



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, April 23, 2006, 10 a.m., Meriden-Markham Airport, Meriden

April, 2006

Remember: the April meeting is delayed a week to April 23. See you then!

LETTER FROM THE PRESIDENT

Our Mattituck Engine Clinic is sold out! Many of us are looking forward to this educational and interesting experience. I would like to remind everyone that the bus is on a tight schedule, so please be sure to be at the pick up points on time. If for some reason you do miss the bus, you can catch up with us at the New London Ferry terminal. I'm looking forward to seeing you all on this trip.

The FAA SafetyFest 2006 is rapidly approaching and I'd like to request that our volunteers communicate with Joe Gauthier to firm up your plans for participation in this year's event.

Lastly, keep your eyes and ears open for Young Eagles candidates. By inviting a Young Eagle to participate in our program, you will earn a ticket for this year's special holiday banquet raffle. Besides making a kid's dream of flight come true, you just may win a super prize.

Happy building and flying to all.

—Jim Simmons



Jerry Bass stopped at First Flight Airport in Kill Devil Hills, North Carolina on his way home from Sun 'n Fun. Here's his RV-6A in front of the Wright Brothers Monument—site of the first successful powered flight.

Safety Fest/Maintenance Fest 2006

Saturday, May 13, 2006, starting at 8:30 am

P&W customer Training Ctr & Hangars

400 Main Street • East Hartford, CT 06118

I-84 to East Hartford, CT, Exit 58. Cross Silver Lane into P&W Complex. Parking is 1/2 mile on left.

Fly Ins To Hartford/Brainard-Atlantic Aviation—Shuttle provided.

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President Jim Simmons 203-272-9346	Vice President Bob Spaulding 203-378-5688	Treasurer Bill Jagoda 860-349-9901	Secretary Jim Pepe 860-878-6834	Membership Mike Okrent 203-393-2662	Newsletter Editor Rick Beebe 203-230-8459	Young Eagles Fran Uliano 860-347-0412	Tech Counselor Dave Pepe 203-634-4457
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MEETING MINUTES

March 19, 2006

The meeting was called to order at 10:00 a.m. Jim Simmons, President; Bob Spaulding, Vice President; Bill Jagoda, Treasurer; Jim Pepe, Secretary all present. A total of thirty-seven members were present; no visitors.

President's Announcements (Jim Simmons): Thanks to the anonymous donor of \$100.00 toward the Stan Solecki award.

Membership badges have been made for paid members.

Treasurer's Report (Bill Jagoda): A report of income and expenditures for February and March 2006 was accepted. The current balance as of March 19, 2006 is \$2,426.56 (Note that without the Mattituck Trip money the balance is \$716.56).

Technical Counselor's Report (Dave Pepe): A Van's Aircraft service bulletin was discussed regarding inspection & repair of the fuel tank flog tubes on projects and currently flying RV's. Consult Van's website and/or call Dave if you have questions.

Bulletin Board Chairman (Chris Kohler): Jim thanked Chris for continuing to maintain the bulletin board for the membership and the MMK aviation community.

Website & Newsletter Editor (Rick Beebe): The webpage is located at www.eaa27.org. Membership suggestions, pictures and articles are always welcome.

Young Eagles Report (Fran Uliano): In Fran's absence Jim reported on the Young Eagles program. Chapter 27's YE Day event on June 10th will be advertised in the newspaper this year. A follow-up rally will be held on October 21st this year.

2006 Chapter Events: The chapter picnic (and share a plane day) is scheduled for September 9, 2006.

The Christmas Party is booked for Decem-

ber 10, 2006 at the Hawthorne Inn.

The Mattituck Trip is scheduled for April 29, 2006. There is one seat left. [*It's now sold out! —ed*] The bus will leave Cromwell at 4:30 a.m. for the New London-Orient Point ferry.

The FAA Safety-Fest is scheduled for May 13, 2006. Volunteers needed.

The April 2006 Chapter Meeting has been rescheduled for April 23rd, 10 a.m. at MMK.

Off-site Chapter Meetings have been scheduled as follows:

May 21, 2006 – 10:00 a.m. at Bradley Air Museum; cost is \$6.50 to \$7.50, depending on how young you are.

June 2006 – Max Lopez's hangar.

Old Business: An article regarding the 50th Anniversary of Chapter 27 has been submitted to *Sport Aviation* magazine, along with photos from the February meeting.

Membership fees (\$15) are currently being collected by our Treasurer, Bill Jagoda.

New Business: Mike Zemsta is creating a suggestion box for member comments.

Richard Merrill is looking into Chapter/Young Eagles business cards.

Chuck Waldo at Windsock Airpark, New Hampshire has suggested a fly-in from MMK to NH69. This is a grass strip. Jim will follow up with Chuck to coordinate.

Max Lopez suggested a Chapter trip to Washington D.C.—he will research same.

Mike and Patty Zemsta suggested a trip to Old Rheinbeck, NY—they will research same.

Seminar Presentations (Bob Spaulding): Thanks to Rob McGuire for his seminar on Emergency Landings.

Meeting adjourned at 12:00.

