

**EXPERIMENTAL AIRCRAFT ASSOCIATION- CHAPTER 701  
MANSFIELD MA, 02048**

**Prop Wash**



**MAY 2004 NEWSLETTER**

**Pres. Doug Mowry**  
(508) 476-4058

**VP Mike Vidal**  
(508) 761-8012

**Treas. Joe Kelly**  
(508) 695-6319

**Sec. Alan Pugh**  
(508)-660-8847

**Young Eagles Coordinator: Alan Pugh (508)-660-8847**

**President's Desk** *by Doug Mowry*

With the flying weather improving, I've had several conversations with folks about buying aircraft. It seems that the "bug" is biting quite a few this year. So, I thought I'd pass along a few suggestions on how to get started. This is by no means a definitive list, but it's a good starting point. There are also several good books on the subject. I would recommend checking them out as reference material.

First, determine your mission. Are you in need of two seats or four (or six)? Will you be just flying locally or taking longer cross-countries? Are you looking for an antique/classic, contemporary aircraft, or don't really care? VFR or IFR? High-wing or Low-wing? Are you looking to buy and restore a plane or just buy it and fly it? There are lots of things to consider right up-front that will narrow the initial field of choices.

Second, once you narrow the field, start learning as much as you can about the remaining choices. Talk to owners and get their feeling on the aircraft. Get on to the Internet and find the owner's clubs for the aircraft you are interested in – nobody knows them better than the owner's clubs. Research the history of the model, check on Airworthiness Directives and other maintenance issues that may pertain to the aircraft you are interested in. Also, explore things like range, payload, takeoff & landing performance and make sure they fit your mission and the field where you may base it. Get a ride in the different planes you are considering. This will go a long way towards helping make a decision on a model.

Find out what operating the aircraft will cost you – fuel, oil, putting away a reserve for engine maintenance, tiedown/hanger, insurance, etc. These costs will also

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**SECRETARY'S REPORT - by Alan Pugh**

The April 16, 2004 Meeting was held at the Mansfield Fish & Game Club, our winter home.

President Doug Mowry called the meeting to order at 7:30 PM. Meeting Minutes were approved. The Treasurer's report mentioned paying Mansfield Fish & Game for the use of their hall, Mansfield Electric, Food reimbursement for last month's dinner, and deposits from dues. The report was accepted.

Several paid members have not picked up their membership cards.

Papers from the Attorney General regarding the Chapter's non-profit status were discussed. Back in the 70's, the chapter filed a 701(c)(3) form each year. It was a four-page form signed by the Chapter Officers. The chapter had to spend all monies collected in order to remain non-profit. We can't do that with our present 'nest-egg' but we are looking into filing for some alternate non-profit status.

Tony was in Florida at Sun 'n Fun so Joe Kelley reported on the Airport Commission Meeting. Recent discussions include contractors for runway safety work doing pre-bid inspections. Work is planned to start in August and finish by September and includes installing a pedestrian pass-gate near Casey and replacing several trees on Fruit Street. Additional topics included planning for Aviation Safety Day, Young Eagles, C.A.P. Practice S&R Mission, Car/Plane Wash, all on various dates. King Aviation submitted a bid to renovate existing hangars and to manage future hangars on Quadrant Four.

Alan Pugh reported on planning for the May 22 Young Eagles Event to be held during the Aviation Safety Day.

**Secretary Report**

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**President's Desk** by Doug Mowry

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help narrow the field. They will also help keep you from buying a plane that you won't be able to afford to operate.

Third, when you finally settle on a particular aircraft type (say, C172 or PA-28) really dig into it and learn everything you can about the model. Even though a given model may have a great overall track record, there may be certain model years that are more or less preferable than others. Again, the owner's clubs will be indispensable in this regard. Find them and use them as much as possible.

Fourth, when you think you have found a plane you are interested in, check it out with someone who really knows the type. If you feel you are interested in this particular plane, then it's time to have it checked out by a professional. The usual course of action is to have a "Pre-Purchase Inspection" done to determine the condition of the plane. It's important to note here that there is NO formal description of what a "Pre-Purchase Inspection" is or what it should entail. Consequently, every mechanic will have a different opinion on what it should be. In my opinion, there is only one type of inspection that should be performed here – an Annual Inspection. An Annual Inspection has definite guidelines that MUST be followed and that means you should get the same results no matter who does it. In addition, an Annual will ensure that the log books are researched, and that any safety or Airworthiness Directive issues are uncovered as well. Now, I'm only talking about the Inspection part here. If the Inspection uncovers problems, then you and the current owner can work that out prior to purchase (he may fix them, or you may deduct the cost of fixing them from the price, for example). The Annual may cost a bit more than a "Pre-Purchase Inspection", but the problems it could uncover and save you from make it well worth it.

