

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



**May 2006
Newsletter**

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From the President's Desk *by Mike Vidal*

THEME OF THE MONTH: PASSING THE TORCH

I will admit that I am very lucky when it comes to building my plane. I have a good friend who lives close and is willing to come by several times a week to help me with the build. He is an older gentleman (older than me, anyway) who is also a member of a local model railroad club. One of the more common themes of our many conversations relates to participation in our respective clubs. Apparently membership is down in his club while the members' average age is headed in the other direction. I told him that I understood completely. I have also noticed at work the dearth of young people in the machine shop and molding areas (don't worry, I plan to connect these seemingly disparate items later).

So what's to explain the apparent lack of youth in our and other similar organizations? Why are the trades not attracting the young? I have my opinion, and without getting into a blame-game, I believe it is simply a matter of exposure. By that, I mean that today's youth are simply not exposed sufficiently to mechanical skills, the trades, airports, etc. A trip to the local airport to watch planes take-off is being replaced by soccer, softball, basketball, swimming, acting events. The instant gratification of video games and the Web replaces pounding rusty nails into wood to build a pretend control yoke (I still have mine in the garage).

Where am I going with this, you might ask? Well, we are organizing a Young Eagles Event for Saturday, May 20th. At this one event, we all have a chance to be the person that ignites a lifelong passion for all things aviation in a young child. I know I remember my first GA flight like it was yesterday. It was a trip to Martha's Vineyard in a Piper Apache out of Fall River. And as it is the EAA that sponsors Young Eagles, we have an opportunity to talk to the kids about building and maintaining your own airplane and the sense of accomplishment that accompanies it. Hopefully that child will take some of what they learned back to their friends and spark the same interest in them.

We have a very rare opportunity at a Young Eagles Event to help hand down our love of airplanes, flying and building things with our own hands. Let's all try to get out there and be the people to create a very special memory for a small number of kids. I hope to see you all on Saturday!

Happy Flying!

Mike Vidal

Visit us on the web at www.eaa701.org

Secretary's Report *by Barbara Beech*

EAA Chapter 701 - Meeting Notes - April 21, 2006

- The meeting was brought to order at 7:45 by President Mike Vidal. Eleven members were in attendance.
- The March meeting notes were approved as written in the newsletter.
- The Treasurer's Report was read by Treasurer Joe Kelly and accepted.
- Airport Commission notes presented by Tony Correia:
 - A Boy Scout group will conduct a beautification project in front of the SRE Building. The work will include a flagpole and a walk.
 - The T hangers are arriving. The condo lease was approved for 16 years.
 - The Chapter is on the list to use the SRE building for meetings. An application form is to be filled out for the meeting dates. There is no fee.
 - The Fire Department is requiring that all the airport buildings be designated with letters in order to identify them promptly when necessary. For example, the EAA trailer will be building E and the SRE building will be building M.

Old Business:

- The Young Eagles Flights will be conducted on Saturday, May 20th starting at 8:00 am.
- The June "Build Your Own Plane" Event on Saturday June 17th will take the place of the Friday night meeting. There will be 2 one hour sessions.

New Business:

- The May meeting will be held in the EAA trailer.
- A Clean-up Day will be held on Saturday, May 27th.

Jim Griffin of Griffin Avionics in Hyannis was the guest speaker.

His topic concerned auto pilots and other electronic devices and equipment. Jim mentioned the importance of the auto pilot and how much it enhances the safety and enjoyment of flying.

After describing the types of auto pilots and how they function, Jim described the features of the Garmin 396. As in all kinds of equipment, the older models have more problems and need more maintenance. He stressed the importance of explaining problems to the repair technician clearly using the proper terminology as this saves time and money. Sometimes it is necessary to do flight testing on avionics equipment as the four forces work better in the air than on the ground. Questions and comments followed Jim's talk and we appreciate the chance to learn more about this valuable equipment. Thank you, Jim.



