

THE SEACOAST AIRFOIL

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EAA 225 April 8, 2014 Meeting at Chapter Clubhouse

Newsletter for members and friends of EAA Chapter 225.

1978 - 2014 ...

EAA 225 Dinner/Meeting at our Chapter Clubhouse with the dinner beginning at 6:00 with the meeting following around 7:00 pm or so. There will be plenty for all including chapter videos & the Boy Scout EAA Young Eagle Rally. Come join in the Food & Fun!

For more info: Call (603) 781-6572

[As I Recall:]

A Little Boy and a Northeast Airline DC-3

Back in the summer of 1941, I was a fourteen year old boy. I lived on the Old Hotel Road across from the Lewiston-Auburn Airport in Auburn, Maine. Airports back then were open to the public. There were no fences and no locked doors. They were just wide open spaces. Neighborhood kids had full run of the airport. It was not unusual to see kids riding their

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Northeast Airlines' name was adopted on November 9, 1940 and was an American airline based in Boston, Massachusetts. DC-3's became a common sight to most anyone in the New England states. Northeast operated DC-3's continuously from 1941 to 1966. The airplane was produced from 1936 to 1942 and in 1950; surprisingly, with both piston and turbine engines, they are still used today.



"Building & Flying Together"

From the President's Shop

Well last month's welding meeting went extremely well in spite of the limited parking in Barrington's snow packed parking lot. Santo Messina gave some expert instruction to a number of our members who had strong desires to try TIG (gas tungsten arc) welding. Our Bearhawk builder, Todd Scuton laid down some nice aluminum beads and now is looking for a TIG welding to supplement his gas welder. Any of our members with a line to a TIG welder for sale, please get in touch with me and I will pass along the information.

The meeting was also our first BBQ of the year with additional thai treats supplied by Pupae Ricciotti. Lots of people filled our home and enjoyed some tasty american/thai dinner. Thank you Pupae for all your efforts!

We also had a show and tell of a Continental 65 cylinder that came off our Taylorcraft due to an exhaust valve leak. We got to see some wear and tear as well as some imperfections in the combustion chamber. After sending the cylinder to Don Goyette's, Aircraft Cylinder Repair in Whitinsville, MA the story got a little bleaker. The engine has Cerichrome chromed cylinders and have a normal life of about 900 hours before the chrome wears down. This cylinder had about 700 hours since being chromed. Also the exhaust valve leak was not between the valve and the seat

but rather under the valve seat.

Apparently there was an imperfection that through erosion exposed this pathway for exhaust gases. That combined with a 1-1/2" crack emanating from the intake valve seat, that had been previously welded, brought me to buying a rebuilt cylinder from Don. He does beautiful work and the cylinder looks new.

Food for thought if you ever need any cylinder work done. He had me the cylinder in 3 days.

Incredible turnaround time!

Our April meeting will feature a couple month's of Chapter Video Magazines that we haven't had time for recently. Also this will be an important meeting

for our Young Eagle Rally/Boy Scouts flying in May. Steven Richard will get us up to speed on the major flying event for our chapter.

Of course we will continue the BBQ season and have food at our April 8th meeting starting at 6PM. The chapter meeting will start at 7PM. Come and enjoy the camaraderie and delicious BBQ and safe flying,
John Ricciotti
EAA 225 chapter president
(603)781-6572



Presidential Aircraft of John & Pupae Ricciotti



(As I Recall, continued from Page 1)

bicycles all over the ramp and at times up and down the runways. I was no exception to this. Many times an airport employee would come out of the hangar waving his arm in the air to chase the bicycles riders off the ramp and runway. He looked as though he was shooing off some annoying flies.

In June of that year, Northeast Airlines had purchased three new Douglas DC-3 airplanes from the Douglas factory in Santa Monica, California. In the month of June, one of these DC-3's arrived at the Lewiston-Auburn airport to be on public display and to give rides to local dignitaries.

Earlier in the day, a Northeast Airline employee arrived in a company truck with wooden staging that had to be assembled. The wooden staging was to be used by the people after inspecting the airplane so they could exit from the forward door near the cockpit.

