPORT AIRCRAFT
MEET THE BUILDERS
AVIATION RELATED RAFFLE
FREE CAMPING
FREE PARKING OR FLY-IN
SOCIALIZE WITH YOUR FLYING BUDDIES
MAKE NEW FRIENDS

TICKETS \$20. ADVANCE RESERVATIONS AND PRE-PAYMENT REQUIRED.
FOR MORE INFO AND RESERVATIONS CONTACT MARTY HIMMELFARB AT
(508) 759-7896 OR MHIMMELFARB@COMCAST.NET
OR VISIT WWW.EAAUL62.COM