



The Experimental Flyer

Ocean State Aviators EAA Chapter 1363

Volume 1, Issue 9

September, 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.

- October 2 - 1363
A Night at the Movies
- October 14 - 1363 at QAM
"OLD Buzzards"
- November 6 - 1363 Eric Hall discusses the planes his father (Bob Hall) helped create.
- December 4 - Holiday Social at QAM

What a Day!

Ray Andraka

What a DAY!

4.5 hours, 27 passengers, 8 flights with passengers, and as far as I could tell not a single unhappy passenger among them. Sunday, Sept 16th, I flew to Westerly to volunteer my plane and time for their Wings over Westerly young eagles rally. It was such a gorgeous day that I would have been flying somewhere anyway so why not share it with people who would really appreciate it? The weather was as good as it gets: sunny, 70 degrees with unlimited

visibility (you could see Martha's Vineyard and Nantucket from over Westerly), winds were under 10 kts, and it was only a little bumpy due to ground heating. I arrived around 9AM, and stopped at Dooney's to top off my tanks with 20 gallons of \$4.25 100LL, then taxied over to the Wings over Westerly (W.O.W.) event. After a pilot brief and the necessary paperwork (pre-signing YE certificates and providing pilot info) we got to the flying part, with the first flights departing at about 10AM. Between 10 and 4, I flew 23 Young Eagles in 7 flights, plus one additional flight for 4 W.O.W. volunteers. Each flight de-

parted Westerly and flew just off-shore up to Point Judith, and then back over the land at 1500-2000 feet, for about 20 minutes in the air. Even the little girl (I'll save her the embarrassment and not mention her name) who got airsick got out with a big smile and said that she loved it. In fact I didn't even know that she had gotten sick until she got out holding a neatly closed half-full sick-sack. I had to laugh though, when we met her Dad after the flight he took the bag from her saying, "what did you get?" as he opened it up and looked inside. I didn't have enough time to tell him he didn't really want to open it before he did.

Before one flight with four sisters, the (I think) grandmother pulled me aside and said, "now you are a licensed pilot, right?". I told her yes, that the plane was my personal plane, that I have over 1300 hours and 11 years with that airplane". She told me to please take care of her little girls. Man, talk about responsibility! Anyway, when we got back and she saw the grins on the girls she was thrilled. She was asking what it costs to fly,

[Continued on page 5](#)

UNANIMOUS!

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Inside this issue:

What a Day	1
Unanimous	1
Interest & Communications	2
OSA Hangar Sale	6
Meeting Minutes	5
The President's Corner	6
Meetings & Events	1

City of Jacksonville Repeals Anti-Homebuilding Ordinance

September 27, 2007 - "Absolutely happy!"

Milford Shirley, president of EAA Chapter 193, could hardly contain his enthusiasm Wednesday when he informed EAA that the Jacksonville City Council voted unanimously to repeal a city ordinance that pro-

hibited working on or storing airplanes in residential areas.

The council voted 15-0 in favor of City Bill 955, which repeals the so-called Everett Ordinance prohibiting parking, storing, repairing, and operating flying craft and airboats in residential districts. The vote was originally scheduled for Tuesday night, but prolonged budget discussions forced the council to adjourn and reconvene Wednesday afternoon to finish its agenda.

[Continued on page 2](#)



I stopped here on my long XC .

If you know where this is it will help you solve this months Where Am I?

Unanimous

Continued from page 1

“Fifteen of 19 council members were present and all voted with us,” an elated Shirley said. “It was well worth the wait.” Close to a dozen EAAers were on hand Tuesday night, and most showed up again Wednesday for the vote.

An 11th-hour opponent provided some added drama to the proceedings, as a community planning advisory council voiced support the existing ordinance. But Shirley, speaking on behalf of aviation enthusiasts, effectively refuted the opposition and secured the unanimous vote.

