

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

E.A.A. 279 Newsletter

March, 2006

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WWW.EAA279.ORG

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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,

Spring will be here in a few weeks and the weather will moderate.

This is a great time to come to the airport on Saturdays and enjoy the activities. Cranland Airport is a

great place to spend a Saturday.

There is always something going on. See you at the chapter meeting on Friday March 10, 2006.

Jim

Clerk/Secretary's Report

Membership meeting 02/10/2006

Meeting called to order 1733 hrs by Pres. Jim Lane.

Jim gave a brief appraisal on his Bride Gail's current condition and was thankful for all prayers and hope by the members.

Richard Williamson conducted the 50/50 raffle collection.

Jim advised that he is in posses-

sion of 5 new member applications. He also advised that he and Tom Constantine are (temporarily?) currently out of the employ of Alpha-One Flight School.

M-Mike Draper, 2nd-Gerry Scampoli to accept the Secretary's Report as submitted in the newsletter. No discussion. Unanimous vote.

Motion to by-pass Treasurer's Re-

President's Report see Page 1

Clerk/Secretary's Rept. see Page 1

Calendar see Page 2

BushCaddy see Page 4

Calendar

Mar 10	7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
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Apr 4 - Apr 10	Lakeland, FL (LAL)	Sun 'n Fun www.sun-n-fun.org
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Clerk/Secretary's Report (cont.)

port by T. Constantine (can't participate), M-Mike Draper, and 2nd-G. Scampoli. Unanimous vote.

Old Business:

Chapter by-laws not up to snuff with National!! Last recognized & signed documents revert back to 1993. Upgrade in 2003 was never submitted. There is/was a lot of agreement to improve and upgrade the by-laws so that they are in agreement with EAA International and in particular with Mass General Laws Chapter 180 as dealing with a not for profit organization. This problem created considerable discussion. The newly appointed Executive Vice President (Secretary) was disputed in the development process. Nobody was opposed to the creation of the appointment but the process needed some clarification.

A request for the show of hands to indicate if the Chapter members present were current members of EAA International indicated that all were!

The by-laws had been amended to include the Exec VP (EVP) but not necessarily approved by the membership. 24 paid-up members out of a possible 33 (+/-) were present tonight. This # constitutes a majority. The people present were impressed by the diligence of John Meade and assistance later applied by Michael Butts. Their combined knowledge may just make a complete and admirable document!

There isn't a Chapter member that wouldn't want this achieved in the proper manner. It is just that the ball got dropped & there was no person to pick it up & "git er done!" Thanks to John Meade, Tom Boyle, Al Cavacco, Paul Paquin, Tom Constantine, Jim Lane, Kelly Barker and some others there was a flurry of e-mail and help to combine their efforts to reach an ultimate goal.

The term of the EVP was originally scheduled for 3 yrs. A discussion ensued and the term was reduced to two years to be conterminous with the change in the BOD members. This would assure an overlap in the ability to communicate the necessary evolution of chapter events. Motion-R. Seggelin, 2nd-R. Wilkie to adopt 2yr conterminous period. No discussion, motion carried unanimously.

Additional discussion included the duties of the EVP. Mike Butts interjected a word problem with MGL 180 in that there is little recognition for the word "secretary" and that clerk would be more appropriate for the position we expect to be the Chapter secretary.

Who cares? Apparently for the application for 501(c)(3) status this is a critical definition and it is worth the delineation. The present members had no problem identifying with the needed words to create a set of by-laws that will go forth with the desires of the Chapter, agree with EAA regulations and those rules established by

Clerk/Secretary's Report (cont.)

the MA Gen Laws.

M-R. Seggelin, 2nd-R. Wilkie to accept appointment of John Meade as Exec VP. No further discussion. Unanimous vote.

The inevitable was brought forth by Tom Hassie! Clubhouse clutter & the request of Kelly Barker (not present). This contest will create no end of discomfort. There are too many issues needed to be resolved to bring this problem into focus.

