



Chapter 279 Newsletter



Club Officers

President

Carl Patturelli
781-826-2413

Vice President

Joe Fava
781-294-4087

Executive VP

(Open)

Treasurer

Gerry Scampoli
508-477-0303

Secretary

Tom Hassie
781-848-4899

Technical Counselor

Tom Hassie
781-848-4899

Newsletter Editor

Greg Lutz
781-843-4908
greg_lutz@beld.net

Information must be in the hands of the Newsletter Editor by the first of the month for that month's issue.

eea279news@aol.com

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Chapter Monthly Meeting: Second Friday of the month at 7:30 PM

Breakfast Fly-in: Third Sunday April through October

Greetings Members:

As the calendar closes I try to resist thinking in simple terms of having had our ups and downs, even if we did have more than our share. True, our losses and missed opportunities will always be with us but it is our successes that give us a future. At this time of the year one of these small "successes" (if I can call it that) is our annual Christmas Brunch; a tradition of coming together to essentially celebrate ourselves. At these gatherings we always register with our faces our collective optimism and camaraderie on behalf of the club. This spirit is what we need to draw upon to move us forward.

They say that a good leader is one who is able to sense the direction the group is going in and get in front of them to at least look like he is in charge. I have always felt that the club knows through it members where it wants to go without my input. The evidence for this is in the many individual and collective efforts given by the members. My role as I saw it is to always encourage such demonstrable enthusiasm and foster growth wherever and whenever possible. This is what I will continue to do as president, at least for the upcoming year.

One thing I can do on my own is to wish you all a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR !

Carl Patturelli, President



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November Meeting Minutes

The meeting held on November 12th was opened at 7:30 PM by Chapter President Carl Patturelli . We started our meeting with a moment of silence for Bruce Schulman. The secretary's report was accepted as written in the newsletter with a motion from Ron Houghton. Gerry Scampoli gave the treasurers report which received a motion to accept from Bill Sweeney and a second from Paul Paquin.

Chapter 62 in Middleboro is extending an invitation to their Christmas party to be held at the Hilton in Plymouth (exit 5 on Rt 3) on December 20th at 6:30 PM, \$10 per person and they would appreciate a head count.

Jim Lane made a proposal to take the money that Bruce Schulman had given for his lifetime membership and donate that amount in his name to the burn unit @ Brigham and Womens hospital where he was a patient. Greg Lutz made a motion to do this which received a second from Ron Houghton.

It has been noticed by various club members arriving early in the morning that the lights are being left on, which causes unnecessary increases in our electrical bill. To help with this issue there will be a sign on the door to remind everyone to turn off the lights and lower the heat and or turn off the A/C.

John Duffy made a proposal to purchase a pedestal and flag for inside our clubhouse.



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Discussion on this matter was tabled until John can research the costs.

The meeting was closed at 8:00 PM and the annual meeting was brought to order. There was discussion involving the Executive Director position seeing as it has been vacant for a while now. There was mention to change the by-laws to eliminate this position. Paul Paquin will research the by-laws and report back at the next meeting. The following individuals were appointed to Class 2 director positions; Paul Paquin, Bill Sweeney, and John Duffy. Appointed to the Class 3 positions were Dan Simmons and Greg Lutz. The annual meeting was closed at 8:30 PM.

Tom Hassie, Secretary



Holiday Parties



EAA Chapter 279 Brunch

Sunday December 12th at 10:00 AM
Monponsett Inn
550 Monponsett Street Halifax, MA

EAA Chapter UL 62 Party

December 20th at the regular meeting

Chapter 279 members are welcome but please RSVP so they can make sure there is enough food.

Calendar

Friday Dec 10 7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
Sunday Dec 12 10:00 AM	Monponsett Inn	EAA Chapter 297 Christmas Brunch

Breakfasts will start up again in the Spring. We look forward to seeing you then

www.eaa279.org/279breakfast/breakfast.htm



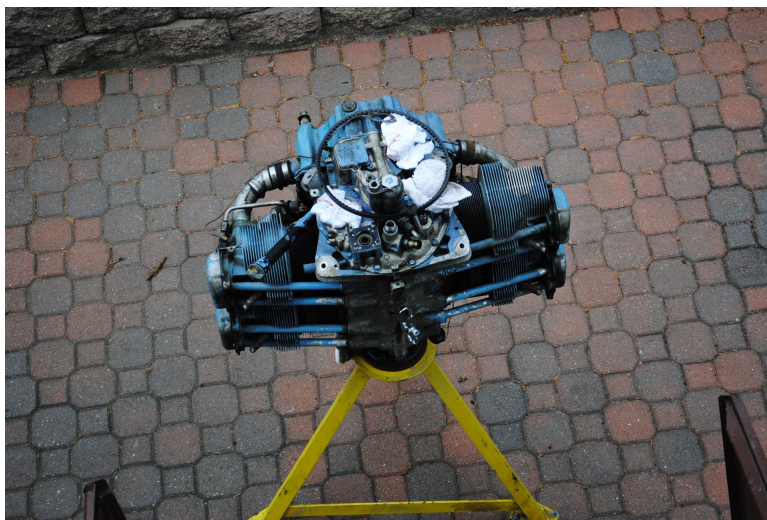
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Tech Corner

