



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, February 17, 2002, 10 a.m., Meriden-Markham Airport, Meriden

January Meeting Minutes

President
Fred Caputo
860-673-1202

Vice President
Steve
Socolosky
860-569-6385

Treasurer
Fred Dube
203-284-8642

Secretary
Dave Pepe
203-634-4457

Newsletter Editor
Rick Beebe
203-230-8459

Young Eagles
Fran Uliano
860-347-0412

Tech Counselor
Bob Burk
203-874-5247

The meeting was opened at 10:05 by President Fred Caputo. All officers present.

Visitors: Russ Lowery from Coventry. He flies a Rotorway Exec helicopter.

Treasurer's Report: Treasurer Fred Dube reports a balance of \$2806.03.

Tech report: Dave Pepe reported on the engine installation on his RV-6. While it sounds simple, the large number of wires, hoses, fittings, heat shields and baffles makes it a time-consuming process.

Young Eagles: We flew 110 youngsters during 2001; Fran passed out lists of flights by each pilot. International Young Eagles Day is June 8 and we'll plan to have our large YE event the same day. The 100th anniversary of powered flight is coming up next year and we discussed putting on a picnic for all the Young Eagles we have flown to commemorate the event.

Education Center Committee: Jude reported that the Aviation Commission hasn't finalized the hanger specs yet. Until they do we can't move forward with a design. For building code purposes, Wallingford considers a hanger the same as a garage. The commission does have a 5 year plan and wants to have all in place by 2007.

New Business: Don't forget that your dues for 2002 are due. There's a form on the back of the newsletter you can send in to Fred.

Mike Okrent will keep the membership roster. Now is time to update your info.

Bob Rouse will continue to bring the donuts. Thanks Bob!

We tentatively scheduled our 2002

Christmas Party for either December 1st or 8th, we'll see what works best for the restaurant.

The Chapter picnic will be on May 19th; Tim Kelly to organize; Dave Pepe will put a notice in the Atlantic Flyer.

Safety Fest—we will attend again in May, assuming they'll have us. We'll be soliciting volunteers to help out at later meetings.

We discussed various fund raising possibilities such as pancake breakfasts. More discussion will follow.

There was no 50/50 raffle as the tickets were missing.

In case of last minute cancellations due to snow, et al, Steve will handle "no meeting announcement" on TV

Wire 'em up!

Mike Zemsta has graciously offered to put on the tech seminar at the February meeting. He will discuss building an electrical system for the homebuilt airplane including circuitry and power distribution. Don't miss it!

channels 3, 8 and 30.

The April meeting will be in New Haven at Max Lopez's Hanger at Tweed.

The August meeting will be at the Bradley Air Museum.

The seminar speaker was Hal Rochette, author and WWII B-17 pilot veteran of 31 missions. He told stories from his book, *8th Air Force Lottery*, which

continued on page 3

Fly West, My Friend

It's with a heavy heart that we must report that Ed Morris passed away on January 24th. Ed was a long time member of Chapter 27. He resided in Meriden and also had a home in Florida where he was a member of EAA Chapter 1181. Ed was a musician, owned his own aircraft, held an A&P license and served as a Technical Counselor for us for many years. He was always available for any questions and inspections. His knowledge and support will be greatly missed.

In lieu of any funeral services here, Ed requested that his wife Andrea throw a party with a live band for his friends in Meriden. Andrea plans to do this in May or June.

If you'd like to send a card the address is:

3111 Pond Hollow Street
Zephyrhills, FL 33543-6339

*Do not look at my
grave and cry,
I am not there, I'm up
in the sky,
I've passed my final
check ride,
And now I'm free to
fly.
though the sky,
Do not grieve for me,
for I'm free to fly,
Do not grieve for me,
for I did not die.*

*Chuck Turturici
Captain, American Airlines*

Feb. 2002

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Surely a New Plane is Safer...

Jeff Fiscus sent this in. A friend in Florida who got his pilot certificate last July and had accumulated 104 hours got a little more excitement than he really wanted in early November. He was flying a Cirrus SR-20 with 410 hours since new. It sports a 200-hp Continental IO-360-ES 6 cylinder engine. The friend writes:

On November 9, 2001 at approximately 3:45 PM EST I preflighted the aircraft and departed runway 5 at Fort Myers Page Field (FMY) on a VFR flight to Fort Lauderdale Executive Airport (FXE) to pick up my kids. I climbed to 3,500 feet as requested by Southwest Florida International Airport (RSW) Approach to fly over the airport. Due to the cool temperature this was the first time this year that I could actually make the requested altitude. As I approached the target altitude the oil temperature was high but that's normal on all climbs in this aircraft.

I had allowed extra time due to the AOPA Expo at FXE and arrived at Banyan FBO at 4:30 PM. I opened the cabin doors and oil access door on the cowling to help cool the oil and engine compartment along with the cabin.