Jim Griffin demonstrates the new Garmin 396 handheld GPS

Autopilot Addendum *by Kevin Buonagurio*

I am definitely not an avionics guru, and therefore, I'll preface this article by saying I'm obviously not an autopilot guru either. I do however know what I want from the lil Sonex that I plan to build. I want a plane that will provide for my 80/20 mission; 80% local, fooling around fun, and 20% day VFR cross-country travel (probably 3 hour hops max). The airplane, out-of-the box, will handle my 80% flawlessly. It's quick, strong, extremely agile, and will do very well for punching holes in the sky, and mild aerobatics, etc. The problem is.. that the one thing that most Sonex pilots will tell you is that it's a bit too neutral in roll to be a comfortable plane for cross-country flight. (Some might argue that it's too narrow too, but that's another article) So if touchiness in roll is the only thing holding it back from breakfasts in upstate New York, or visits to friends in Virginia, then there's got to be something that can be done about this. Enter the autopilot. When I think Auto Pilot, the big 'clunky' unit we used to have in our family's old Piper Saratoga came to mind... no way that's gonna fit in the sonex. My trip to Sun-N-Fun showed me that there are, in fact, many options afforded to the homebuilder. Manufacturers such as TruTrak (makers of the DigiTrak) and Trio Avionics have come up with non-certificated, small, and light-weight auto pilot units for home builders that provide functions that you would pay 2 or 3 times more for in a certificated conventional auto pilot. You can slave these autopilots to nearly any basic handheld GPS, or you can simply set a heading and look out the window. These units have panel openings as small as 2 1/2" on some models, and total weight (including the servo unit) is usually around 2 lbs. I'm definitely going to consider one of these when the time comes.



DigiTrak Auto Pilot



Trio Avionics 'EZ Pilot'

More information on the TruTrak product line can be found at www.trutrakflightsystems.com
More information on Trio Avionics product line can be found at www.trioavionics.com

Reminder! - Young Eagles Event – Saturday, May 20th 2006

If you are signed up to participate in this year's Young Eagles Event...remember that you are to be at the field no later than 8AM. If you have questions about the event or would like to participate, please contact Paul LaFratta (508-695-0120) as soon as possible. If you plan to participate but have not signed up, please review the requirements, complete and sign the form below and return this to Paul or one of the officers at the next meeting.

EAA 701 - Young Eagles Event - Requirements Acknowledgement Sheet

The Young Eagle Pilot requirements are basic, but must be followed:

- All participating pilots must hold an Appropriate Airmen's Certificate (Sport Pilot or greater)
- Pilots must possess a current Medical Certificate (if applicable)
- Pilots must be current EAA National Members
- Pilots must be current to carry passengers in the aircraft the plan to use.
- Pilots must have a current Flight Review
- Aircraft Passenger Liability Insurance is required for the aircraft used (owned, rental or borrowed)
- The Young Eagles registration form must be completed before the flight complete with parent or guardian signature.
- The aircraft used for the flight must be in airworthy condition.

As an EAA member, pilots participating in the Young Eagles program are eligible for an additional \$1 million of passenger liability insurance coverage, if they carry a minimum of \$100,000 per seat liability insurance.

I, _____ (First, Last, printed name) _____ having read the requirements above, attest that I

meet these requirements am therefore a valid volunteer participant for the Young Eagles program.

Signed: _____ Date: _____

EAA Chapter 701

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EAA 701 – MAY MEETING

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

This month's topic:

Designing a Light Sport Aircraft

Mike Vidal will be presenting on the process of designing a light sport aircraft. The definition of an LSA will be presented as well as the process for developing preliminary design details to meet those requirements.

Pre-Meeting Cleanup & Repair Planning

The officers will be meeting at the trailer before the May 19th meeting begins to do some cleanup, and to plan the repairs that will be necessary (deck, signage, etc). If you have time, please come to the next meeting at 7PM and assist in this endeavor

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.