

THE PLANE PAPER

A PUBLICATION OF THE
RHODE ISLAND PILOTS ASSOCIATION
644 Airport Road, Warwick, RI 02886
<http://www.ripilots.com/>
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PRESIDENT'S CORNER

This month's meeting will be held on Nov 14 at the usual place – Chellos. The speaker from Aero Serv Express at North Central Airport will speak on Corrosion Prevention. Last month's mystery speaker Tim Gray spoke on a D-day documentary. I was away for the Harvest Party, but I was told that it was a success, but not as well attended as in years past. Mark your calendars and send in your reservations for the Christmas Party at the O-Club on Dec. 8. And now is the time to renew your annual RIPA membership.

We will also be holding our annual officer election at the November 14 meeting. The Nomination Chairman will propose the following slate of officers:

President -Beth Tetreault

Vice-President - Bill Weedon

Treasurer - Dan Scanlon

Corresponding Secretary - Marilyn Biagetti

Recording Secretary –

I have enjoyed serving as your president for the last year, and would like to continue serving RIPA. However, I would like to give our energetic VP Beth Tetreault a chance to serve as President, so we will switch roles. Also, I will be on vacation for the November meeting, so Beth will run the election.

Bill Weedon



"The only bird that talks is a parrot, and he doesn't fly very well." Wilbur Wright, 1903 Tradewinds Airport, Amarillo, TX (posted on the bathroom wall in Plainview, TX)

HANGAR FLYING

Weekend Flying

Sunday, October 15th, the SFZ "Fly to Lunch Bunch" returned to Sky Acre Airport (44N) in Dutchess County, NY. This airport has a nice web site, check it out at <http://skyacresairport.com>. Our relatively small group, that day, needed a destination because the weather was too nice to pass up. Our flight to the west was hampered with a 15-knot head wind and a little turbulence. Bradley approach didn't help out when we had to be vectored a little to the south for departing traffic, making our trip a bit longer. Visibility was great and we had a scattered layer at 6000 feet. We all met at the "The Perfect Landing Café" for food and conversation. Our group consisted of three aircraft and five people. Present were Larry Levin, Phil Sargent, Rene Cardon, Dave Czerwonka and myself. After a fine meal, our flight back was even better with a nice tail wind.

Pix/FrankO



Interesting parking ramp at Sky Acres Airport. Looks like Dave, Rene and Phil were pretty cold for this time of year. Larry had already departed and missed this picture

Sunday, October 22nd, the SFZ "Fly to Lunch Bunch" flew to Boire Field (ASH) in Nashua, NH for something to do. The weather was beautiful; three planes left SFZ with eight souls on board. The weather was sever clear with light winds from the north west and smooth air. We met at the Midfield Café for more food and hanger talk. Our group consisted of Tony P., Paul C., Phil, Rene R., Buz, Dave C., myself and Jan M. We learned that the owner of the restaurant, Sandy, and one of the controllers, Lenny, at ASH were a couple. Armed with that information, we had fun with Lenny on the way out. If you would like to join us, call myself at 401-474-7687 or Rene Cardon at 401-651-3528 for last minute destinations. Hope to see you there.

Frank Oliveira



This nice late 40's vintage "Bellanca Cruisair" with an "Aeromatic Automatic Adjustable Propellor" by Sensenich was on the ramp while we were at Boire Field. Pix/FrankO

MEETING MINUTES

Dinner Meeting Minutes
October 10, 2006

Bill Weedon, President, called the meeting to order at 7:00pm at Chelo's in Warwick RI. There were 49 members and friends present. After the Pledge of Allegiance a moment of silence was observed for the victims of needless violence. After table introductions Lowell Cordell announced that he had earned WINGS XVII. Rick Steon, a new member was introduced. A recess was called for dinner.

The minutes of the September meeting were approved as posted in the Plane Paper.

Dan Scanlon, Treasurer, reported that there was \$3300.48 in the General Fund and \$3753.08 in the Scholarship Fund.

