



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

George A. Fortin



Greetings Members;

My message this month sadly contains a eulogy. A lifetime member , George A. Fortin, age 68 , of Naples, Maine recently died in his 1946 two-place Taylorcraft on Saturday, August 14th. His passenger and fellow pilot, Tony Kalinuk, age 73, of Harrison also died in the crash. Our condolences, sorrow



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and wishes of comfort go out to both their families. We feel their loss as well in part because George was a very active member of our club chapter for so many years. He helped with many of our club's activities; from various on-going club projects, big and small to including preparing our monthly fly-in breakfasts. His warm and friendly manner welcomed all into his conversations and projects. He was a larger-than-life character in many respects. With his full beard and infectious smile He looked like Santa Claus in the off season ! A retired French teacher @ Cohasset High School by profession, he had many interests and loves. to pursue when he retired from teaching. He and his wife, Judith, moved to Maine some years back to enjoy the area they loved.

In closing, George in turn greatly enjoyed our chapter's membership and camaraderie. He gave us himself as the best example of a grass roots general aviation enthusiast and I am sure he similarly contributed to his new EAA chapter 141 in Maine. Reports periodically found their way back to us indicating that he would frequently be found cooking breakfast for the membership and visitors to his field. We stand with many members across our two chapters as well as with the EAA National in saying that George gave us much and was a unique contributor to our aviation interests. He we be very much missed.

So long for now George !
Carl Patturelli

**THIS ISSUE IS DEDICATED TO THE MEMORY OF GEORGE A. FORTIN AND A
MOMENT OF SILENCE WILL BE OBSERVED IN HIS HONOR AT OUR
SEPTMBER MEETING**





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August Meeting Minutes

President Carl Patturelli opened our Friday night EAA 279 membership meeting at 7:40 PM.

July minutes were not published in the August Newsletter. The minutes were read aloud to the membership and accepted as read. The minutes will be published in the next months Newsletter.

The Treasurer’s report for July was given by Treasurer Gerry Scampoli, and was voted to accept as read.

The 50/50 raffle was collected from the membership present by Brian Baragwanath. The winner was Seggy Seggelin.

It was announced that Brian Baragwanath flew his Ercoupe after much renovations and additions during the past year. Everything performed well according to Brian.

Marylou Desserres was installed as an Honorary Member. On behalf of all the members she was presented a plaque of appreciation by President Carl Patturelli. This was due to Mary’s tireless efforts in keeping the Club House clean neat and orderly.

Paul Paquin offered a plan to buy a Season Megabucks Ticket in the Chapters name through the Massachusetts Lottery for one hundred dollars. Some discussion was raised as to the frivolous nature using membership dollars. By a majority of votes it was passed. Gerry Scampoli our treasurer will coordinate the purchase. It was noted that this expenditure could be done on a yearly basis.

A study of fire extinguishers at and around the Club House was completed with Brian Baragwanath heading up the inquiry and with the help of an outside vendor. It was determined that Halon type extinguishers were two expensive and CO2 type would serve the purpose. In using the CO2 type, some metal deterioration may result. But, putting out the fire immediately outweighed the metal damage. Paul Paquin has a contact and offered to look into refillable type extinguishes for the future.



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Meeting was moved to adjourn at 8:30 PM in order to allow our guest speaker and new lifetime member, Bruce Shulman, to make his presentation on building his UltraLight Mosquito Helicopter. Bruce gave a stunning example of his expert craftsmanship during this building phase and his slide/moving pictures added to the presentation. Bruce has over 5 thousand hours in fixed wing and helicopters. He has two Rotorway Helios under construction. Bruce says that at the moment he prefers to fly helicopters.

Respectfully submitted in absence of the Club Secretary by, John Duffy.

July Meeting Minutes

Note from editor: You may have noticed the July minutes were missing from the August newsletter. As I receive emails from club members throughout the month for the newsletter I drag them from my inbox to a folder named EAA to keep them from getting lost in all the spam I get every day. Apparently I dragged the July minutes to the Alzheimer's folder instead of the EAA folder. My apologies.

