

# THE SEACOAST AIRFOIL

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## **EAA 225 BBQ Dinner & April 10, 2012, Meeting is at the Chapter Clubhouse**

Newsletter for  
members and  
friends of EAA  
Chapter 225.

**Our next Chapter Meeting is back home at our Clubhouse. Please join us at 6:30 for Pres. John R's. BBQ Grilled delights, and at 7:30 for the Tuesday evening, April 10, 2012.**

The April meeting will be our annual business meeting & a review of this years' **Sun 'n Fun**, more info and dates for the upcoming EAA Young Eagle Rallies scheduled for Sanford in May & Rochester in June.

**April 2012 Work Sessions** will be held the 3rd, 17th, & 24th; all at 7 pm. The fuselage, door, stabilizers, rudder, elevator and ailerons were recently painted by the work crew. On Tuesday, April 3rd, everything except the wings were brought back up to the clubhouse for assembly. Back to working on the fit and finish of the project.



Painted fuselage is resting outside of our clubhouse while members spiffy up the workshop so our LMA project can go back inside to continue its journey into the light plane world. Everything except the wings has a fresh coat of Stewart Systems finish coats of color. The members painted the little bird at Dick's hangar over the past several work sessions.



## From the President's Shop:

Greetings EAA 225 members and guests. I hope all is well on the aviation front for you all. I just got back from spring break for pilots', otherwise known as Sun n Fun. It was a much better year than last year, especially on the weather front. The lack of severe weather was a welcome relief compared to last year's tornado event. My wife, Pupae, was lucky enough to fly to the show in my brother's recently completed RV-8. They had spectacular weather for the flights to and from the show. What a remarkable aircraft. I dropped them off at the Plant City airport and with a short wait for my flight in Tampa International, they arrived in Maryland the same time I did. Wow!!

For the two days I visited the show it seemed like attendance was better than last year. Much of the show was business as usual. The only new developments were more modern avionics displays and a new 4 cylinder engine based on a Honda auto engine. It is called the Viking and it

looked very promising. There are a number installed already.

This month's meeting will feature a short Sun n Fun slideshow and will be followed by a business meeting. We need to have at least one business meeting each year to maintain our chapter status. The



The Redbird FMX is obviously not the same as what President John Ricciotti uses during his training cycles for American Airlines in Dallas/Ft. Worth; but equally useful and educating over at Southern Maine Aviation at 199 Airport, Sanford, Maine!

meeting will be on our normal second Tuesday of the month, April 10th. We will start the BBQ season here in NH with food started at 6:30 and the meeting starting at 7:30.

Come early for some socializing and delicious BBQ on the wood fired grill.  
John Ricciotti  
President, EAA Chapter 225  
(603)781-6572





*Pictured above is the latest amphibian STC'd float manufactured by Maine based, PK Floats of Lincoln, Maine.*

## THE NEW PK2250A IS NOW CERTIFIED!

P.K. Floats Inc. is pleased to announce the certification of a new model float, the PK 2250A Amphibious model. This new float is the lightest in its class in the industry, the floats installed weight is 409 lbs. with a net gain of approximately 295 lbs. after landing gear removal and weight reduction. This float features many of the new innovative designs and materials used on our PK 3050A amphibious float.

P.K. Floats Inc. received STC certification on Nov. 7, 2008 for all model Husky's including the A-1C 180hp and 200hp (STC# SA00280BO). The floats do not require a ventral fin, reducing the

cost by \$3,600 for the fin alone, and do not have rudder locks. The installation time has also been greatly reduced, with no messy electric hydraulic pump in the back of the aircraft.

The gross weight for the A-1B/C is currently 2,200 lbs. A gross weight increase to 2,400 lbs. is nearly completed, with all flight testing done. This increase will not require a ventral fin. This approval should be completed in 2009.

PK Floats will next be seeking certification of this float on: PA18 Super Cub, Top Cub TC 180, and Cessna 172. The certification program will also include the Bellanca Scout and PA 12.

(Continued on Page 5)

The normal side bar information usually found here was too lengthy. Please find "PK Floats - About Us" on top of page 4

PK Floats ... was founded in 1954 by Pete Kelner of International Falls, Minnesota, PK Floats Inc. is now located at the Lincoln Regional Airport (LRG) in Lincoln, Maine. The company was purchased by Alton Bouchard, of central Maine, from Devore Aviation in the spring of 2000. All of the tooling, templates and design data were moved from Albuquerque, New Mexico to the new manufacturing facility in Lincoln.

After several months of setting up equipment, ordering stock, preparing a Quality Assurance Manual and numerous FAA inspections, PK Floats Inc. was granted a TSO (Technical Standard Order) Production Certificate and a PMA (Parts Manufacturing Approval). The new facility incorporates a blend of the time tested methods used for over 45 years with modern CNC machining, cutting and bending equipment.

PK Floats Inc. holds more than 30 STC's for a variety of modifications. Our products are in used in over 35 countries around the world and can be found on many state and government agency aircraft, including the Maine Department of Marine Resources, Maine Forestry Service and Maine Department of Inland Fisheries & Wildlife.