Block Island airport will be closing for renovation.

Our annual Harvest Hangar Party will be held at Corporate Air on October 28th.

The members were urged to make their reservations for the Holiday Gala at the Quonset "O" Club on December 8th.

A renewal mailing will take place at the next Board Meeting
Scholarship mailing will be done by November.
Nominations for Airman of the year are closed.

Door prize winners were Rick Arnold, Jan Crouse, Dee Scanlon, Howard Rowland, Jay Coia, Dr Esborg and Tim Strom.

Twenty Week Club winners for October were Ed Kelly, Larry Walsh, Vern Knott and Charles Shields.

Tim Gray spoke on his D-day documentary.

The meeting was adjourned at 9:00pm

Respectfully Submitted
Marilyn Biagetti



Happy Thanksgiving

NOTAMS

Donations of non-perishable food, for our annual Thanksgiving Basket, will be accepted at the November dinner meetings. If you have a special organization that you feel would use the donation, let us know. Remember those less fortunate

BOARD MEETING

The Board assembled the renewal mailing and then got to the other business.

Of course, a regular topic lately has been AOPA. We would like to get them to do a Safety Seminar in RI for the near future and Bill has been in contact. We are hoping for April.

The slate of officers was assembled but Recording Secretary is still unfilled. We will once again solicit at the meeting..

The response to AOTY nominations was good and Norm Bishop was chosen.

Preparations for the the Holiday Gala were finalized.

Rene Cardon showed off the windsock that he had commissioned at a significant reduction in cost,

Bill told us about his flight to LA(see story inside),and we got to see the 2nd period of the Patriot's football game, but it was a late night.

Jan Crouse has taken over as Membership Chairman. Mailing the renewals to her will rectify the mail problems we were having at the office. Good luck Jan.

EVENTS

The Holiday Gala on December 8th at the Quonset "O" Club will require reservations. Call Dee or Dan Scanlon 885 1196 for details. We hope to see you there in your Holiday finery. Please call today.

4th Annual Rhode Island Aviation Hall of Fame induction and dinner will take place on Saturday evening, November 18th at the historic Varnum Armory in East Greenwich. Inductees include Patrick Fleming, Frederick Dick, Joseph Zinno, Norman Prince and Gerald Hanley.

We have two speakers Phyllis Paradis, WASP (Women Air force Service Pilots) during World War II and LTC Joseph Zinno, USAF (Ret), who designed and flew America's first man-powered aircraft (right at Quonset).

Tickets will be \$50 per person and \$90 per couple. Tables of ten are available at \$400. Call Frank Lennon at 831-8696 for reservations

Barnstorming trip to LA

I had a chance to fly my personal airplane, a 1963 BE-55 Baron N5AN, across the country a couple of weeks ago on a business trip. I own my own engineering company, and do a lot of business in Southern California. So I decided to fly my own airplane to see what it is like flying in that part of the country, and get experience flying on a really long CC flight. My brother Matt who works for me was my traveling companion. I thought I would write about my experience to give people who have never done it an idea of what is involved.

Table 1: BE-55 Beech Baron N5AN Equipment

Model	BE-55 (S/N TC-501)
Year	1963
Engines	Continental IO-470L (260 Hp)
Fuel Consumption	26 gallons/hr
Cruise Speed	175 knots (23" MP, 2300 RPM)
Service Ceiling	20,000 ft
Fuel Capacity	136 gallons (4 tanks)
Navigation	KLN-94 GPS
Weather Equipment	Control Vision Anywhere WX with XM Weather datalink (\$49/mo)
Entertainment	XM Radio Globalstar satellite phone
Breathing Equip.t	Portable oxygen 60 cu ft.
Anti-icing	De-ice boots (with patches) Alcohol prop and windshield (unreliable)

Figure 1 shows the N5AN equipment, and Figure 2 shows our fuel stops and consumption. The first obvious thing just looking at the gas is that you don't save any money flying your own plane on such a long flight. Using the Airnav.com website, I planned my trip to stop at airports with reasonable fuel prices, and in fact was able to fill up at 4 different airports with prices around \$3.00/gallon. But even buying fuel at an economical rate, the only thing you can hope to gain by flying your own plane cross-country is the convenience of being able to leave when you want, and move around quickly to many locations where you may have business. For example, in one day, I was able to fly to airports for meetings in Camarillo, Fullerton, San Diego, and Santa Monica.

