

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

# E.A.A. 279 Newsletter

July, 2004

Volume 2004, Issue 7



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### NEWSLETTER

### EDITOR

Tom Boyle

## President's Report

Hello Everyone,

The owners of Cranland Airport have asked me to make you aware of the policy they have in place at Cranland. I have asked Tom Boyle to put the letter I received from the owners in this news letter so you all can read it.

June was a busy month for the members of Chapter 279. There were a lot of activities and opportunities that our members took part in. On June 12th Tom Boyle and Robie took advantage of Seggy's Saturday after the meeting flight to the EAA 106 fly-in at <http://www.airnav.com/airport/KLWM> Lawrence Municipal Airport (KLWM). A great time was had by all.

On June 14th Carolyn and I enjoyed a great day in Maine. We went skydiving and I can't wait to set up a date when we can go again as a chapter. We climbed to altitude, (13,500 feet), jumped out of that per-

fectly good airplane and did a freefall down to 5,000 feet. We pulled the chute at 5,000 and seven minutes later we were on the ground, great stuff.

On June 20th the chapter had a very good turn out at our breakfast. We also had the honor of a visit from the United States National Flag Truck thanks to Bill Sweeney who set up the visit.

Many hours of labor have been donated to the construction of our new bathroom, it looks great and it is weather tight.

I stopped to visit Walter (he is at N.E. Sinai Rehab in Stoughton 150 York St Rm # 217, Ph 781 297 1604.) on the 23rd and I was happy to find him and his wife sitting outside on the patio having a coke. He looked much better then when I saw him a week before.

Jim

President's Report see Page 1

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## 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:

Thursday evening, June 17, the Old Colony Flying Club's CGS Hawk ultralight was involved in a mishap that damaged the landing gear, broke some tubes in the lower part of the fuselage, and dented the main boom. Pilot Bob Jackson was testing some engine instrument changes when the airplane fell from about 10 ft. onto the grass runway at Cranland. Bob was not hurt, and the airplane is repairable, according to the CGS factory. Anyone interested in helping out on the repair job, contact Tom Boyle or Bob Jackson.

# Secretary's Report

Officers Present: Bob Jackson, Jim Lane, Al Cavacco, Kelly Barker

Dinner Provided By; Bob Jackson, Roger Roy, Gerry Scampoli  
Steak Sandwiches and Ice Cream

Meeting was called to order @ 7:50 by Jim Lane

May secretaries report as published in the newsletter was accepted by a motion and seconded.

May Treasurers Report was read by Al Cavacco and accepted by a motion and seconded.

No other subjects of any significance were discussed, although the atmosphere was very jovial and everyone had a great time. The meeting ended very early.

Respectfully submitted,

Kelly Barker

## Building Improvements

If you haven't been to the airport lately, you'll be surprised at the progress being made on a second bathroom for the EAA Chapter building. The addition of a permanent second bathroom will save the expense of having a portable toilet brought in for the fly-in breakfast every month. When complete, the addition will have a toilet, sink,

shower, and extra storage space.

Thanks go out to Gerry Scampoli, Al Cavacco, Bill Sweeney, and other volunteer chapter members for this addition to the building.



Mike Butts, Al Cavacco and Bill Sweeney (L-R) take a break from building on a recent Saturday

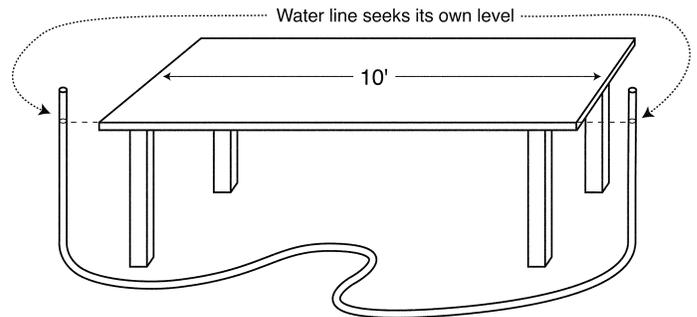
# Wing Tips

I once built an airplane that called for a construction jig, level to within 1/16" over a 10' distance. It didn't seem to me that a carpenter's level or a line level would be accurate enough to meet the designer's specs. Here's a technique you can use to get that kind of precision if you ever need to.

Use flexible clear plastic tubing about 3/8" inside diameter, filled with water except for about a foot on each end. Make sure there are no air bubbles trapped in the tube. Some food coloring in the water can make it easier to see, but I've never had trouble with just clear water.

Hold one end of the tubing next to one end of the jig and adjust the water level until it is even with the top of the jig. You can tape the tubing there if you don't have someone else working with you.

Go to the other end of the jig and adjust it to line up with the water level in the other end of the tube.



Verify that the first end is still aligned. Raise or lower either end of the jig or the tube, until the top of the jig is level with the water at both ends.

Repeat this to level all corners to each of the others.

This technique allows very accurate leveling over very long spans. Sometimes in this age of high-tech electronics and lasers, a simple tool made from water and tubing can get you the level of accuracy you need.

Tom Boyle

# Leap of Faith

Chapter President Jim Lane and member Carolyn Hassie were forced to pull the rip cords on their parachutes – or face returning to earth in the jump plane. Along with Jim's son, Andy, they made their first parachute jumps at Skydive New England in Lebanon, Maine. Jim, Carolyn and Andy jumped with a group outing from Alpha One's Flight School.

It sure looks like Jim was having fun, doesn't it?

Well done, Jim and Carolyn!



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# A Letter from the Owners of Cranland Airport

Friday, June 25, 2004

Jim,

Dennis and I have had a discussion relative to a recent incident with an ultralight at Cranland. We have had a long standing policy since before EAA 279 came to Cranland that ultralight were not welcome, however because of the organization of the chapter we have looked the other way on this subject and have allowed some ultralight to base at the airport. Needless to say there have been some ultralights that attend the breakfasts that come from other airports. Some of these may or may not have to be taken to one side for a discussion. It has been our observation since the beginning of the ultralight movement that a large number of the people who become involved have no interest in being taught to fly by an certified flight instructor, they tend to be rebellious toward any regulation, they seem to have very little awareness of safety, the machines that they attempt to fly have questionable airworthiness, they seem to have no awareness that airports have traffic patterns which are regulated by the State of Massachusetts and because of all of this they do not mix well with other flying machines that do comply with the rules. Granted some rules do seem to get distorted at times, but at least those people have a basis from which to start.

With that being said it is the policy of the owners of the Cranland airport ( Peter Annis and Dennis Burke ) that any flying machine, whether it has a FAA registration or not, which is based at Cranland shall only be flown by a person who has an FAA approved pilots certificate. This will include the following: a properly endorsed student pilot's certificate or a Private, Commercial or Airline Transport Pilots certificate. In the case of an ultralight, an expired medical certificate is allowed. These certificates must be presented to either Dennis or me on request. There will be no person who does not posses any of the above authorizations teaching themselves to fly at Cranland.

We have had a good safety record at Cranland over the past 37 years which we have owned the airport. We have had a good time enjoying our hobby and have welcomed others who wish to fly here as well. It should be remembered that Cranland is the private property of Dennis and me which we are sharing with others.

Please make your members aware of the above.

Thanks  
Pete Annis

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