

EAA UL CHAPTER 62

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PRESIDENT'S CORNER

Hi Everyone,

I hope everyone had a great time at our fly-in! I would like to thank out event chairman, Marty Himmelfarb and all of the other individuals who made this years event the best ever!! Special thanks go out to our air traffic controller Joe Bisette who did an outstanding job keeping track of a wide variety of aircraft from paragliders to helicopters! I would also like to thank all of the companies and individuals that donated prizes to the raffle, and, Donna Butts and Alan Pugh who organized and sold tickets. The efforts of these people raised several hundred dollars for the club, Way to go!

This month we will have an interesting speaker at the meeting, Mr. Richard Porter who is famous for his collection of thermometers. Mr. Porter is listed in the Guinness Book of World Records and will discuss the effects of temperature on flying. Dont miss it!

I will end this report on a sad note with the news of the last flight of Ron Tatreaults famous "Red Max". Ron experienced an engine failure over Tiverton, RI and due to his cool thinking and exceptional piloting skill was fortunate to survive the forced landing without injury. The Red Max, however, was not so fortunate and sadly will never fly again. Airplanes can be replaced, people cannot be. The Red Max was certainly one of a kind.

See you all at the meeting,

Fly Safe,

Mike

**CHAPTER MEETING
Sept 15 @ 7:30
Plymouth Airport Community
Room**

CHIP'S TECH TALK

Hello Everyone,

Have you ever tried to find a battery box for your little ultralight battery? I was noticing the plastic box that utility trailer manufactures use for their electric safety brakes. It looks like it would be a perfect fit for the sealed lead acid battery that will start your Rotax engine. Also don't forget to use rubber covers on all positive battery terminals.

**Fly Safe,
Chip**

EVENT CALENDAR

September

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	*
21	22	23	24	25	26	27
28	29	30				

October

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Third Sunday of the month Chapter 279 Pancake
Breakfast @ Cranland Airport
9/20/08 Oscar's pig roast, Richmond, RI.

Secretary's August Report

EAAUL62 8/18/08

President, Mike Butts called the meeting to order at 7:37 pm.

16 Members were present and one guest.

Secretary's report approved.

Bill Shippee presented the treasurer's report - approved.

Only five days to the fly-in. Mike thanked the few that showed up for the hangar cleanup last Saturday. The runway numbers were painted (and taxied through - thats all right). 77 to 81 tickets sold so far. We discussed buying 20 more meals for walk-ins. We thought that maybe 10% extra or 8 to 10 meals would be safer. There will also be a kids menu with pizza, soda, etc. Last year, some people who bought meals didn't show up. There was a motion to freeze the headcount at 90, passed.

Marty Himmelfarb thanked Fred and crew for painting the runway numbers. Mike Brennan and Marty cleaned the hangar. Donna Butts will get the wristbands to I.D. the ticket holders. Chip and Marty will get 3000 raffle tickets. Donna had produced 2 laser iron-on T-shirts with the fly-in/pig out graphic for the raffle (\$12.00 to order one). Marty printed liability release forms for visiting aircraft. We need an announcer for the parade of flight. Will buy 5 lbs of candy for the candy drop. Mike and Chip are getting tables from Cranland. We need volunteers to sell raffle tickets and for vehicle parking.

Fly-in schedule - food at 1:30, raffle-3, speakers, candy drop, parade of flight, campfire, music by "short final". Liability Insurance is required to originate a flight from Fisher Field (Tom Fisher) so the powered paragliders must originate their flights elsewhere, land at Fisher and fill out the release form. Then they can operate from Fisher. We need to keep safety uppermost - use radio, understand and adhere to the traffic pattern.

Mike Brennan spoke about an incident at Cranland Sunday 8/17. He made a radio call and approached and observed an aircraft landing in the opposite direction. The other pilot, in a J-3 Cub, is known to have cut people off, land in front, etc. Fisher is uncontrolled, only wind direction is given over the radio.

Mike also showed us a K&N oil filter with a hole on the top for safe tying. This is for 4-stroke engines that use a screw-on filter.

There was a discussion about future speakers. Next month - Thermometer Man (goggle "thermometer museum" in Rhode Island).

Chip sold some aircraft parts on E-Bay, some from Lem Crittenden's plane, we should be getting a check soon, to go toward a projector. Chip gave a talk on tailwheel flying and the cam device on Maule tailwheels that permits it to unlock and swivel. It unlocked when it shouldn't have while testing Mikes Avid Flyer. He deliberately ground looped after losing steering ability on rollout. No damage. Chip suggested checking the tailwheel bolt during pre-flight. The bolt should sit vertical or 15 degrees back. A spring applies tension to the arm that steers the tailwheel. If a spring comes off, the tailwheel should stay locked so you don't ground loop. Also check the cam during pre-flight. Check that the tailwheel is straight, not leaning to one side. Conventional gear is the terminology for tail wheel airplanes. A nose wheel just adds weight and drag.

The meeting adjourned at 8:58 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 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 DCDI 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

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