My objective as a prudent business and family man was to get out there and back as quickly as I could, spending 1-2 days in Los Angeles to accomplish my business, with maybe a half day of R&R. I personally prefer flying at night to maximize daytime for business and other useful activities, and avoid flying into the sun. On such a long flight, however, you almost have to travel during the day because most FBOs (even Dayton, OH) close at 9pm. Many large airports advertise 24hr service, but those are usually the FBOs with >\$5/gal fuel prices. If you want to travel economically, you have to visit the \$3-4/gal FBOs that

are usually only open during the day. Purchasing fuel 100 gallons at a time, it makes a big difference saving even a dollar a gallon.

Table 2: Fuel Stops and Consumption for trip from RI to Los Angeles

FBO	Gallons	Price/gal	Total
Stevens Aviation Dayton, OH	114	\$4.19	\$478.16
Flightstar Champaign, IL	37	\$4.76	\$176.14
Chackashee Chickashee, OK	94	\$2.97	\$278.23
Desert Aviation Deming, NM	114	\$3.80	\$434.72
Channel Islands Av (CIA) Camarillo, CA	42	\$3.87	\$164.16
Crownair San Diego, CA	82	\$3.89	\$320.81
Supermarine Santa Monica, CA	22	\$4.99	\$109.78
Atlantic Aviation El Paso, TX	30	\$4.58	\$137.40
Miller Flying Service Plan View, TX	106	\$2.99	\$316.64
Cook Aviation Bloomington, IN	106	\$3.06	\$323.63
Landmark Aviation N. Kingstown, RI	86	\$4.15	\$356.90
Totals	834	\$3.71	\$3,096.57

Our trip was not without maintenance problems. Another of my objectives was to "shake out" the bugs out of the airplane, because I am contemplating a family vacation in a couple of weeks to the Caribbean. Along the trip, I lost an alternator belt on one engine, and yes, and *engine failure!*

At around 10pm, on the leg between Chickoshee, OK and El Paso, TX, the controller instructed me to climb IFR from 8000' to 11,000' to clear an 8300' peak in the Sierra Nevada Mountains. Just as we leveled at 11,000 I noticed a change in the engine tone and lost fuel pressure in the right engine. I initially thought the right AUX fuel tank was empty, although I believed I had more than enough fuel in it. So I turned on the electric boost pump, switched back to the right main tank, and the engine came back to life. Then I shut off the electric pump to let the engine-driven pump take over, the procedure for switching fuel tanks. After shutting the electric pump, the right fuel pressure went to zero and the engine died again. Now this is serious – ok let's treat this as an engine failure. Identify – Verify – Feather – Secure. Let's see, dead foot – dead engine. There was no pressure on my right rudder pedal, confirming that the airplane was yawing to the right, and the right engine was in fact the dead engine, consistent with the fuel pressure. Don't panic, you've got plenty of altitude ... but what about that 8300' peak directly below me! And can the airplane hold altitude at

11,000 ft on one engine? And it was pitch dark in an unfamiliar area over the mountains. Next, is the engine really dead, or is it just sick? Mixture full rich, electric fuel pump on HI. And the engine came back to life. Thank god! I leaned it back out, and calmed my nerves for a few minutes. Judging by the symptoms, it must be the engine-driven fuel pump crapped out (good assumption, but ... wrong!). Next decision, do I turn around and head back to those lights of Lubbock, TX 20 miles behind me, or do I keep going to my destination at El Paso 100 miles (about 30 minutes) ahead of me? Well, both engines were running, might as well keep going.

