



The Experimental Flyer

Ocean State Aviators EAA Chapter 1363

Volume 1, Issue 2

February, 2007

Monthly Meetings And Upcoming Events

Meetings are held on the First Tuesday of every month at the Quonset Air Museum, Quonset State Airport, North Kingstown, RI.

Meetings start at 7:00 PM

Our monthly meeting is just around the corner. Stop in and learn a thing or two.

- March 6- Al Myette & Frank Nowak **1940 Aeronca Restoration**
- April 3- FSS Staff from Bridgeport **Phasing Out of New England FSS**
- May 1- All Myette & Frank Nowak **Hands-on Polyfiber demonstration**
- June 5 - Keith Salisbury **Bearhawk construction**

TO ALL WHO FLEW BEHIND ROUND ENGINES

R1820, R1830, R985, R2800, R3350, and especially R4360s

Al Schmid

We must get rid of those turbine engines. They are ruining aviation, not to mention our hearing and our dignity. A turbine engine is too simple-minded and has little or no mystery. Intake air starts at the front, travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat like a round engine.

Anyone can start a turbine engine. You just move the switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My personal computer is harder to start than a turbine.

Cranking a round engine requires skill, finesse, and style. You have to seduce it into starting. A lot depends on the temperature and humidity and the direction of the wind. On some types of airplanes the pilots aren't even allowed to start them.

Turbine engines start by whining for a little while, then give a lady like poof

and start whining a little louder. Round engines, after being primed and pampered, start with a rattle-rattle, click-click BANG, a puff of gray smoke, more rattles another BANG, a macho FART or two, more clicks, a lot more smoke and it finally settles down in a serious low pitched roar. We like that. It's a guy thing.

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan. Nice but hardly exciting. It just doesn't get your adrenalin pumping.

Round engines on page 5

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Barn Tours

Photos by Errol Groff

On the 27th of last month our Chapter President opened his shop up to the chapter for the first official 1363 barn tour.

To say it was a success would be an understatement. It has been reported that 19 members attended and a number of guests took the opportunity to check out Frank's shop



And his current project a 7/8 scale Nieuport .

Unfortunately, I was unable to attend due to a prior engagement. Errol Groff did get there though, and he brought his camera with him. Here's how the day looked through Errol's camera lens:

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Photo Credit : Keith Salisbury

Other Items of Interest & Communications

At Chapter 1310, Skylark Airpark, East Windsor, CT:

- Pancake Breakfast - Saturday February 10th 8:30 - 11:00 AM
Enjoy our pancakes (with real maple syrup), sausage, scrambled eggs, juice & coffee.
- Spaghetti & Meatball Lunch - Saturday March 17th. 11:00 AM - 1:00 PM
Sorry it's not corned beef and cabbage for St. Patrick's day, but at least we know the recipe for this.

Want to see your event listed here? It's simple

Email: 1363vp@bearhawk949.com with details of your event

Things which do you no good in aviation:

Altitude above you.

Runway behind you.

Fuel in the truck.

Half a second ago.

Approach plates in the car.

The airspeed you don't have.

Did you know?

Ultralight pilots who registered with one of the four FAA recognized ultralight organizations before September 2, 2004, but miss the January 31, 2007 deadline, or pilots who registered AFTER September 1, 2004, still may use the aeronautical experience (flight hours) they obtained in ultralight vehicles to meet the experience requirements to obtain a sport pilot certificate.

FAA recently published clarifying information that can help answer your questions. To find out "What really happens to a transitioning "Ultralight Pilot" on January 31, 2007?" go to:

http://www.sportpilot.org/interest/ul_deadline.pdf

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Where Am I?

At what airport am I getting ready to land?

Email your answer to :
1363vp@bearhawk949.com

There might be a prize. There will definitely be bragging rights. . .

Membership Outreach Program

Already a member of 1363?

