



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, April 13, 2003, 10 a.m., Meriden-Markham Airport, Meriden

**Please note that the April Meeting is a week early: April 13!**

#### President

Jim Simmons  
203-272-9346

#### Vice President

Steve  
Socolosky  
860-569-6385

#### Treasurer

Barb Johnson  
203-393-3735

#### Secretary

Dave Pepe  
203-634-4457

#### Membership

Mike Okrent  
203-393-2662

#### Newsletter Editor

Rick Beebe  
203-230-8459

#### Young Eagles

Fran Uliano  
860-347-0412

#### Tech Counselor

Bob Burk  
203-874-5247

## Meeting notes March 16, 2003

Meeting opened 10:00 by president Jim Simmons. All officers present.

**Visitors:** Evan Dawson and his dad. Evan is a former Young Eagle.

**Name tags:** Please wear yours, it helps us all to visit and become familiar with everybody.

**Attendance:** Maury Libson, Ted Brainerd, Rob Aiksnoras, Herb Bullock, Rick Beebe, Bob Ryan, Jim Simmons, Dave Pepe, Barb Johnson, George Anderson, Chan Schiller, Steve Fraas, Bill Jagoda, Don Green, Mark Scott, Bob Upson, Bob Rouse, Bob Burk, Jim Maher, Ray Morgan, Bob Brown, Chris Kohler, Dorothy Vallee, Bob Seeman, Sheila Seeman, Max Lopez, Don Turecek, Chris O'Connor, Mike, Patty & Austin Zemsta, Joanne Brainerd, Steve Socolosky.

**Treasurer's Report:** by Barbara Johnson showed \$2705.61 coming in, and after income and expenses a balance Of \$3218.16.

**Tech. Counselor's Report:** Bob Burk mentioned the 2 planes he is selling, a Pitts and his partial-built RV-7A...call Bob for particulars.

**Young Eagles Report:** Fran Uliano showed a banner from HQ with the Young Eagle motif. The goal this year, 100 Kids...passed out posters announcing the **YE rally June 14, 2003.**

**Bulletin Board:** We need someone to take over the job as Mike Okrent can no longer do it due to his new job requirements.

**Dues:** Please pay your dues if you have not already done so. See Barb Johnson.

**Web site:** Seeking pix of your project... See Rick Beebe.

**Airport improvement** project is scheduled for April 12th, we will help in the annual cleanup day. An MMK sponsored BBQ to follow cleanup activities.

**Chapter Picnic**, chaired by Mike, Patty and Austin Zemsta will be **September 6th**. A helping hand for this activity is requested from all... the raindate is September 13th.

**Christmas Party** this year is at the Hawthorne Inn on the Berlin Turnpike .. details to follow see Maury Libson.

**A Firefighter Day** will be chaired by Chris Kohler and Bob Rouse.

## Help Us Help MMK

On Saturday, April 12th at 9AM, our chapter membership is scheduled to assist the Meriden Airport personnel in their spring cleaning project. This project is focused on cleaning up the debris remaining on the grounds following the harsh winter at our host airport. Please bring a rake, shovel and/or a stiff broom to assist in this effort to support of our friends at MMK. Bob Carlson adds that he hopes snow shovels will not be necessary. Following the clean up efforts, Meriden Airport will provide a luncheon for all participants.

Obviously, the more attendees, the easier and quicker for everyone. Please make an effort to help out.



**Paul Socolosky explains the differences between a stick/MIG welder and a wire-feed welder at the March meeting seminar**

**FAA Safety Fest** at Pratt and Whitney Aft in East Hartford is scheduled for May 17th, 2003.

**50/50 Raffle** of \$14.00 was won by Bob Ryan.

**Seminar** was an informative presentation by Paul Socolosky on the 4 basic types of welding and how they would likely be used as regards the building of aircraft structures. He discussed the relative economics of the various options. A question and answer period followed, and some of the members rounded out the discussion stating their personal preferences in their own projects....

*Submitted by Dave Pepe, Secretary*

April, 2003

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## Letter From The President

As I write this letter, it is April 1st and I hope that I have just been made the victim of an elaborate “April Fools” joke. However, unfortunately I believe that I am mistaken. In fact, I now believe it to be true. What am I talking about? Read below:

I have just read about the midnight destruction of Meigs Field in Chicago sanctioned by the Mayor, Richard Daley.

