



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, February 20, 2005, 10 a.m., Meriden-Markham Airport, Meriden

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203-272-9346

Vice President

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203-467-4826

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Young Eagles

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203-634-4457

Letter From The President

During our January meeting, Rick Beebe informed us of his desire to pursue a position on the Board of Directors of the EAA. Rick's candidacy has the complete support of the membership of EAA Chapter 27. I know that Rick would be an avid EAA supporter and a highly conscientious member of the board. Additionally, Rick's participation would be a great asset for our group in that he would gain insight, information and knowledge into the workings of our national operations. I, for one, will do whatever I can to support Rick's candidacy. If you wish to sign his nomination petition at the next meeting, please bring your EAA membership card.

As I write, the Meriden Aviation Commission is accepting bids from contractors for the reconstruction of the runway, major work on upgrading and relocating runway lighting, and the resurfacing of some of the taxiway. The construction period is proposed to be from April 1st through May 31st. During the time the runway is being worked on, all of the airports flying activity will be suspended. All tenants are being advised of this fact and they must make arrangements to leave MMK before the work begins. We can only hope that the project will proceed as planned and be completed on time. Only time will tell.

As many members found out last

month, we will be providing name tags at our meetings only to 'current, paid up' members. This will serve as a direct reminder for all to pay your dues for 2005.

I am also pleased to inform you that our website (www.eaa27.org) continues to bring us new members. Rick has done a masterful job of creating a very positive (and correct) image of our group. This major link between our chapter and the aviation community draws more and more activity as time goes by.

On a sad note, founding EAA Chapter 27 member Stan Solecki suffered injuries during a fall approximately two weeks ago. The fall required multiple stitches to repair his injuries. The following day Stan suffered a heart attack and was taken to Yale New Haven Hospital's ICU. Stan has since been transferred to room 402 of the Masonic Care Facility in Wallingford, CT. His telephone number is 203 679-6479. On behalf of the membership of EAA chapter 27, we wish Stan a full and rapid recovery.

On February 2nd, Groundhog's Day, Punxatawney Phil, saw his shadow and forecasted six more weeks of winter for us. I, along with many of you, am anxiously awaiting some beautiful spring flying. Come on springtime. It can't come soon enough for me.

I look forward to seeing you all at our February 20th meeting.

—Jim Simmons

Young Eagles Update

Last year we flew 44 Young Eagles, a total far under our goal of 100 for the year. Despite that, I believe we had a very successful year. We had a great reunion with many of the kids that we flew in past years. It was a great day to see the kids again, still sporting their great smiles and talking with the pilots that flew them. We did get to fly some of their siblings later in the year and still have some to fly that couldn't make it last year. This year we will try for 100 again. There is going to be a slow start this year because the airport will be closed for the months of April and May (the latest that I have heard). International Young Eagle Day is June 11. Hopefully the airport will be open then.

I would like to hear from our members some new ideas on how to attract youngsters to get into our program. If anyone has any, they can bring them up at our next meeting or email me at BFuliano@aol.com with the subject, "Young Eagles." The total we have flown since we started in "95" is 1068. Great Job.

—Fran Uliano



What is it? Answer on page 5

February Seminar: A conversation with Mark Guido, Chief Tower Controller at Bradley International Airport. Learn the tricks for navigating in Bradley's busy airspace.

February, 2005

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EAA's Aviation Services

EAA members are one call, email or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from "How do I register my homebuilt?" to "What's involved in the A&P exam" to "How do I convert my ultralight for the new sport pilot rule?" and more.

Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members Only portion of EAA's website at www.eaa.org. The Homebuilders Headquarters section on the site provides a wealth of information on building, maintain-

ing and flying an experimental amateur built aircraft. A significant amount of the content on EAA's Sport Pilot website page is also developed by the Aviation Services team.

Two of the most popular "hands on" offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.

FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800-EAA-INFO. They're ready for your questions!

RV Partners Sought

I recently acquired an unfinished RV-6A project. The empennage group is complete and shows good workmanship. The wings are being built by Larry Gagnon to help alleviate his builder withdrawal as his RV6 is now flying. We have a quick build fuselage on order and expect delivery late in March or early April. Other details of the project are as of this time undetermined. Likely it will be powered by a mid time Lycoming 150 HP engine and fixed pitch propeller.