“The only caveat we have is that the council will do a zoning rewrite at some point that will include aviation as well as other recreation and hobbies,” he said. “We will do our best to stay vigilant to participate in the discussion.”

Shirley thanked council member Glorious Johnson, who sided with the EAAers and was very helpful in repealing the ordinance. He also thanked all the local EAA members and chapters for getting involved and showing fantastic unity throughout the long process, as well as EAA itself for publicizing the issue.

Continued on page 6

Other Items of Interest & Communications

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

Email: 1363vp@bearhawk949.com with details

Where Am I?

Alright this month I'm going to try something different. This time there is no picture of an airport, just landscape. See if you can figure out where I am.



I'll give you a hint. If you can figure out where the picture (upper left) was taken you should be able to plot a straight line from there to SFZ to find the landmark.

Good luck.



Sport Pilots, take notice! For sale: LSA approved 1940 65CA Aeronca Super Chief

Only 350 hours since complete restoration in August 2002. Brand new Sitka spruce spars, no wing AD's, factory fresh wing struts and tail feathers, leather upholstery, Poly Fiber covering, auto fuel STC, 17 gallon main tank 8 gallon aux and uses 4 to 4.5 GPH! Very economical, non-electric and starts on the first pull every time!

This taildragger is as good as it gets and is a very inexpensive way to fly.

**Must be seen,
only \$21,500.**

**Based at:
Taunton, MA (TAN)**

**Contacts:
Al Myette
401 323 0642
aero-al@cox.net**

or

**Frank Nowak
401 253 1978
msquick@msn.com**



WOW*continued from page 1*

why we did it without getting paid and so on. I told her that it costs about what it costs to own a boat, but with the airplane you can go places far away, and I told her about mine and Andrew's trip to Wichita this spring as an example. Oh, and the reason we flew young eagles: we love to fly and are happy to share our love with people who might be interested.

I offered the controls to the front seat passenger on every flight once I got the airplane trimmed up for level flight. All but 2 took me up on it. I flew one kid, Ryan, who just couldn't keep his hands off the controls. I had to remind him a couple times during takeoff to wait until I said it was OK. Once I did give him the controls he had a good old time yanking and banking. I did my best to keep on the rudders to keep the back seat passengers' stomachs settled while Ryan checked the limits of the envelope, oh and I asked the other passengers several times throughout if they were OK with Ryan flying. There weren't any unhappy faces, so I let him keep it up all the way to Point Judith and about half of the trip back. As I'm entering the pattern, he asks me in all seriousness if he could "try to land". A firm, "no, not today" was about all I could think of to

say to an obviously disappointed boy. Anyway, when that flight was over, Ryan gets out of the airplane and yells at the top of his lungs, "THAT WAS AWESOME" three or four times. He was so excited he forgot to go pick up his certificate (I sent his dad over to get it).

I had another boy, Jimmy (probably about 16 years old), who told me as we were taxiing out that he was "absolutely terrified" of flying, and that he was going to Florida by car because of his fear of flying. He was sitting in the front seat and had two brothers and a sister in the plane with him. Not the flight you want to end badly, that is for sure. He was obviously rather nervous for the first half of the flight, he kept looking at his palms, which I could plainly see were sweating. As expected, he didn't want to take the controls, but by the end of the flight he was definitely more relaxed. I made my best landing of the day with him. As we were taxiing back in, he said, "that wasn't so bad", and was asking how much time it would take to fly to Florida, and that he'd do it again. His little sister, Mikela who is about 8 years old, was absolutely thrilled with the flight. She kept at Jimmy saying "See, it's fun!" as if she was a veteran flyer. She had never been off the ground before.

I ended the day with an extra flight for four of the volunteers who helped out at the event.

MEETING MINUTES September 4, 2007

The September 2007 Chapter meeting was called to order at 7:12 pm by Chapter President Frank Nowak.

