

**Experimental Aircraft Association
Chapter 701 – Mansfield, Massachusetts**



**July 2009
Newsletter**

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From the President's Desk *by Alan Pugh*

We will be grilling hotdogs at our July meeting.

Our speaker may be Dave Fetherston of Nexair (or maybe not).
Dr. James A. Ross of Bristol, RI will speak at the August meeting.
He has some good thoughts about how to handle medical problems when it's
time to renew your medical.

There was an interesting article on the web about the Solar Impulse, solar powered
aircraft. Bertrand Piccard is planning an around-the-world flight in 2012, flying at
44 mph with legs of 5-days each.

I received an e-mail inquiry which I will share since I have no knowledge of the J-3
in question.

"From:

scottguild@comcast.net

Scott Guild, will buy/ build in Mansfield @ my house. FAA inspector? Best contact is cell 781-
983-5395. Am also looking for phone for Middleboro ultralite airpot if still there, there was an
old fellow w/ an Army painted J-3 to whom I sold a Nesmith Cougar fuselage years ago. I
would buy this back if available, if you have any contact. Am sending for plans to Roger Manns
Vagabond design, probably an 85-100 h.p. motor. 2 seat wood/ fabric."

I referred him to EAA UL62 in Plymouth which uses Fishers Field in Middleboro
maybe someone over there will know the J-3.

See you all at the meeting, Friday 7/17 at 6:30 for grill, 7:30 for meeting

Alan

Visit us on the web at www.eaa701.org

Secretary's Report *by Barbara Beech*

EAA Chapter 701 Meeting Notes -- Friday, June 19, 2009

Twelve members enjoyed a cook-out prior to the meeting. Thanks to Joe Kelly and Kevin Buonagurio, who went on a shopping trip for all the goodies that were enjoyed by all. Also thanks to all the members who set up, cooked and cleaned up. Your help is greatly appreciated.

The meeting was brought to order by President Alan Pugh at 7:40p.m.

New member Jim Ryan was introduced and welcomed by the members.

Secretary's Report:

- The Secretary's minutes were approved as published in the newsletter.

Treasurer's Report:

- The Treasurer's Report was approved as read by Dale Fox.

Airport Commission Report:

- Tony Correia reported on the last Commission meeting.
 - In order to determine whether to repair or replace the ADF, the Commission conducted a pilot survey as to their usage of the ADF. This survey was inconclusive.
 - The Commission is checking on new equipment to replace the old ADF.
 - The Commission inquired whether Chapter 701 would combine the annual Fly-In with a Mansfield Airport Neighborhood Appreciation Day such as the one conducted at Taunton Airport. Because the Fly-In is the primary fund raiser for the chapter, the members voted not to combine the two events. However, the members agreed that a Neighborhood Appreciation Day held at Mansfield Airport would be a worthwhile activity and the chapter would be happy to participate in this event on a separate day.
 - The Airport Master Plan was approved.
 - The new grass runway markers have been installed.
 - The \$1.00 lease on the trailer is due and Dale will send the Commission a check
 - Pilots should send copies of their insurance to the Commission

Old Business:

Jim Bennett that Phyllis Sellars is away and he will contact her about a plaque for Bob's donated propellers when she returns.

Jim Bennett reported that he had spoken with the late member Jim Ramsey's son who inquired if it would be possible to put his father's F86 sabre jet on display at the airport. A discussion was held, but no conclusion was reached.

Members were informed that they could make a donation via the internet to Bret Smith's school in his memory. A sympathy card was sent to his wife and family.

Frank Roscoe is recovering well from surgery to replace both his knees. A get well card was sent to him.

Alan reminded the members that help is needed at the Fly-In on Sept. 12th.

The meeting was adjourned at 8:25p.m.

Submitted by: Alan Pugh

Source: AOPA Online aopa.org

Airports and State Advocacy

Mass. transportation overhaul moves aeronautics to DOT

By Sarah Brown

An overhaul of the Massachusetts transportation system signed into law June 26 will replace the Massachusetts Aeronautics Commission (MAC) with an aeronautics division in the newly formed state Department of Transportation.

