# THE SEACOAST AIRFOIL

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EAA 225 Celebrates 35 years young during 2013. After another big snow event over the weekend, we meet Tuesday, Feb 12, 2013.

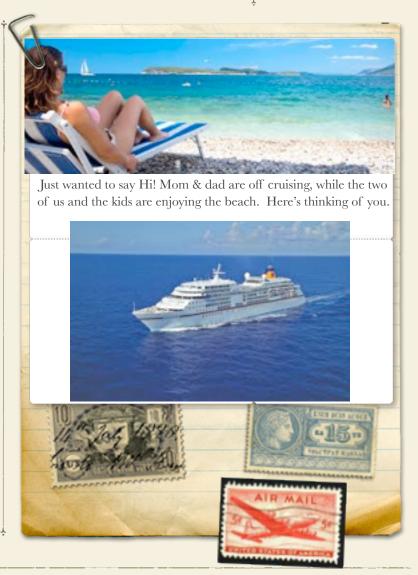
Newsletter for members and friends of EAA Chapter 225.

Looks like NEMO found the New England States and gave them the opposite of what Punxsutawney Phil's (Pennsylvania's Famed groundhog prognosticator) handlers

told the world a few days ago. Remember, it snows most winters, this time were just got another couple of weeks worth. Anyways, EAA 225 members are invited to the chapter clubhouse Tuesday evening, Feb. 12th for around round of hangar flying with the door opening about 6 pm or so for those early meeting goers. The meeting starts at 7:30 pm.



Anybody seen my little red truck? And, did anyone find Nemo?



#### FROM THE PRESIDENT'S SHOP

Well the busy-ness of getting on the new airplane (B-777) has finally settled down. I have completed my line checks with a check captain and I am now on the line as a newbee. My first

trip was not without excitement, an autoland in London's Heathrow (a grease job by the autopilot) and an approach to minimums at IFK for the return trip Probably the home. strongest winds on approach I have ever seen. The winds were still 52 knots at 1000 feet on final. They dropped to a headwind/slight crosswind of just over 30 knots for landing with a little wind shear thrown in at 8-900 feet. Who says big airplanes can't be fun. It was actually the copilots landing and he did a phenomenal job.

For those of you that don't know, I had a little ski flying incident with my Taylorcraft a few weeks ago. After flying about 30 minutes trying to break in a rebuilt cylinder on the T-craft, I was doing some steep turns to lose some altitude while trying to not shockcool the engine. At about 3,000 feet I heard a loud bang and the airplane yawed to the left and slowed down dramatically. At first I thought something had let go in the engine. I moved the throttle and the engine responded normally. Then I looked out the left window and I could see the tail of the ski well above the strut. Definitely not a normal position for landing. The winds that day were out of the southwest at about 10-15 knots. I descended for landing in the field in front of the Jackson homestead. I tried to get a call into the clan gathered at the Jackson's for Sunday work but to no avail. I knew I had to get the airplane as slow as possible and let the left gear touchdown as late as possible. The wind played into my hand as the right crosswind allowed me to slip right wing down until I was out of flying speed. When the left ski (tip!) touched the



The ski on the left side along with the rear strut took the brunt of the damage on John's last flight. (Stock photo from last year)

snow, it immediately flipped around and landed on it's feet. The airplane slid less than 100 feet to a quick stop. I shut down and got out to look at the damage. Surprisingly, the ski was still attached to the gear leg and the bungee wrapped itself around the gear leg one The tip of the ski did revolution. contact one of my struts and dented it slightly. An amazing outcome which I was quite relieved with. It's kind of interesting with the dozens of emergencies I have practiced with the 777 simulators this past month, my first emergency happens in the T-craft by myself.

What lessons were learned? Well the part that failed was a stainless steel strap that yielded during the G's of my steep turn. A more substantial material would have been chrome moly. That's what the new part will be made of. The other thing I learned was that I had a good engine and there was no rush to 'get it on the ground'.

Time is your friend. It allows you to think the problem through and come up with common sense solutions. Take your time. Relax and think about all your options. Lastly, staying near the

airport was a good call when breaking in the engine. I was literally right next to the runway when this all happened. Logistically it is nicer to land at an airport versus having to dismantle the aircraft in some field and truck it home. You probably won't end up in the newspaper also, another plus!

Well hopefully after this warm spell passes by I'll be back at the ski flying and get in some good days on the snow. As a side light, one of the check airman I flew with is part owner of the

airport/FBO in Great Barrington, MA and they have two J-3 Cubs to rent. One on skis and the other on wheels. Give them a call if you have a hankering for a Cub checkout on skis. Their website address is: <a href="http://www.greatbarringtonairport.com/flightschool.php">http://www.greatbarringtonairport.com/flightschool.php</a>

I'll pass some pictures to Gerry Peterson to include in the newsletter so you can see just how lucky I was.

Hope to see you at the February meeting on Tuesday, February 12th. Socializing starts at 6:30 and the meeting starts at 7:30PM. We will have coffee (decaf) and snacks but no cookout until our March meeting.

Happy Building and Safe Flying, John Ricciotti EAA 225, Chapter President (603)781-6572



## **Upcoming EAA Webinars**

EAA gratefully acknowledges the support of <u>Aircraft Spruce and Specialty Co.</u> for their generous sponsership of our webinar programs. EAA offers a regular series of webinars to its members. These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions, chat, or be polled for their opinion.

Registration is required, and space is limited. Click the title of any of the presentations to register.

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. See the FAA Safety site for details and to register.

February 12 - 7 pm CST: EAA Chapter Chat: B-17 and Tri-Motor Flying Tour by Margaret Viola

February 19 - 7 pm CST; Maintaining Aircraft Control and How to Avoid Loss of Control; Rich Stowell

February 20 - 7 pm CST; Passing a Flight Review and Instrument Proficiency Check; Ted Sanders

February 27 - 7 pm CST: Fuel System Testing by Dave Prizio & Joe Gauthier

Editor's Note: Please excuse the short newsletter, the storm did not give me editing time and several pages are missing as a result.

# Chapter Officers - 2011-2012

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### **Aviation Scholarship Committee**

Dick Jackson, George May, & Howard Moulton

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