

THE SEACOAST AIRFOIL

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EAA CHAPTER 225:
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EAA 225 February 15, 2012. (Day After Valentine's Day) Meeting

Our next Chapter Meeting will take place at President John Ricciotti's Home Garage/Hangar. John along with Santo Messina and Larry Tibbetts will demonstrate the art of MIG & TIG Welding.

Date: Wednesday, February 15, 2012

Place: 117 Deer Ridge Drive; Barrington, NH

Time: Doors open at 6:30pm for socializing, with a short meeting followed by hands-on demonstrations of MIG & TIG Welding.

February Work Sessions: all Tuesday evenings starting at 7pm; 7th, 21st & 28th. The work crew is painting the fuselage, with the first of four passes done. The fuselage is the last portion to receive the hand-applied foam brush coats of white Ekofill. If all goes according to plan, everything will get lightly sanded afterwards; then the spray coats will be applied.

Newsletter for
members and
friends of EAA
Chapter 225.

Light Miniature Aircraft LM-3X-W Aeronca Champ

Specifications

Wing Span	30.0 ft.	Landing Dist.	200 ft.
Wing Area	120.0 sq. ft.	VNE	85 mph
Length	18.6 ft.	Cruise	75 mph
Max Gross Wt.	600 lbs.	Stall	28 mph
Empty Wt.	335 lbs.	Climb Rate @msl	650 fpm
Fuel Capacity	5 gals.	Seats	1
Construction Aluminum Tube, Wood, Fabric Covered			
Engine 40 to 65 hp, (Rotax 503/52 hp specs used here)			

Below is our little Champ with first coat of Ekofill.



From the President's Shop:

Well you can once again thank me for the snow drought. I put the skis on the Taylorcraft January 22nd and since then we've only had a dusting of snow. I'm afraid to take the skis off now as we'll probably have a blizzard the day after I remove them. The other logistical problem of ski flying at a paved runway airport has been solved with the building of a set of ski dollies. Mine are constructed out of an old basement bulkhead door side panels. They formed a 'bucket' to hold the skis after they were diagonally welded together and then cut down the middle and re-welded to obtain the proper shape. The price was right (free from Dick Jackson) but the labor cost was a little time consuming. The wheels permit free swivel all around or the front wheels can be locked straight ahead and the rear wheels to swivel or lock with brakes. They allow the airplane to be pushed sideways if necessary. Gerry Peterson will show you some pictures in the newsletter.



You can't imagine the thrill of a ski-plane making a first take off. Tracks indicate several round about passes before getting this neat picture. The landing had to be experienced, soft and fluffy.

So as long as I keep the skis on we should have a rather mild winter. Any reduction in your snow removal costs to be donated to the EAA 225 Flight Scholarship Fund (just kidding!).

Our annual winter holiday pot luck/yankee swap went off very well. Lots of delicious food to enjoy and a really fun yankee swap with a lot of nice gifts and a few not so nice. Of course, that's what makes it fun. We had it in the pilot lounge of the Skyhaven Airport terminal building. A special thanks to Pease Development Authority, Rochester Aviation and Aeroworks for the warm comfortable surroundings for our party.

Next month's EAA 225 meeting will be a TIG & MIG welding workshop. There will be a video/class first followed by practice welding. The TIG workshop will be given by 35+ year certified welder, Santo Messina. The MIG welding workshop will be hosted by Larry Tibbetts, retired steelworker and long time welder. It should be an educational evening.

It was brought to our attention at the holiday get together that the second Tuesday of the month will fall on February 14th which is Valentine's Day.

Therefore we will be having our meeting night on Wednesday, February 15th so you can spend the 14th with your sweetheart and the 15th practicing your welding. Also any small welding project you might need taken care of, you can bring and hopefully it can be welded.

We won't have a BBQ due to cold weather but we will have snacks/coffee/socializing starting at 6:30 PM and the meeting starting at 7:30PM. The meeting

location is at my shop at 117 Deer Ridge Drive, Barrington, NH. Directions can be found on Google maps. Deer Ridge Drive is off Route 125 in Barrington, about one mile north of George Calef's (Route 9 intersection). If you do need any help with directions, please don't hesitate to call me at (603)781-6572.

Hope to see you on the 15th after you make your sweetie happy on the 14th.

Happy flying and safe building,
John Ricciotti,
President, EAA Chapter 225



Pictured above are Pres. John R., Larry T., Santo M., and Barry J. helping the T-Craft on skis to a nearby snowbank for familiarity taxi runs and ...

HOW ABOUT JUST PLANE SKIING?

With winter comes cold. Obviously as the weather changes, and the temperature drops, this aspect alone requires preheating of the airplane engine compartment to warm the engine block, the oil and aid in freeing up stiff engine controls.

One other northern tier states component helpful in winter is snow, preferably sufficient accumulations of it to aid in winter sport activities. Skiing becomes a very popular past time during winter months and airplane owners who keep their aircraft at the ready have one other really neat option available to them. Skis ... in one form or another they offer an opportunity that can open up many more areas normally not associated with exploring

the landscape with your airplanes. Frozen waterways preferably with a snow cover offer great landing spots as do nearby fields and that space along side regular runways at Skyhaven and Sanford can be good spots when snow covered.

The skis on John's T-Craft are of the axle type and require the wheel & tire combo to be removed and the ski to take its place. The aluminum skis have plastic attached to their bottoms, making the skis extra wide for more flotation on snow. Another helpful piece of required need comes in the form of ski dollies. John built his own dollies to accommodate his wider than normal skis. His dollies use four swivel wheels which can lock for directional control when moving about the hangar as well as moving into position for taxiing and takeoffs. Stop by John's hangar for a look at his setup.



It took a couple yards of snow shoveled in front of the skis, the T-Craft makes its way towards the snow bank..



John is getting taxiing the T-Craft getting a feeling of its handling characteristics on snow, remember, no brakes.



Having made it into the air, now John is giving ski plane instruction to Santo, a thank you for helping.



Of course, winter brings another issue to bear, warm days that sometimes tend to melt the runway, stranding the ski plane. The T-Craft is now on dollies and in the hangar.

Ski Plane Flying:

The change over to skis gives winter flying another venue. Our winter to date hasn't been very snowy. As a result, we are either too far south with too many warm days, too few snow storms, weather patterns not favorable to allowing the snow to stay around very long. Winter isn't over, and we should see more snow and hopefully John will keep the skis on for a while longer. Last year this time the ground was covered and the couple of southern NH ski planes enjoyed many fun filled days ski flying. Hopefully, John will have ski flying fun. If not, the skis will come off, then we'll get more snow. He'll have wished he'd kept them on; but as luck would have it ... It seems ironic: John R. buys a pair of skis for his T-Craft, winter started early with an early storm in October followed with several weeks of little snow, more warm days than one would expect. At least the Ice Runway at Alton Bay is open according to a recent email. Winter ... guess we'll just have to wait and see.



Pictured above is one of the gatherings at Pioneer Airfield during a past annual Ski Plane Fly In event in Oshkosh, Wisconsin. Each winter EAA sponsors this gathering weather permitting. Folks from around the central states get together, flying friends and just plane having fun.



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