



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, February 21, 10 a.m., Meriden-Markham Airport, Meriden, CT

February 2010

What Are You Gonna To Do Now?

Recently, while out for a \$100 hamburger, my friends and I encountered a 20ish young lady in tears in the FBO. Turns out the right main tire on her C172 blew as she landed. It was her long cross-country and needless to say she was distraught.

Three hours later she had a new tire and tube replaced, and we sent her on her way. We suggested the most practical route home was to follow I-70 to a known location, turn south to the reservoir, then turn west which is direct line to KAPA. She wanted a different route that went south away from known landmarks.

This got me thinking. One thing I noticed was her shoes. She was wearing cute, ballet-type slipper shoes. Hence the title of this missive.

Q1. You're lucky, you landed on pavement at an airport with a shop that could replace the tire. What if you had to land off-field? What are you gonna do? A. I'd get out my cell phone and call XXX

Q2. No cell phone service, what are you gonna do? A. Uhhhh

Q3. Are you going to walk in those shoes? A. Uhhhh

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FLYING "ON THE ROCKS"

Alton Bay, New Hampshire, B18, is the only FAA-recognized ice airport in the US. Steve Socolosky and Cullen Slocum flew up there on January 23. Above, downwind for "runway" 1. Right: Cullen and Steve on the ice at Alton Bay. During the warmer months, B18 becomes a seaplane base.



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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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Letter from the President

Back in my college days this time of year was often referred to as the “Dark Ages”, both in the figurative and literal sense. The climate and short spans of daylight associated with a typical New England winter meant hunkering down (usually at the local pub) and brooding about the cold while making grandiose plans for the coming spring and summer. During my military flying career, winter usually meant that it was time for the annual safety stand down—to cut back on the pace of flying and devote some time to reviewing procedures and inspecting airplanes with an emphasis on looking for ways to eliminate potential compromises to flying safety.

Some of us in Chapter 27 regularly fly through the winter, braving cold preflight inspections and sipping hot coffee while engine pre-heaters do their job. It’s a great time of the year to fly with low density altitudes, demonstrably better aircraft performance, and crisp, clear days with great visibility up to the Adirondacks. But most of us, at best, fly on a more limited basis or often not at all until the weather decidedly turns for the better. And it is during this layoff we lose the finely honed edge of proficiency. The familiarity with the cockpit and procedures, that sixth sense where you can “hear” the airplane talking to

you, the situational awareness that comes with regularly flying, becomes a bit distant.

Yet winter affords an opportunity to brush up on flying knowledge that goes hand in glove with the ability to manipulate the stick to a soft landing. Since we may be hunkered down at home channel surfing, why not spent some of that time going on-line and taking a few mini-courses at faasafety.gov in preparation for a Wings renewal or to just brush up. The insurance companies love to see a consistent training record. Sitting down with your aircraft’s flight manual and reviewing emergency procedures is always time well spent. Use the opportunity to delve into how a piece of equipment or aircraft system really works...and how to recognize when its functionality begins taking a turn for the worse. And winter is always a great time to do some serious hangar flying with fellow aviators. When the weather becomes more supportive of “pulling chocks” we’ll be just that much more mentally prepared to re-enter the flying scene.

A quick reminder: if you haven’t paid your 2010 dues, please do so. See you all at our next meeting.

Stay safe.

—Bob

Update your projects

Please send Mike Okrent at membership@eaa27.org the current status of your projects. Aircraft Type, % completion, Any updated pilot ratings. The summary will be added to the Chapter roster. Thanks,

—Mike Okrent, Membership Chairman

Rivet Gun Needed

If anyone has a surplus 4X rivet gun, any associated bucking bars, and surplus clecoes I’m in need of these for my upcoming Zenith Zodiac 601XL retrofit project. Thank you.

I am in Naugatuck and can be reached at 203-490-8466.

—Tracy Smith

What are you gonna do now? cont’d from page 1

Q4. It’s cold (nights around here are in the teens and low 20s) and what are you gonna do? A. Uhhhh

Q5. Ok, so you’ve managed to find a gas station or something. Got any quarters for the pay phone? Got enough money with you to get out of trouble, or at least have dinner? A. Uhhhh

Q6. You’ve landed off-field and managed to contact someone. Can you tell them where you are? A. Uhhhh

She had a debit card with her, but it didn’t have enough on it to cover the cost of the tire. She had to call home and get her mother’s credit card number.

This is a partly a complaint against our training. Ok, so I’ve got an emergency and managed to land the plane in some manner that lets me live. But what now? There’s no training or even a conversation about what to do when it really happens!

I’ve been fortunate that my 2nd job out of college was non-stop

traveling for the company. I learned really fast what can go wrong and what makes sense for Plan B, Plan C, Plan D.....My parent taught me always to have cash and a good credit card. And as soon as I bought the putt-putt I took (and still take the refresher) mountain flying course out here in Colorado. The important information I learned was what to put in the emergency bag and to make sure you have it with you!

Is there a spare tire in it? Nope, but there are an extra pair of sturdy shoes, clean underwear (you can really put up with an awful lot with clean underwear and a toothbrush), and survival things. An excellent resource for survival kits is Doug Ritter, at www.equipped.com. You can also download a military survival guide at <http://www.fas.org/irp/doddir/army/fm3-05-70.pdf>

Regardless of what you put in your survival kit, make sure you can reach it *from your seat!* Better yet—wear it!