I am looking for interested parties to join me in a group project. Ideally, 4 or 5 of us could share the building, financing, and flying of this homebuilt. I have checked with insurance providers and we have no problem with this airplane with up to five "Partners". This aircraft appears to be about a \$70K investment. With 4 people involved the outlay would be a modest \$17K for a share in a n aircraft built by the most experienced individuals in the area.

Those who join will determine the ultimate outfitting of the aircraft: avionics, upholstery, instrumentation, color scheme, etc. That group will also determine where the aircraft will be based. Under the best of circumstances this airplane could be flying early in the winter of 2005 or early 2006.

If you or someone you know has interest in this proposal, please let me know by phone or email. 860 635-4058 and N22607@aol.com

—Joe Gauthier

New Sport Flying Guide

A popular series of beginner's books recently added aviation to its repertoire as *The Complete Idiot's Guide to Sport Flying* hit the bookshelves on February 1. It's the first nationally released book on the topic of sport flying and draws heavily on EAA's expertise and knowledge. EAA President Tom Poberezny provides the foreword, in which he writes, "By picking up this excellent book, you've taken your first step toward a great adventure in aviation. These pages will provide the right infor-



mation, use the right language, give the right advice, and point you in the right directions to get your wheels off the ground."

The book aims to introduce this new type of flying to non-aviation consumers. It offers hundreds of tips on how to get more flying fun for less money, and how the FAA's new Sport Pilot/Light-Sport Aircraft Rules create a new sport pilot certificate that lets people earn their wings for a fraction of the time and cost of a traditional private pilot license. The *Complete Idiot's Guide, to Sport Flying* also includes an illustrated buyer's guide, rules of the air, and tips for passing the written test.

Sport Pilot Q&A

There were some questions raised after the Sport Pilot video that was shown at the January meeting. Since we got mixed answers I decided to do some research, including reading the entire Sport Pilot rule. After I regained consciousness I consulted with the experts at EAA headquarters to come up with these answers.



There are three parts to the rule and it's important not to unnecessarily connect them together. The first part is the planes, and like any good government rule, the parts have parts. First is the definition of a Light Sport Aircraft (LSA). In summary: 1,320 pounds Maximum Gross Weight (1,430 pounds for seaplanes), 45 knots (51 mph) Max Landing Configuration Stall, 120 knots (138 mph) Max. Straight & Level, One or Two seats, Fixed Pitch or Ground Adjustable Propeller, Fixed Landing Gear (except for amphibious aircraft). There are three types of LSA: Normally certified aircraft that meet the above restrictions (such as a Piper cub or Aeronca Champ), Factory built, or Special-LSA-certified aircraft (i.e. fully-assembled kit planes), and Experimental-LSA (a plane you built). The Special-LSAs don't have to meet the stringent (and expensive) FAR Part 23 standards. Instead they have to conform to consensus standards—standards agreed upon by a group of aircraft builders and the FAA. Experimental-LSA planes don't have to conform to the amateur-built 51% rule. They could be 90% completed by the factory.

The primary difference between these, once they're flying, is who can do maintenance on them. The rule creates two new Repairman certificates. The easy one is the Inspection certificate. You have to take a 16 hour course and pass a test to get it. It allows you to perform the annual condition inspection on an Experimental-LSA that you own. It's similar to the Repairman Certificate that homebuilders have had for years except that you're not required to have built the plane. Like the regular Experimental class, anyone can perform maintenance on Experimental-LSAs.

The second Repairman Certificate is a maintenance certificate. To get that you have to have 120 hours of instruction and pass a test. This allows you to perform maintenance and a condition inspection on *any* Special- or Experimental-LSA. You still can't perform maintenance on a Part 23 certified plane or a condition inspection on a regular Experimental. You can, however, charge for your services.

The third part of the rule is, of course, the Sport Pilot certificate itself. For those with no license it means a minimum of 20 hours of instruction of which 5 are solo. This is half the time required for for a Private Pilot certificate. Of course some people will take longer. The Sport Pilot is restricted to day, VFR flying and can only fly aircraft which meet the definition of an LSA. The plane can be normally certified as long as it's light enough and slow enough to meet the restrictions listed above. If the plane flies faster than 87 knots (100 mph) or if you want to fly into controlled airspace you'll need additional training and a one-time logbook endorsement. There are other restrictions about visibility, altitude and flying for hire.