A new document was available. This creation offered an opportunity for members in need of facilities to work on an aviation-oriented project with time restraints. The implementation

was tabled in order for the BOD to review and either improve or delete.

The 50/50 drawing accrued \$84 for the chapter. The winners, John Meade & Robie Robichaud donated their winnings to the Chapter. Typical Chapter devotion! Thanks to them!

A show of gratitude was suggested for the amount of effort given by a relatively new member, John Meade.

M-R. Wilkie to adjourn, 2nd-M. Draper. No discussion. The meeting was unanimously adjourned @ 2115+/- hrs.

Respectfully submitted, Walter L. Lockhart

Meeting Parking:

Come to the meeting March 10 prepared to park in the parking lot instead of on the grass up by the building. We're getting into the thaw season again (we hope!) and there are already some ruts in the turf that we'll need to iron out before the airport owners return to the field. Thanks again for your co-operation.

Classifieds - For Sale

Portable garage manufactured by Coverit. Like new condition. Item is erected and can be viewed. \$300.00
Contact Roger Roy - Email: Savannah174@msn.com



Savannah Aircraft, 2004, TTA&E 10 hours. \$38,000.00
Contact Roger Roy - Email: Savannah174@msn.com



Grumman AA1B, 1974, TTAF 2225.0 TTE 25.0, \$38,000.00
Contact Roger Roy - Email: Savannah174@msn.com



Paraplane PM-1 Powered Parachute in excellent condition with twin Solo 210 engines, manual, new carbs, new props and comes with trailer. \$2500/BO. Fred Kawa: 781-447-3202 Email me for pictures. Frederick.Kawa@us.army.mil

BushCaddy – High Wing, All Metal Airplane

By Don Morrissey

From the time I was a young boy, I always thought that building an airplane would be an adventurous thing to do. I can recall leafing through Popular Mechanics magazine and poring over the ads in the back. There were all kinds of crazy things for boys to fantasize about, although I think at the time I was more enthralled with building a helicopter.

I live in Marshfield, just off Route 139 and somewhat on the flightpath of airplanes using Runway 6 enroute to the Marshfield Airport. In the summer I'd be out in the yard and look up to see small airplanes on their final approach. Some were very noisy while others seemed to have their engines turned off. I could never figure that out. Finally the subliminal message I was receiving made its way to my conscious mind and one day I said to myself – you should go over and see what those guys are up to. So I did.

The first person I saw was Drew Thwaits, a flight instructor and he offered to take me up for a ½ hour introductory flight. I had never been in a small airplane but had no qualms whatsoever. I had flown in many different types of aircraft, especially in the early 70's when I spent 3 years in the US Army in the 509th Airborne and had jumped out of everything from Huey and Chinook helicopters to C-130's and C-141's.

Well after my first flight I was hooked and the rest, as they say, is history. As time went by I kept thinking more and more about building my

own airplane and in March of 2005 I decided that the timing was right and I started my research.

I had no idea that I would have such a wide array of choices and I changed my mind many, many times. I tried to narrow my search by developing some basic criteria that would lead me toward an airplane that would give me a lot of long term use and more importantly, that I would feel very comfortable with. It definitely wasn't a slipstreamed speed demon and it also wasn't an ultralight.

I have a house in Nova Scotia (which is where I am originally from) that I have built piece by piece over the last 12 years. Part of my ultimate plan is to live there four months a year. It would be nice to have an airplane I could land in my back yard. It's also 750 miles from the Boston area, so it would be nice to get there without the 13 hour drive and in a decent amount of time. So my focus became finding an airplane that:

1. Could take the abuse of off field landings (especially with me at the stick).
 2. Could be left out in the elements, so it had to be all metal.
 3. Could give me a cruise speed of at least 100 mph and carry an engine in excess of 100 HP.
 4. Could be built by a totally inexperienced builder (me) in a reasonable period of time. To me, this was three years or less.
-

BushCaddy (cont.)

