



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, February 19, 2006, 10 a.m., Meriden-Markham Airport, Meriden

February 2006

Happy 50th Birthday Chapter 27!!

This month's meeting will mark 50 years since the founding of EAA Chapter 27. We were chartered in February 1956. I believe that our founding members would be in awe of the progress that their initiative has created. They could never have imagined the size and spectrum of our organization, both locally and nationally. 2005 closed with a paid membership of 93 members—our highest ever. We have an extraordinarily wide variety of projects and flying aircraft within our membership.

In 1956 the hobby of homebuilt aircraft was in its infancy. A review of the early EAA history shows that we were the first EAA Chapter in New England. Amazingly (or maybe not), all but one of the first 27 EAA Chapters still exist. In recognition of our anniversary we are planning a rather special meeting on February 19. Jim Pepe has been creating an article for *Sport Aviation* magazine to commemorate the event. I am asking every member of our Chapter to please make an effort to show up for the event. We are planning to take a group picture for inclusion with the article. It would be wonderful if we could show the actual size of our membership to the world.

Stan Solecki, our remaining founding member, plans on attend-



The Chapter 27 sign on the FBO building has been updated to recognize our fifty years of homebuilding excellence.

ing the meeting. Please join us as we pay tribute to Stan for his initiative and support throughout the 50 years.

During our December holiday banquet I presented a biography of seven Chapter 27 pilots who have been flying for over 60 years. It was very well received and I have been asked to repeat this presentation at our February meeting. These men have a wide variety of flight experiences; each unique, and each memorable for many reasons. I encourage you to join us to honor those early pilots from within our Chapter. I also encourage each of these pilots to attend and add their insight and comments to the presentation.

We will be offering "50th Anniversary" special edition EAA Chapter 27 tee shirts at our February meeting. Priced at only \$8, they are sure to go fast. Be sure to join us so you can get yours before they're gone.

And finally, we will be raffling door prizes for those in attendance. Please make an extra effort to join us this month. I'll be doing my best to make our 50th anniversary a special occasion.

—Jim Simmons

MATTITUCK PAYMENT DUE

If you're going on the Mattituck trip you must get your \$45 payment to Bill Jagoda by February 19th to guarantee a seat. After that, seating will be offered outside the Chapter. The trip is April 29.

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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

January 15, 2006

The January meeting of EAA Chapter 27 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 twenty-five members were present. A good turn out, considering the icy roads.

Chapter 27 is Fifty Years Old !!! (February 1956 to February 2006)

A presentation will be given at the February meeting to commemorate the oldest Chapter in Connecticut, including recognition of a founding member of Chapter 27, Stan Solecki.

Events will be planned throughout the year to celebrate this anniversary.

President's Announcements (Jim Simmons): An officers meeting was held on January 8, 2006 to plan the yearly agenda.

Membership badges for 2006 will be distributed at each meeting to all paid members.

Airport improvement projects for 2006 include painting the tetrahedron, installing the noise abatement sign, and a spring clean-up.

Treasurer's Report (Bill Jagoda): A report of income and expenditures for November and December 2005 was accepted. The treasury is currently down due to end of year functions. Please pay your dues (\$15) and buy the Chapter authorized products to replenish the budget for 2006 activities. The current balance as of January 15, 2006 is \$381.00.

Technical Counselor's Report (Dave Pepe): Dave and Rick Andrews discussed Rick's recently completed RV-6 which currently has 18 hours of flying time. Rick said the plane flies well, with two minor leaks that are being addressed. Dave (Uncle Dave, to me) visits my RV-9A project regularly and provides answers to all of my questions.

The Chapter's RV builders can benefit from his direct experience building and flying an RV-6 (the red one with the checker board tail). If you are building something besides a sheet metal aircraft, he can answer general questions about the process or put you in touch with someone that can answer your specific questions.

EAA Director (Rick Beebe): Rick is up for re-election to the EAA Board of Directors. Signatures were gathered for his petition. Rick discussed some of the EAA goals for the year, including recruiting local businesses for development purposes.