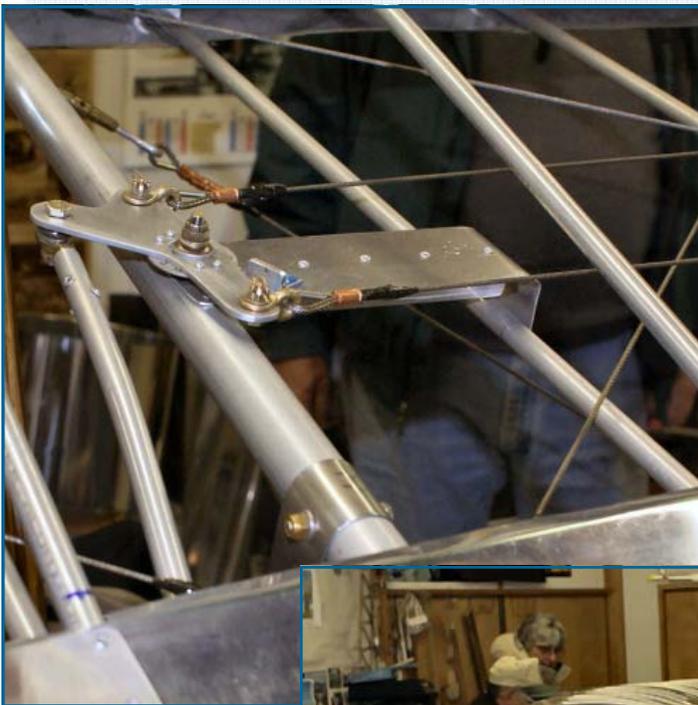
Have YOU invited anyone to come with you to this months meeting?

Why not share the fun?

Barn Tours

Photos by Errol Groff

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continued on page 4. . .

Barn Tours

Photos by Errol Groff

continued from page 3



Round Engines *continued from page 1*

It doesn't take a new pilot long to learn it is not a good idea to walk behind an airplane starting with round engines. That new white uniform shirt will be covered with black oil specks from thirty yards.

When you have started those round engines successfully, your crew chief or flight engineer will look up at you like he'd also let you kiss his girl friend,

Turbines don't break or catch on fire often enough, which leads the aircrew to boredom, complacency and inattention. A round engine, at cruise, looks and sounds like it's going to blow up at any minute. This keeps the pilot's attention focused on the operation..

Turbine engines don't have enough control levers, mixer, prop, feather levers, and an assortment of round gauges for the pilots to tap on and give them something to do.

There is nothing to fiddle with, you can't adjust the mixer, synch the propellers, reset the manifold pressure and monitor the cylinder head, and oil pressure gauges. Boring..

And, don't forget the outside air temperature and visible moisture that can develop carburetor or injection icing. Better keep an eye on that.

Round engines sling a wicked hunk of metal known as a propeller. Ask anyone from Hamilton- Standard about the nostalgia of those chromed blades and polished spinners. You really haven't experienced it until you have heard the ice coming off those blades and hitting the fuselage. It's like the sound of Woody Wood Pecker working on a dead tree on a summer evening.

Round engines love oil. It just isn't right unless it takes two gallons of oil per engine after a three hour trip. Turbine engines don't use oil. But, they smell like a Boy Scout camp full of Coleman lanterns. Round engines smell like God intended machines to smell. Robust.

Round engines generally fly low enough so that the crew can keep one eye on the ground and the other eye on the base of the growing thunderstorms ahead.

But, don't operate a turbine below 10,000 feet with out double checking the fuel state and weight and balance. That is why turbine drivers use "pounds of fuel" instead of gallons

Ever hear a round engine driver talk about "Burn Out"? No, he isn't thinking of quitting

MEETING MINUTES FEBRUARY 6TH, 2007

The February 2007 Chapter meeting was called to order at 7:09 pm by Chapter President Frank Nowak

In Attendance:

Paul Blanding, James Brennan, Barbara Fahey, Larry Farmer, Noah Forden, Steve Goldin, Janna Greenhalgh, Roelf Iest, Bill Kelly, Francis Kelly, Scott McCarthy, Allen Myette, Frank Nowak, Bill O'Neel, Richard Picard, Joel Rawson, Keith Salisbury, Tom Rinaldi, Bob Schact, Al Schmid, Bill Sheridan, James Thomson, Art Votolato, Joel Hern, Roy Cloutier, Vinny Fobert, Jack Gordon, and Errol Groff

Al Myette introduces tonight's guest speaker, **Mr. Errol Groff**. Errol enlightens the group with a display of machining tools, drills, measuring equipment and machining basics.