5. The Kit Provider had to be well established, with a proven design and many airplanes flying.

With that criteria in mind my search began in earnest. I considered many alternatives and almost purchased a completed airplane that fit the bill. After thinking that through, long and hard, I decided I really wanted to experience building it myself, so back to the drawing board (or internet) I went.

One night while doing what seemed to be my never ending research I came across a web link for an outfit called, Canadian Light Aircraft Sales & Service (CLASS). The brief description of their airplane was "high wing, all aluminum, bushplane". Hmmm... I don't recall seeing this one before. The link took me to: www.bushcaddy.com.

I went through their web site, start to finish and concluded that this is exactly what I was looking for. It fit all my requirements and the price was reasonable and competitive. On one of the pages were photos of builders in various stages, one of them had an email address that I recognized as originating from New Brunswick, because my brother is in the RCMP and lives there. I sent Jamie McKinley a message asking about his experience. I received a very positive response and some additional pictures. It just so happened that I had to make a trip to Nova Scotia to bring up equipment for a well I was drilling and it turned out that Jamie lived literally ½ mile off the highway I would be traveling. I stopped on my way back home and

was extremely impressed with what I saw. He had the airplane finished from the firewall back. I could see it was a very sound structure with a nice roomy cabin.

Upon my return, I asked CLASS for other references and all checked out very well. Another builder, in Michigan, Rob Irvine, was particularly helpful (he has since completed and is flying his L-164). All I had to do now was fly one.

CLASS works out of a small airport in Les Cedres, Quebec, which is approximately 20 miles southwest of Montreal. I left work early on a Friday in mid June, and took the very pleasant 5 ½ hour drive up through Vermont. Thunderstorms moved in and out throughout the trip.

I stayed at a very picturesque Inn on a lake and on Saturday morning I drove over to the Les Cedres airport and met Sean Gilmore and Marlene Gill, the owners of CLASS/BushCaddy. They could not have been more gracious. Their model airplane, a four place L-164 was in Thunder Bay, Ontario at the time, so I wasn't able to look at a completed airplane. Several airplanes were under construction in the shop and they walked me through the entire process. After about 1 ½ hours we packed up and drove to a marina on the Saint Lawrence River. The weather meanwhile was very blustery with broken cloud cover and I had my doubts I'd be going flying. Nevertheless we met up with Daniel Langevin and his BushCaddy R-80 (this would qualify in the Light Sports category in the US) on full lotus floats and powered by a Rotax 914 Turbo. This was my first, up close look at a completed BushCaddy. What impressed me

BushCaddy (cont.)

was that it looked like it had rolled off an assembly line. By that I mean it looked complete. The interior was very well appointed with comfortable seats with the BushCaddy logo, vinyl door panels, cloth headliner like you'd see in a new Buick and lots of room.

We talked about the weather and Danny was very confident that everything would be fine so we strapped ourselves in and prepared to go. Danny expertly lined the airplane up in the river and gave it full throttle. In no time we were off the water and he kept it at 20' or so until we picked up more airspeed and then quickly climbed to 1500'. This was two firsts for me, as I had never been in an airplane on floats and I had never flown with a center stick. After taking me through the numbers Danny asked if I'd like to take over. Although somewhat intimidated by his skill level how could I say no, after all that's what the long drive was for. I took the stick and we maneuvered up, down, in, up and over clouds. I was simply amazed by how well the airplane handled and how responsive it was to the control inputs. I was used to flying primarily Piper Warriors and also some time in Cessna 172's. This was very different. Over an unpopulated area we went down to approx 100' AGL and slowed to 40 mph or so. We were able to totally control the airplane with the rudder and followed one of the Saint Lawrence tributaries for some distance. Time flew by (literally) and I handed the controls back to Danny. He flew us back to the marina and executed a perfect landing. My mind was made up. I ordered the kit for the R-120 which is the heavier version (850 lbs. empty, 1700 lbs. gross) of the R-80.