Website & Newsletter Editor (Rick Beebe): Check out the website at www.eaa27.org and the new and improved 2006 Newsletter. Submit suggestions, pictures and articles to Rick for the newsletter and website.

Young Eagles Report (Fran Uliano): Fran reported that flying 100 children would remain the goal for 2006, with some new initiatives to recruit new Young Eagles, including a newspaper article promoting the June 10th Young Eagles Day; speaking to a group at Sacred Heart in New Britain; and a raffle for members that bring children to the events.

June 10, 2006 is the International Young Eagles Rally and October 21, 2006 has been scheduled for Chapter 27's Fall Rally.

2006 Chapter Events:

The Chapter picnic (& share a plane day) is scheduled for September 9, 2006.

The 2006 Christmas Party is booked for December 10, 2006.

Mike Zemsta is coordinating the Mattituck Trip, scheduled for April 29, 2006. Space will be limited to forty-five people, so if you are interested, sign up now. The cost will be \$45 which will include the bus, ferry, lunch and the day at Mattituck. The bus will leave Cromwell at 4:15 am, North Haven at 4:45 am for the New London-Orient Point ferry. This offer will be extended to

other area EAA Chapters soon, so, again, sign up now.

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

Off-site Chapter meetings are being planned at Bradley Air Museum and Max Lopez's hangar.

Old Business:

Membership fees (\$15) are due now.

Please pick up your 2006 Aviation Calendars; on sale now for \$8.00 each.

Christmas party food and service was discussed, with mixed reviews.

T-shirt pricing will be available in January 2006.

New Business:

Rick Beebe made a motion to allocate up to \$100.00 for an FBO plaque commemorating Chapter 27's fifty year anniversary; Bob Spaulding seconded; motion was passed without opposition.

Tova Clayman made a motion to allocate \$200 to reserve a bus for the Mattituck Trip; Mark Scott seconded; motion passed without opposition.

Suggestions regarding Chapter improvement are always welcome; volunteers to carry out the improvements are even more welcome.

Fifty-Fifty Raffle (Patty Zemsta): Jim Simmons won the fifty-fifty raffle and donated the proceeds to the Chapter. Thanks for the donation Jim but you still have to submit a member profile to the newsletter.

Seminar Presentations

 (Bob Spaulding):

January 2006—Fran Uliano discussed and showed a video recounting his recent AT-6 ride. The fifteen minute ride, including some rolls and loops, looked well worth the money.

February 2006 is Chapter 27's Fifty Year Anniversary. A special tribute to our members who have been flying for over sixty years will be presented by the Chapter President. We have some amazing members sitting

Meeting minutes cont'd

in the seats next to us at our meetings. Hearing their stories is an enlightening and inspiring experience.

Meeting adjourned at 12:00.

Respectfully Submitted — James Pepe

MEMBERSHIP RENEWALS ARE DUE!

To date, less than half of our 2005 members have renewed their membership. Obviously, we are hoping it's just an oversight and that you'll rejoin us for 2006.

Membership dues are only \$15 per year and that just about covers postage and production of our newsletter. Please renew your membership for EAA Chapter 27 ASAP. *We need the cash.*



A BEARHAWK JOINS OUR PROJECT LIST

Add one more to the builder roster. I ordered a Bearhawk quick build kit yesterday. Aluminum wings so I can relate to the RV guys, steel tube and fabric fuselage so I can talk to the traditional rag wing builders, and fiberglass tips and other parts so I can appreciate what the composite guys do. Sorry, no wood. Maybe I'll make a wood floor for Jim. I take delivery in May or June so I have time to get a bunch of things done before it arrives. What I've learned from the club members and knowing I can get advice and physical is a great asset. Thanks for being such a great Chapter.

