

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



**June 2009  
Newsletter**

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**Secretary's Report** *by Barbara Beech*

**EAA Chapter 701 Meeting Notes -- Friday, May 15<sup>th</sup>, 2009**

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

**Secretary's Report:**

The secretary's minutes were accepted as published in the May newsletter.

**Treasurer's Report:**

The Treasurer's Report was read by Dale Fox and accepted.

**Airport Commission Report:**

There was no Airport Commission Report. The Airport Commission meeting has been changed to the first Thursday of the month.

**Old Business:**

The Young Eagle flights scheduled for May 9<sup>th</sup> were canceled due to rain. It was decided to hold the next Young Eagle flights after the Sept. Fly-In. Young Eagles will be able to sign up for the flights at that time and we hope to conduct the flights a week or two later.

**New Business:**

Jim Bennett suggested that a plaque should be placed on each of the two propellers that the late Bob Sellars had put in the trailer. The members agreed that this is a good way to honor and remember Bob. Jim will contact Mrs. Sellars to assure that she agrees with this project.

President Alan Pugh announced that AOPA GPS Seminar would be held at the Newton Marriott on Tuesday, May 19<sup>th</sup>. Also the Hampton, N.H. fly market will be held on Saturday, May 16<sup>th</sup> and Sunday, May 17<sup>th</sup>.

A discussion was held on the advantages and disadvantages of panel or yoke GPS installation. It was mentioned that the Loran system will be ending. Also discussed were features of ADS B and the new ELT.

The meeting adjourned at 8:10. Coffee, donuts and muffins were enjoyed by the members.

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The AOPA DVD entitled Lost and Crossed was shown.

This program discussed the steps a pilot should take if the airplane's GPS unit malfunctions. It stated that GPS is not for primary navigation if not certified for instrument navigation. First and foremost, the pilot should remain calm and organized in order to avoid becoming lost. S/he should have had a pre-flight briefing and charted the route before the flight. Steps to take to assure a safe flight and arrival at the destination are:

- First, check the fuel available and know how much air time is left in which to perform the functions that will put the plane on course and keep it there.
- Locate last known position
- Check the route charted beforehand
- Note the compass heading and elapsed time
- Climb in order to see landmarks better and for better radio reception.
- Tune in a VOR and fly to it
- Use NDB if available
- If necessary, contact an ATC facility and ask for position confirmation. They can provide a squawk and ascertain the plane's position.

#### Crosswind Landings

To help pilots make safe landings under crosswind conditions this DVD discussed crosswind components and use of wind information and checking the windsock. The crab and side slip maneuvers were demonstrated. It also showed the use of ailerons and elevator for crosswind take-offs.

This is an informative and well photographed DVD that will be helpful and informative for pilots flying in these conditions.

### **A Life Lived Well: Bret Smith** *by Mike Vidal*

It is with great sadness that I report that, on June 6, 2009, former chapter member Bret Smith was killed in a crash of his 2001 SeaRey. He was giving a ride to a friend, Ron Siedentoph, who also was killed. Our thoughts and prayers go out to his entire family, especially his wife Alex their two children, in this difficult period.

Bret was an individual who was hard not to admire. He tackled every project in the time that I knew with a zeal I've seen in very few people. He gutted and remodeled his home in Rhode Island with the confidence of a seasoned contractor. He built a two-story workshop because he needed a place to build his plane. All this in the time it takes most of us to tile the bathroom.

He also loved to share his stories of his life with his friends. After he moved back to his native Tennessee, he would send e-mails with photos chronicling the design and construction of his new home located in an airpark with a beautiful grass strip as a driveway. I still have most of his messages with photos beginning with the family in their temporary trailer home and ending with a photo tour of their new home. Never in any of his messages did I get the impression he was gloating or showing off. Rather, I was happy for him and his family and amazed at his ability to get things done.

