

## EAA UL CHAPTER 62

### CLUB OFFICERS

#### President

*Mike Butts*

508-997-4708

ggr63@comcast.net

#### Vice President

*John Sannizzaro*

508-759-5580

jsannizzaro@comcast.net

#### Treasurer

*Bill Shippee*

508-866-9743

p4lane7@aol.com

#### Clerk/Secretary

*Alan Pugh*

alanpugh33@yahoo.com

#### Technical Counselor

*Mike Butts*

ggr63@comcast.net

*Chip Diggins*

flykoala@verizon.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

## PRESIDENT'S CORNER

Hello Everyone!

Fall is here and the crisp air is great for flying. The foliage and cranberry harvesting offer awesome views from the cockpit! Unfortunately, these are the signs that the fly-in season is coming to a close. The last Cranland breakfast of the 2008 is this Sunday October 19th. Don't miss it.

The guest speaker for this months meeting will be Ben Booy, who will give a presentation on his career as a commercial pilot. Ben is a member of EAA 279 and is building a Newport. I t is sure to be an interesting evening. The meeting will be called to order at 7:30 Sharp. See you all there.

Fly safe,

### CHIP'S TECH TALK

**Hi Everyone,**

**Are you looking for a shorter takeoff roll? Try adding a few extra pounds of pressure to your tires. It will work wonders.**

**Fly Safe,  
Chip**

**CHAPTER MEETING  
Oct. 20 @ 7:30  
Plymouth Airport Community  
Room**

# Secretary's September Report

EAAUL62 9/15/08

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

12 Members were present and one guest.

There was a correction to the secretary's report, the name of one of the hangar cleanup crew, Secretary's report approved.

Bill Shippee presented the treasurer's report - approved.

Marty Himmelfarb declared the fly-in a huge success! Excellent weather, visiting aircraft, volunteers to get gas, candy drop. We could have used more help cleaning the hangar before the fly-in. Mike said we will start planning next year's fly-in a little earlier and have a prior meeting at Fisher Field to clean the hangar. There was no membership drive at the fly-in but one new member joined (Larry Costa) and one returning member rejoined.

Oscar's pig roast next Saturday, 9/20/08

Ron Tetrault experienced a seizure of his #2 cylinder while flying over his house. He chose to land on an abandoned bridge next to his house but totaled the Red Max in the attempt. He was not hurt.

Our speaker, Richard Porter, "the thermometer man", is the curator of the thermometer museum in Onset, MA. He has been on Chronicle 3 times and on TV 55 times. The

5200 thermometers on display in Onset is just the tip of the iceberg since he donated the bulk of his collection to a national museum. He has been in the Guinness Book and on Ripley's Believe it or not. He served four years in the Air Force during the Korean War and saw the Hindenberg north of Boston in 1937 (maybe not the last trip). He got his masters degree and taught Science in Lincoln, MA. A summary of his talk, below.

Galileo invented the thermometer, weighted, numbered pieces that float up and down in a two foot column as specific gravity changes. Minus forty is the point where the Fahrenheit and Celsius scales coincide. The U.S. and North Korea are the only countries that use Fahrenheit. The Fahrenheit scale was invented in 1717 by a German Astronomer named...(fill in the blank). In 1780 a scale of Zero to 80 was introduced by Mr. Reamur of France. In 1743 the Celcius scale was defined in Scandinavia. In 1860 a doctor invented the modern under-the-tongue thermometer. An additional wrinkle was added, a narrow neck so the temperature would stay at it's current reading until 'shaken down'. In 1939 the concept of wind chill was introduced by a Boy Scout working on a merit badge. Modern concepts include T-sticks which are stuck in meat and the dot turns from white to black when meat is 160 deg. The Coors white mountains turn blue at 43 deg. The ink is heat sensitive. The Purdue chicken thermometer, invented by Purdue engineers, is accurate to a fraction of a degree while ovens can be off by 75 degrees. The 'John Glen' thermometer swallowed and broadcasts core body temperature. Now used by outdoors people and in the winter Olympics. In the 1920's Cracker Jax had a miniature mercury thermometer in the box as a prize (good thing Channel 7's investigative reporters didn't see that). Check out [www/thermometerman.com](http://www/thermometerman.com)

The meeting adjourned at 9:12 pm

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

Respectfully submitted,

Alan Pugh, Secretary

# *The Worthington Cup*

*by Fred Paris*

***Over the past couple of weeks I have been speaking with the USUA and the FAI. The FAI is the international organization responsible for the coordination of air sports. My goal was to gain an understanding of what is involved in going for the Worthington Cup. The Worthington Cup is a record based on flying the longest distance with a part 103 legal ultralight. The key point is miles covered on 5 gallons of fuel. The current record set in the year 2000 is 300 miles held by Jon Jacob flying a Mitchell Wing. Two weeks ago I was in the air and flying around for more than four hours and still had some fuel. Perhaps the Falcon with this new Hirth engine can break that old record. I spoke with the distributor I purchased the Hirth from and he has a fuel-injection system he would lend us if UL62 wants to give this record a try. He wants his name plastered on the Falcon as a sponsor -- no problem with me. In any case we would likely want to tow to the other side of the Hudson River into NY and fly back with the prevailing wind.***

***Over the next few weeks I will be tracking fuel consumption and engine-off soaring to determine if we can really do this. The record needs to be broken by at least 1%, so we are looking at 303 miles. At 55MPH, that would be almost six hours. I think at least 15% of the distance will require engine-off soaring. Thank goodness for the new electric starting capability.***

***To that end I am reading up on a lot of techniques, playing close attention to fuel burn, planning a route, and thinking about some minor modifications to the air frame to make it lighter and cleaner. We also need some Official Observers at each end to seal the gas tank and lots of other little stuff.***

***When I spoke with the USUA they wanted to know why UL62 wanted to go for the record. I told them "Because it is there"***

***I am not sure if we will actually make a run at the record yet, but it sure is fun planning the attempt. The key will be knowing if it can be done and only when we are sure - then we go for it. Stay tuned.***

***Falcon Fred***