

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

E.A.A. 279 Newsletter

September 2009

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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

Greeting Club members:

I must report to you concerning our status vs the 501, 3, c since it is becoming difficult to ignore the "Elephant in the corner" question. Paul Paquin spent over 20 hours attending events specifically regarding this requirement at the recent Oshkosh Fly-In. We are all grateful for Paul's time and commitment.

His news is serious and we have to take it seriously. We have formed a small working group to meet regularly to formulate what we have to do AND how we have to now think and act. Yes we do have alternatives; all of which have consequences for us and our club. The modest aim of this start up working group is to formulate what changes have to take place, do those changes that can be done within the scope of this group and most importantly, report and educate the rest of the membership on what has been done in their name and what must further be done by us all, if they approve. As president, I will respect the membership's decisions regarding this but I consider it my first responsibility to provide the best information possible to the club over these next few months regarding any and all decisions.

Gentlemen: We are entering a new era of IRS accountability as evidenced by us as a club having to pay Federal Income Taxes for the first time ever that I can ascertain. Like it or not, This is not going to go away but I believe we can make the best decisions as a club if we work together.

Thank you,
Carl Patturelli, President
EAA Chapter 279

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Calendar

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|--------------------|--------------|---|--|
| Sep. 20 | 8:00 AM | Cranland Airport (28M) | EAA Chapter 279 Fly-in Breakfast www.eaa279.org/279breakfast/breakfast.htm |
| Sep. 30 to Oct. 02 | Varies Daily | Plymouth Airport (KPYM) | Collings Foundation Wings of Freedom Tour B-17, B-24, & P-51 www.cfdn.org |
| Oct. 02 to Oct. 05 | Varies Daily | Norwood Airport (KOWD) | Collings Foundation Wings of Freedom Tour B-17, B-24, & P-51 www.cfdn.org |
| Oct. 09 | 7:30 PM | Cranland Airport (28M) | EAA Chapter 279 Monthly Meeting www.eaa279.org |

Refrigerator Request

Members,

The club is starting to look for a replacement refrigerator for the back storage room in the clubhouse. The one generously donated by club member Bob Wilkie some time ago is close to giving out. Any and all suggestions and donations welcome.

Carl Patturelli

Technical Tip

A host of experimental aircraft utilize the VW engine so I thought I would present various article and or “TIPS”..

Keep it cool: The ops temp is very important as the VW uses a magnesium case which becomes 2% elastic at 220F (104C) which will return to normal clearance after cool down. However with a 20F increase to 240F (116C) elasticity will reach 6% and the case will easily distort from crankshaft whip, inertia loads, and combustion pressures.

Also it is advisable to allow for cool down before removing spark plugs due to potential galling. When the aluminum head is hot it grows several thousandths of an inch in all directions. So the pressure between the spark plug threads and the threads in the spark plug hole increases. This forces aluminum into voids in the spark plug threads, locking the spark plug in its hole. When the spark plug is removed it's threads tear or gall the aluminum threads resulting in downtime and machining to install thread savers.

When installing spark plugs always start by hand and it should thread in easily. If it does not then back it out and try again. Then you can tighten and torque and be sure it goes in the same hole it came out of.

Tom Hassie Technical Counselor

Project Update

Don Morrissey sent the following letter and pictures earlier this month

Hi Bob, Took me a long time to get you something. But essentially my panel is done, not yet installed but fabricated and fitted on the bench.

The plane is a Bushcaddy R-120, 2 seat, 1700 lb gross weight, 32' wing span, all aluminum, 36 gallons of fuel, powered by a Lycoming O-235 L2C. I started 10/2005 and have 1350 hours into the project. I expect to fly it sometime in the spring of 2010.

The plane is a center stick so I grouped the throttle and mixture knobs to the left. The Co-Pilot will have a throttle as well, but no mixture. The placement of the carb heat and oil cooler open/close cables are also located so they can easily be reached with the left hand. The fuel pump is for priming only as the fuel system is gravity. The rest of the layout is as follows from left to right: An Advanced Flight Systems 3500 EFIS. I am awaiting the 4500 from AFS which will replace the 3500, it will have moving map and synthetic vision as well as the usual 6 pack of instruments and much, much more. To the top right after the EFIS is an Alpha Omega Electronic Lift Reserve Indicator. Below that are 3 warning lights for Hi-Lo Voltage, Starter Engaged and Skis Down (I will be adding skis). Further right there are four 2 1/4" holes that contain an Airspeed Indicator, PSA 4000 Audio Panel and a Becker 4201 Comm Radio. The lower 2 1/4" hole has an MGL combination RPM/Hobbs Meter. The radio stack has, top to bottom a Garmin 496 GPS, Garmin SL40 Comm Radio and a Garmin GTX 330 Transponder which will display traffic on the EFIS. There are two 12 volt receptacles at the bottom middle of the panel, one is a "Powerlet" and the other a standard receptacle. The empty hole in the middle is for The ELT test switch. I have ordered an ACK E-04, which is a 406 mghz ELT, which can be coupled to a GPS, recently FAA approved and less than \$600 from ACS (big drop in the price of the 406 ELT's). The switch panels were my own design and fabricated by frontlineexpress.com, they are anodized aluminum and 3MM thick (should have made them 2MM).

www.donsbushcaddy.com Don Morrissey's Skunkworks

Photo Page



The finished panel for Don Morrissey's Bush Caddy ready for installation