## **Thank You, Southern Maine Aviation:**

*EAA Chapter 225 of Rochester and EAA Chapter 1210 of Biddeford would like to thank Owner Jim Knowles, General Mgr. Mark Damuth, Chief Pilot John Gary, Flight Instructor Rich Whicker and the staff at Southern Maine Aviation for hosting the March 2012 Joint Chapters Meeting. I talked with several members of both chapters and everyone really enjoyed the opportunity to see and try their hands and feet in SMA's newest flight training aid, the Redbird Full-Motion Flight Simulator.*



*Members all had different stories to tell about their experience in the Redbird Simulator. Even though it is in reality a flight simulator, members were surprised how real it felt once inside and strapped in for their flight, how authentic the instrument panel appeared, how the video screens reflected the surroundings both on the ground and in the air, and how immersed into the flight training device we all felt. Southern Maine Aviation has one really neat flight aid that will help their instructors get better at instruction, for their students to extend their training when weather keeps planes grounded, and especially for optional instrument training. I asked about using the simulator to keep current and to brush up on situational training for those facets like flying in rain, snow, at night whenever, the staff assured me that they were planning to put the Redbird Flight Simulator to good use.*

(PK Floats, continued)

The PK 2250A is based on the PK B2300 float that has been very successful and a great performer on all of the existing approved models of aircraft. The new PK 2250A also features the rear hydrobooster and a forward chine hydrobooster that is currently used on the PK 3050A. This float also has the same type design main landing gear swing arm made of stainless steel. The nose gear features composite nose gear with a proven shimmy dampener system. The PK 2250A has a 50 lb. storage compartments in each float, identical to the B2300s. This is standard on our new model. The new flush hatches also have a newly designed neoprene gasket to eliminate leakage in the compartment.

The hydraulic system is installed in the left hand float compartment similar to our larger PK 3050A model floats. The installation of the power pack in the float saves additional plumbing and weight. The main landing gear and nose landing gear cylinders are stainless steel.

The water rudders are made of the same composite material as are the PK 3050A rudders. This reduces weight, eliminates corrosion and allows flexibility to the blades when beaching the aircraft.

The rear bottom has a keel as well as being made from a single sheet of aluminum to increase the strength, therefore eliminating denting or compression of the rear bottom

during beaching or while it is on a ramp.

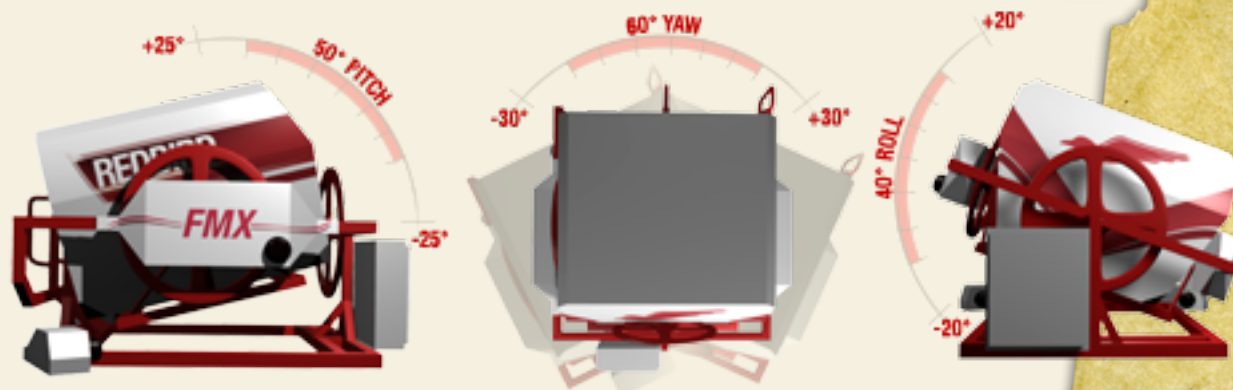
The float has a newly designed lightweight double puck braking system that will greatly improve stopping power and breaking distance. We have also incorporated a grease purging system to allow grease to be pumped into the wheel without filling the entire cavity with grease. The main landing gear axle is stainless steel and does not require the use of a cotter pin. This same proven design is also used on our larger model PK 3050A float.

The PK2250A also incorporates all stainless steel hardware in the steering system, including water rudder springs that will eliminate rust and staining of the paint due to corrosion



PK Floats story and accompanying photos, courtesy of PK Floats.com, Aviation eBrief, & AOPA online,





The new Redbird FMX Simulator brings full-motion into the realm of flight instruction making a more realistic venue from which students and even seasoned pilots will find rewarding. The weather can be terrible with heavy rains, or snowing like crazy, or the wind could be blowing so hard or just a rotten day outside overall. Such poor flying conditions are no match for this wonderful device. Southern Maine Aviation is organizing several different scenarios for the simulator so that every type of pilot can make use of this great machine.



## Chapter Officers 2011 - 2012

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