The meeting on July 9th 2010 was brought to order by Vice President Joe Fava at 7:30 P.M. with 10 members present. The secretary notes were accepted as written in the newsletter with a motion from Brian Baragwanath and a second from Jim Lane. The treasurers' report was given by Gerry Scampoli with a motion to accept by Greg Lutz and a second from Bob Hittel. There was no old business brought up for discussion. New business: Greg Lutz suggested that we go to Vonage for our phone system but after some discussion he discovered that the existing system is DSL and broadband would be necessary for Vonage, so the matter was dropped. Joe Fava suggested a safety inspection of our fire extinguishers and the crash cart. Paul Pacquin made a motion to purchase a fire extinguisher for the crash cart, to inspect the contents of first aid supplies, and to get existing fire extinguishers serviced. This motion received a second from Brian Brargwanath who also volunteered to get the extinguishers serviced. Bill Sweeney wants to know if anyone wants a brick in the Pilot's Patio with their name (donation \$25). At 8:30 P. M. Joe Fava asked for a motion to adjourn which Paul Pacquin brought forth and Brian Baragwanath gave a second for.

Tom Hassie, Secretary



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Tech Corner

Fuel System Components

Basic components will include tanks, lines, valves, pumps, filtering units, gages, warning signal, and primer. Some systems will include central refueling provisions, fuel dump valves, and a means of transferring fuel. **Fuel Tanks:** The location, size, shape, and construction of fuel tanks will vary with the type of aircraft. Fuel tanks must be made of materials that will not react chemically with the fuel. Most widely used is aluminum alloy and sometimes synthetic rubber bladder type fuel cells. Usually a sump and drain are installed at the lowest point of the tank however the fuel is not drawn from the lowest point but a higher point in the tank. The top of each tank will be vented to outside air to maintain atmospheric pressure within the tank. Air vents are designed to minimize the possibility of their stoppage by dirt and ice formation. In order to prevent rapid changes in internal air pressure, the size of the vent is proportional to the size of the tank, which will prevent the collapse of the tank during a steep dive or glide. All tanks will have internal baffles (except very small tanks) to resist fuel surging caused by changes of altitude. The filler neck and cap are usually located in a recessed well, equipped with a scupper and drain. The scupper is designed to prevent fuel from entering the wing or fuselage. Filler openings are clearly marked with the word "FUEL", the tank capacity, and the type of fuel to be used.

Fuel Cells: There are two types, fuel bladders and integral fuel cells. The bladder type fuel cell is a nonself-sealing cell that is used to reduce weight. It depends entirely upon the structure of the cavity in which it sits to support the weight of the fuel within it. For this reason the cell is made slightly larger than the cavity. Bladder cells are made of rubber or nylon. Integral fuel cells are usually built into the wing of the aircraft and are not removable. During construction this area is sealed to prevent leakage and is usually referred to as, "Wet Wing".

Fuel Lines and Fittings: Fuel tanks and other components are joined by metal tubing lines or flexible lines where needed. The metal tubing is usually aluminum alloy and the flex lines are synthetic rubber or nylon. The diameter of the fuel line is governed by the fuel flow requirements of the engine. Each fuel line is identified by a color coded band near each end and should be supported to the structure with clamps except short lines between flexible connections. All flexible lines forward of the firewall should be heat resistant (protected with fire sleeve).

Fuel Strainers: Fuel strainers are installed in the tank outlets and sometimes in tank filler necks. These are made of coarse mesh to keep larger particles from entering the fuel system. Other fine mesh strainers are provided at various places in the fuel line and the carburetor fuel inlet. The main strainer has two functions: to prevent large particles from entering and because of its location at the lowest point it will trap small amounts of water that may be present. In multi-engine aircraft one main strainer



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is located in each engine nacelle. Main strainers are installed so that they filter fuel before it enters the engine driven pump.

Next month I will continue with pumps, filters, gages, and the primer.

Tom Hassie, Tech Counselor

Calendar

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
Friday Oct 8 7:30 PM	Cranland Airport (28M)	EAA Chapter 279 Monthly Meeting
Sunday Oct 17 8:00 AM	Cranland Airport (28M)	EAA Chapter 279 Fly-in Breakfast

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

August Breakfast Fly-In





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Arron Knight brought in his beautiful Sonex. He had a little trouble on landing with his left wheel pant. Nobody was hurt. Hopefully it will not be too difficult to repair.

