

Chapter Monthly
Meeting Second
Friday 7:30 PM.
Breakfast Fly-in
Third Sunday,
April thru Oct.

E.A.A. 279 Newsletter

April, 2008

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WWW.EAA279.ORG

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Information must be in
the hands of the
Newsletter Editor by
the first of the month,
for that month's issue.

President's Report

Clubmembers: Along with the improvement in the weather there comes improvement and optimism for us all here in 279. We see renewed activity in the clubhouse with the Nieuport as well as out around the hangars from our members, which gives us good vibrations. The tool shed which will benefit us all thanks to Bill Sweeney and Al Cavacco is coming along great. This gets me thinking that now would be a good time to recruit new members, maybe even place a few ads in the local papers ? or go on a local radio station to talk about what it is that we do ? or even just get a local newspaper to do a short piece on our club ? If you know of any candidates from among your friends or business associates, invite them to a monthly meeting or better yet, extend to them an invitation to one of our monthly summer breakfast fly-ins. You bring any and all seriously interested individuals and I will **personally pay** for their breakfast! They can get a good feel for what it is that we do firsthand. Spring is traditionally the time of renewal and growth, let's take this time to put some of our efforts into "growing" and sharing our business and enthusiasm of our valued EAA 279 Membership.

Thank you,
Carl Patturelli,
President, EAA Chapter 279

President's Report see Page 1

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Secretary's Report see Page 3

Photo Page see Pages 5 & 6

Calendar

Apr 8 -
Apr 13

Lakeland, FL
([LAL](#))

Sun 'n Fun Fly-In
www.sun-n-fun.org

Apr 11 7:30 PM

Cranland
Airport ([28M](#))

EAA Chapter 279 Monthly Meeting

Program: Ron Buskey, Assistant Chief Flight Instructor at Alpha One Flight School at PYM, Professor at Bridgewater State College, and New England FSDO Certified Instructor of the Year 1997, will talk about experiences he has had in his 37+ years of flying.

www.eaa279.org

April 20 8:00AM -
11:00AM

Cranland
Airport ([28M](#))

EAA Chapter 279 Fly-in Breakfast

The Chapter can always use more volunteer help in the kitchen. Please consider helping out this breakfast season. Thanks!

www.eaa279.org/279breakfast/breakfast.htm

May 21 -
May 22

Hampton, NH
([7B3](#))

Hampton Airfield's "Annual Aviation Flea Market"

Call George for more info at 603-964-9749

Jul 28 -
Aug 3

Oshkosh, WI
([OSH](#))

EAA AirVenture Oshkosh 2008

www.airventure.org

Classifieds - For Sale

Brand new Tire and Tube - 500x5
Goodyear tire with new Michelin tube. Best Offer.

Call Brian
781-293-0366



Kolb For Sale
\$9500 N279JD
Certified under the new sport aircraft rules, low time on airframe and 503 engine.

Call John Duffy 508-378-3411.



Help Wanted - Your newsletter editor is looking for an assistant to help out with newsletter production. If you have a computer and a few hours a month, call Tom Boyle at 781-749-5266.

Secretary's Report

EAA CHAPTER 279
March 14, 2008
Chapter Meeting

Chapter President Carl Patturelli called the meeting to order @ 1930 hrs. Joe Kennedy from West B'wtr was introduced as a guest. Interested in photography. Attended balloon festival in Albuquerque, NM. He would enjoy sharing photos. We hope he enjoyed the evening's progression.

Again the delivery and use of propane gas caused a discussion. Treas. to seek correspondence from other vendors. Not especially happy with Osterman. No immediate resolution.

Motion to accept Secty's Report as printed. 2nd G. Scampoli. All in favor.

Treasurer's Report given by Treas. G. Scampoli. Motion to accept by J. Duffy, 2nd T. Constantine. Majority in favor. No objections.

A discussion concerning the use and value of the present telephone system in light of the many cell phones available via members. The concern was the landline for computer use. Passed to BOD.