Details below were obtained from our National EAA website

*Under police escort, bull dozers carved huge X's across the runway making the airport completely unusable. The mayor is cited as stating: "We have done this to protect the millions of people who live, work and visit downtown Chicago in these uncertain times. The safety of the entire city has to take precedence over the wishes of a handful of private pilots and business people." Daley admitted the city knew of no specific terror threats involving a private aircraft. The truth is Daley has been trying to close the lakefront airport for years, last year's deal to keep Meigs open for 25 years notwithstanding.*

*President of the Friends of Meigs Field, Rachel Goodstein, wasn't buying the mayor's spurious public safety mantra, either. "During WWII, Franklin Roosevelt said we have nothing to fear but fear itself, and the mayor proved that today," she said, speaking in front of reporters at city hall shortly after the mayor's conference concluded. "Businesses, pilots, and many non-flying citizens-people are really outraged by what the mayor did. To come in the middle of the night and do this... the only reason was to prevent a lawsuit from being filed, what he virtually admitted."*

*Goodstein was equally appalled that nobody-not the FAA, U.S. or Illinois departments of transportation, not even the Meigs tower knew of the plans to destroy the runway.*

*"This was a fear-mongering land-grab, plain and simple," Goodstein said. "The city is much safer with a towered airport monitoring all air traffic. The fire department is now 10 miles further away which makes boaters less safe. Children with emergency medical situations are less safe. This was a short-sighted decision. The mayor is taking advantage of fear to get something done he always wanted."*

*This appalling action trapped 16 aircraft and it is not immediately known how they will escape.*

I sincerely hope that I will soon learn that I have been duped and I am the victim of an April Fools joke, which I for one, won't appreciate.

I'll leave you all to formulate your own opinions. Maybe April 2nd will be a better day for general aviation.

Addendum: April 2nd. Well, today isn't any better for General Aviation. The Meigs Field fiasco has proven to be true. In addition, today I've learned that Cape Cod's Marston Mills airport is closing effective April 30, 2003. This was a privately owned airport and is reported to be closing for economic reasons. For the past three years, Betty and I have visited friends on the cape utilizing this airport.

I am a usually optimistic person and I regret having to report on these negative events for aviation in general.

See you all at our next meeting.

—Jim Simmons

## Airport Improvement Project

As you know, our chapter is always seeking ways in which we can repay the hospitality we enjoy at Meriden Airport. I suggest that we consider painting a compass calibration pad (which was destroyed during the repaving at MMK last year). The purpose of this pad is to determine the deviation error within your aircraft compass. Since we are responsible for the creation of the proper deviation table for our experimental aircraft it would be directly beneficial to us, the MMK FBO, as well as anyone else interested in using this calibration area.

I have suggested this possibility to Bob Carlson, and he thought it would be useful. However, he requested that we insure that if we were to undertake this project that we meet any FAA requirements. I have pursued the applicable FAA directives and found that Advisory Circular 150/5300-13, Appendix 4, Compass Calibration Pad applies to the creation of this pad.

I would be happy to chair this project and will be soliciting volunteers to assist in the effort. The current considered location will be on the new run-up pad at the south end of the runway. The benefits of this area are many, perhaps the best reason is that it isn't scheduled to be repaved.

While there are many criteria to be considered, the primary requirement is that our pad be exactly aligned with the current magnetic north pole. To achieve this, the FAA recommended the use of a surveyor. Does anyone in the chapter have surveying skills or can you recommend a source of these skills which we can obtain inexpensively? Please see me at our next meeting if you can help.

Jim Simmons

## What Were They Thinking?

The Transportation Security Administration intercepted more than 4.8 million prohibited items in its first year of passenger screening at the nation's 429 commercial airports, the agency announced March 11. Those items included 1,101 firearms, nearly 1.4 million knives, nearly 2.4 million other sharp objects including scissors, 39,842 box cutters, 125,273 incendiary or flammable objects, and 15,666 clubs.

## Parking At Meriden Airport

The FBO personnel at Meriden Airport (MMK) have requested that all attendees at our monthly meeting please park their cars outside the security fence. During our March meeting some members parked inside the fence and were partially blocking the maintenance hangar.

Please park outside of the security fence during meetings. Thanks for your cooperation.

## EAA Seeks Input From Eastern States' Chapters on Proposed Airspace Change in Philadelphia

Before it comments on a proposed modification to the Philadelphia Class B airspace, EAA Government and Industry Relations seeks input from EAA Chapters located in nine eastern states. The FAA proposal, offered by the Eastern Region, would increase the lateral and vertical dimensions of the airspace to more efficiently accommodate the traffic flows into and out of the Philadelphia International Airport and associated satellite airports.

The states EAA seeks input from include Pennsylvania, New Jersey, Delaware, Maryland, Vermont, New York, Connecticut, Virginia and West Virginia. "EAA feels that only local EAA Chapters have a firm grasp on the use of local airspace," said Government and Industry Relations Specialist Randy Hansen. "Therefore, we are deferring comment on this proposal to the local Chapters."

