

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

E.A.A 279 Newsletter

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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

Last month we talked about going to Oshkosh Air Adventure 2004 and I am happy to say that over a dozen chapter members have expressed an interest in going. The more members that go the more fun we should have.

One of the things I would like is to have speakers at our meetings this year. If anybody has any suggestions on this subject please let me know. Carolyn Hassie has arranged to have a USAF Sgt. from Westover Air Force Base speak to us about avionics at this February meeting. It sounds very interesting. The weather has been so bad that I haven't flown the Citabria in over two months. Being a new tail dragger pilot, and being inpatient and wanting to get more time in type, I headed to Plymouth Airport the other day. I found the Citabria in Alpha-One's new hanger, warm and ready to fly. It was a windy day (230 at 14 gust-

ing to 19). Wanting to fly I told myself that there would be no problem because the wind was right down runway 24. Preflight done inside the hanger I was ready to go. The Alpha-One team helped me push the plane out of the hanger and I was on my own. Runway conditions were excellent taxiway conditions were fair and ramp conditions were poor (ice). When I started to taxi on the ice and applying left brake to head for runway 24 the Citabria had other ideas. The plane turned into the wind and we were headed for runway 6. I was unable to do a one eighty until I found a dry patch of pavement. After taxiing to 24 and doing a run up, good sense prevailed and I taxied in and secured the Citabria for the day. I will try again next week. Our next meeting will be February 12, 2004 at 7:30 PM. See you at the meeting.
Jim

Secretary's Report

The first meeting of the New Year was brought to order by Jim Lane

President's Report see Page 1

Wing Tips see Page 3

Secretary's Report see Page 1

Waiting for Pics! From you

Old Colony Flying Club

The Old Colony Flying Club meets directly after the regular Chapter 279 monthly meeting on the second Friday of each month.

Flying Club News:

Secretary's Report (cont.)

at 7:30 PM with eighteen members present and one guest, Jeff White. Jeff is a Tug Boat Captain and a CFI with multi-engine ratings looking to become more involved with aviation.

Al Cavacco gave a very detailed full year treasurers report. He even researched back to 1998 records to show that the propane costs have tripled and there are other dealers locally that charge less for propane. A motion was made to transfer to a new dealer which received a second and passed.

Old Business:

The 501 C3 project which included by-law research and chapter name change registration came up for discussion. Paul Pacquin who has done a considerable amount of work on this project has asked to be relieved due to family and work commitments. Walter Lockhart volunteered to take over this project, along with Bill Sweeney and Jim Lane.

New Business:

Carolyn Hassie gave a brief presentation about our soldiers fighting in Iraq. They often work fourteen hours with ten hours off and have only one to two hours of electricity and hot water per day. She offered a list of fifty soldiers who would like to have pen pals because they don't receive a lot of mail.

John Duffy has asked to be relieved from the newsletter editor position. Walter Lockhart volunteered to assume these responsibilities

and John will work with Walter to train him.

Joe Buckley, a speaker on "Wings Over Cape Cod," will be invited to speak at our March meeting. Also there will be a pasta dinner at this meeting. Look for details in upcoming newsletters.

Tom Boyle has volunteered to act as an additional Technical Advisor. Rich Desmond will be resigning from our chapter roster as a T.C. and Roger Roy will apply to National Headquarters for acceptance and this will give us two in house T.C.'s. I'm sure everyone is aware of the tremendous support that Rich gave when he lived locally. But since he moved to Falmouth Air Park it is difficult for him to make the meetings.

Chapter Service awards and pins for 2003 were given by Jim Lane. They are:

Gerry Scampoli - President
Bob Jackson - Vice President
Al Cavacco - Treasurer
George Fortin - Secretary
Mike Draper - Website Operator
Tom Hassie - Technical Counselor
Walter Lockhart - Young Eagles Coordinator

Club Project:

Maintenance Aeronautical Decision making at Plymouth Airport Conference Room, January 31st 10:00 p.m. to 12:00 a.m. by Mary Gabriel
-BOS-FSDO.

Tonight's 50/50 winners were Jim Lane and Paul Pacquin.

Club Trips:

Secretary's Report (cont.)

The Board of Directors are setting up some trips which are:

Oshkosh, \$50.00 deposit for those interested. Tom Boyle's van has room for three more. There are details that need to be worked out.

C-45 Bob Trink Breakfast Trip, \$40.00 per person, To be announced

Rheinbeck Aerodrome, Four hour ride with a campground near by. Season dates to be announced.

Building Maintenance:

On April 3rd 8:00 AM Walter Lockhart will bring a pressure washer to get the mold off the building and prep for painting in the following Saturday. Any volunteers? At least five people needed.

The UL Chapter 62 has invited us to their January 19th meeting, 7:15 p.m. at Plymouth Airport. They are hosting an Arctic Survival Trainer who will give a two hour talk. This sounds very interesting.
The meeting was adjourned at 9:00 p.m..

Tom Hassie
for Kelly Barker

WING TIPS

This new column is the first in a series of short technical tips for this newsletter. These columns will present overview material that'll be a refresher for those members who are experienced, and an introduction for those who aren't.

This month the topic is self-locking nuts.

Fiber or nylon locknuts are made with an unthreaded fiber or nylon locking insert held securely in place. Use self-locking nuts subject to the following restrictions:

- a. Don't use self-locking nuts on parts subject to rotation, such as hinge points for control surfaces. The movement of the parts may cause the nut to back off in spite of the locking insert.
 - b. Fiber or nylon self-locking nuts must not be installed in areas where temperatures exceed 250°F. You can't use them on engines because the insert will char or melt!
 - c. Self-locking nuts should never be used on a bolt with a cotter key hole in the threaded area because the sharp edges around the hole will cut the fiber or nylon insert and reduce the fastener's effectiveness.
 - d. **Don't reuse** a fiber or nylon locknut, if the nut threads on by hand. Don't use them on parts that are routinely disassembled before, or after each flight. The constant removal and replacement of the nuts will cause the locking insert to lose its holding power.
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WING TIPS (cont'd)

e. After the nut has been tightened, make sure you can see threads showing past the nut. The fiber or nylon insert can't do its job unless it is gripping threads for its entire thickness.

For a complete treatment of this topic, see FAA's Advisory Circular AC 43.13-1B "Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair," Chapter 7, Section 4.

Tom Boyle