We landed uneventfully at El Paso, with the electric fuel pump running on HI the whole time. We could smell fuel when we landed, and dismissed as fumes from the overflow – the electric fuel pump delivers more fuel than the engine can handle, and returns what it does not need to the fuel tanks. But why the smell? We taxied to the FBO, shut down for the night, and caught a ride to the Marriott. The next morning, I was able to get the maintenance folks at Julies Air Service to work on the plane right away (Julie is actually a guy from Iceland). What they found was that it was not the engine-driven fuel pump that had crapped out, but that the brass fuel fitting going into the pump had actually sheared. I had the old electric generators replaced with 70 Amp alternators, and it appears that when the STC alternator conversion was done a couple of years ago, the fuel intake line was routed such that it is actually sandwiched between the intake manifold and the alternator bracket. The alternator vibrates up and down, and had caused the fuel fitting to shear. Apparently, when the fuel line broke, it was still sitting in place. The engine-fuel pump did not work because it was sucking air through the broken fitting. The electric pump blasted fuel through that broken fitting – enough went to the engine to keep it going, but some also went overboard. In fact, it appears we dumped 15-20 gallons overboard in the 30 minutes between the engine failure and landing at El Paso. I knew I had enough fuel, but my attention was diverted to navigating, preparing for the approach at night to an unfamiliar airport, and flying the airplane. I didn't notice the right fuel gauge was significantly lower than the left. Had I realized I was dumping fuel overboard, I would have at least considered shutting down the right engine once I was clear of the mountains, or at least rolling the fire trucks. Fortunately and luckily, we did not have an engine fire, and all was well that ends well. But the experience was an eye-opener for me. A seemingly good well-maintained engine can fail, at an inconvenient time, and when it does fail it may not be for the reason you thought it failed.

Regarding weather, the only real problem we had was in the Pittsburgh, PA area both out and back. On the way out, we were picked up moderate icing in the clouds between 6000' and 8000', and fortunately were

able to get out of it by climbing to 10,000' and using the de-ice boots. What goes up must come down, so we had to descend through the icing on the approach into Dayton, OH, but descended quickly and didn't pick up too much ice on the way down. On the way back, there was reported freezing rain in the vicinity of Johnstown, PA. We avoided that by flying at 15,000' on supplemental oxygen, and flying around the isolated areas of precipitation (that XM Wx is worth its weight in gold!).

It took us 16 hours out, and 13 hours back flying time. Including getting stuck in El Paso for 2 days for maintenance (see photo), and 2 days of business in California, we completed the trip in 7 days.



Bill and Matt Weedon broke down for two days in El Paso, TX and used the time wisely to buy cowboy hats and boots. Pix/BillW.

HARVEST HANGAR PARTY

Despite the wild and windy weekend the party came off as a good time for those attending. We want to thank Gary St Germaine of Corporate Air for their efforts at making this a grand event and especially Gail for the wonderful decorations.



Dee convinced Frank to tell the group a joke.



Rene, Roger and Frank enjoying the evening Pix/FrankO



Just Two of the tables Pix/FrankO



CLASSIFIED ADS

For Sale: Garmin 195, Carrying case, antenna, charger, yoke mount fittings, computer cable, manual. \$200. Bob McCollough, 884-5214 after 6:30 p.m. Please.

Used Headset For Sale

TELEX ANR 4000 in good condition. Gel cushions. Uses 6 AA batteries or can be hot wired (12V). Make an offer Call Frank, 401-787-2338 weekdays.

