



Experimental Aircraft Association

Chapter 27 News



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

February 2008

LETTER FROM THE PRESIDENT

I'd like to begin this month's letter with a special "Thanks" to Mark Scott for arranging for the exclusive tour of the Sikorsky Helicopter Factory for our Chapter members. I believe that I speak for all who attended this tour that it was terrific. The tour began with a visit to a small museum near the lobby and a fine narration of the history of Sikorsky aircraft. We then proceeded to view all aspects of helicopter manufacturing. This included precision machining of massive, titanium components for the engine transmission and rotor hub. We toured many areas, from the initial assembly line, right through to the hangar where finished product awaited flight testing. We toured rotor manufacturing and viewed Sikorsky's engineering flight simulators. Throughout the facility there was a wonderful collection of photographs of their aircraft performing many functions throughout the world. The tour was completed with a visit to a viewing area for Igor Sikorsky's private office. I believe that everyone in attendance came away with the observation that Sikorsky puts out a very high quality product for their customers. Thanks Mark.

EAA headquarters now provides an online calendar for EAA events throughout the world. Anyone can visit the site and view everything from local Chapter meeting dates to major activities including EAA Fly-In's. You can view the calendar at: www.eaa.org/calendar.

As I am writing this month's *Letter from the President* I'm looking out my window at some howling winds blowing snow flurries across my yard. I, for one, am looking forward to the coming Spring weather and more opportunities for flying.

I'm looking forward to seeing you all at our February meeting.

—Jim Simmons

CROSS COUNTRY FLYING

One of the things that I think has helped improve my flying skills is going on cross country trips, particularly long ones. This is because it is always a very dynamic environment, one that you can't completely plan for. It means that even though you may have planned the trip very well, you still have to be adaptable and flexible in order to deal with the unexpected. Weather is certainly the biggest factor here, and that's why we have FSS, but many other things also come into play that don't normally come to mind right away. I'd like to share some of my thoughts and experiences with you, and give a few examples of things that I've run into that made me change my plans "on-the-fly."



Kevin Minckler and his Long-EZ, N8CP

When I fly long cross country flights I never fly direct and never use off-field VORs. This may seem strange but there are several reasons for this. First, airports are the only normal place I can land so it stands to reason that I would want to stay close to them. Flying to an off field VOR is kind of useless. I can't land there, only fly a radial off of it. So I use an airport-to-airport flying philosophy. If I am within gliding distance it greatly increases my chances of survival in the event of a forced landing. This gliding distance also increases the higher I fly; altitude is

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February Meeting Agenda:
Bob Spaulding on building materials and flight testing

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President Jim Simmons 203-272-9346	Vice President Bob Spaulding 203-378-5688	Treasurer Bill Jagoda 860-349-9901	Secretary Steve Socolosky 860-569-6385	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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our friend. High altitude also gets you a better overall view of your situation and time aloft. That extra time may be used to fix your problem, find a good landing spot if you can't make the airport, and make radios calls for help. Flying within gliding distance of a runway is called being in the "cone of safety" because it resembles a cone coming up from the runway and expanding out in all directions and gets larger in diameter the higher you are. The more cones of safety you put between the start and end of your trip, the better off you are. With almost 20,000 airports across the country*, you can draw a line between any two far apart points and usually with minor course variations fly over many airports. I fly over 24 airports on the way to Oshkosh from New Haven, and I could make it even more. Doing this only increases the total flight time by a small percentage and gives me some peace of mind and a significant reduction in stress.

I fly VFR using a "route sheet" with a GPS and a backup GPS. I don't use the flight planning forms that I used in flight training. They contain a lot info I don't really need and are missing a lot I do need. I don't need true course, wind correction angle, true heading, variance, magnetic heading, deviation and calculated heading. I don't need to calculate estimated time on-route or estimated fuel per leg of the trip. I'm not saying you shouldn't know how to calculate these things and be able to fly without a GPS as a student, I'm just saying a GPS unit eliminates all the bother. I have my GPS set up to give me real-time ETE (estimated time enroute) to the next airport. This is key to making the "land now or fly to the next airport" decision.

The most important thing I do need to know on a cross country trip is my aircraft endurance or maximum time aloft. I already know the maximum fuel burn rate per hour of my plane. Once you know

that and how much fuel you have, you've got your endurance in hours. When I'm flying, I use a flight timer and I'm always "on the clock." As I begin to approach my aircraft's endurance limit (or my own bladder capacity) I use my route sheet to give me all the info I need to land at the next available airport on my list. This route sheet is a Microsoft Word document that is formatted to be half an 8-1/2 x 11 page, which is kneeboard size. An example of the route sheet is shown below.