The big benefit to the Sport Pilot, besides being cheaper to get, is not needing an FAA medical certificate. You need a valid drivers license instead. Of course, like any pilot, you have to self-certify that you're healthy enough to complete any flight before you take it. If you're a pilot with a current medical you can let it lapse and change your Pilot certificate to a Sport Pilot. There was some confusion about that, so read it again: *if you're a pilot with a current medical you can let it lapse and change your Pilot certificate to a Sport Pilot.* There

are no restrictions on that. It doesn't matter that you were denied before or that they require additional paperwork (and tests) each time you renew. As long as you have a medical now you can become a Sport Pilot. If you never had a medical then there's no need to get one as long as you have a valid drivers license. If you don't have a current medical because you applied and were denied then you can't fly as a Sport Pilot until you get that fixed. There are two ways. One is to apply for a waiver. The exact mechanism for doing that isn't defined yet. EAA is working with the FAA Medical Branch to work out those procedures. The other way is to get a one-time third-class medical. You'll have to go through whatever tests and paperwork the FAA wants you to but once the record is cleared by the issuance of a medical certificate, you never need go through that again. Note that the FAA estimates that 80% of denials are simply because the applicant didn't provide the paperwork or test results that were requested. Dot those i's and cross those t's! The corollary is that if you lose your drivers license for *any* reason you'll have to get a third class medical in order to fly as a Sport Pilot.

Once a plane is registered in one category, it can't be moved to a different category. One of the questions at the meeting was, "I just registered the plane I'm building as Experimental. Should I have registered it as Experimental-LSA instead?" It won't matter as far as flying it if it meets the LSA criteria. If you, as the builder, get a Repairmans certificate for it then it won't matter for maintenance either. The only disadvantage to not having registered it Experimental-LSA is that the next person who owns it won't be able to do the condition inspection on it (unless they're an A&P).

I hope this overview answers some of the questions you might have. The actual Sport Pilot Rule is 100 pages long (plus 352 pages of preamble!). EAA has a 19 page distillation plus numerous FAQs on their website: www.sportpilot.org. Or you can call the Sport Pilot hotline at (877) FLY-1232.

—Rick Beebe

January Meeting Minutes

January 16, 2005

This EAA Chapter 27 meeting was called to order at 10:00 a.m. by President Jim Simmons. All of the Officers were present.

General Attendance: There were thirty-seven people present for the meeting, including members, officers and four visitors.

President's Report: Membership badges have been made for all 2005 paid members; the use of membership cards will be suspended. The membership offers its condolences to the family of Nancy Greico, a longtime friend of the Chapter and wife of Fran Greico, member and pilot. A motion was made for Chapter 27 to sponsor a Memorial Wall tribute for former VP and Newsletter Editor, Herb Bullock. The motion was seconded and passed by the membership. Donations will be accepted for this tribute as well.

Treasurer's Report: Treasurer Bill Jagoda reported the chapter's general fund balance to be \$1,155.73. Bill has secured a Federal Tax Identification Number for the Chapter and will open bank accounts accordingly.

Technical Counselor Report: Dave Pepe will be acting as the Chapter's Technical Counselor. He has experience building metal aircraft, but will serve as a point of contact for all projects; referring members to Technical Counselors, Flight Advisors and other members within Connecticut who have experience with composite, wood, tube and other aircraft designs. At this point Dave has visited at least three RV projects and he gives thanks to past Tech Counselors for their help in finishing his own RV-6.

Bulletin Board: Chris Kohler continues in his role as bulletin board chairman. See the display of his project in the lounge at MMK, as well as pictures from the 2004 Christmas party.

Chapter Membership: Mike Okrent will continue in his role as Chapter Membership Chairman. A hardcopy of the master membership list was passed around for corrections.

Webmaster and Newsletter: Editor Rick Beebe will accept pictures of projects and aircraft for the webpage, as well as comments, updates and articles for the newsletter. Rick was recognized for being the 2004 President's Award Winner; Congratulations Rick.

Young Eagles Report: Chairman Fran Uliano reported two more Young Eagles were flown. The Chapter is working on a date for the Spring YE Rally, pending information regarding the runway repaving project. June 11, 2005 is International YE Day. Chapter 27 is proud of its record of 'one on one' flights with Young Eagles, which allows each child the opportunity for full access to the pilot during their individual flight.

Airport Improvement Projects 2005: Ideas discussed for 2005 were a new noise abatement sign, painting of the tetrahedron and repainting of the airport name and frequency following the repaving project.