A quorum was present

Our guest speaker tonight is LT JG Nick Anderson, United States Coast Guard. LTJG Anderson is an intelligence officer and Deputy Command Center Chief of the Southeastern New England Sector. Nick gives the group an overview of the Coast Guards responsibilities in Southeastern Massachusetts and Cape Cod areas. Nick also talks about what measures pilots can take to be safe while flying over the water.

Mid meeting break, then business portion of meeting.

Motion to accept August meeting notes approved after noted that the date should read August 7th.

Richard Picard reads Treasurers report. Richard announces names of two new members signed up during August.

Janna Greenhalgh reports Polo shirt program progressing, but waiting on better pricing.

Steve Goldin will be coordinating September 8th "Fly Out" to Mansfield Airport.

President Nowak reminds group of "Old Buzzards" gathering scheduled for Sunday, October 14th at Quonset ramp area.

The movie "One Six Right" is scheduled for our meeting on October 2nd, 2007.

Janna promotes "Wings over Westerly" fly in scheduled for Saturday, September 15th.

Bill O'Neel talks about progress of Antonov hanger being erected at Richmond Airport.

Pat Twohey inquires about a projection screen being available for meetings. Frank responds that QAM has a screen and will ask if we can help install.

Bill Sheridan talks about upcoming R.I. Aviation Hall of Fame event scheduled for Saturday, October 27th, at the Varnum Armory in Cranston R.I.

Meeting adjourned at 8:35pm.

These kids were too old to qualify for Young Eagles, but were certainly enthusiastic about getting a chance to fly. Three of them had never been in a small plane. I took them on the same route out to point Judith and back. It turned out they live just west of Great Salt Pond, and one of them recognized their neighborhood but didn't immediately see their house so I circled there to let them find their houses. The excitement on that flight made it the only flight where I had to use the pilot isolate switch as I got close to landing.

The ear to ear grins, shouted "THAT WAS AWESOME's", thank-yous, and even Jimmy's "that wasn't so bad" make every penny spent on Avgas for this event worthwhile. Certainly not a bad way, in fact I can't think of any better way, to burn 38 gallons of 100LL (I topped off again at Dooney's at the end of the day). If you haven't flown Young Eagles before, do it. It is something every pilot should do!

--Ray Andraka, P.E.



Phone: (401) 253-1978
 E-mail: msquick@msn.com

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

Questions from your President:

How are we doing so far? It has been ten months since you elected your new EAA Chapter 1363 officers and I wonder what the next ten months will bring? Are we steering the right course? Is the guest speaker program still of interest to all? Should we re-structure the monthly meetings to reflect a different posture? Perhaps you would like more technical training or, hands-on demos or, more emphasis on the "Nuts & Bolts"? What would you like to see as activities for the chapter?

We are a very diverse group with many different interests so, what we do in the future can be enhanced by YOUR input. Our doors are always open, so, drop us a line to let your officers know what you would like to see.

On a different and more serious note, let's all be sure to practice "Situational Awareness" in any aviating we do. In light of the recent stall/spin tragedy at Mansfield, we should all be reminded of the importance of following the basic rules of flying. Let's not be caught up in the *need* to "get there" being more important than exercising good common sense. Good SA involves paying attention to the small details and keeping focused on the job at hand. The fun stuff can wait till you get there or, at least until you are established on course or, have arrived at the practice area. I hope my usual salutation may have a little more weight this month.

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>2005 Gemini 2 W/APCO 500sq.ft chute. Rotax 582 water cooled engine- 65 hp. TaskEM EFI, Dual Flight Controls, strobe light, manual and electric start, 3.5 hours total flight time. Paid 15,950 asking 13,000</p> <hr/> <p>1998 Buckeye 503 air cooled w/500 sq. ft. Quantum chute, Chute has not been flown since inspection by a certified parachute rigger. Dual EGT and SHT gauges, VSI and Altimeter, strobe light, manual start, 35 hrs. TT Paid 11,250 asking 6,500</p>		<p>Bob Tichy IOWA</p>	<p>641-479-2588 641-751-6587</p>