—Blanche Cohen, Denver Colorado

Meeting Minutes

January 17, 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 32 members present and 3 guests.

Recognition of Visitors: Mary D'Orvilliers, Kira Reed—candidates for Young Eagles Air Academy.

Membership—Mike Okrent: A discussion on advertising our organization and some ideas to increase membership were to take your old issues of Sport aviation and apply stickers with our meeting date and contact info and dropping off at barber shops, doctor offices etc. The trial membership and Chapter business cards.

Treasurer—Bill Jagoda: Bill reported a balance of \$1712.16

Bill is now collecting dues for 2010.

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

Mark discussed the refurbishment of a glider. Mark invited the members to an open house to view the progress on his plane.

Dave discussed the situation of the ELSA in the north hanger and its preparation for inspection. Mike Zemsta has been very involved assisting in the effort despite the cold conditions.

Young Eagles—Fran Uliano, Richard Merrill: We have flown 208 Y/E for 2009 with a total of 1707 since 1995. Our goal for this year is 100. Saturday June 12th will be our next YE Rally, rain date June 13th.

There was a discussion of a Girl and Boy Scout Aviation Merit Badge sponsorship.

Kira Reed and Mary D'Orvilliers are candidates for the EAA Air Academy and were

interviewed after the meeting.

Website, Newsletter and Director—Rick Beebe: As always, please feel free to upload pictures of your project and aircraft on our website. www.eaa27.org. Rick is always on the lookout for pictures articles etc. If you have anything in mind pass it on to Rick.

Chapter Bulletin Board—Chris Kohler: Chris has done a great job providing a visual look at our Chapter with the board. Chris is on the lookout for pictures to use, if you have any you would like to share please contact Chris.

Airport Improvement Projects: The airport sign is on hold pending a FBO decision. The tetrahedron and taxiway paint are in good condition. Spring cleanup will be determined in late May. We are looking into building a handicap ramp into the building. If you have any other suggestions please pass them along at the next 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 on the first or second Saturday in December, 4:30 to 7:30pm.

Social Action Project—A discussion of providing Charitable and/or Adult Orientation flights. Specifics to be determined, insurance, EAA coverage, airport promotion, etc.

Tours—Possible tours this year are Pratt & Whitney, Hamilton Standard, Whelan Engineering and Mattatuck. If you have any suggestions pass them along.

Other Possible Events—Landing Contest, Scavenger Hunt, USAF Thunderbirds Jun 26-27 at Quonset Point KOQU, and August 21-22 at Barnes KBAF. The Simsbury Fly-in Sunday September 19 and a Fly In is

scheduled for September 25 at New Haven, I'll have more info at the next meeting.

Again if you have any suggestions please bring them to the meeting.

Old Business: KMMK FBO status, Aviation Commission meeting was held Feb. 9th .

50/50 Raffle: Won by Bill Jagoda and donated to the Chapter, Thanks Bill.

New Business: Bearhawk open house at Mark's, Sunday, Feb 7th 1-5pm.

Seminar: John Shade of Pratt Whitney gave an excellent presentation on engine cooling. I now know what that 1" lip on the bottom of my Cessna cowl is for!

Respectfully submitted—Rick Bernardi

International Learn to Fly Day

EAA announced the new International Learn to Fly Day as a way for all segments of the general aviation community to encourage others to become involved in aviation. The inaugural event is May 15, 2010, and EAA wants chapters and individual members to get involved with some kind of activity to introduce the general public to the idea of learning to fly.

“Take someone out to fly. Make an introduction at the local flight school. Get that friend or family member who has shown a past interest in flying to take the next step. That's what this newly designated day is all about—doing something to introduce others to aviation,” said EAA's Ron Wagner.

May 15 will be here sooner than you think, so we encourage you to start thinking about how you plan to be a part of International Learn to Fly Day. EAA has established an e-mail address—learntoflyday@eaa.org—for your suggestions, ideas, plans, or questions. You can also join the discussion at Oshkosh365: www.oshkosh365.com

Bozone (n.):
The substance
surrounding
stupid people
that stops bright
ideas from
penetrating. The
bozone layer,
unfortunately,
shows little sign
of breaking down
in the near future.



New Life For N83203

Checked on our major custom engine overhaul to factory new limits today at Zephyr Aircraft Engines, Inc. in Zephyrhills, FL <http://www.zephyrenines.com>

It looks in pretty good shape for a 47 year old engine. It is now ready for cleaning. Many new parts will be installed along with new cylinders. It will be almost like new again.

—Don Davidson

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

O to speed where
there is space
enough and air
enough at last!
— Walt Whitman,
'One Hour to
Madness and Joy,'
1860.



EAA Chapter 27
c/o Richard Beebe II
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Hamden, CT 06514-1415
newsletter@eaa27.org

Meetings held on the third Sunday of the month at 10 am at Meriden Aviation, Meriden-Markham Airport, 213 Evansville Avenue, Meriden, CT unless otherwise noted.

www.eaa27.org