Chapter Events 2005: Mike and Patty Zemsta will coordinate the effort for the September 2005 Chapter picnic. Maury Libson has reserved the Hawthorne Inn on December 11th for the 2005 Christmas Party. A 'Share Our Planes Day' was suggested; members would have a chance to fly or be flown by other members in the Chapter. The President will be soliciting a "volunteer(s)" to coordinate this effort.

Old Business: Ideas for Chapter products were solicited. Long sleeve chapter shirts, as well as T-shirts were discussed; Richard Merrill will follow up with Dave Pepe regarding same. 2005 membership fees (\$15) are due; see Treasurer Bill Jagoda. The Memorial Wall tribute for Bob Burk was discussed. The Chapter is aiding Mr. Burk's family with accommodations at AirVenture and with the sale of Mr. Burk's RV-3 kit aircraft. Plans for the Meriden Tetrahedron have been completed by Ray Morgan and will be sent to other EAA Chapters that have expressed interest in this project.

New Business: Seminar topics for 2005 were solicited from the members by VP Max Lopez.

Missy Burk has offered a Jet 3 Speed Kit for free to any interested member. Rick Beebe is submitting an application to be a member of the EAA Board of Directors. Twenty-five signatures are needed for the application process; let's all support Rick in this effort.

50/50 Raffle Winner: New Chapter 27 member and World War II fighter pilot Kevin Jones won the raffle. I look forward to reading his member profile in the Newsletter.

Seminar: A video explaining the "EAA Sport Pilot" category was shown. February's Seminar will be Radar and Air Traffic Control.

Meeting Adjourned: 11:55 a.m.

—Jim Pepe, Secretary

Tribute to Herb Bullock Approved



We are pleased to report that the membership of EAA Chapter 27 has unanimously approved the purchase of a permanent tribute to Herb Bullock at Wittman Field in Oshkosh, Wisconsin. As a tribute to Herb's contribution to EAA Chapter 27's success, his name will be inscribed upon the EAA memorial Wall. This wall is placed in a beautiful garden setting next to Fergus Chapel and Pioneer Airport's grass runway. On Sunday July 31, 2005, at 11AM, a service will be held at the memorial wall. There the names of the honored for this year will be read while tribute is paid with a "missing man" fly over. The two honored men from EAA Chapter 27 will be Bob Burk and Herb Bullock. The event will be videotaped and a tape will be provided to the chapter.

Anyone wishing to make a contribution towards this memorial tribute for Herb should send their donation to our treasurer, Bill Jagoda, 43 Derby Road, Rockfall, CT 06481. Checks should be made payable to: EAA Chapter 27.

Member Profile: Mike Okrent

My involvement in aviation began with my father relating his WWII experiences as a photographer in B-17s, B-25s and P-38s. I remember frequent Sunday afternoons, circa 1958, parked at the end of a runway at Mitchell Field (now Nassau Community College Campus) on Long Island watching C-117 Boxcars taking off. If things were quiet there, we would head over to Idlewild (now known as JFK) or Floyd Bennett Field (Coast Guard station in Brooklyn, now closed).

My first flying experience was when my uncle Meyer took our cousins, my brother and me to Sig Ulgert's Flying School (at Zahns, now closed) just south of the highway adjacent to Republic field in Farmingdale, LI. My uncle was taking flying lessons in a Piper Tri-pacer and he would put two of us at a time in the back seat while he and the instructor practiced maneuvers. This was circa 1961.

My brother and I shared a bedroom and from our ceiling hung almost every plastic model plane available. We also got involved with control line planes with the Cox .049 engines. My favorite was the PT-19 with the wings attached with rubber bands. We also built free flight balsa models of General Aviation planes and WWII Army Air Force planes.

My aviation interest waned somewhat during the later years of high school due to other interests. However, when I entered Northeastern University in the fall of 1969, I immediately joined the flying club. The faculty sponsor of the flying club was an EAA member, although the significance to me at the time was not recognized. In order for me to finance my flying lessons at Hanscom field in Burlington, MA, I sold Amway cosmetics to women students living in the dorms at Northeastern and several other schools in the area. I earned my Private Pilot SEL in 1973 with only 40 hours of flight time. During this time I also purchased the plans for a Rand KR-1 and remember fondly the hours spent looking at the plans. I also got married that year and had to stop flying on a regular basis. The last flight of that era was shortly after I had graduated.