At 5:30 PM, with my two kids on board, I taxied to runway 8 and departed with flight following to the northwest. I leveled

off at 2000 feet to allow the oil temperature to stabilize, a normal departure procedure for me when I make these pick ups. After 15 minutes, I climbed to 3,300 feet and maintained this altitude for the remainder of the trip. I kept the engine at 2550 RPM, 12.5 to 13 GPH, and was cruising at approximately 155 knots.

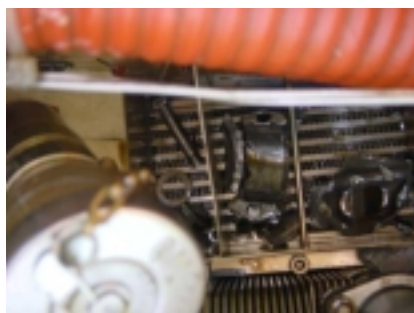
On the return trip, I'm usually vectored around RSW and it was no different this time. I was about 11 miles from Page Field, still at an altitude of 3,300 feet, when we heard a loud noise from the engine. The oil pressure instantly dropped to zero and oil streamed over the windshield. The aircraft started vibrating

alarmingly and the engine over-revved to 3,500 RPM. To make matters worse the throttle was jammed!

I immediately contacted Approach and told the controller that I had an engine failure and to vector me into RSW for an emergency landing. I continually asked for headings and my altitude so I could calculate my glide in the engine should quit. I tried to slow down the engine by adjusting the mixture. I maintained approximately 2000 RPM for a brief moment and then the engine quit! I immediately restarted it by moving the mixture to full open and turning on the boost pump, it restarted and went to around 3000 RPM still with no oil pressure. I was maintaining 2,500 to 3,000 feet of altitude and 120 to 140 knots while being vectored to RSW runway 24.

The controller set me up for a left base to runway 24 and I think by that time I was down to 1200 feet. I put in 50% flaps and lost altitude rapidly while turning on final. I then lost my altimeter and the engine quit again. I asked the controller for my altitude and distance to the field. When he said I was at 150 feet, I realized I was not going to make the runway. I was fighting the trim, but was afraid to adjust it because the controls were mushy. I pushed the mixture to full open and started the boost pump. The engine was still windmilling and it restarted and again went to a high RPM. I was trying to line up on the runway looking through the right side of the windshield which was relatively free of oil.

The engine carried us approximately to the A9 (first) intersection. We touched down hard and bounced. I was trying to shut down the engine while still maintaining control. I put the mixture to idle cut off and then turned the magneto switch off. The engine finally stopped

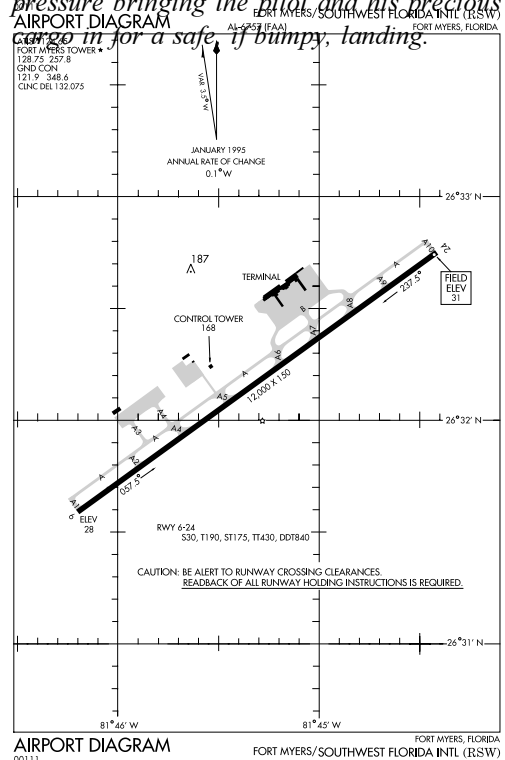


Connecting rod bits on the oil cooler

One of the holes in the crankcase and the damage on the bottom linkage

pressure bringing the pilot and his precious cargo in for a safe, if bumpy, landing.

Considering he only had 104 hours of experience, he did an admirable job in a tense situation. An inspection of the engine by Continental showed that the connecting rod bolts on two of the cylinders were overtorqued at the factory. They failed, the rods came loose and punctured two holes in the case damaging the throttle and mixture linkages. Admirably, the engine ran for ten minutes with no oil



Sport Pilot/Light-Sport Airplane NPRM published

The long-awaited Sport Pilot/Light-Sport Aircraft proposal was finally published in the Federal Register on Tuesday, February 5.

The Notice of Proposed Rulemaking (NPRM) contains the full, proposed technical language for a new pilot certificate, aircraft category and maintenance requirements, along with justifications for the regulations. After a public comment period of 90 days—through May 6, 2002—FAA will review the comments and work toward issuing a final rule.

