



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, August 15, 10 a.m., Meriden-Markham Airport, Meriden, CT

August 2010

EAA Has a New President



Rod Hightower (L) and Rick Beebe at the press conference

Rod Hightower, a longtime EAA member, pilot, aviation enthusiast, and businessman, will become EAA's new president on September 7. Hightower is only the third president in EAA history and the first outside the Poberezny family.

"Rod's selection completes a process that I began in 2005," said Tom Poberezny, who has served as EAA president since 1989. He succeeded his father, Paul—president since EAA's founding in 1953.

"He has the passion for aviation that is absolutely essential to serve EAA's 160,000 members, as well as the extensive business operations background that is necessary to successfully meet the challenges and opportunities ahead for EAA," Poberezny said.

Hightower was selected from more than 700 candidates for the position, including those from inside and outside the aviation industry. EAA was assisted in the search by the international executive recruitment firm Korn/Ferry. The initial group of interested individuals was slimmed to about 100 before selecting candidates and finalists for further interviews.

Hightower's duties will include directing EAA's day-to-day operations and EAA's many member-focused programs. Asked at a Q&A session with the media what his first job is, Hightower responded, "My training wheels are firmly attached for awhile. But Job One is for you to get to know me and for me to get to know you."

He also said it was a priority to "Preserve the culture here, protect the EAA brand."

Poberezny will retain an active role as chairman of the organization, a position he assumed in March 2009.

During more than 25 years of business management and leadership experience, Hightower has led domestic and international business operations with as many as 2,300 employees and annual revenues of up to \$470 million. That experience includes positions at Square D Corporation, York, and Public Safety Equipment Corporation.

An enthusiastic aviator, Hightower is also a vintage aircraft enthusiast, having restored the Stearman biplane he flies out of Creve Coeur Airport near St. Louis, Missouri. He serves as a director of the National Stearman Foundation and helps organize the annual Stearman National Fly-In. He is also a member of the EAA Warbirds of America.

Hightower holds a commercial certificate, and multi-engine and instrument ratings. He, his wife Maura and their five children will be moving to Oshkosh.

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President Bob Spaulding 203-378-5688	Vice President Mark Scott 203-393-3187	Treasurer Bill Jagoda 860-349-9901	Secretary Rick Bernardi 203-265-4113	Membership Mike Okrent 203-393-2662	Newsletter Editor Rick Beebe 203-230-8459	Young Eagles Fran Uliano 860-347-0412	Tech Counselors Chuck Drake 860-659-2880 Dave Pepe 203-634-4457 Mark Scott 203-393-3187 Mike Zemsta 860-832-8661
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Meeting Minutes

June 20, 2010

Call to order: The meeting for EAA Chapter 27 was called to order by President Bob Spaulding at 10:00am. Officers present; Bob Spaulding, Mark Scott, Bill Jagoda, and Rick Bernardi. The meeting was held at KMMK. There were 25 members present and 1 guest.

Recognition of Visitors: A new visitor Lauren Dubois was recognized and provided with a visitor package.

Membership—Mike Okrent: Nothing new to report.

Treasurer—Bill Jagoda: Bill reported a balance of \$1717.48 Please pay your 2010 dues. Bill is always available to collect dues.

Technical Counselors Report—“The gang of four” Dave Pepe, Mark Scott, Mike Zemsta and Chuck Drake.

Mark—Discussed Rotax and NTSB reports.

Young Eagles—Fran Uliano, Richard Merrill: On June 12th eighteen out of fifty were flown. We had to cancel because of weather. There were 7 pilots and 16 ground crew. Fran has a list of Kids to fly and we will try to get them in as weather and time permits. We took in \$132 in donations and \$82 for hats and shirts. The Pizza truck donated \$50, thank you Arian. A total of 1743 YEs have been flown.

Website, Newsletter and Director—Rick Beebe: Rick reported on AirVenture and discussed online discounts and parking passes, exhibits, the Salute to Veterans and 40 DC-3's, electric aircraft, Scotts Turf Runways and groceries and showers in the North 40.

Chapter Bulletin Board—Chris Kohler Chris: has done a great job providing a visual look at our Chapter with the board. The board is temporarily out of service pending renovations at the FBO. (Chris is smiling)

Airport Improvement Projects: Are on hold pending the FBO decision from the city of Meriden. Arian Pravalla and his organization “Meriden Aviators” have been selected to run the FBO. More on this at the August meeting.

2010 Events:

- Chapter Picnic—Mike and Patty Zemsta. The date for the picnic is Sunday, September 12th.
- Holiday Dinner—Maury Lisbon. The dinner will be held at the Hawthorne Inn Saturday December 4th 4:30 to 9:30pm.
- USAF Thunderbirds—August 21-22 at KBAF.
- Simsbury Fly-In—Sunday September 19th.
- New Haven (Tweed) Fly-In. Date change to October 2nd and 3rd.

Old Business: FBO Update or “As the Prop Turns”. More on this at the next meeting

New Business:

Chapter 130 Fly-In at Danbury (DXR), June 26th 9am to 3pm, free burger for the PIC!

Seminar: A presentation by the Recreational Aircraft Foundation “Opening Up and Improving Back Country Airports.”

From The Windsock: Heather Woiciehowski and Sandy Terkelsen completed the Classic Air Race and you can read about their exciting adventure on Sandy's blog at <http://warriorwomen2010.wordpress.com/>.