This will be the first of a series of Tech Corners following the Editor as he overhauls his engine. As many of you know I have a '68 Cardinal. The engine is completely original with 1,976 hours over the last 43 years. Lycoming recommends time before overhaul (TBO) of 2,000 hours or 12 year whichever comes first. Many owners let their engines go well beyond TBO but my engine sat twice for several year and Lycoming engines are susceptible to corrosion when left sitting. I decided this winter was a good time to go ahead and do it.

I got the engine into my cellar and started disassembling it. After removing all the accessories I started pulling the valve covers, rockers and push rods. The parts from the first 2 cylinders looked great and I was starting to doubt my decision to not fly all winter. When I removed the #3 rocker cover several drops of water came out. The inside of the cover had the same cloudy milky look the oil in a liquid cooled engine with a blown head gasket gets. The rocker shaft and the lifter push rod seat both have corrosion pitting. You can see from the pictures this was a long term problem The top picture is the #1 cylinder. All the parts have a nice even brown varnish color. The second picture is the #3 cylinder. The exhaust spring, spring seat and retainer all have an gray-black color to them. An engine like this gets about .1 gallons of water in the crankcase every hour from combustion. When the engine is up to temp the water just evaporates and goes out the breather. I have no explanation why the #3 cylinder valve train had so much water in it. If any of you have a theory, please let me know.