—Mark Scott

MEMBER PROFILE: JIM SIMMONS

During the late 1960's I lived and worked in New York City. I was an avid RC aircraft builder and flyer and joined the PARCS (Pennsylvania Avenue Radio Control Society) in Brooklyn, NY. Now you are likely to ask "Where can you fly an RC airplane in NYC"? The city would close some parking lots at Reis Park (near Coney Island) for our clubs use during the winter months, when the beaches were not occupied. In the summer months, we were permitted to use a section of the city garbage dump in Canarsie, NY. Occasionally a plane would go astray and we would trudge through 'stuff' to recover the airplane. My focus in RC flying was always aerobatic maneuvers.

I obtained my private pilot license at MMK in 1977. Back then I would admire Phil Hax's homebuilt Starduster biplane in the north hangar. I decided to drive to Oshkosh in 1978 with my son (23 hours driving time each way) to visit the airshow. After visiting this aviation extravaganza, I became convinced that I would build my own aerobatic airplane. After two years of reading and researching, I decided to build a Steen Skybolt. It took five years and approximately 5000 hours to build my first Skybolt. Soon after completion I wished to learn basic aerobatic maneuvers. I was fortunate to receive some excellent aerobatic instruction from EAA Chapter 166 member, Terry Clark. I truly love the aerobatic experience and I consider it 'precision flying' rather than a daredevil feat. I must also add that flying the RC model aerobatic maneuvers provides an excellent understanding of the correct way to perform the maneuvers.

Good friend and Chapter 27 newsletter editor, Herb Bullock, suggested that since I'm doing all these aerobatics that I should enter a competition. Herb would accom-



pany me and write an article about the competition experience for our newsletter. I accepted the challenge and decided that if I were to compete that I would not want to em-

barrass myself. I went to a competition as a spectator. I was able to sit with the judges as they would grade the competitors maneuvers. They provided me with valuable insight as to the correct way to fly a maneuver. I practiced the Sportsman Level of compulsory maneuvers and entered the Northeast Regional Aerobatic Competition in 1985. The Sportsman category consisted of ten maneuvers including turns, rolls, loops, snap rolls, 1/2 Cuban eights, hammerhead turns and inverted flight. These maneuvers needed to be completed within a certain airspace (aerobatic box), in a certain sequence and their form was critiqued against a standard. The event spanned three days in Montgomery, NY. Weather shortened the event to two flights per contestant. There were four skill levels of competitors; Sportsman, Intermediate, Advanced and Unlimited (today there is a 'Basic' level which consists of four maneuvers). There were 14 other competitors entered in the Sportsman category. I was fortunate to finish in first place!

However the experience convinced me that I was not a competitor. Three days away from home with two 15 minute flights isn't my idea of fun. I'd much rather be flying than watching. So that was my last aerobatic competition. However, I am now one of the few people in the world (if not the only one) who can say that "I am undefeated in aerobatic competition".

A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, "I'm sorry, sir, only one carrion allowed per passenger."

*Don't go around saying the world owes you a living. The world owes you nothing. It was here first.
—Mark Twain*

AOPA CHOOSES CONNECTICUT FOR EXPO 2007



AOPA has chosen Hartford, Connecticut, to host AOPA Expo 2007, general aviation's premiere convention and trade show. It will run from October 4 through 6 and bring an estimated \$10 million into the central Connecticut economy. "There were two key factors for selecting Hartford as the site for our 2007 AOPA Expo," said AOPA President Phil Boyer. "First and foremost, there is a large concentration of the pilot population who live in the Northeast and Mid-Atlantic states, and Hartford is a centrally positioned location easily accessible to them by car

or light plane. Second, Hartford provides an ideal airport environment for the world's largest aviation organization to host its annual convention. Both Brainard and Bradley International airports combine to serve those who fly themselves and those who use the airlines to attend." This year's Expo will run from November 9 through 11 in Palm Springs, California. For more information, see AOPA Online: <http://www.aopa.org/expo>

The deadline for submission of materials for the next newsletter is March 8, 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? _____



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