BushCaddy's history is detailed fairly well on their web site but in a nut shell, they have five models from two place to cargo to four place. The airplane was designed and has been flying since the mid 1980's. Sean and Marlene have been the owners since the mid 1990's. There are currently over 100 BushCaddy aircraft flying today and they are either flying or under construction in Canada, USA, Australia, New Zealand, UK and France. There are more R-80's flying than any other model, however since its introduction in 2001, the L-164 four place, has been the predominant seller.

I initially ordered just the cabin and fuselage because I am in a very small one car garage (the BushCaddy kit may be ordered as a full kit or three sub-kits - cabin, fuselage and wings).

Prior to my kit arriving I visited Mike Draper, who was kind enough to walk me through his RV project. At this point I didn't know a blind rivet from a nut plate and Mike did a great job of showing me examples of various rivet types and actually had me use his tools and set some pulled rivets, squeezed rivets and bucked rivets. It was a great learning experience.

Now for the fun part. The kit arrived in mid-October in a very large plywood box. Customs and trucking across the border was a non-issue as Marlene handled the entire process for me. The parts were very well organized and a detailed inventory sheet was included. The skins were wrapped in brown packing paper and the various components like, rudder, elevator, etc., were grouped together and wrapped in plastic.

BushCaddy (cont.)

All the structural components are precut, formed and drilled with pilot holes. The skins are precut but not drilled. No bending of any metal is necessary as this is all done by BushCaddy. The plans are easy enough to follow and although very intimidating initially, as time went by my comfort level grew significantly. For me, I find it is very helpful to look at each section of plans several times in advance of building that component. The initial walk-through is like reading a foreign language but each time you do it, you pick up more and more and all of a sudden when you are in the middle of building a particular component, it starts making sense to you. You begin to anticipate what is coming next.

One of the greatest services provided by BushCaddy is their technical support. Mike Boisvert is the Production Manager and has been an invaluable resource for me. When I initially started the project, I had many, many questions. Mike is always available. If I have a question I normally email Mike in the morning and have a detailed answer before the end of the day (with my normal thought being – why didn't I think of that?). On a few occasions when I feared I had really screwed something up Mike has been available by phone and has calmly helped me through my panic attack.

At this point I have logged approximately 165 hours of "work time". I have the vertical and horizontal stabilizers complete. By the end of March I should have the fuselage complete and will start the cabin. I have placed my order for the wings and should have that component of the kit by mid- April or so. I believe I am well within my three year schedule. I try to do some

work on the airplane almost every day, at least one hour Monday through Thursday, even if it's just to drill two holes, and as much time as I can spare on Saturday and Sunday. I added heat, cable tv and a good stereo to my "skunkworks" garage/shop so the work environment is pleasant. By moving and storing the various components as I complete them I should be able to do most of the construction at home. This is very productive as there is no downtime traveling.

The Colonial 279 EAA group has been a great resource for me. Roger Roy got me involved in the group initially and has been a tremendous help in all aspects of airplane construction and particularly with his knowledge of powerplants. My research never ends and Roger has added significantly to my level of education in that regard. I still don't know what I'm going to power the airplane with and I know I drive Roger nuts with my constant questions but he has always been there as a resource and sounding board. Tom Hassie visited my project in his role as EAA Technical Counselor and was very helpful with various construction techniques. Gerry Scampoli was good enough to spend a morning with me walking me through his assembly of a Corvair engine for his Zenith 601. Many of you have been excellent sources of information and I truly appreciate the insight and help.

I would be very happy to show my project to anyone that has questions and/or if you just want to see it. Feel free to contact me any time on my cell phone - 617-828-5550 or email me at dmorrissey@natdev.com. I'm just a short drive away and I can easily talk your ear off about it.

BushCaddy (cont.)

All Photos: Don Morrissey



Aligning bulkheads



Upper exterior corners



Fuselage skins riveted



Vertical stabilizer



Horiz stab final rivet



Vertical stab riveted