



Chapter 279 Newsletter



May 2010

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www.eaa279.org

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

Breakfast Fly-in: Third Sunday April through October

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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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President's Report

Greetings Fellow Members!

I know things were less than hoped for with our first Fly-in Breakfast in April (a beautiful C-45 Twin Beech airplane arrived courtesy of Bob Trinqué ; he got a free breakfast for his presence) and a total of about thirty two breakfasts were served to our visitors. Our next one is going to be better.! Word is out there. I now get cancellation calls by telephone advising me that this boy scout troop or that men's club from Brockton is unable to make it. I may have to place a message on my home telephone advising people wishing Fly-In Break updates to push " One " for general infor & parking information, " Two " for Reservations/cancellations ", etc...Seriously folks, we need to remind ourselves not to become a victim of our own success; for as we grow in attendance numbers, we grow in risk numbers as well. What I did see at this first breakfast impressed me very much, several members coming together to do a series of small and large tasks together; from stringing up the yellow banner across the runway access road with assorted pro-active safety measures ready at hand; to setting up the various cooking and serving chores for the food .Lastly to the dedicated clean-up crew that came and restored the clubhouse and kitchen back to a perfect state of readiness. There was a positive attitude much in evidence.that day. It is proof again of what we do best and love to do ! Show the best of general aviation to the public in return for their support. We must remember that we want them on our side so it with their safety and well-being in mind that we conduct our activities fly-in activities.

Thank you for all your hard work to get ready for this season, It promises to be a very enjoyable one for all of us.

Carl Paturelli, President
EAA Chapter 279

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April Meeting Minutes

Well our April meeting got off to a dark start as the power had been knocked out since 2 P.M. and national Grid had not replaced the fuse on the transformer. Joe Fava went back home (a short distance away) and retrieved a propane lantern to save the day. Then, with enough light, we started our meeting at 7:45 P.M. with 11 members present. About 15 minutes later the lights came on and the electrician from National Grid came to our door and informed us that a vine had grown up the pole and to the fuse and with the rain had caused a short. Then Brian asked why the runway lights did not come on. A surprise look came to his face as the group burst into laughter and we told him there are none. He took the joke in stride and departed as we got back to business. The secretary report was accepted as written in the newsletter with a motion by John Duffy and a second by Brian Baragwanath. The treasurers report was given by Gerry Scampoli which received a motion to accept by John Duffy followed by a second from Brian. Old Business: We are in need of a fridge for the back room and would like to get one before the breakfast season gets in to full swing. Brian Baragwanath offered his fridge as he is moving to Arizona soon, but maybe not until the end of summer. Perhaps someone has a second fridge we could use in the meantime. Paul Paquin mentioned that he has seen HDMI Projection screen TV's at recycle centers that still work and suggested that if anyone has a pass to Cohasset, Hingham, or Scituate to look around as these are the best places to find one. We could replace the monster TV that we have and hook it into the computer for power point presentations. New Business: Joe Fava proposed an idea to schedule a seminar for for LSA owners to get a repairman certificate for the plane they own only so they can perform condition inspections and repairs etc.. They require 16 people to attend and the cost is \$400.00. It was suggested to contact UL 62 to see if any of their members are interested. Joe will submit more detailed information soon. The meeting was adjourned at 8:30 P. M.

Tom Hassie
Secretary

Calendar

Friday May 14 7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
Sunday May 16 8:00 AM	Cranland Airport (28M)	EAA Chapter 279 Fly-in Breakfast
Friday June 11 7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
Sunday June 20 8:00 AM	Cranland Airport (28M)	EAA Chapter 279 Fly-in Breakfast

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



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Technical Corner

By Tom Hassie, Tech Counselor

The following is an article that was published in the "Safety Wire" which is a newsletter published by EAA for the Tech Counselors. The title is "Homemade Phosgene Gas". Phosgene gas is an organic chemical compound first produced in 1812 by the English chemist John Davy. It is still used today in certain industrial applications, but it is also considered a CHEMICAL WARFARE AGENT according to Wikipedia: Phosgene gas is an insidious poison as the odor may not be noticed and symptoms may be slow to appear. Phosgene can be detected at 0.4 ppm which is four times the Threshold Limit Value. Its high toxicity arises not from hydrogen chloride released by hydrolysis, but by the action of the phosgene on the proteins in the pulmonary alveoli. The alveoli are the site of gas exchange, and their damage disrupts the blood-air barrier, causing suffocation.