Wanted: Aircraft Mechanic Trainees. Up to an \$8,000.00 cash bonus, the Montgomery GI Bill and Kicker, plus a Student Loan Repayment Program, limited time only, don't miss this opportunity. The RI Air National Guard has several openings for C-130 Crew Chiefs, Aerospace Propulsion Technicians, Avionics Technicians, Fuel Systems specialists, plus more. Paid technical training, travel, college education, and retirement benefits. - For more information contact Col Matt Dzialo or Capt Ron Cloutier at (401) 886-3549

FOR SALE: Ocean State Oil is offering current members a discount on AEROSHELL(cases & drums). SHELL Flight Jacket, plane care products are now available. 1339 Davisville Rd, Quonset 1800 554 4557

Free Classified ads of current members for aviation related items. Marilyn:568 3497,Fax:568 5392, email biagettim@cox.net

FROM THE e-MAILBAG

From: fjbsherman@cox.net **Date:** Thu, 26 Oct 2006

This evening Jack Keenan had a meeting at Skylanes with just four of us (ex safety councilors) who are now Safety Team members.

The meeting opened the door for me to have seminars

It is my intention to have the meetings follow the format of "Memory Jogger" sessions, with time for people to rub elbows, exchange ideas and enjoy each others company.

I hope this will come as good news to the pilot community, Frank

From: c379740@yahoo.com **Date:** Tue, 31 Oct 2006

Hello, this is Max Nielsen, one of the 2006 scholarship winners. Just wanted to send an update from up here in Boston!

Well I did a good amount of flying this summer, but since i've been to school, i haven't really had that much time to fly. I also joined the RI Air National Guard this summer at Quonset. I passed my FAA written test with an 85%, and i am just about ready to solo. Had I had a little more time before college, I would have soloed without a doubt.

School is going well, taking a few general education classes, doing pretty well. I have a month off between December and January and hope to be able to do some flying. Stay safe, and Fly High! Sincerely, Max Nielsen

From: phillipjmurphy@yahoo.com **Subject:** CFI Suggestions? **Date:** Mon, 30 Oct 2006

Hello Group,

I am looking for my first (and hopefully long term) CFI.Any suggestions ?

I have been looking at the local flight schools. I work in Cranston and live in North Attleboro. So mostly those at KPVD and KSFZ.

I really want to learn to fly the "Right" way.

Thought and opinions appreciated. Thanks-Phil Murphy

From: pills@verizon.net **Date:** Mon, 30 Oct 2006

My advice, and almost no one ever takes it, is to shop for the "right" CFI. By right, I mean right for you. You will be paying good money so I recommend that you don't just take the first recommendation. Take a short lesson from several to see who fits with you. Give me a call if you would like to chat. God bless, Don

MEETING NOTICE

Make your reservations by calling 568 3497 or email RIPAE@mail.aol.com by Sunday, November 12, 2006.

Date: Tuesday November 14, 2006
Time: 6:30pm Cocktails
7:00pm Dinner
8:00pm Meeting and Speaker

Place: Chelo's in Warwick
Airport exit off Rte.95 to Post Rd south, 500ft on right
Buffet of: Roast Turkey dinner
Mixed Desserts, Coffee and Tea.
Price: \$20 per person
\$5 just coffee and dessert

PLEASE CALL TODAY!!!!!!

Feel free to join us by 8:00pm if you wish to attend just the meeting. There is a \$5.00 charge if you would like coffee and dessert.

Members wishing to fly into PVD can call any Board Member to arrange transportation to and from the event.

GUEST SPEAKERS

November - **John McCarthy** from Aeroserv Express to speak on Corrosion Prevention

January – Bob Berlyn Fuel Management



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SAFETY SEMINARS

Date: Thursday, November 16, 2006
Time: 7:00pm
Place: Knights of Columbus hall Lincoln,
CCRI exit off Route 146 towards SFZ.
Topic: Takeoffs and Landings

EVENTS SCHEDULE

November 8 – Quonset Air Museum
Aviator Series: Navy Lt. Commander Paul J. Gurnon (Ret.) will be its speaker.
14 -Thanksgiving Dinner Meeting
Bring a donation for the basket

16 – Safety Seminar

18 – RI Aviation Hall of Fame Banquet

28 - Board Meeting

December 8- Holiday Gala

Quonset "O" Club
Airman of the Year presentation
Reservations needed