My wife and I rented a C-172 from an FBO near Philadelphia and flew under the newly implemented TCA at JFK along the Coney Island Beach at 500

feet and landed at Republic. I now have 100 hours of flying experience mostly in Skyhawks and Cherokees/Warriors. Last year I completed the 1st stage of the FAA Wings program, but have not flown since then.

My brother earned his Private Pilot's SEL several years ago. My cousin Russ was a first officer on TWA on 757/767s, but was furloughed when they were taken over by American. My cousin Steve is a flight instructor in Palo Alto, CA and owns a Piper Arrow. I have a second cousin Steve who has a Private Pilot SEL.

In 1979, I worked for a short time at Sikorsky in the Industrial Engineering department working on proposals for new commercial helicopters. This was a really interesting experience and helped contribute to my interest in aircraft construction.

My current interest in flying was sparked after I completed my Doctorate and wanted to do something with my hands. We sold our 28' O'Day sailboat when my son got married and I really needed something to keep me active after work. Bob Burk was instrumental in my deciding to build an aircraft rather than renting or buying one. I started building an RV7-A in July 2001. The empennage and wings are completed (except for the fiberglass work, riveting the bottom skin and pressure testing the tanks.) These kits were built in my basement (with a walkout door). The fuselage kit is in the garage, where it will be assembled. I hope to have the project completed in 2008 or 2009.

—Mike Okrent



Safety Fest, May 14, 2005

EAA is putting out the call again this year for EAA Volunteers to help operate and support the Hands-On Learn-a-Skill Workshops that have been so popular for the last several years at the FAA Safety Fest. Workshops in Sheet Metal, Wood, Fabric and Fiberglass will again be set up and you can lend a hand in any of the construction methods you are familiar with.

We are also looking for individuals with aircraft construction projects at any stage of completion to bring their projects for display in the EAA Workshop area. Partially completed components as well as nearly ready to fly projects are encouraged.

The Maintenance Olympics, which consists of a timed competition involving simple tasks of safety wiring, rigging and riveting, will be held again this year. Last year EAA members did ourselves proud by sweeping the first four finishes in that competition. Yes, the amateur builders beat out the A&P mechanic community in this interesting contrast between background and training experiences. Come again and try your luck to keep the winning EAA string going.

Those of you who have participated know who you are and should do your best to recruit additional participants from your ranks. We will be counting on all of you to live up to the EAA tradition of Volunteerism and make this a success as you have done the past half dozen years or so.

If anyone has any new ideas as to how we can improve our display of skills and components please feel free to talk it up amongst yourselves and let me know how your idea can be incorporated into the EAA participation.

Thanks in advance. Joe Gauthier, (860) 635-4058 or n22607@aol.com

What is it?

From page 1: This sad sight is a Navion that had an accidental gear retraction while taxiing. Unfortunately, we hear that the whole aircraft was totaled!

Any attempt to stretch fuel is guaranteed to increase headwind.

Aircraft-grade Spruce Available

Bob Taylor of Ivorytown has a stack of Aircraft-grade Spruce stock suitable for aircraft construction that he is willing to donate (free) to anyone who can use it on an wood aircraft project. The material is mostly 1/4 thick by up to 6 inches wide in random lengths up to 6 feet.

Call Bob at (860) 767-1041.

“We Love RV’s” Invitational Luncheon

Stanley Buonagurio reports: The Leeward Air Ranch RVators are having the Third Annual “We Love RV’s” Invitational Luncheon March 12th at Leeward Air Ranch, (FD04), near Ocala, FL. Last year we had about 60 RV’s fly-in, but due to weather nobody north of us was able to make it. If the weather is good we’re expecting over a hundred this year. We are tentatively setting the 13th as a rain date. This gathering is by invitation only. If you think you can

make it, please email Esten Spears, ewspears@comcast.net with names of people that will attend with you and the type plane or if you’re driving. I will email you back with an invitation including flying and driving instructions. All of Chapter 27 is invited to our large and quite successful RV fly in.

Stanley was a member of EAA Chapter 27 until he retired to Leeward Air Ranch in 2001.

The deadline for submission of materials for the March newsletter is March 10, 2005.

2004 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, 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? _____

*Don't worry about avoiding temptation ... As you grow older, it will avoid you.
—Winston Churchill*



EAA Chapter 27
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newsletter@eaa27.org

Meetings held on the third Sunday of the month at Meriden-Markham Airport, Meriden, CT at 10am unless otherwise noted.
www.eaa27.org