

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

E.A.A 279 Newsletter

May, 2004

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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

Hello Everyone,

Well, we have a lot going on at Cranland Airport (28M) now that the winter is over. Since our last meeting the chapter trailer has been power washed and painted. The work was completed by a half dozen very hard working volunteers. I wish to thank those that worked so hard to make the trailer look so clean for our first fly-in breakfast. Moving forward, if all of our members could give just a few hours of help at our fly-in breakfast it would reduce the workload and make the event less stressful. We had a very nice sunny day (a little windy) and a wonderful turnout for our first breakfast.

I want to remind everyone that Saturday May 8th is our first annual or (depending on interest) semi-annual scenic ride day for members. I expect we will have a great time. We have a Cessna 172, Piper PA11, and a Piper Colt that will be giving scenic rides. We will just hang around the airport and eat hamburgers and take an airplane ride. Show up at the airport and enjoy.

We will not have a speaker at the May chapter meeting but we will have movies. Sky King will be featured and pop corn will be provided. Jim

Secretary's Report

EAA 279 Chapter meeting Friday
4/9/04

Meeting was called to order by Jim
Lane at 7:30 pm sharp
Al Cavacco, Jim Lane, Kelly Bark-

President's Report see Page 1

Wing Tips see Page 2

Secretary's Report see Page 1

Interesting Article see Page 3,4

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.)

er, Bob Jackson presiding.

Meeting was conducted quickly to allow for Chip Diggins to make his presentation on fabric covering.

Secretaries report was published in the newsletter and motion was made and seconded to accept as published.

Treasurers report was read by Al Cavacco and was accepted as read by a motion which was seconded and passed.

Jim read the subjects reviewed and passed at the BOD meeting earlier in the week. All issues were accepted by the membership without exception.

May 8th, there is a fly-in at Cran-

land for members only and there will be a cookout.

Tomorrow the 9th of April there is a workday at the clubhouse to clean the building and prep it for painting.

Duffy turned in the soda money collected to date.

Chip Diggins made a motion to obtain a flag to install inside the clubhouse and to open each meeting with the Pledge including the words, "Under God".

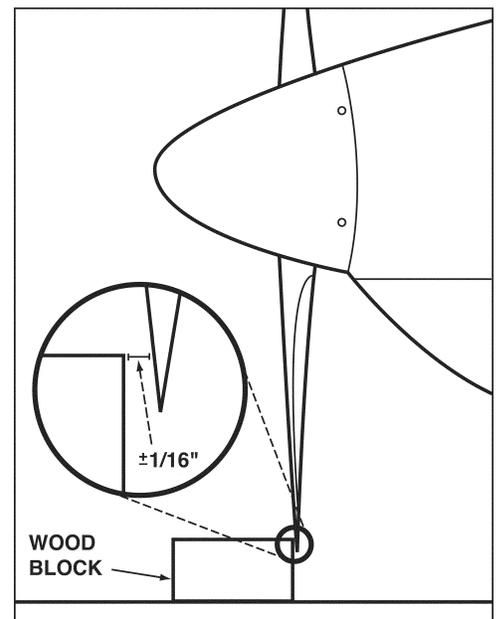
Walter will buy supplies to produce the first breakfast which will cost about \$300.00.

Respectfully submitted, Kelly
R. Barker Secretary

Wing Tips

"Propeller tracking" is the process of assuring that each blade of a propeller rotates in the same plane of rotation. Whether you own a production airplane, or you're building your own, at some point you should know how to check your propeller for proper tracking. Here's a simple procedure you can do on your own plane.

1. Chock the airplane securely. You want the plane to stay absolutely still during this procedure.
2. Make sure the ignition is off then remove one spark plug from each cylinder. This will make the propeller easier and safer to turn.
3. Rotate the prop so that one of its blades is pointing straight down.
4. Put something solid on the ground so that it touches the tip of the propeller. You can use a large, heavy block of wood, a stick tied securely to a chair, or anything that's solid enough to stay where you put it. Avoid using something like a cement block, or



Wing Tips (cont.)

anything else that risks “dinging” your prop during this procedure!

5. Rotate the propeller slowly to see if the next blade “tracks” through (just touches the block or stick) at the same point. Each blade track should be within 1/16-inch from the previous blade’s track. Use your propeller manufacturer’s recommended limits, if you have them, instead of the 1/16-inch figure. (Now you see why you want the airplane and the block to stay still in steps 1 and 4.)

6. If you have more than a two-bladed propeller, repeat step 5 for each blade.

Finally, don’t forget to put your spark plugs back in when you’re finished. Even a properly tracking propeller won’t be much good without that final step!

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 8, Section 6.

Tom Boyle

AirVenture Opportunity

Tom Boyle has two seats available in a conversion van driving to Oshkosh this year, sharing gasoline expenses with at least three other riders so far. We’ll be camping at Camp Scholler on the convention grounds when we get there, so you’d need to have camping gear. Chip will be arriving before us and saving a group of camp sites together. See Tom at the next meeting, or call him at 781-749-5266.

Collings Foundation Bulletin

Collings Foundation eNewsletter Bulletin - May 6, 2004

Due to numerous calls and emails, the Collings Foundation would like to notify our supporters that the B-17 involved in a landing incident in Van Nuys, CA was NOT the Collings Foundation's B-17 "Nine O Nine".

The aircraft involved was the B-17 owned and operated by the Experimental Aviation Association and is named the "Aluminum Overcast" and is not affiliated with the Collings Foundation.

The Collings Foundation is saddened by the incident and wishes the EAA and the crew of the "Aluminum Overcast" a speedy return to service. The Collings Foundation has offered parts and support for their recovery.

Collings Foundation Bulletin (cont.)

The Collings Foundation's Wing of Freedom Tour of the B-17 & B-24 is currently visiting Santa Maria, CA until Friday the 7th of May when they will move for a weekend visit in San Luis Obispo, CA.

The Wings of Freedom Tour schedule will not be affected and will continue as scheduled. See the full schedule at: http://www.collingsfoundation.org/cf_schedule-wof.htm

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AirVenture Volunteers

People from around the world come to EAA AirVenture Oshkosh for primarily one purpose: to look at thousands of aircraft that converge on Wittman Regional Airport. To protect these airplanes - and spectators - the POP (Protect Our Planes) Team monitors flight line activities to make sure visitors abide by the time-tested Oshkosh rules: no smoking except in designated areas, and no food or drink within 10 feet of any airplane.

POP now seeks volunteers to join its team from Monday, July 26th (the day before the convention) through Sunday, August 1st. POP patrollers must be at least 14 (ages 14-17 need a parent/guardian with them) and enthusiastic. No experience is necessary - all you need is a smile - and there's a place for people of all fitness levels. It's a great way for families and/or groups to enjoy EAA AirVenture "from the inside." If you're interested in volunteering, e-mail ProtectOurPlanes@yahoo.com or visit <http://groups.yahoo.com/group/ProtectOurPlanes>.

Food for Thought

"I'm somewhat anxious about flying. I recently made a list of things that scare me most about flying, and I narrowed it down to three: Takeoff, landing and the part where we're in the air. Other than that, I'm fine. I'm a hoot at curbside check-in, for example." - Tony Kornheiser