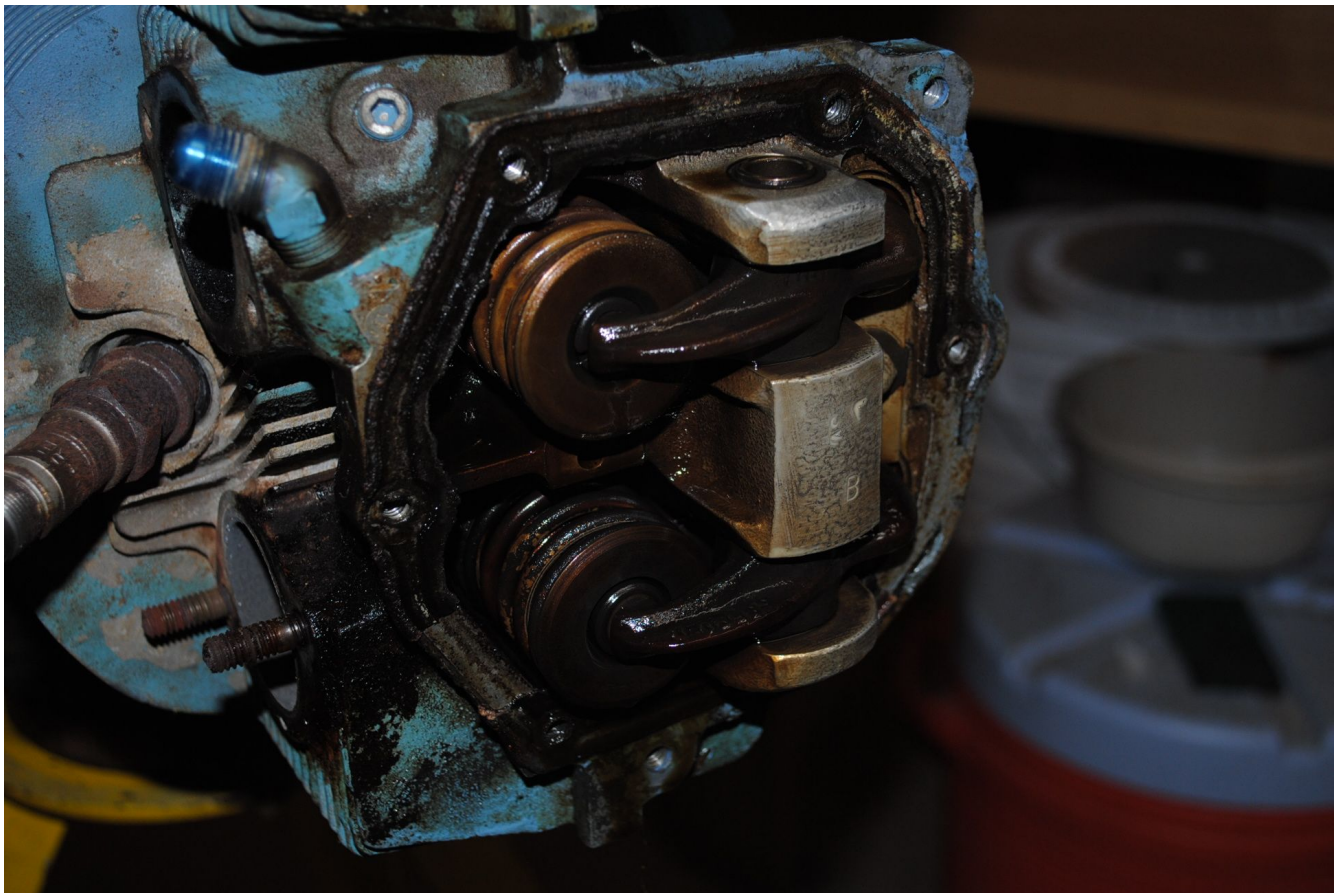




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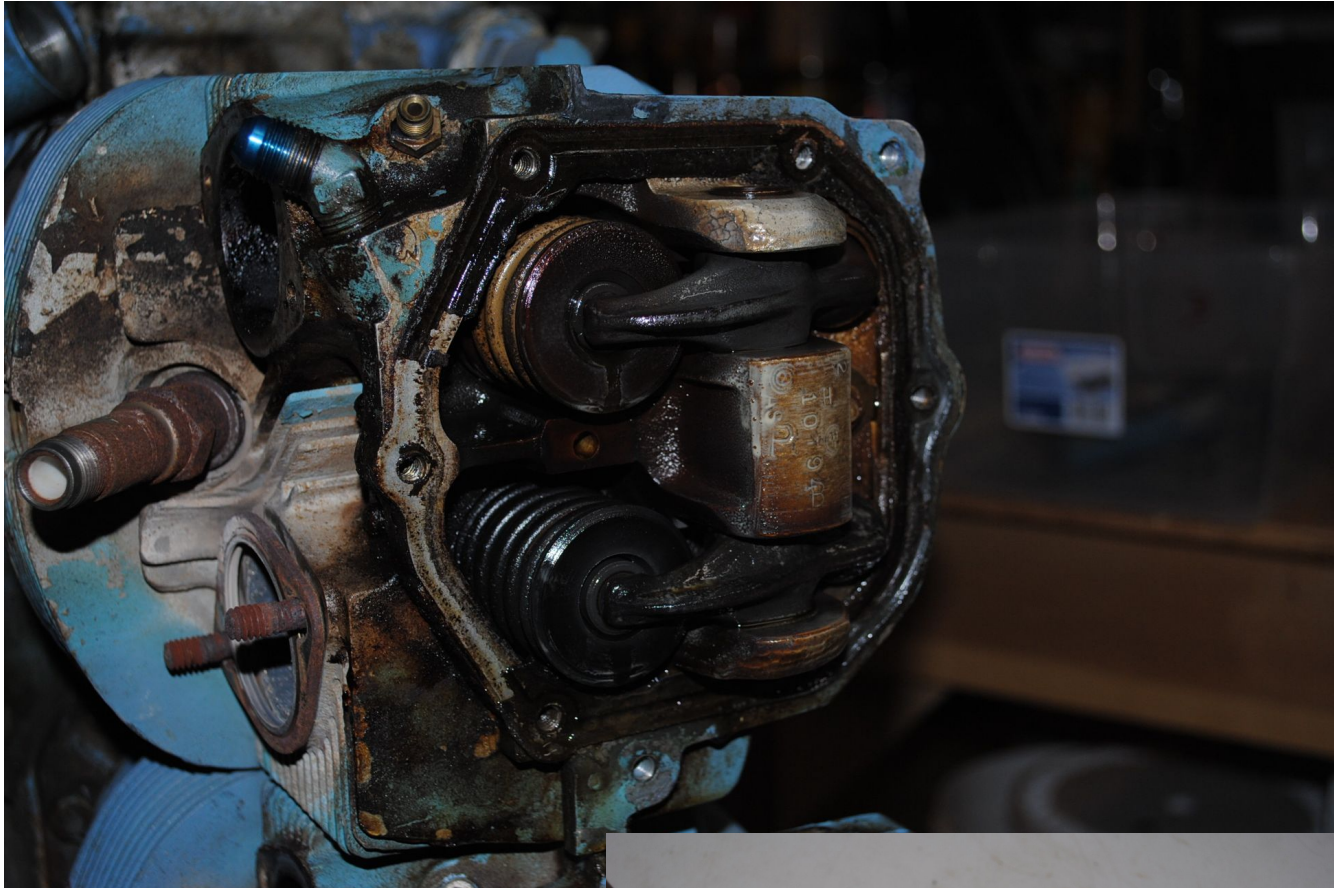


Here is the #1 cylinder. Aside from a little crud on the exhaust spring everything has a nice brown color to it





Everything on the #3 cylinder exhaust valve was gray-black



All the push rods on the other cylinders had a nice brown color to them. On #3 they were black. The bumps you can see on this picture are water droplets. Stay tuned for more as I get the cylinders off and the case split.

