

## EAA UL CHAPTER 62

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## PRESIDENT'S CORNER

Hi Everyone!

Its hard to believe that 2008 is almost over. I would like to thank Ben Bouy for giving an excellent presentation on his experience as a professional pilot at the last meeting. I hope we see some better attendance for this meeting because we must solidify our Holiday party plans. Please try to attend because we need membership participation in order to ensure our holiday gathering will be successful. See you at the meeting.

Fly Safe

Mike

## CHIP'S TECH TALK

Hi Everyone!

One of the trickiest things to do sometimes is finding a good place to install your Aviation radio or GPS. We often use portable GPS and Aviation radios in our light aircraft because they usually cost a fraction of the certified versions. The portable units work just as well or better in some cases. I found a great website for a product line of mounting devices that can solve just about any situation. <http://www.ram-mount.com> Check it out. Maybe we could add that link to our website.

Fly Safe,

Chip



### CHAPTER MEETING

Nov 17 @ 7:30

Plymouth Airport

Plymouth Airport Community

Room



# Secretary's September Report

**EAAUL62 10/20/08**

President, Mike Butts called the meeting to order at 7:30 pm.

10 Members were present and one guest.

Secretary's report approved.

Bill Shippee presented the treasurer's report - approved.

Old Business:

Projector purchase. Motion to authorize up to \$1000. for John S. to purchase. Can get one for \$800. with acceptable picture resolution. Motion Passed. John will select one and get a check from Bill S.

New Business:

Christmas Party - only one more meeting before then. Usually a meal in the Plymouth conference room. Date: Dec 15th, approx. 40 people.

Fred spoke about the Worthington Cup contest for the record distance flown in an ultralight. Current record is 300 miles. FAI is the international sponsor. USUA is the U.S. sponsor. Fred is planning a flight from NJ to upstate NY to Fisher Field. Chip made a motion for the chapter to support Fred's planned flight, with a sponsorship. Motion passed. Other sponsors are Blue Max oil, USUA and others. Marty raised the liability issue for the club as a sponsor, in case of an accident. Mike will phone EAA risk management.

Speaker, Ben Booy (boo-ee) spoke on a day in the life of a commuter or regional airline captain.

He is a first officer for Continental ExpressJet flying and Embraer E-145, 50 seat, twin-engine jet.

11,000 lb load plus 11,000 lbs fuel, TAS 450 kts, IAS 260 kts, 1500 mi range, 4 hrs. Hubs in

Houston, Cleveland and Newark. To choose a route, he submits a one-month bid package

consisting of 75 to 99 hrs, looking for maximum number of days off or commutable lines that

start and finish at mid-day. It took four years to get to good seniority, still a First Officer. Upgrading to Captain would boost pay but put you back at the bottom of the Captain's seniority list. Typical 4-day schedule: get up at 3, bus to Logan, jump seat to Newark (be at gate 1 hr before flight), actually show up 30 min. before flight, captain picks up paperwork at weather room (operations does the 1.5 hr flight planning which isn't always correct). Can do 5 legs a day, turn is 25 min., dispatchers will plan the flight right up to the IFR reserve so captain may call for more fuel (needs to negotiate with operations). The flight planning info from operations is entered into the flight computer, fixes often need to be modified, first officer does receiving checks, safety checks, escape ropes, fire axe, captain checks paperwork, both enter data into the Flight Management System (FMS). The receiving check covers all buttons and switches, they use the "receiving flow" checklist. They remember to check but not push the button that sets off the halon in the baggage hold (while ground crew is loading bags). Taxi route briefing and ACARS check (Airborne Communications Addressing and Reporting System). ACARS provides an uplink/downlink to operations for e-mail, automates the "in range" report which used to be made by radio around 8,000' inbound. Any special requests (such as wheelchairs) can be entered into the e-mail, stored, and sent without a radio call to operations. Passengers are boarded 10-20 min before departure, communicate with the ground crew for pushback, the mike is hot, all idle conversation ceases, just turn one knob to start engine, axial-flow compressor, suck, squeeze, bang, blow. ATS air turbine starter under engine, tower shaft (all engine accessories work off the tower shaft). Two problems - hot start and hung start (tail wind in tailpipe, engine doesn't accelerate). QRH quick reference handbook for abnormal situations. The IFR clearance is delivered through ACARS including taxi sequence number (#52 at Newark, for example), have to plan taxi fuel. If you hit release fuel before takeoff, you have to return to the gate for more fuel. The APU auxiliary power unit in the tail, is actually a small jet engine used to run the electrical system when the engines are shut down and the plane is not connected to ground power. It uses 160 lbs of fuel per hour. The engines are controlled by a FADEC system (full authority digital engine control). There was a situation where FADEC memory was used up and ordered an engine shutdown.

memory was used up and ordered an engine shutdown. There is no more pilot/copilot, instead it's pilot-flying and pilot-not-flying. The rest of the 4-day schedule was so interesting your poor, sick, secretary forgot to write it down. But it covered the crew lounge and sleeping accommodations and commuting. The first few minutes after takeoff are especially hectic, with speed calls, departure turns, frequency changes and aircraft reconfiguration.

A very interesting talk. Thanks Ben!

The meeting adjourned at 9:30 pm

To have any events put in the newsletter just send Donna Butts an e-mail.

Respectfully submitted,

Alan Pugh, Secretary

## Classified Ads

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



**1980's Single Seat CGS Hawk Classic taildragger FOR SALE. This is an exceptional Hawk restored and rebuilt with factory consult. Many parts refurbished or replaced while in the shop, including curved overhead, refurbished instrument panel (ASI, VSI, ALT, mag compass, RPM, EGT/CHT, fuel gauge), new fuel lines, new fabric covering on wings and fuselage, and more. Engine is a functioning Kawasaki 440 w/electric start, 3 bladed ground-adjustable composite prop. Original owner paperwork has been lost. Can be seen at Cranland by arrangement.**

**A bargain at \$4500 or make offer.**

**Contact Carl Patturelli or Tom Boyle: [hawk02341@yahoo.com](mailto:hawk02341@yahoo.com)**

*Happy Thanksgiving*