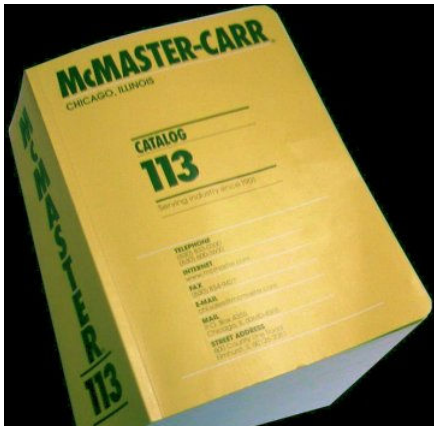
My last communication with Bret was in the middle of May when I RSVP'd to an invitation to his May 30<sup>th</sup> Summerfest he was holding at his house. Unfortunately, I couldn't make it but he replied back that it was OK and that I needed to get my GlaStar finished so I could fly down next year. I was really looking forward to taking him up on that offer.

Bret was a great role model on how to live life. Love your family, stay busy, don't be afraid to try new things, finish what you start and, above all, enjoy yourself. He will be missed.

## The Hangar at Home *by Mike Vidal*

### **Tools of the Trade**

So what's left to do after you've spent your kids' inheritance on a product that depreciates faster than a Chrysler (hey, I own a Dodge minivan, so I'm allowed) and you've rationalized away the guilt of watching your wife take groceries out of the van in the rain? Time to buy some tools of course! Every project you start at home is a reason to buy new tools and building an airplane is no exception. And the great thing about buying tools to build your airplane is you never have to worry about your neighbors borrowing them. Take this recent exchange between me and my neighbor for instance:



**Figure 2: Your Best Friend**

Neighbor: Hey, I'm installing a new air conditioner; can I borrow your drill?

Me: Sure, do you have an air compressor?

Neighbor: Huh?! What do I need an air compressor for?

Me: My drill is pneumatic. It's a sweet Sioux Model 1412 lightweight air drill capable of 3600 RPM. Fantastic for drilling holes in aircraft aluminum

Neighbor: You're just not right

Me: Listen, do you want to borrow the drill or not

Neighbor: Never mind, I hear Phil just got a new 28VDC Dewalt. I'll borrow his.

Me: OK, suit yourself <self-indulgent chuckle>he, he, he

Of course, everything good comes at a price, and aircraft tools are no exception. Of course, this is no problem for you, as you have become a veritable black belt of rationalizing extreme purchases. If you have been able to convince your spouse that it is in the best interest of your family that you purchase a kit aircraft from a company with a business plan only slightly more sound than Pets.com and that cleaning a foot of snow of the top of the minivan is "good for the soul", then baby, justifying \$3,000 in esoteric tools is a walk in the park.

Of course, this is only true if you're building an aluminum aircraft. If you are building a composite aircraft, then everything changes. Where an aluminum aircraft requires expensive tools purchased from specialty tool suppliers, the average composite kit requires only that you raid the art supply closet from the local elementary school. With composite construction, squeezers, seamers, dimple dies and chip chasers are replaced by popsicle sticks, empty Hoodsie Cups, rubber gloves and squeegees. Maybe it's just me but if tools for aluminum aircraft are like "American Chopper", then composite tools are like "Ace of Cakes". Neat and all, but...

My last bit of advice regarding tools is to check e-Bay. Once the rationalization high wears off, there are plenty of good deals.

Next month: Willpower and the Working Man

Happy Flying! - Mike Vidal



**Figure 1: That other "Friend" you don't really like but you talk to anyway because they have something you want**

EAA Chapter 701

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Mailing  
Address  
Goes  
Here

### **EAA 701 – June Meeting**

The next regular Chapter meeting will be Friday, June 19<sup>th</sup>, at 7:30PM at the EAA 701 Trailer at Mansfield Airport (1B9).

Yes..it's summer (almost), we're back at our trailer!



We will be firing up the grill and throwing some hot dogs on, so plan to come by the trailer around 6:30PM for food and socializing on the first evening of summer.

### ***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.

**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.