Paul Paquin had some DVDs from Oshkosh, These were entertaining and lasted a good hour. Some fascinating history. Following the show T. Constantine M to adjourn, 2nd via Majority.

Respectively submitted, Walter L. Lockhart

Letters to the Editor

The newsletter received a letter from David Keith, a former President of Chapter 279. Here is David's letter.

Thanks for continuing to send me 279 newsletters. I really appreciate it! In a way, now that I'm living in Florida, it's like a letter from home, since 279 was "home" for many years, going back to when we met in a public function hall on Route 53 in Cohasset. If I'm not mistaken, I was president in '82-'83, or thereabouts. Don't really remember if it was for more than one term, or not.

I don't know if you have a club historian, or whether records have been carefully passed on from secretary to secretary. Oftentimes, they get lost through carelessness, which is a shame. Are you aware of the so-called "Mid-Winter Hangar Fly-Ins" we used to have every February in Wig-

gins' sales hangar at OWD? We had some really interesting speakers. One was Frank Kingston Smith, airshow announcer and son of the late Frank Kingston Smith, Sr., who was a Washington lawyer and frequent contributor to the AOPA "Pilot", and who also was in charge of the Bahamas Treasure Hunt. Another was Charles "Chip" Collins, a long-time Boston Hangar QB (still active) who used to run the Draper Flight Facility at Hanscom Field. (He was my QB chief sponsor.) It was owned by MIT, and was named after the late "Doc" Draper, an MIT professor who was/is known as the Father of Inertial Navigation. He developed the accelerometers that made it possible to send a man to the Moon. Chip Collins was his pilot on the first coast-to-coast flight conducted with no outside visual or electronic reference, ramp-

Letters to the Editor (cont.)

to-ramp. I believe the plane used was a DC-6. In addition to Chip and Doc, a very famous news anchorman was aboard to document the flight. It could have been Eric Sevareid, but I'm not sure. The third famous speaker I can recall, was Johnny Polando (another BOS QB) whose name is now officially attached to the Hyannis Airport.

As you probably know, he and Boardman flew a Bellanca non-stop to Turkey. His first-person account of the trip was fascinating, especially the part about their elaborately-con-

trived method of lubricating the rocker arms on the J-6-7, which was normally done by hand before every (short) flight. They rigged up an oil reservoir and a handpump to supply oil through copper tubing to each rocker arm shaft. All during the flight, whenever they actuated the pump, they congratulated themselves on their ingenuity. After landing in Turkey, they realized that the engine vibration had work-hardened and cracked the copper tubes, and they had all failed during the first hours of the flight. All that oil that had given them such a feeling of security had been pumped overboard! The rocker arms managed to hold up on that long flight, but were just about at the point of failure!

Here's a photo taken in front of my hangar-home at Shady Intl Airport on February 19th. Bud Fuchs (ferry pilot/Staggerwing instructor) and I had just arrived from Greenville, MS with an elapsed time of just over three hours. Our average groundspeed was 209 mph, pretty good for an airplane built in 1938!



The couple on the left are the new owners; I'm the ugly one, third from left, and Bud is the fourth. We're hoping to have it on display at Sun 'n Fun, early in the week. Believe it or not, it may

be for sale. The owner didn't realize that this sort of plane just isn't practical for frequent, long-distance flight.

I'd enjoy hearing from you, and please be sure to send my good wishes to those who remember me! I'd appreciate a word or two from any of them, so don't hesitate to post my e-mail address: focalplane@cfl.rr.com

Best regards,

Dave

Photo Page

Ben Booy and Tom Hassie continue work on Ben's Nieuport.



Photos: Ben Booy

Look for this addition to the fleet of airplanes at Cranland, Carl Patturelli's recently-acquired **SlipStream Revelation**.



Photo: Bill Sweeney

Photo Page

Bill Sweeney and Al Cavacco continue to work on the replacement for the tool shed that was falling off the back of the clubhouse. Here are some pictures of their progress.

All photos: Bill Sweeney



The "Before" picture.



Outer walls torn down.



Framing gone.



New floor framed out.



New back wall in place.



Walls and roof on.