Gov. Deval Patrick has signed a bill that reorganizes the commonwealth's transportation commissions under one consolidated agency, the Massachusetts Department of Transportation. The legislation is intended to streamline the commonwealth's transportation system, which has been operating under the jurisdictions of several independent commissions.

"AOPA has been working with the MAC to protect and support the GA airports of Massachusetts," said AOPA Vice President of Airports and State Advocacy Greg Pecoraro, "and we will continue to work with the division of aeronautics as it takes on the mission and responsibilities of the MAC."

In the division of aeronautics, the administrator will oversee the commonwealth's 42 general aviation airports; the Massachusetts Port Authority (Massport) will continue to handle commercial airports. The changes are set to take effect Nov. 1.

July 1, 2009

Submitted by: Alan Pugh

Source: AVFLASH NEWS avweb.com

July 4, 2009

FAA Updates Flight Plan Infrastructure Hardware

By [Glenn Pew](#), *Contributing Editor, Video Editor*

The FAA is nearing completion of a hardware update that "virtualizes" its flight plan infrastructure. The new National Airspace Data Interchange Network (NADIN) will soon be fully integrated, helping process the more than 1.5 million messages that are part of the national traffic system each day. In the new system, both general aviation and airline pilots will not file their own flight plans but will file through a service provider or flight station, according to [DailyTech.com](#).

The new system aims to reduce system computer crashes and the system's overall vulnerability to hackers. Virtualization means that the system allows one server to provide services "to provision services across that server, in a much faster manner, without having to perform modernization upgrades or hardware installations," according to FAA IT administrator Jim McNeill. Among other things, the system will handle flight plans, weather information and other messages coming into international airports from FAA control centers.

About Pilots.... *Submitted by Bob Sisson*

1. As an aviator in flight you can do anything you want... As long as it's right.... And we'll let you know if it's right after you get down.
2. You can't fly forever without getting killed.
3. As a pilot only two bad things can happen to you and one of them is:
 - a. One day you will walk out to the aircraft knowing that it is your last flight in an airplane.
 - b. One day you will walk out to the airplane not knowing that it is your last flight in an airplane..
4. Any flight over water in a single engine airplane will absolutely guarantee abnormal engine noises and vibrations.
5. There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.
6. More about Rules
 - a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
 - b. If you deviate from a rule, it must be a flawless performance. (e.g., if you fly under a bridge, don't hit the bridge.)
7. The pilot is the highest form of life on earth.
8. The ideal pilot is the perfect blend of discipline and aggressiveness.
9. About check rides
 - a. The only real objective of a check ride is to complete it and get the bastard out of your airplane.
 - b. It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.
10. The medical profession is the natural enemy of the aviation profession.
11. The job of the chief pilot is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.
12. Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-piloted aircraft.
13. It is absolutely imperative that the pilot be unpredictable. Rebelliousness is very predictable.
In the end, conforming almost all the time is the best way to be unpredictable.
14. He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.
15. If you're gonna fly low, do not fly slow! ASW pilots know this only too well.
16. It is solely the pilot's responsibility to never let any other thing touch his aircraft.
17. If you can learn how to fly as a private pilot and not forget how to fly by the time you're a seasoned airline transport pilot, you will have lived a happy life.
18. About night flying
 - a. Remember that the airplane doesn't know that it's dark.
 - b. On a clear, moonless night, never fly between the tanker's lights.
 - c. There are certain aircraft sounds that can only be heard at night.
 - d. If you're going to night fly, it might as well be in the weather so you can double count your exposure to both hazards.
 - e. Night formation is really an endless series of near misses in equilibrium with each other.
 - f. You would have to pay a lot of money at a lot of amusement parks and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single engine night weather flight.
19. One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.
20. At the end of the day, the controllers, ops supervisors, maintenance guys, weather guessers, and birds; they're all trying to kill you and your job is to not let them!
21. The concept of "controlling" airspace with radar is just a form of FAA sarcasm directed at pilots to see if they're gullible enough to swallow it. Or to put it another way, when's the last time the FAA ever shot anyone down?
22. Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.
23. It is a tacit, yet profound admission of the preeminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.
24. Remember when flying low and inverted that the rudder still works the same old way but hopefully your instructor never taught you "pull stick back, plane go up".
25. The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward and wish.