I went over to the person working on the staging and just started talking to him and helping him with his work. He did not tell me to get lost or shoo me away, he just talked with me and let me help him with his work.

As the second ride was about to start boarding, the man that I was helping was standing near the passenger door. He hollered to me and told me to get on board the DC-3. He told me to sit way up front in the left seat by the window and if anyone asked me what I was doing, I was to simply say, "Mr. 'X' told me to sit here". I could not believe that I was sitting in a brand new DC-3, about to get a scenic ride over my home town. Seeing the cows and farm houses shrink as we were climbing out of the airport was beyond description. Life was good.

Normally this would be the end of this short story, but stay wit me, as I have a little more.

Let's fast forward about twenty-five years to May 16, 1966. On this day I was at New York's La Guardia Airport getting on another Northeast Airline DC-3. This time I was not going to sit in the forward left passenger seat, but I continue through the cockpit door into the left seat. This was the day I was going to make my first flight as a Northeast Airline captain. This was a round trip flight to Montpelier, Vermont with a stop in Keene, New Hampshire. Returning to La Guardia, the wind was from the north east, so we would be using Runway 4. The traffic flow for this was to fly down the Hudson River to just past lower Manhattan, make a left hand turn and line up with Runway 4 for landing. During this left turn the view of New York was a thing of beauty. I thought to myself, life is good.

[by Norman Houle, October 2008]

UPCOMING EAA WEBINARS

(with click-on links to view)

April 9 - 7 p.m. CST

[The Right Mindset for Aerobatic Flight](#)

FAA Wings Credit

Presenter: Michael Lents

April 16 - 7 p.m. CDT

[Aerobatics - Getting Started](#)

FAA Wings Credit

Presenter: Patty Wagstaff

April 23 - 7 p.m. CDT

[Care and Feeding of the Rotax 912](#)

FAA AMT & Wings Credit

Presenter: Prof. H. Paul Shuch

April 30 - 7 p.m. CDT

[Small Bore Continental Engines:](#)

[A-65 through O-300](#)

FAA AMT & Wings Credit

Presenter: Harry Fenton

May 7 - 8 p.m. CDT

[Owner-In-Command](#)

FAA AMT & Wings Credit

Presenter: Mike Busch

May 21 - 7 p.m. CDT

[Chapter Chat: Power of the Pancake](#)

Presenter: Trevor Janz

Links to Other Aviation-orientated Webinar Pages:

<http://www.aopa.org/Education/Webinars.aspx>

<http://events.aviationweek.com/webinars/>

<https://www.faasafety.gov/spans/events/EventList.aspx>

<https://www.sportys.com/webinars>

http://www.brightspotsafety.com/aviation/products/webinars_all.htm

Support the General Aviation Pilot Protection Act

(Read the item below, then please click on the link below to participate:)

<http://govt.eaa.org/14781/support-general-aviation-pilot-protection-act/>

EAA members should get involved NOW with what you've told us is the most important issue in GA advocacy. Contact your Senators and Representatives and urge them to co-sponsor and support S. 2103 and H.R. 3708, the General Aviation Pilot Protection Act. The newly introduced Senate bill is a companion to the House bill of the same name,

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introduced in December 2013 and currently co-sponsored by a bipartisan group of 52 Representatives. The bill aims to allow pilots flying certain aircraft to operate using a driver’s license in lieu of a traditional third-class medical.

This legislation would build upon the remarkable safety record proven by a decade of light-sport aircraft (LSA) operations. This success shows that it’s time to widen the pool of recreational pilots who can enjoy flying their small aircraft without the expense and regulatory burden of third-class medical certification.

Many EAA members have told us that this is the most important issue that can benefit the future of aviation. So now is your time to get involved. Send a message to your Senators and Representatives urging their support of the General Aviation Pilot Protection Act. Thank you for your support and action!

Thank You to Keri-Ann Price for reminding us of the importance of above action that we can help with.

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