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Newsletter for
members and
friends of EAA
Chapter 225.

EAA 225 Young Eagle Flights For 2011 Begin on Sat., May 14

Come to the May Meeting at
our Skyhaven Clubhouse;
Tuesday evening, May 10, 2011

Where else can you enjoy an evening BBQ and get a chance to lend a hand **come hungry** as our chapter aviation scholarship donation can will out amongst the BBQ delights. The May Meeting agenda includes: finalizing our plans for the upcoming EAA Young Eagle Flight Rally (Sat., May 14); tidying up the EAA Biplane for its first visit to the Hampton Fly-Market; update on the BBQ Trailer build project; and other fun & news.

Come join us at one of our work sessions, they start Tuesday evenings at 7 p.m. May work-session dates to be held on the 3rd (passed by), more starting on the 17th, 24th, and 31st. June's dates are: 7th, 21st, and 28th.



Pics: Above - Our EAA Biplane in all its splendor. Below: Peter Pappas' replica Curtiss R3C-2 on Great East Lake. (Jimmy Doolittle won the 1925 Schneider Cup in a R3C-2)



FROM THE PRESIDENT'S SHOP

Hello Everyone,

Well, a nice surprise was delivered to the president's shop today..... a perfectly sized trailer to haul all our cook stoves to the Young Eagles' rallies. Larry Tibbetts and Santo Messina cut and welded all the pieces together yesterday and produced a fine looking transportation unit. All of our backs will appreciate the rest from not having to carry the 'man killer' griddle. A special thanks goes out to Larry and Santo for a job well done. I know we've been talking about the trailer for a long time, well Larry and Santo just "got it down". Thank you, thank you, thank you!

Our May meeting this coming Tuesday, May 10th we'll try to catch up on all the activities needed for our upcoming Young Eagles season. Hopefully we'll have the trailer up at the airport and can put on some finishing touches. We also have some discussing on the EAA Biplane project. We need to determine some kind of value and delve into the mechanical side of the airplane to be able to discuss it's condition with potential buyers. The plan is to have it down at the Hampton Flea Market on the weekend of May 21st and 22nd. Hopefully the visibility will be good for creating some interest in the aircraft.

Incidentally, we received some information about the original builder of the HK EAA Sport Biplane. Barry Jameson sent a request to EAA national for information on the builder. *[Editor's note: I will send a copy to everyone.]* It turns out that it was originally built in Virginia by German army officer serving in the German Embassy in Washington, DC. His plan was to build it, fly it and bring it back to Germany when his assignment ended. Well he certainly built it and flew it but it never left our shores. Just think, here's your chance to own an airplane with 'German'

engineering. Please pass the word around that the biplane is for sale and it would make a wonderful rebuilding project. With the O-290 engine and a gross weight of 1185 lbs it should really perform. Quite a package indeed. This biplane will fly on 85HP, just imagine almost 50 percent more horsepower.

With lots going on you'll not want to miss this month's meeting. As always, we'll be firing up the grill for dinner at 6:30 with the meeting to follow at 7:30. Hope to see you all there.

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





CURTISS R3C-2 BY MASTERCRAFT

Your editor had the great pleasure to be invited to the inaugural flight of the aircraft pictured above on the cloudy and somewhat windy Saturday morning, April 30, 2011. The flight took place at a family camp on a southeastern shore of Great East Lake in Acton, Maine.

Accompanying pilot Peter Pappas on flight day was good friend and graphic & video artist Mitch Ouellette; friend & rescue boat captain Jeff Libida; Richard & Patsy Jackson and your editor.

To start off with, and to debug his flying techniques off water, Peter flew his Cavalier seaplane (a great model that looks as though it shouldn't fly, mainly due to a twisted fuselage just aft of the wings, and floats that appear to have been superglued onto the plane several times

over). He managed to get it into the air from the lake runway on up to some aerobatics including a couple of flat spins and touch 'n goes off the lake.

Richard Jackson donated the Mastercraft seaplane kit to Peter Pappas of Gorham, Maine a few years ago. Peter enlisted the aid of three friends to help with building the big 1/4 scale project: William Reeves Tony Blanchard, and Larry Hauser.

Peter built the seaplane memorizing it in the name of General James "Jimmy" Doolittle.

Peter is a member of the Propsnappers R/C Club of Portland, Maine. You can read more about the club at: <http://www.propsnappers.org/>; and view a radio glitch video of Peter's R3C-2 inaugural flight at the following link: <http://youtu.be/6F1tq1F85SU>

Pictured above: a closer look at the fine workmanship of Peter Pappas' replica Curtiss R3C-2 seaplane as it was configured for Jimmy Doolittle's entry in the 1925 Schneider Cup race held in Baltimore, MD. Jimmy won with a new world record speed of 232.57 mph. Here's another little known fact about famed aviator, James Doolittle; he is credited as the very first pilot to do an outside loop.

R3C-2 Seaplane, Cont'd.

It is rather hard to fully appreciate the workmanship that went into the replica seaplane, with simple photographs. If you would like to see more of this airplane and others of Peter's stable, the Prosnappers are holding a Fly/Float event at Kiwanis Beach on Watchic Pond off Rte 25, west of Standish, Maine on the weekend of May 14/15. More information can be found at the Prosnappers web site.

Peter let down the Doolittle Racer out away from shore, and due to some radio glitches decided to shut it down. He then hopped a ride with his friend Jeff Libida, owner and operator of Great East Lake Aircraft Carrier & Rescue Boat

'Carolina Skiff' for a ride out to retrieve the plane.

As Peter disassembled the aircraft for transportation back home, Patsy J. made lunch for everyone doing it 'Tailgate' style on the back of their Chevy Avalanche.



Thanks to Dick & Patsy J., Peter, Mitch, and Jeff for the wonderful treat of an inaugural flight of the replica R3C-2 and the antics of the 'Cavalier' seaplane.



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