

**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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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

As I write this, October is past and November is rolling on in. The October Fly-In Breakfast was a great event! We had a great number of airplanes in attendance and a wonderful time. A great big "Thank You" to all those who cooked, cleaned, served, made coffee, ran errands, shopped, etc., etc.. With this kind of participation, next year should go really well. Worthy of mention, is the photo array posted on the website by Mike Draper. I spent most of the evening looking at them, and have asked Mike for a copy on disc or CD so I can print a few of them. As is

usual, this time of year is my busy season at work, so I have been unable to get to the airport on Saturdays, but I understand that things are progressing nicely on the hangar project and the Cub could be moved into it's new home very soon. Plans for the Christmas Brunch are firming up and should be finalized by the meeting. Promises to be a good time. We'll have a dinner at the next meeting, again, I don't know exactly what it'll be yet, but be there at 6:30 with your appetite. See you at the meeting. Gerry

Secretary's Report

10/11/02 The meeting was called to order by Al Cavacco, in the absences of Gerry Scampoli and Bob Jackson, at 7:35. The Secretary's report was accepted unanimously. The Treasurer's report was accepted unanimously. There was discussion of the upcoming Christmas party. Andy was requested to check on the prices at the Halifax Country Club. Kelly

informed us of all the changes that should be made to make our kitchen more efficacious for our purposes. Nothing was decided. John Duffy moved we tar the patio for the quoted price of \$1700. Seconded by Bob Wilkie. Passed Unanimously. Chip Diggins moved that we make \$1,300.00 available to the Wright Bros. Cmte. in order for them to

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Prop Wash see Page 2

Interesting Pictures see Page 2,3

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.)

begin work on their proposed projects for 2003. Seconded by Andy S. Passed 1 nay. Bob Wilkie moved we adjourn. Walter L. seconded. Meeting adjourned at 9:00 PM

Respectfully submitted by
George Fortin

Prop Wash

For Sale: Bob Wilkie informs me he his putting up his Kolb for sale. His asking price is \$8500.00. Bob can be reached at 781-878-4215.

Some words of wisdom:

Man must rise above the Earth-to the top of the atmosphere and beyond - for only thus will he fully understand the world in which he lives.--- Socrates



A Curtiss Wright Junior. Our October breakfast meeting brought these two aviators with their right out of their renovation shop classic. It was a beauty too. Maybe someone has the pilot and co-pilots names.

Prop Wash (cont.)



Terrific airplane, pilot and owner not known at this time.



Last months mystery airplane has been found. But alas this is a duplicate! Yes, this sweetheart of a "Commonwealth" belongs to CFI Steve Manchester and family.



Richard Desmond one of our Technical Advisors with his Chin Chang. This was manufactured in China in the late 1980's. It has only a 40gal fuel tank. Notable, because student pilots in China would be unable to reach any borders and defect.



A lovely carefree Autumn in New England breakfast turnout to wind-up our two thousand and two fly in season. In May 2003 we start with a Wright Brothers theme.

The Wright Brothers

The Wright brothers made man's first powered flight on December 17, 1903. This fact and the photo taken of the aircraft with Orville at the controls just leaving the launching rail are widely known. Beyond this, the real significance of all they accomplished is not well known nor appreciated except by a minority of aviation buffs.

Prop Wash (cont.)

There's an impression that the first successful flight was done by two expert mechanics making an isolated test of a flying machine they happened to put together in their spare time just to see if it might fly. In truth, that first flight can more accurately be compared to the original Apollo space program.

The Wright brothers worked almost continuously for over five years: solved problems, difficult and minor, theoretical and technical: conducted an extensive flight test program and not incidentally taught themselves to fly, enroute to success.

Both brothers realized controlled flight was necessary before powered flight could be done safely. Four years of work were needed to achieve controlled flight on October 10, 1902. The final goal of powered flight took place only a little over fourteen months later. The separate accomplishments over the five years by themselves would be enough to make anybody famous: wingwarping control, integrated wing warp and rudder control, construction in their Dayton shop of their own aircraft engine and propellers and most amazing, the experiments in pure aerodynamics. After repeated failure during 1900 and 1901 of their gliders to achieve the calculated lift, Wilbur in a few short weeks of fall 1901 designed and built not only his own wind tunnel, but more importantly an accurate testing system which yielded the true facts about airfoils. This single endeavor of pure science put the Wrights far ahead of any competitors and assured their ultimate success. Undoubtedly their present fame would have a different perspective had Wilbur not died of Typhoid in 1912.

The above summary was included in a Wright Flyer stick and tissue model kit by Stratton Air Engineering circa 1977. Jim Meehan of Silver Springs Florida, brother of 279 member John Meehan, sent me the construction kit to be built as a free flight glider or flown as a kite. Jim said he had it tucked away for a long time. Many thanks Jim.

Happy Flying,
John Duffy