What you see here is the airport name and state (I find it less than stellar to pull up to a fuel pump at an airport and not even know what state I'm in), airspace class (and approach frequency if applicable), airport ID, tower, CTAF, ATIS and ground frequencies, the runways, length and elevation.

The airport class lets me know if I need to talk to a tower or self announce. This is everything I need to know to land. It's also a convenient list to program the route into a GPS and it's reusable. Yes, many GPS unit have this info in them if you know how to find it, but I don't like fussing around any more than I have to while on approach to an airport, I want my eyes looking out the window as much as possible, so I like having all this info in front of me on a kneeboard. No digging thru GPS screens, no fumbling with flight guides, AFDs or sectionals. It's all right there. It's enough that I'm having to fly the plane and tune the radios. This form is available on the eaa27.org website under *Resources* if you find it to your liking.

If desired, I have several other route sheets that can save you planning time.

Dealing with clouds can be a continuous series of decisions for VFR flight – do you go over, under or around? This decision depends on a lot of things. One factor is the direction you are heading versus the hemispherical rules. These rules put a 2000 ft step between altitude choices over 3000ft. That can put you right in the middle of a cloud deck or just skimming over the top or under the bottom, none of which is where you want to be. If you go under, can you stay 500ft below and still maintain adequate ground obstruction clearance

Flight Route – New Haven, CT to Lyndonville, VT						
AIRPORT (class/apch freq)	ID	TWR CTAF	ATIS GND	RWY	LGT	ELEV
New Haven, CT (D)	KHVN	124.8	133.65 121.7	2/20	5100	14
Meriden, CT	KMMK	123.05	134.925	18/36	3100	103
Brainard Hartford, CT (D)	KHFD	119.6	126.45	2/20	4417	18
Westover AFB/Metro (D)	KCEF	123.0	114.0	5/23 15/33	11597 7082	241
Orange, MA	KORE	122.8	135.675	1/19 14/32	5000 4801	555
Dillant Hopkins Keene, NH	KEEN	123.0	119.025	2/20 14/32	6201 4001	488
Claremont, NH	KCNH	122.7	125.95	11/29	3100	545
Lebanon, NH (D)	KLEB		118.65 121.6	18/36 7/25	5200 5496	603
Dean Memorial Haverhill, NH	5B9	122.8		1/19	2500	580
Lyndonville Caledonia Co., VT	6B8	122.8	119.275	2/20	3300	1188
Alternate Newport State	KEFK	122.8	118.275	5/23 18/36	4000 4000	930

(or airspace clearance)? Will you pick up thermals and turbulence? You might prefer to stay low for passenger comfort. Some people can't deal with high altitudes.

Going over clouds carries some risks and rewards. One risk is that you may not be able to climb high enough or fast enough to make it over. The biggest risk of getting on top of an overcast cloud deck is whether you can safely get back down through a hole at your destination. Scattered or broken clouds OK, but solid overcast,

MEETING MINUTES

January 20, 2008

watch out. Rewards include getting out of haze, better visibility, fewer thermals and low level turbulence, typically less traffic, larger cones of safety and having the "more altitude/more time aloft" safety trump card. Winds aloft are typically faster the higher you go, so this can affect your decision too depending on whether it's a headwind or tailwind.

Going around clouds is something I'll do if there are just a few at my altitude and I don't want to bother climbing or descending. I'll also do this if I see the clouds are really dark or I start seeing precipitation or virga because that's telling me it's a storm cloud and I don't want to get into the vertical currents associated with that.

Diverting around bad weather is another thing that can change your plans as well as diversion due to sudden airport closure. This could be due to an accident or a TFR for an airshow kicks in. I've had this happen. You need to be able to switch to plan "B". You do have a plan "B" don't you?

OK, how about in-flight emergencies? Have you ever used the "nearest" function on your GPS? Try it sometime and execute the diversion and landing. You never know when a passenger may have a heart attack or become ill, or when you just need to get down due to weather or mechanical problems. You want to be familiar with that GPS function, and you may have never used it. You have to get all the info you need to land in a hurry such as runway directions, lengths, elevation and communications frequencies. Make sure all that info is readily available and accessible. Also, always keeping situationally aware of your position on a sectional map is helpful and a good "job" for passengers.

