

# THE SEACOAST AIRFOIL

February 2013

Volume 35, Issue 2

<http://www.225.eaachapter.org/>

EAA CHAPTER 225  
C/O SKYHAVEN AIRPORT  
238 Rochester Hill Road  
Rochester, NH 03867  
CHAPTER  
(603) 781-6572  
YOUNG EAGLES  
NH (603) 512-2356  
ME (207) 432-6464

**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?*



Just wanted to say Hi! Mom & dad are off cruising, while the two of us and the kids are enjoying the beach. Here's thinking of you.



## 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 newbie. 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 JFK for the return trip home. Probably the 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 shock-cool 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 revolution. The tip of the ski did 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: <http://www.greatbarringtonairport.com/flightschool.php>

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 [Aircraft Spruce and Specialty Co.](#) for their generous sponsorship 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

President.....	John Ricciotti.....	<a href="mailto:jar59nh@gmail.com">jar59nh@gmail.com</a>
Vice-President.....	Stevie Scott .....	
Treasurer.....	Paul McNeil.....	<a href="mailto:pjm@metrocast.net">pjm@metrocast.net</a>
Secretary.....	Gerry Peterson.....	<a href="mailto:1oldeagle@gmail.com">1oldeagle@gmail.com</a>
Young Eagle Coordinator, Sanford.....	Steven Richard.....	<a href="mailto:steve150@matrocast.net">steve150@matrocast.net</a>
Young Eagle Coordinator, Rochester.....	Gerry Peterson.....	<a href="mailto:1oldeagle@gmail.com">1oldeagle@gmail.com</a>
Technical Counselor.....	Eric Obsuth.....	<a href="mailto:eric@aeroworkslc.com">eric@aeroworkslc.com</a>
Newsletter Editor.....	Gerry Peterson.....	<a href="mailto:1oldeagle@gmail.com">1oldeagle@gmail.com</a>

## Aviation Scholarship Committee

*Dick Jackson, George May, & Howard Moulton*

THE SEACOAST AIRFOIL is a monthly publication of the Experimental Aircraft Association Chapter 225 of the New England Seacoast Region. It is distributed to all paid-up members of EAA Chapter 225 in either hardcopy or email form, as well as to other EAA chapters and to friends of this chapter. Any articles, items, stories, contained here are not to be interpreted as 100% factual. Reproduction and use of material(s) from this publication is approved and encouraged; permission of EAA Ch. 225 is not required UNLESS STATED OTHERWISE. Articles herein do not necessarily reflect the opinions of the Chapter Editors, Members, or Officers. The DEADLINE for material to be published is (10) days before the next monthly meeting and can be: Dropped off at a regular meeting; Mailed to the chapter at: EAA Chapter 225; 238 Rochester Hill Road; Rochester, NH 03867; or E-mailed to the editor at: [1oldeagle@gmail.com](mailto:1oldeagle@gmail.com).