Remember the April 'teaser' of the homebuilt B-17?? Here is some more info...

Jack Bally's 1/3 Scale Replica B-17

Patrick Panzera, EAA 555743
ppanzera@eaa.org



So what do you do when you've already built a [Kitfox](#) and a Georgia Special and your buddies (with the help of a few adult beverages) prod you to build "one last" experimental? If you are Jack Bally of Dixon, Illinois, you build a 1/3 scale [B-17 Flying Fortress](#) replica.

With more than 1,000 hours as pilot in command and the ratings to go along with them, Jack is no newcomer to aviation. But his stick time is for pure pleasure nowadays; Jack is content to operate his Kitfox and Georgia Special for local flights from his private strip just north of Dixon Municipal Airport. A carpenter by

trade, Jack used the GI Bill to learn to fly and spent four years as a certificated flight instructor, sharing his passion with others while honing his piloting skills. (As a side note, Jack built his Georgia Special from plans found in the [1931 Flying and Glider Manual](#) and thinks his is the third one ever built.)

Jack and his friends decided that if they were going to build one last plane, it would have to be something "different" - that was the word Jack used when I spoke with him, but I would suggest that a better word would be "extraordinary." They started planning for a scaled [B-24 Liberator](#), but as Jack said, "It didn't work right scaling it down, but the B-17 would."

With a set of 1/9 scale model airplane plans and some seat-of-the-pants structural designing (checked by a cousin who is an aerospace engineer), Jack is confident that his design will be good for 6 positive and negative *g*'s while potentially having Cessna 152-like handling characteristics—but with plenty of power to spare!

Jack plans to power the plane with four four-cylinder, air-cooled, 80-hp [Hirth F-30](#) two-stroke boxer engines. Space constraints with keeping all things as scale as possible dictate no more than 20 inches in diameter for the engine nacelles, and thus far, the Hirth is the only engine that Jack can find that can fit this requirement—but with a twist. The Hirth requires a propeller speed reduction unit (PSRU) to mate the rpm to a usable propeller speed, but there's no room for it. So the engine will be run direct-drive, and some power will be left on the table, leaving approximately 60 hp per engine at 3300 rpm, which is suitable for the small-diameter, scale propellers—46.4 inches. Even with losing 20 hp per engine, there are still 240 ponies to propel the all-aluminum, 34-foot, 7-inch wingspan and 24-foot-long aircraft (sounds a tiny bit bigger than C-152) into the wild blue...



Read the rest and see more pictures at: http://www.eaa.org/experimenter/articles/2009-06_womb.asp

EAA Chapter 701

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Mailing
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Goes
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Don't Forget the July Meeting!

The next regular Chapter meeting will be Friday, July 17th, at 7:30PM at the EAA 701 Trailer at Mansfield Airport (1B9).

The grill will be on at 6:30 to serve up hot dogs, etc. Feel free to come early, eat, talk, watch some airplanes enjoy the summer evening.. and have fun!

Topics for discussion will include the annual EAA 701 fly-in

NOTE: An electronic version of this newsletter is available in PDF form in lieu of the hardcopy mailed version. You will be able to view the pictures in color. You will need the Adobe Reader to open the file. The Adobe Reader is available on the Net free at Adobe.com. Send your email address to: newsletter@eaa701.org to be included on the list to receive the PDF version. The issue will also be posted to the web site.

Newsletter Additions? Suggestions?

Your content and comments are always welcome and will assist in improving the ch 701 newsletter.

Send your news to the editor via e-mail to newsletter@eaa701.org or via postal mail to Kevin Buonagurio, 27 Cynthia Ln, Attleboro MA 02703. The deadline for the next issue is 10 days before the next meeting. Items received after will be included in the next issue.