Members are asked to review the information and comment to the FAA by the May 15 deadline. This is the first step in modifying the Philadelphia Class B airspace. Based on comments received, the FAA will follow-up with local airspace meetings and formal airspace change processes.

You can get a copy of the airspace proposal from Chapter president Jim Simmons; by calling the FAA, Francis Jordan, at 718-553-4521; or on the Chapter 27 web site: [www.eaa27.org](http://www.eaa27.org).



The proposed Philadelphia Class B

## EAA Opposes New Jersey Congressman's Call For Additional New York Restrictions

EAA is reacting strongly in opposition to Congressman Steven Rothman's (D-NJ) call today for additional restrictions on general aviation within 15 miles of New York city.

Congressman Rothman states, "It is unacceptable that New York City, the site of the greatest terrorist attack in American history, still has not been given the same protection from general aviation aircraft that Washington, DC has in place today to protect its people and important sites." Rep. Rothman does not state, however, that the Department of Homeland Security, Transportation Security Administration and Federal Aviation Administration have evaluated the threat of general aviation aircraft and determined that they do not pose a significant threat that warrants additional restrictions. Also, general aviation has not been involved in any terrorist attack to date and that general aviation aircraft pose less of a threat than the thousands of personal vehicles that travel into, out of and through the New York City metro region each day.

"Rep. Rothman's request would not make any of the citizens in his district, nor in the surrounding New York metro area, any safer, but it would effectively destroy hundreds of jobs and dozens of businesses that rely on general aviation in his region," said Earl Lawrence, EAA Vice President of Government and Industry Programs.

Since these restrictions would also affect Connecticut, and since Senator Rothman has already asked Governor Rowland to support these restrictions, we suggest you contact the Governor and your local Congressman and ask that they oppose any such move.

Senator Rothman's proposal can be read at: [http://www.house.gov/rothman/news\\_releases/rel\\_040203.htm](http://www.house.gov/rothman/news_releases/rel_040203.htm)

## Where Are Your Pictures?

As stated at the last meeting, we're soliciting pictures of your projects for our website. We know that each of you have many pictures of your projects which would be a welcome addition to our "Members Projects" section. All we need from you are a few pictures and a brief caption for each. Any original photographs will be returned. The web site is our face to the world. It's included in all the major search engines and they're leading people to us. Let's make a great impression!

Please submit photos in the form that's easiest for you to our chapter's webmaster, Rick Beebe. He will be happy to convert them into images for the web. Mail them to: Rick Beebe, 360 Mountain Rd., Hamden, CT 06514 or email to: [Rick@Beebe.org](mailto:Rick@Beebe.org). Or bring your photographs to our meetings and Rick will gladly accept them for the website.

Please take a couple of minutes and assemble your contribution to this effort.

And check out the web site for new contributions by Jim Maher and Chris O'Connor. Thanks guys!

**"As you exit the plane, make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."**

## Have you renewed?

You'll find a year printed in the upper right corner of the address label on this newsletter. That's the Chapter 27 membership year you've paid for. If your label doesn't say 2003 it either means that you haven't paid for this year or our records haven't been updated right. Either way, check with Barb at the next meeting. If you don't pay for this year, the next newsletter will be your last. You'll still be able to view the newsletter on the web site but you won't be receiving a paper one in the mail.

## Meigs Supporters Win Restraining Order

City must stop demolition at airfield

April 4, 2003 - Supporters of Meigs Field won a victory in a Cook County, Illinois, court Friday afternoon (April 4) when a judge issued a temporary restraining order that prevented the city of Chicago from proceeding with any further demolition at the lakeshore airport.

"We are just thrilled to get the restraining order," said Steve Whitney, past president of the Friends of Meigs Field organization, which filed the lawsuit with several other plaintiffs. "To be a Friend of Meigs is to be an eternal optimist, but it's still quite exciting." EAA and AOPA are also mounting opposition to the closure including legal measures and calling for a boycott of Chicago.

*The deadline for submission of materials for the May newsletter is April 28, 2003.*

## 2003 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:  
EAA Chapter 27, c/o Barbara Johnson, 9 Dillon Rd., Woodbridge, CT 06525  
(Dues are \$15.00 per year, make checks payable to: EAA Chapter 27)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_

EAA Membership No: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_



EAA Chapter 27  
c/o Richard Beebe II  
360 Mountain Rd  
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Meetings held on the third Sunday of the month at Meriden-Markham Airport,  
Meriden, CT at 10am unless otherwise noted.  
[www.eaa27.org](http://www.eaa27.org)