One other thing I have learned is that I really don't want to fly due east early in the morning or due west late in the afternoon. Flying directly into the sun makes it very difficult to watch for traffic and raises stress

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Call to order: The meeting for EAA Chapter 27 was called to order by President Jim Simmons at 10:00. Vice President Bob Spaulding was absent. There were 44 members present.

Treasurer—Bill Jagoda: Bill reported a balance of \$530.59. Thank you, Bill!

Technical Counselor—Dave Pepe: Dave reported that Jim Pepe has his wings and tail done and is working on the firewall of his RV-9A. Mike Zemsta's RV-10 is undergoing avionics and wiring installation. Fred Dube has begun an RV-7 by obtaining a completed empennage and wings. Finally, Dave mentioned the various Chapter 27 products that are available for purchase.

Young Eagles—Fran Uliano: Fran informed the membership that we flew 79 Young Eagles in 2007 with a grand total of 1352 Young Eagles flown to date. Fran announced that International Young Eagle Day will be held on June 14th with June 15th being the rain date.

Fran mentioned that a new Young Eagle video could be produced and Mike Okrent mentioned that he is certified to produce just such a video for public access channels. Fran asked for a volunteer to be in charge of publicity.

Dave Pepe will be selling Young Eagle shirts.

Director Report: Rick Beebe announced that he will be attending the next director's meeting in April at Oshkosh. Rick also mentioned that Tom Poberezny was recovering nicely from a recent surgery.

Sikorsky Aircraft Tour: Jim and Mark Scott reviewed the details which included an arrival time of 9:30 a.m. sharp on Saturday, February 2, 2008, for an approx. one and one half hour tour. Mark asked anyone interested to sign up today and reminded those attending to have an I.D. such as a driver's license.

Holiday Banquet: Our 2007 Holiday Banquet was a huge success and it was determined that our 2008 Holiday Banquet will also be held at The Hawthorne Inn on Saturday, December 6, 2008. Mark your calendars! Many thanks go out to Maury Libson for all of his efforts!

Old Business: Hangars at MMK have been staked out and work may begin in April 2008.

New Business: Jim informed members of the officer's meeting held on January 6, 2008 to plan events for this year and discuss our Chapter's direction.

Mark Scott is planning to hold an open house for those who would like to view his Bearhawk on Saturday, January 26th, from 2:00-6:00 p.m.

Barbara Johnson was looking for a structural engineer or architect and a member was able to help her.

Chuck Drake lead a discussion on possibly sending a Young Eagle to the EAA Air Academy with funding from various sources including some proceeds from the sale of some avionics which were donated to our Chapter. Chuck also mentioned that we might team up with other Chapters in order to achieve this goal.

Seminar Topics for 2008: We discussed some possible topics which included: Painting, Jim Simmons and Jim Maher; Fiberglass and Composites, Chuck Drake; and the new Aviation Maintenance Technician (AMT) School being built at Brainard Airport, Steve Socolosky.

50/50 Raffle Winner: Bob Rouse was our winner for this month.

As is customary for our raffle winner, please submit a brief write-up of about yourself.

We are still anxiously awaiting the profiles to be written from past 50/50 raffle winners which include: Max Lopez, Charlie Enz, Ron Slossar, Bob Brown, Dave Pepe,

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If God had really intended men to fly, He'd make it easier to get to the airport.
— George Winters

Challenge, accomplishment, skills... homebuilding is good for your mental health.
—Lauren Paine, Jr.

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George Anderson and Mark Tower. Everyone has a story!

Seminar Presentation: Jim Maher brought in a video of the September 22, 2007, Red Bull Air Race, from San Diego, California. The races are held in various locations around the world and offer low altitude, high speed racing around air-inflated pylons. The race course is set up over water and is shown from cameras at various locations, including the cockpit. If you'd like to know more, here is the web site: <http://www.redbullairrace.com/>

Respectfully submitted — Steve Socolosky

Cross Country Flying, continued from page 3

levels. I've even employed a "tacking" technique sailors use to avoid this.

Lastly, the Boy Scout motto "Be prepared" works well for aviators. I now carry spare tires and tubes, an air compressor, lot of tools, wire, fuses, oil, brake fluid, a flare gun, signal flares, a lighter, rope, a blanket, first aid kit, and life jackets. My A&P mechanic has even asked me where I want a kitchen sink installed.

—Kevin Minckler

* According to the Department of Transportation, as of 2006 there are 5,233 public use airports and 14,575 private use airports in the US. 8,854 of these are paved. http://www.bts.gov/publications/national_transportation_statistics/html/table_01_03.html

The deadline for submission of materials for the next newsletter is March 7, 2008.

2008 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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