“The publication of this proposed rule is a huge step forward in this decade-long effort to enhance sport and recreational flying opportunities,” EAA President Tom

Poberezny said. “On initial review, the NPRM represents outstanding, progressive thinking on the part of federal aviation officials. It may be one of the clearest, more comprehensive efforts of rulemaking by FAA over the past two decades. This is an excellent opportunity to foster growth throughout general aviation while enhancing safety in flying.”

EAA, with other aviation organizations, spearheaded the effort for the simplified requirements outlined in the sport pilot proposal, which would allow aviation enthusiasts to enter the world of flight with less expense and time commitment. Light-sport aircraft are often heavier and faster than ultralights and include airplanes, gliders, balloons, powered parachutes, weight-shift-control aircraft, and gyroplanes.

“The new FAA rule will promote an even higher level of safety that goes beyond the many outstanding voluntary industry initiatives already underway,” FAA Administrator Jane F. Garvey said when announcing the NPRM.

The proposal is intended to enhance the American public’s access to sport and recreational flying opportunities. FAA anticipates thousands of pilots and newly manufactured aircraft to be certificated over the next 10 years. The proposed new aircraft category also addresses advances in sport and recre-

ational aviation technology and gaps in the existing regulations. Most importantly, the intended effect of this proposal is to provide for the manufacture of safe and economical aircraft and to allow operation of these aircraft by the public in a safe manner.

EAA’s review of the NPRM includes technical scrutiny of the regulations pertaining to pilots, aircraft and maintenance. On the new Sport Pilot web site—www.sportpilot.org—EAA has released



an “executive summary” highlighting key elements of the proposed rule

and its impact on the organization’s members. EAA’s final comments are expected to be submitted in the final weeks before the deadline in early May.

“While EAA may have comments and recommendations on specific parts of the NPRM, it is essential to note that overall, the Sport Pilot and Light Sport Aircraft proposal is an outstanding document,” Poberezny said. “We have supported the concepts that led to this rule’s creation and will continue to work for a final rule that meets the needs and fulfills the potential of recreational aviation.”

EAA officials also urged aviation enthusiasts to review the NPRM carefully and make their comments to FAA after thorough consideration. The full text of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft document (its official FAA title) is available through FAA at <http://www.faa.gov/avr/arm/sports013002.htm>. EAA updates on the NPRM and the rulemaking process are available at the Sport Pilot web site.

The proposal covers three major categories: 1) A new pilot certificate-including student pilot, pilot, and instructor ratings. 2) Two new aircraft categories-Special light-sport aircraft and Experimental light-sport aircraft. 3) Two new Repairman certificates

tied specifically to aircraft types—A Repairman Certificate with maintenance privileges for the Special light-sport aircraft category and a Repairmen Certificate with inspection privileges for the Experimental light-sport aircraft category.

The new pilot certificates allow day, VFR flight in a light-sport aircraft. The training requirements are lighter than a regular Private Pilot certificate and the pilot can fly with either a third-class medical or a valid drivers license.

Light-sport planes are defined as having a maximum gross takeoff weight of 1,232 lbs, maximum stall speed-landing configuration (Vso) 39 knots, and a maximum speed in level flight of 115 knots. They must be single, non-turbine, engine, fixed or ground adjustable prop, fixed landing gear (seaplanes may have movable gear). They can carry two people. A few certified planes, including the venerable Piper J-3 Cub, qualify under the new class and can be flown by a Sport Pilot. The largest crop of planes is expected to come from the kit manufacturers who will now be able to offer fully-assembled planes. Many of the currently available kits, such as those from SkyStar, Murphy and Rans, are too heavy to qualify as ultralights yet are small enough to fit into the new category.



Secretary’s Report, cont’d from page 1

detailed the trials, tribulations, and sometimes funny moments of flying 31 B-17 missions over Germany during World War II.

We had a well attended meeting, not with standing the snow storm the day before.

—Dave Pepe

Discover your far horizons; but embrace the sky softly, quietly, so that others of your kind may follow

For Sale

**BIC Wing Details Kit
for RV6/6A-unopened
(switched to RV7A)**

\$800

**Call: (860) 633-9728
Howard Linker**

Tool Exchange List

Excess tools or inventory that you want to exchange or sell?

Send a list to Mike Okrent at
okrent3209@aol.com

He will consolidate them and print a master list for the March meeting

The deadline for submission of materials for the March newsletter is March 5, 2001.

My apologies if you're receiving this newsletter late. A computer failure and three days of the flu put me way behind schedule. —Rick Beebe

2002 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

Fred Dube, 663N Elm St., Wallingford, CT 06492

(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? _____

MISSED APPROACH: - leaving the FBO Christmas party alone.



The Leader in Recreational Aviation

EAA Chapter 27
c/o Richard Beebe II
360 Mountain Rd
Hamden, CT 06514-1415
rick@beebe.org

Meetings held on the third Sunday of the month at Meriden-Markham Airport, Meriden, CT at 10am unless otherwise noted.