Post meeting update: Changes are happening at MMK, the city of Meriden has repaired the roofs of the maintenance hangar and the FBO, and the exterior of the FBO is getting a needed facelift. You will see some new faces working for Meriden Aviators, please introduce yourself and identify with EAA27 when you see them.

Respectfully submitted—Rick Bernardi



MMKs FBO building gets a facelift with a fresh coat of stucco and a new roof.

Member Update: Oscar Duff

An update on Oscar Duff. He currently owns a Cessna 150 and keeps it at Candlelight Farms Airport in eastern CT. His Soneri project has been dormant for a couple of years. In May Oscar earned his instrument rating and he is currently pursuing a Commercial rating. He plans to continue on and get his instructor rating.

AIRVENTURE 2010

Splishkosh

Airventure started with some major challenges. Heavy rain (13" worth) in the weeks before AirVenture turned the field into a bog. Because of that much of the campground was unusable for heavy rigs. They set up six emergency campgrounds in shopping center parking lots (there are, sadly, no shortage of closed stores in Oshkosh) that held upwards of 800 class-A motorhomes. They also had to close the airport to inbound aircraft unless they had a hard tiedown reserved. Fortunately the weather during the week was fantastic and things dried out enough that they could start letting planes in on Monday evening.



None of the mass arrivals happened though most of the groups arranged to get themselves and their camping gear to the North 40. It was very strange seeing hundreds of tents but no planes there.

Many of the 10,000 incoming airplanes spent the week at outlying airports. 40 DC-3s made it to OSH at various times. On Monday, I think, there was a 23 plane fly-over. Very impressive.

The only accident I heard of was Jack Roush apparently stalling his Beech Premier on landing. He smacked his face pretty hard and has been transferred to the Mayo Clinic for reconstructive surgery. He may lose vision in one eye. I happened on him and Bud Anderson chatting near a P-51 earlier that day and snapped a picture. I'm sure the two events are not related.

The new Saturday night airshow was a great success. It culminated with fireworks and a 1200' wall of fire. Very impressive in the dark!

Electric Aircraft

Electric aircraft were very much a presence at this year's AirVenture.

There was an electric aircraft symposium with lots of interesting speakers talking about the trials, tribulations and future of electric aircraft. There were presentations on aircraft design, motor design, new batteries, and controllers.

Yuneec (pronounced "unique") Aircraft was there with two machines. An electric ultralight and a two-seat Light Sport aircraft. I think the first is a good example of machines that work well within the current electric limitations. The ultralight will run for an hour on a charge. That's sufficient for most users and ultralights usually return to where they took off. It's rare for people to travel places in them. They also have an electric back-pack powered parachute. That might be really fun.

Their light sport plane can fly for 1.5 to 3 hours but I suspect "range anxiety" will limit the appeal.

Pipestral USA was showing off their Taurus electric moto-glider. Another example of a reasonably good application for electric.

There were a couple kit plane manufacturers showing off prototype electric power plants for their kits. Sonex was one, though they seem to be devoting more time this year to their micro-jet powered plane.

Sikorsky unveiled a test-bed electric helicopter. It's a Schweizer S-300C with a honkin' big (about 20" diameter) 190hp motor from U.S. Hybrid and 370V of lithium cells from Gaia. It'll only fly for 15 minutes or so (they haven't flown it yet) but they're using it as a technology test. In this case they just replaced the engine with it, but they had some interesting diagrams of making a motor integral with the rotor-head. That raises all sorts of possibilities for simplification of the drive system. No gearboxes, no sprague clutch. I actually think that, combined with a small battery

pack and a turbine/generator could make a fantastic drivetrain for a helicopter. In general, helicopter rotors want to run at a constant speed (around 500 rpm) and it's easy to make a motor do that.

Flight Design showed a hybrid plane. A small(er) fuel-efficient engine with an electric motor to give it help on takeoff and climbs. And if the gas motor dies, the electric will run for 10-15 minutes to help you get to a landing spot.

Gathering of Eagles



The Gathering of Eagles fund-raiser raised \$2.1 million in support of EAA's Youth Outreach programs. This custom "SR-71" Mustang fetched \$375,000.



AirVenture Video

Last year an 18-year old who goes by the name "Slick" posted an outstanding AirVenture video on YouTube. He's back and even better:

<http://www.youtube.com/watch?v=FcFOzE4K5NE>

Search for "slickhutto" to see all his videos. This kid has talent!

AIRVENTURE STATS

Student Pilot:
'I'm lost; I'm over
a big lake and
heading toward
the big E.'

Controller:
'Make several
90 degree turns
so I can identify
you on radar.'
(pause)...

Controller:
'Okay then. That
big lake is the
Atlantic Ocean.
Suggest you turn
to the big W
immediately.'

**It is a huge
privilege and
it is a huge
honor to lead
the world's
most dynamic
aviation
organization.—
Rod Hightower**

Attendance: 535,000 – Decrease of 7 percent from 2009.

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,380, including 1,106 homebuilt aircraft, 635 vintage airplanes, 374 warbirds, 115 ultralights, 120 seaplanes and 30 rotorcraft. Oh, and 40 DC-3s and the only flying DC-2.

Commercial exhibitors: 777 (up from 750 in 2009)

International visitors registered: Nearly equal to 2009, with 2,167 visitors registered from 66 nations, with Canada (586 visitors), Australia (350), and Brazil (221) the top three nations. (NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

Total estimated campers (fly-in and drive-in camping areas): Estimated at more than 36,000.

Media: 979 media representatives on-site, from five continents.

The deadline for submission of materials for the next newsletter is September 8, 2010.

2010 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 \$20.00 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? _____



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