Meeting Business:

Al Myette presents the January meeting notes. The minutes were accepted as read.

Treasurer **Richard Picard** reads treasurer's report was accepted as read.

President Nowak urges Activity Chairmen to follow up on their respective programs and to report to him on progress.

Janna Greenhalgh turns in our "NEW" Chapter 1363 business cards to Frank and Frank asks members to use cards for networking new members.

Keith Salisbury unveils our first Chapter newsletter. Keith has been very hard at work putting together a professional newsletter that is jammed full of great articles and member photos. Kudos to you Keith !!

Once again, **Frank Nowak** talks about M.O.P. membership program. Frank discusses prizes for those of you who signup new members. The person that signs up the tenth new member receives a handsome collared chambray EAA shirt.

Roelf Iest suggests name tags to be worn during meetings and events. Frank will investigate costs and report at next meeting.

President Nowak adjourns meeting at 09:12 pm

Meeting notes submitted by Secretary Al Myette

He is leaning out the engine with the mixture control to make the engine, running at idle RPM, burn the carbon deposits off the spark plugs. Unheard of in a turbine engine operation.

We have only brushed the surface of Round vs. Turbine. But, the bottom line is turbine engines have to go, round engines need to be remembered. What will we talk to our grandkids about if it isn't the virtues of the round engine Consider this as a tribute to your experience as a round engine operator. Happy landings.

Al Schmid





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Your Officers

President: Frank Nowak
 V.President: Keith Salisbury
 Secretary: Al Myette
 Treasurer: Richard Picard
 Webmaster: Bill O'Neel

Young Eagles Chairperson: Al Schmid

Membership Coordinator: Frank Nowak

The President's Corner

Frank Nowak

After a well attended Barn Tour of my 7/8 scale replica Siemens Schukert D1 fighter, it seems the notion of project visits should become an important function of our chapter. Most builders know that, the more "Eyes" that look at a project, the safer a builder you are. I welcomed, and continue to do so, the comments (negative and positive) that fellow chapter members made.

In the aircraft building process, egos MUST be left behind in an effort to build a safe flying machine. Yes, that's what it is, a flying machine. As such, it is a complex device in which one places his delicate human form to be carried aloft from the earth. If one wants to be sure of gently returning safely (tail-draggers not withstanding) to the same plane of existence, one must be appreciative of critical comments about the machine. Sometimes these comments are subtle and other times they are quite demonstrative like, "Say, you're not gonna fly it like that are you?"

Regardless, ANY comments about any aircraft we amateur builders are constructing should not go unheard. When I built the Long-EZ, I recall Burt Rutan mentioning that, "Even your very best efforts are just barely good enough to build a safe aircraft"

Well, that may have been a slight exaggeration, but, one must heed his sage advice. With that in mind, who will be the next builder to bare his soul and offer up his project to the keen eyes of the chapter membership? Thanks and FLY SAFE!

Frank

OSA Hangar Sale

	<p>Cessna 140 Wings and Parts</p>	<p>Bill O'Neel Richmond, RI</p>	<p>(401) 783-4388 aimbill@aol.com</p>
<p>ASA's Instrument Pilot Trainer (Unopened Copy) I upgraded from 6.0 to 7.0 and they sent me a complete manual (still in the wrapper). This is an interactive Instrument training package that can be later upgraded to ASA's On Top instrument proficiency trainer. Here is what is included with its actual cost. ASA Instrument Pilot Software and manual (6.0 updated to 7.0) \$170.00 LogiTech Wingman stick with throttle \$70.00 CH Products rudder pedals \$122.00 JC Designs PCMCIA to Game Port card (to connect to laptops) \$65.00</p>		<p>Rick Dyer West Kingston, RI</p>	<p>(401) 782-9139 rickdyer1@netzero.net</p>
<p>1969 Cessna 172K 6000 airframe time and 500 engine outside just painted in 2006 - 10 of 10 inside 5 of 10 IFR equipped \$7,000 -- as one of six owners.</p>		<p>Jerry Scanlon</p>	<p>(401) 741 2229</p>