NEW EAA HOMEBUILT CERTIFICATION KIT SIMPLIFIES COMPLEX PROCESS

EAA's new Amateur-Built Aircraft Certification Kit includes everything you need to register and certificate a new experimental amateur-built aircraft. The 15-page, step-by-step Certification Guide walks you through the entire process—from getting an N number to the aircraft inspection—and provides samples of how to complete each required form.

EAA staff member and Amateur-Built DAR Joe Norris, who reviewed all of the materials included in the kit, commented, "Whenever I inspect an aircraft for certification, the paperwork is what causes delays more often than anything on the aircraft. This guide will make a homebuilder's inspection go a lot easier."

The certification kit also includes all FAA forms, Experimental sticker (in black), dataplate, and a convenient placard decal sheet. Cost for EAA members is \$12.99 plus shipping. The kit is also available for non-members for \$19.99 plus shipping. To order, call EAA Membership Services at 800/JOIN EAA (564-6322), or visit <http://shop.eaa.org>.



LET'S GO ON A FIELD TRIP!



Summer means traveling: Our May meeting will be held at the New England Air Museum near the Bradley Airport on Sunday, May 21st at 10AM in their meeting room. We bring our own refreshments and conduct our usual monthly business meeting. Following that, we have access to the museum with a \$1 discount (\$7.50 for adults)



The June meeting will be held at Max Lopez's hanger at Tweed-New Haven Airport so we can check up on the progress of his RV7A. We may also catch a glimpse of Bob Spaulding's new Hatz biplane.

There's no July meeting so we can all attend **EAA Airventure Oshkosh**. The EAA has just announced that the Beach Boys will be performing live in Aeroshell Square on Monday July 24 from 6-8pm. Hope you can make it!

IT'S NOT ALWAYS THE OBVIOUS

I received some encouragement from the membership so I thought I'd relate another story. It's an interesting concept, the official state airplane which I talked about in my last piece. But this story about the F4U Corsair is really about Howard Schlundt who was my operations officer and who signed my log books during the fifties.

He was flying an F4U over the mountains east of Albuquerque. We had many such flights because we were both students at the University of Kansas and so had time (and needed the money) to take planes to Litchfield Park in dry Arizona. There were two squadrons of F4Us on the base at Olathe and there were often old, worn-out planes to be ferried. We may have been the most-available ferry pilots there.

He was about two hours out of Olathe when he decided to check his mags. He had done this during his preflight check so he had no premonition of disaster; rather he was behaving like the guy who wears both belt and suspenders. He changed the mag switch from BOTH to RIGHT and the RPM decreased by about the prerequisite 50. He switched back to both and got the expected RPM gain. Then he switched to LEFT and the engine stopped! He switched back to BOTH but nothing happened.

He said to himself, "You silly fool. It was running OK. Why didn't you leave it alone?" This while he dropped the nose to ensure against a stall. He had 12,000 feet of

altitude, which probably meant that he was 7 or 8 thousand feet above the ground, but he couldn't see any good landing spots.

He put the mixture lever to full and put the throttle to idle, all while struggling to get his parachute straps and seat belt back on as he had taken them off in the heat of a summer day. While that was going on he looked at the terrain below in the hope that he could find a landing place. He cycled the mags in a futile attempt to start the engine.

Standard procedures on an engine failure calls for the gas to be put on the main tank so, though he had little faith that that could solve an electrical problem, he switched to the main tank which he had used for take-off before changing for the long flight.

To his momentary astonishment the windmilling propeller gathered turns until the engine was running again. I say "momentary" because it only took him a few seconds to figure out that he didn't have an electrical problem—he had run out of fuel! The difficulty was that it happened by coincidence exactly as he turned the mag switch to LEFT.

He adjusted the various settings and started to climb back from 10,000 feet and completed the flight without further incident.

So remember, the obvious thing isn't always the problem

—Kevin Jones

MAY 21 FLY-IN AT WARWICK AERODROME

EAA Chapter 501 in Warwick New York will be holding its annual fly-in at Warwick Aerodrome (N72) on Sunday, May 21 from 10am to 4pm (you can't go until after the Chapter 27 meeting!). No rain date. Food and beverages available. Trophies will be awarded for best aircraft in each class. Registration for judging closes at 1pm. For more information call (973) 838-7485 or (973) 492-9025 or email flyin06@eaa501.org.

Tower: "Delta Zulu Romeo, turn right now and report your heading."

Pilot: "Wilco. 341, 342, 343, 344, 345..."



**EAA CHAPTER 27 MUGS
ARE NOW AVAILABLE!**

ONLY \$3.00

GET YOURS AT THE MEETING
OR BY CONTACTING JIM SIMMONS
OR DAVE PEPE

**DON'T FORGET OUR OTHER
MERCHANDISE TOO!**

The deadline for submission of materials for the next newsletter is May 5, 2006.

2006 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:
EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481
(Dues are \$15.00 per year, due in January, make checks payable to: *EAA Chapter 27*)

Name: _____ Phone: _____

Street: _____

City _____ State _____ Zip _____

Email address: _____ Receive Newsletter via: Email Paper

EAA Membership No: _____ Expiration date: _____ Pilot rating held: _____

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

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

*"Hmmm" from
a bystander
has many
meanings.
—Lauran
Paine, Jr.*



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