Consider the condition of the interior, avionics, exterior paint, windows, and the like. All these things will require attention over time and the more you can have already done when you buy the plane the better, since you rarely recoup the full cost of these when you are the one doing the work. You are better off having as much of this done by previous owners as possible.

Finally, if you feel you have found "the one", then it's time to start the paperwork. If you are an AOPA member, you would be well served to use their services as they can provide an entire packet to guide you through the process including title search and document preparation.

Good luck out there and enjoy the summer!

**Aviation History Corner** by Barbara Beech

Did you know:

That the original Providence Airport was located in Seekonk?

That a military airfield was located on No Man's Land?

That the Hindenburg conducted practice approaches to the Boston Metropolitan Airport, which was located in Canton?

These and other interesting facts about Boston Metropolitan, Brockton, Fall River, No. Middleboro, Providence and So. Weymouth airfields can be found on the website: **[www.airfields-freeman.com](http://www.airfields-freeman.com)**

The website is called Abandoned and Little Known Airports. It contains photos (old and new), as well as old charts and topographic maps. The site lists 1065 abandoned airports by state.

If you remember these places—or even flew into them- you might want to look at this site and see if all this information agrees with your memory and knowledge of these former airports. We'd appreciate hearing about your experiences at these places too in this history rich portion of our country. BB

## CHAPTER 701 INFORMATION CORNER

**Builder's Breakfast** – There will be no Builder's Breakfast this month due to scheduling conflicts with the Young Eagles event on Saturday, May 22 and also the FAA Safety Seminar scheduled for the same day. The Builder's Breakfast that was scheduled for May has been postponed to June.

**Young Eagles** – We will host our first Young Eagles event of the season on Saturday, May 22. We are still in need of pilots and ground crew, so if you are interested in volunteering, please contact our Young Eagles Coordinator (and Chapter Secretary) Alan Pugh (508)-660-8847 (alan.pugh2@verizon.net) for details.

**Speaker** – The speaker this month will be Doug Mowry. Doug is restoring his 1952 Cessna 170B which is currently at PYM. Doug will be giving an update on the progress as well as a brief history of the model and what he expects the end product to look like.



The 170B above can be transformed to a B17- by manipulating the model numbers as well as some of the sheet metal. Is this what Doug is up to? Come to the meeting to find out...

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Basically, start flying at 9 and finish by noon, each pilot making two flights.

Mike Vidal reported on last month's Builder's Breakfast at Quonset. There is a new EAA Chapter at Quonset. Tomorrow we are visiting Burt Schriber's Stinson at Taunton.

The cleanup at the trailer is almost done. Tony built a workbench and several people cleaned up the back room. We need a 10x10 carpet for the trailer.

Our Fly-In will be Saturday, September 11, rain date the 12th. Featured aircraft, Grumman series (Tiger, etc.), not the F-14.

Chapter 1363 at Quonset is holding a Strawberry Fly-In Breakfast on May 22, the same day as our Young Eagles/Aviation Safety Day (so choose wisely).

There is a May Air Fair at Plymouth on Memorial Day Weekend. Representatives from nine chapters met to discuss an on-going regional fly-in and decided no-go for this year but a good idea for future years. The hope is that it could eventually become a Sun ' n Fun for the Northeast. (Snow ' n Fun?)

There was no speaker but we held active discussions far into the night. AP

EAA Chapter 701

Mansfield Municipal Airport  
Fruit Street  
Mansfield, MA 02048  
www.eaa701.org

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Mailing  
Address  
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## ***EAA 701 MAY***

The next regular Chapter meeting will be Friday, May 21 at the Chapter Trailer at 1B9.

We will have a business meeting at 7:30 PM followed by a talk by Doug Mowry discussing his aircraft upgrade project. Doug is restoring his 1952 Cessna 170B which is currently over at PYM. Doug will be giving an update on the progress as well as a brief history of the model and what he expects the end product to look like. See you there.

### **Upcoming Aviation Events at 1B9**

**Weekend of May 22/23** will be **Aviation Safety Weekend**. Safety councilors will be at their appointed airports passing out printed information, supplied by the FAA, and at 1B9. We hope to have the airport commissioners available to answer any questions about this summer's project.

Young Eagles project will begin at **8:00 AM Saturday May, 22.**

#### ***Newsletter Frequencies***

Send your news to the editor via e-mail to [newsletter@eaa701.org](mailto:newsletter@eaa701.org).

Use "classic" mail to Dale Fox, Editor 232 Underwood St. Holliston, MA 01746.

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 is available in PDF form in lieu of the hardcopy snailmail version. You will be able to look at the pictures in color. The Adobe Reader is available on the Net free at Adobe.com. Send your e-mail address to: [newsletter@eaa701.org](mailto:newsletter@eaa701.org) to be included on the list to receive the PDF version. The issue will also be posted on the web site: [www.eaa701.org](http://www.eaa701.org)