

THE FREQUENT FLYER

EAA UL CHAPTER 62

vol. 16 No. 5

Lady, you want me to answer you if this old airplane is safe to fly? May 2007
Just how in the world do you think it got to be this old?

CLUB OFFICERS

President

Mike Butts
508-997-4708
ggr63@comcast.net

Vice President

John Sannizzaro
508-759-5580
n357js@adelphia.net

Treasurer

Bill Shippee
508-866-9743
p4lane7@aol.com

Clerk/Secretary

Richard Williamson
617-825-6744

Technical Counselor

Mike Butts
ggr63@comcast.net
Chip Diggins
flykoala@comcast.net

EAA Flight Advisor

Will Thorn
781-575-1694

Web Master

Tom Boyle
781-749-5266
webmaster@eaaul62.com

Newsletter Editor

Donna Butts
508-997-4708
ggr63@comcast.net

Newsletter Cartoonist

Art L. Stetson

PRESIDENT'S CORNER

Greetings Everyone,

This month's meeting is a "must attend" event for all members who have not yet begun to transition their fat ultralight aircraft into the new **ELSA** category. Our special guest speaker will be Mr. Jeff Mandeville. Jeff is one of the local FAA Designated Airworthiness Representatives. He will have all of the forms needed and explain in great detail exactly what steps need to be taken during this registration and inspection process. Don't miss the opportunity to get all the information and **GET THE BALL ROLLING!** Failure to meet the deadlines will render your plane legally useless. Don't let this happen to you. See you all the meeting.

Fly Safe!

Chip's Tech Talk

Do you have radio noise from your engine or strobe lights? One common problem is the way things are grounded. Most aircraft use the frame as the ground conductor. On light aircraft that utilize tubing that is bolted or riveted together, this is a real problem. Any voltage drop in the ground can look like a signal to the radios. Isolating audio grounds from the aircraft ground at the headphone and microphone junctions and grounding the radio at one control ground point will eliminate the majority of ground induced radio noise. There are filters available for the radio input power supply but always look at the grounding issues first.

**Fly Safe,
Chip**

**Chapter Meeting
May 21, 2007 @ 7:30
Plymouth Airport Community Room**

www.eaaul62.com

Secretary's Report

APRIL 2007 MEETING OF UL62

President Mike Butts called the Monday, April 16th UL 62 meeting to order at 7:42PM.

It was noted that the club Vice President was absent having departed for the 2007 Sun & Fun in Florida. It was also noted that the club Secretary was absent due to illness and that Mike Brennan would serve as acting Secretary for this meeting.

Sixteen (16) members were present including two (2) new members who were welcomed to the club.

Secretary's report:

A motion to accept the March Secretary's report as presented in the club newsletter was made. The motion was seconded and unanimously approved by the members present.

Treasurer's report:

The report as read by Treasurer Bill Shippee was accepted by the members present. The report included the usual expenses and income.

A Collector's Edition two DVD set of the movie Flyboys was donated to the club by Scott McCarthy. The DVD was raffled off through the sale of tickets at a cost of three (3) tickets for five dollars (\$5.00). Steve Donahue was the winner and the club netted fifty dollars (\$50.00) from the sale of tickets.

Old Business:

Chip Diggins reported that the fly-in committee has met but is still considering various ideas and issues associated with putting together this season's fly-in. A general discussion then ensued regarding the question of whether or not to pay for catered food at the next fly-in. Some alternatives were mentioned including doing some sort of in-house organized food preparation. Chip mentioned the fly-in committee could use some additional participants and requested more members consider joining the committee to assist in its efforts to finalize a plan for a fly-in.

New Business:

Mike Butts pointed out that his wife Donna has volunteered to publish the club's monthly newsletter. The membership voiced unanimous appreciation of Donna's willingness to take on this task.

On the topic of the newsletter, Mike reported that the hard copy of the newsletter has reverted to black & white due to the excessive cost of printing color copies. He also encouraged any members so inclined to provide aviation related articles for inclusion in the newsletter. Mike also mentioned that classified ads previously listed in the newsletter were old and outdated and so were removed. Mike opened the floor for discussion on formulating a policy for running the ads in the future. After some discussion, Chip Diggins made a proposal to run free classifieds for members for ninety (90) days per request and the same for non-members at a one time fee equal to a one-year membership. This was seconded and approved by the membership present.

A suggestion from the floor was made that Staples and some other stores offer fairly reasonable color copying. This prompted Mike to agree to look into the possibility of returning to color newsletters in the future.

It was mentioned that next month's meeting will include a guest or guests who will speak on the general subject of ELSA (Experimental Light Sport Aircraft) and the upcoming deadline for registration of existing ultra lights in the ELSA category aircraft.

Guest speaker Dr. James Ross from Bristol, Rhode Island was introduced. Dr. Ross gave an extremely interesting and well-received presentation on the subject of medical conditions and the use

of various medications and drugs that might be of concern when applying for an airman medical certificate. Many questions were raised by the membership and Dr. Ross provided clear explanations and answers. Many members seemed to be relieved by what Dr. Ross had to say. Apparently, it is more difficult to fail your bi/tri-annual exam than it is to qualify. The membership clearly appreciated Dr. Ross taking the time to travel from Bristol, Rhode Island to Plymouth to make this presentation. Some members indicated they would be coming to him in the future for their airman medical exams.

Motion to adjourn was made, seconded and passed without objection at 9:24PM.

Respectfully submitted Acting Secretary **Mike Brennan**

STUDEBAKER FLYING CAR

Since the first airplanes took to the skies, pilots have wanted to be able to remove the wings from the plane and drive away from the airport. Only a few planes have been successful at this, but this Studebaker airplane was one of them.

The Arrowplane, designed by Waldo Waterman, was one that met all the U.S. Bureau of Air Commerce's rigid specifications.

Using a Studebaker engine with standard starter and generator, radiator, grille, and various interior parts, Waterman built a plane he called the Arrowbile with detachable wings.

The 218 cu. in., 100 hp Studebaker Dictator 6 engine turned the propeller in the air and drove the wheels on the ground.

The first flight of the plane took place in February, 1937. With the high wing and pusher propeller, the plane was very stable in flight and immune to stalls or spins. Air speed was 120 mph, with 55 m.p.h. available on the ground.

After WWII, Waterman installed a Tucker automobile engine, modified the wings and fuselage, and eventually got the plane registered and flying in 1957.



To learn more about this go to

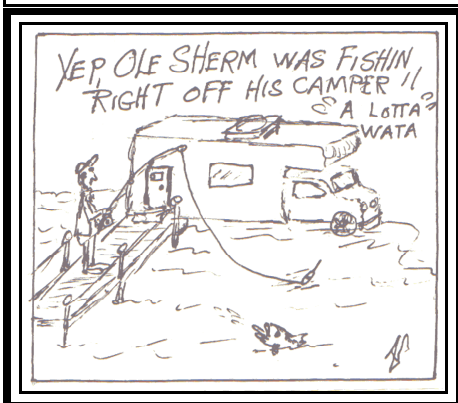
www.windcanyonbooks.com/eZine/Waterman.htm

article submitted by:
Stephen Donahue

from the Editor

Is your newsletter in black and white? Would you like to see it in color? Make sure we have your email address. Any new information or changes should be reported to Bill Shippee to keep your newsletter current. Don't forget, the cost of a stamp has now gone up.

Thanks, Donna



**MEET
ART**

