



The Experimental Flyer

Ocean State Aviators EAA Chapter 1363

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President's Message

I would like to thank Justin Serbent for opening up his house for a view of his RV-8 aircraft about at the midpoint of the building stage. The plane is definitely looking like a ... well, a plane at 1008 hours of build time, but as any builder might say 50% complete, 90% to go. There is still plenty of riveting to do, the engine needs to be attached, instrument panel fabricated, electrical system wired, wings and tail attached. In the last few months, Vern Knott has successfully completed hours of test flying of his Zenith 750. Others are in the final stages of completion ... and others, like myself, have yet to begun. Perhaps those that are at the edge of jumping into building, 2011 will be the year.

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Barn Tour

Justin opened up his "barn" earlier this month. A tractor trailer full of hay kept me from attending, but from all reports the event was a success.

There was a contest to see who could guess how many hours Justin had in his project so far. The prize was the coveted Todd's Canopies ball cap.

Here are some pics of the plane, the cap and the build log that day.

For the winner's name and more pictures see the last page. . .



Upcoming events:

April 30 Safety Seminar at North Central 9 AM :The topic is air worthiness of Aircraft

May 3, **1363 Monthly Meeting.**

May 14 New England Air Museum trip: Windsor Locks, CT the museum is open 10-5

May 14, "**New England Aviation Safety Expo**" A Full Day of Safety Seminars, Safety Events & Vendor / Manufacturer Displays. Location: Nashua Community College 505 Amherst Street, Nashua, NH 03063

Jun 4, **EAA Chapter 1478 - 3rd Annual Fly-In** Northampton, MA
<http://eaa.org/calendar/eventdetail.aspx?id=9373>

Jul 9, **1363 Strawberry Pancake Fly-in** Richmond, RI
<http://eaa.org/calendar/eventdetail.aspx?id=9498>

Tales from the backseat:

Some number of years ago I was invited to sit in the backseat of a Cessna 172. The owner/pilot was in the left seat and another gentleman was in the right seat. We took off from North Central up to Jaffrey, New Hampshire for a bite to eat. For those that don't know, Jaffrey is home to the Silver Ranch Airpark, gateway to yummy and plentiful homemade ice cream from Kimball Farm just a short walk from the airport.

... but ... first you have to land and that is where the fun part of the story begins.

The flight to the airport area was uneventful. We made the approach to runway 34, length about 2980 feet, which happens to go up hill on the second half of the runway. Unfortunately, the pilot made a slight error and had too much speed as we got close to the runway. So we floated over the first half and as the plane reached the incline, the pilot pulled back on the yoke and at that moment the front seat passenger mentioned to the pilot to "watch out" ... and then said it again as the plane whacked into the pavement. The pilot was already correcting with further pulling back of the yoke or maybe it was a gust of wind that gave the wing a little more lift to cause the plane to bounce off the runway. The nose was at too much up angle and we gained about 10-15 feet in altitude. At this point the plane had enough abuse and due to a lack of speed and lift decided to come back down to pavement or maybe it was the runway inclined slope meeting the tires. A jolt of a landing ensued, but not so bad that the landing gear couldn't handle it.

The same couldn't be said of the pilot who was arguing about some point to the front passenger all the while the plane was going through its exciting gyrations in the air and ground. It was not the best situation with the pilot being self-defensive about the "watch out" comment and botched landing, distracted by glancing at the passenger, and possibly forgetting that the plane was still traveling at a reasonably fast speed of 20-50 mph that could cause a real crash. With maybe a tiny bit of luck, the plane stayed on the runway and slowed down, but not the pilot's protests. After another 20 seconds or so of bickering, things calmed down and the plane was parked.

Nothing was broken, we all had a bite to eat, everyone was back to normal, and we walked back to the plane for the trip home. Except for the tiny detail that the master switch had been left on by the distracted pilot and the battery was drained too much to start the engine. The front passenger complained that he had to get back and couldn't be late for something.

So began the head scratching about the method on how to jump start the plane. Someone at Cessna was thinking ahead and put a plug on the side for such an event to keep people away from the spinning thing, but we didn't have the cable. Someone else offered a jump start, but didn't have a cable either. The word got out on the ramp and after some amount of time the magical cable appeared. After a brief period to pre-flight and start the engine, I disconnected the cable and thanked the ground crew for their assistance, we were off to a thankfully uneventful trip home.

The moral is that if the pilot is going to screw up, saying something doesn't always make the pilot correct their actions and might cause an argument that makes the pilot forget the plane is still moving. The other thing is that I glance over to see if the power is off. Someone might not have a cable the next time and you might be somewhere where you don't want to get stuck.

Signed, Anonymous back seater (anonymous, because I don't want to lose any future rides from my tattle-telling)



front seatback. Assemble	4.0	4.0
atback. Back rivet floor & nut plates (8)		
seat hinge to floor Assemble	1.0	3.0
		17.0
		1029.0
		1046.0



The winner of the hat was . . . Drum roll please . . . Our Exalted Leader Mike Spieth with a guess of 1000 hours.

Photos courtesy of Justin Serbent and Rolf Iest.