OK so what does this mean to you. Well you can make it in your shop without knowing it. All it takes is a little Brake Cleaner and some heat. Here is an account of one mans experience. "I had a rush job to weld four diesel tanks. I had to weld where they were pitted from road corrosion. Normally, I spray a little carb cleaner on the spot I am going to weld but used brake cleaner instead,wipe it off, and then preheat the area with an acetylene torch. For safety I had the shop door open and the exhaust fan on." As I started welding I noticed a couple of drops of cleaner lurking in a deep dimple. As I came closer a small puff of white smoke popped up and I almost passed out. I made it outside to fresh air and sat for a while.

After ten minutes I went into the office to read the label on the brake cleaner when my whole left side started shaking. Later I learned I was having a seizure. My breathing was still hard a few hours later, but I felt better so I didn't go to the hospital. The chlorine taste and smell was still strong. About Midnight I started coughing and my chest started hurting.

By next Monday, nine days after the poisoning, I lost all balance. I was confused and could hardly talk. I finally went to the emergency room. My symptoms were low blood oxygen level, sugar level out of control, vertigo, and I was hurting badly in my entire chest. I was admitted to ICU. My kidneys had probably shutdown for those first four days. My lungs were damaged, I had to be on oxygen, and I needed insulin to keep my blood sugar in check. THERE IS NO ANTIDOTE FOR PHOSGENE, all I could do is hope to get better.

After a CT,MRI,EKG,EEG, and several blood tests it looks like, at least for now, there is no permanent damage, however the MRI showed fluid in my sinuses and a buildup of fluid near my brain.

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The Phosgene scarred my sinuses, which became infected. The three doctors said I was lucky to make it. After four weeks it appears I may have emphysema and chronic bronchitis. I'm on nasal medicine and an inhaler. My sinuses are severely scarred, and my smell nerves are damaged. I still have that awful chlorine taste and smell, and I may also have pancreas damage. The insulin I was taking had little effect on my sugar levels so now I am on stronger medicines.

Here we have a recounting of a near fatal incident caused by a few seconds misuse of four dollars of over the counter chemicals that resulted in tens of thousands of dollars in health care bills and most likely a lifelong affliction of disease. So next time you pick up a can of chemicals read the label and its warnings. Get the Material Safety Data Sheet (MSDS) from the website or the distributor who sold the chemicals. BE SAFE!!

EAA 297 Wishes a Happy 98th Birthday to Leo Blink

Leo is a past member of EAA 279 and was president of the chapter back in the 1970's. He has since moved on to the warmer climes of Florida.



Editor's Favorite Links

New taxi rules coming in June

http://www.avweb.com/avwebflash/news/faa_taxi_to_change_crossing_air_traffic_202468-1.html

Note: I received a lot of compliments on the fine pictures of the Grumman Widgeon in last month's newsletter. Apparently I failed to mention that they were actually taken by John Duffy and not me.



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April Fly-in Breakfast

As can be expected in Massachusetts the weather on April 18th was rather raw and marginally VFR for our season-opening breakfast. That did not deter Bob Trinque from flying in his beautiful Beech C-45 to enjoy the Greatest Fly-in Breakfast in the Northeast. Watching the plane land and take off at Cranland was exciting. Let's hope on May 18th.



Photos by John Duffy

MD 520N NOTAR

This helicopter uses a fan to direct air out of slots in the back of the over sized tail boom in lieu of a conventional tail rotor. It was derived from the Hughes 500. Hughes merged into McDonnell Douglas in 1984. When McDonnell Douglas merged into Boeing in 1997 this helicopter line was sold to MD Helicopters. Picture taken at the Yankee Fly-in, Sanderson's Field, Greenland, New Hampshire.

