



# Chapter 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.

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Chapter Monthly Meeting: Second Friday of the month at 7:30 PM  
Breakfast Fly-in: Third Sunday April through October

## President's Report

### Greeting Members!

Where do we go from here? One could ask! What do we as a club want to do next? Do we want to re-visit past group projects or do we want totally new ones? Or do we want to now consider very different ones? To answer questions like these let's start with what we don't want. The consensus seems to be anything that is going to cost lots of money and time. Not to mention work. Who is getting younger out there? Our membership already greatly benefits from having a viable clubhouse which is well lighted/heated and air conditioned with adjoining work areas and even a new tool room..We seem to have enough space and availability to work on short term projects without a problem. What else could we want in this area? perhaps more power tools, machine shop type equipment and the like. I understand alot of what we presently have has been donated by our members, both living and deceased. Perhaps we could update these? Should we upgrade and enlarge the kitchen area? Should we replace the covering on our cloth hangar? A capitol improvement committee might just be in order to make such recommendations. We certainly have learned a few things regarding the managing of projects; one of them being that you cannot have enough people and the corollary; it always takes more to finish than to start it seems.

With all this in mind then, I propose our next club project be **RECRUITMENT!** Instead of just letting people show up by word of mouth and hopefully join how about actively seeking new members by advertising for them? Correct me if I am wrong but historically the large membership numbers in the past (you guys have shown me two page membership lists with 60 to 100 active names) provided the club with the manpower to attempt and do many things, large and small. With the right advertising We could also recruit more younger members to insure our future presence on the field. Think of the possibilities starting with more utilization of our facilities and tools! We could even recruit using specific projects to see if there would be enough interest among new members and existing ones.

**More members = more things going on = more members**

**Carl Patturelli, President, EAA 279, Cranland Airport, Hanson, MA**



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## Tech Corner

So you want to build a wood aircraft! So why not? It could be a perky little biplane, an amphibian, or a low wing with a sliding canopy. On the other hand it could be a WW1 or WW2 plane. There are many options available. It will have its own personality and will not be a look-a-like as we see tied down at various airports. Wood is widely available at your local lumber yard however for Sitka Spruce you will probably not be able to get that locally. But Douglas Fir can be substituted for Sitka Spruce with a slight weight penalty but a slight gain in strength. The Boulter Plywood Co. in Somerville MA sells aircraft quality plywood. On average an aircraft built mostly with wood will be cheaper than using other materials and with little or no special tools, just average home shop tools that you probably have on hand. And the average person has good woodworking skills more so than metal or composite skills.

What about lifespan? How long will my wood aircraft last? Aluminum can corrode, metal can rust, composites and wood can decay. With the proper protection you can virtually eliminate these conditions. There are wood homebuilts from the 1930's that are still airworthy today, even though they were built with casein glue which is not waterproof and had poor gap filling qualities. Today there is much improvement with epoxies and resins which will waterproof and seal the wood components. The lifespan of wood is unlimited as long as no moisture is trapped for prolonged periods which is why drain holes are strategically placed. No moisture equals no dry rot. These drain holes should be inspected periodically to insure they are free of debris.

There are three wooden planes that are popular and simple to build:

the Peter M. Bowers "Fly Baby", the Bernard H. Pietenpol "Pietenpol Aircamper", and the Bud Evans "Volksplane (VP-1 and VP-2). They are fun to fly, easy and inexpensive to build, and they use engines under 100 HP. Due to the fact that there are many hundreds of these that have been built and flown you



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could say they are safe and proven. A quick scan through Barnstormers will reveal these planes for sale if you don't want to build and just want to get flying. So why not wood! It is all up to you the builder! One of the oldest homebuilts in this group is the Pietenpol Aircamper which is a simple box fuselage made of spruce and plywood. The wing ribs are built up truss ribs with plywood gussets. The wing spars are solid spruce while the tail feathers are are simple wood frames covered with fabric. There has been a wide variety of engines used on this plane from Model A Ford to Corvair, Lycoming, and Continental. John Grega sells a set of modified Pietenpol Plans which incorporates numerous parts from the J-3 Cub that allows you to use the landing gear, fuel tank and other various J-3 components which are available on the used parts market. So it is all up to you the builder.

Have fun and Happy Flying!!

Tom Hassie Technical Counselor





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## Calendar

Friday August 13 7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
Sunday August 15 8:00 AM	Cranland Airport (28M)	EAA Chapter 279 Fly-in Breakfast
Friday Sept 10 7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
Sunday Sept 19 8:00 AM	Cranland Airport (28M)	EAA Chapter 279 Fly-in Breakfast

[www.eaa279.org/279breakfast/breakfast.htm](http://www.eaa279.org/279breakfast/breakfast.htm)





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Full strip and paint.  
With new interior  
including all plastic



You won't find a  
panel like this in  
many 150's





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Everything forward of  
the firewall is new or  
refurbished

**We had great weather for the July fly-in breakfast which yielded a great turnout of airplanes. Mitchell Koffman posted a bunch of pics of arriving planes on flickr:**

<http://www.flickr.com/photos/mkoffman/sets/72157624404773625/>

Bruce Shulman passed along this link with some great pics of flying wing gliders:

[http://www.nurflugel.com/Nurflugel/Horten\\_Nurflugels/ho\\_iv/Falvy\\_Pics/falvy\\_pics.html](http://www.nurflugel.com/Nurflugel/Horten_Nurflugels/ho_iv/Falvy_Pics/falvy_pics.html)



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EAA 279's newest member Bruce Shulman is seen here with his ultralight Mosquito helicopter at the July fly-in breakfast. This is a beautiful little machine that looks like a blast to fly.

## Editor's Favorite Links

<http://www.profpilot.co.uk/articles/category/videos/>  
Learn something while having a good laugh!