



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, January 16, 2005, 10 a.m., Meriden-Markham Airport, Meriden

President

Jim Simmons
203-272-9346

Vice President

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203-467-4826

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860-349-9901

Secretary

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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

Holiday Party a Smash!

EAA Chapter 27's annual holiday party, held for the second time at the Hawthorne Inn, was a great success. Record attendance forced a last minute move to a larger room but the Hawthorne staff handled things admirably. As usual, the gift grab was a highlight of the evening. No one left satisfied! President Jim Simmons gave a presentation on all that the chapter accomplished in 2004. We should be proud of ourselves! Of course the best part was being in the company of so many good friends. **Happy holidays and Happy New Year!**



A capacity crowd fills the Hawthorne



It doesn't matter Joe, you can't keep it!



Jim Simmons leads the ceremonies



Chris O'Connor gets a real treasure. Not.



Rick Beebe won the President's Award



Easy come, easy go, eh Patty?



Officers present and accounted for, sir!



John Boyce lost six gifts during the evening!

January, 2005

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HERB BULLOCK 1915 - 2004

It is with deep sadness that we report the passing of Herb "Red" Bullock on December 31, 2004.

Herb had a lifelong love for aircraft and aviation. Herb earned his private pilot rating in 1933. He served as a crewman on one of the first, converted aircraft carriers ever used by the U.S. Navy during WWII. Herb's dream of owning his own aircraft was realized when he partnered with Bob and Sheila Seemann, Bill O'Connor, and others, in the purchase of a storm damaged (flipped upside down) 1949 Ercoupe. The group restored this airplane in Herb's wood stove heated, uninsulated, converted chicken coop in Cheshire, CT. The



Herb, left, on the day he got his pilot's license in 1933 at the Bridgeport Airport.



August, 1988 at Meriden-Markham Airport. Herb and the Ercoupe he restored.

space was so small, visitors would often question how it was possible to get the fuselage inside the building. The ceilings were less than 7 feet high. Getting into and out of the cockpit was interesting, to say the least. (Think about that the next time you complain about not having enough work space for your project). The Ercoupe restoration was completed in 1986. The Ercoupe flew out of MMK for 3-4 years and was sold to a pilot from Long Island. It was used there by the pilot in his

sightseeing and air photography business.

Herb was a long time EAA member and avid supporter of EAA Chapter 27. He was a printer by trade and served as our newsletter editor for many years. Herb provided our chapter with some of our finest newsletters and was highly instrumental in the revival of our chapter in the early '80's.

In addition to Herb's love of aviation, he also loved sailing. In his earlier years, he built his own sailboat and sailed it from Cape Cod to the Gulf of Mexico.

On behalf of the members of EAA Chapter 27, we offer our deepest sympathy to the Bullock family.

Condolences To Greico Family

We're sorry to have to report the sudden passing of Nancy Greico on December 28, 2004. Nancy was the wife of Fran Greico, former Cessna 172 owner based at Meriden Airport and past EAA Chapter 27 member. The couple had recently attended the Meriden Airport Christmas party on Friday December 24th.

On behalf of the members of EAA Chapter 27, we offer our condolences to Fran and the entire Greico family.

Dues for 2005 are now due!

Use the form on the back or see Treasurer Bill Jagoda at the next meeting. Thanks!

FREE TO EAA CHAPTER 27 MEMBER

"JET 3 Speed Attachment Kit" for JET manufactured Band Saw.

Or perhaps you can adapt it to your band saw.

Call (203) 272-9346 if interested.

Member Profile: Joan P. Howell

When I was a child, sitting on a rock in my father's garden contemplating nature, I watched planes high in the sky flying into La Guardia and International (now Kennedy), and wondered what the Earth looked like from the sky. I have since flown in jet aircraft and some small planes but my curiosity remains alive.

The smallest aircraft I flew in was a 4-seater Cessna in the Bahamas. I had no experience in a sport aircraft. Jim Simmons invited me to fill that absence this summer in his Skybolt. As I climbed into the small front cockpit, hooked up with harness and headphones, figured out where my legs should go, and listened to Jim running through his routine checklist for takeoff, I found myself going through my own neurotic checklist! Wow, I'm sitting in the nose of a plane! My admiration for Jim's wife Betty zoomed up the scale for the thou-

sands of miles she flew sitting in that seat! And the beauty and greenness of the Earth, seen from the sky, became more available to me.

My companion, Charles Enz, introduced me to the world of plane builders and owners and to EAA Chapter 27. And to his RV-6 in what I call the "Hanger Room," aka his living room! With Patti Zemsta's help I attended Ground School for Pinch Hitters; in preparation for the future.

Born in Brooklyn, raised in Queens, surrounded by water, my first love was with the ocean and dreams of sailing. For several years in Connecticut I belonged to a sailing club and did some wonderful sailing on Long Island Sound. Prior to that I lived in Pennsylvania for seventeen years where my son was born and my two children were raised. My daughter was born in Minneapolis-St. Paul in

Minnesota where her father attended Graduate School after we moved out of Manhattan. My ex-husband and I now share three grandchildren. Charlie's baby grandchild just brought the total up to four grandchildren for me, and for him.

For the past 24 years I have provided mental health services as a therapist for hospitals, community agencies, and in private practice as a Licensed Clinical Social Worker. I work with children, adolescents, adults, couples, and families. I look for each individual's unique creative ability to find his or her own answers for the problems they present. Since I continue to be passionately interested in my field, I have a hunch I will never reach retirement age. All the more reason to look forward to weekend flyouts with Charlie to maintain perspective. So, a childhood curiosity and another dream will be fulfilled, finally.

Meeting Minutes

November 21, 2004

The Meeting was opened at 10:00 by President Jim Simmons, with all officers present.

General Attendance: Rob Aiksnoras, George Anderson, Rick Beebe, John Boyce, Ted and Joanne Brainerd, Stan Chaffin, Chas Enz, Steve Fraas, Joan Howell, Bill Jagoda, Barb Johnson, Chris Kohler, Maury Libson, Max Lopez, Jim Simmons, Bob Ryan, Dave Pepe, Jim Pepe, Rich Merrill, Ray Morgan, Chris O'Connor, Mike Okrent, Rich Reaveley, Bob Rouse, Mark Scott, Bob Brown, Brett Pilkeston, Stan Solecki, Earle Stetson, Don Turecek, Fran Uliano, Bob Upson, Don Green, Jude Steele, Tracy Smith, Rick Bernardi, Chan Schiller, Andrew Douglas, Jeff Fiscus, and others who didn't sign the attendance sheet A special appearance by Steve Socolosky was made via wheelchair as he is now recuperating after the motorcycle accident he had a while ago.

New library books and bookcases were donated by Missy Burk.

Treasurer's Report: Bob Ryan shows a balance of \$1959.03 in the kitty.

Bulletin Board Chairperson sought to take

over from Chris Kohler. Will train eager applicant.

Technical counselor: I have been asked, and have agreed to be a Chapter 27 Tech Counselor in the area that I am familiar with, aluminum airframe construction. EAA Headquarters has reviewed my "credentials" and sanctioned this. While I am an avid enthusiast in all things mechanical and aeronautical, I will limit myself to the area stated. There are many knowledgeable and experienced individuals who can much better serve the interests of the wooden and composite builder. My own aircraft is a Van's RV-6, and I look forward to sharing my learning experiences with others...Dave

Young Eagles: Chairman Fran Uliano reports 42 Young Eagles this year, and 1066 to date.

Airport Improvement Project: Max Lopez will handle this endeavour, according to my notes.

DUES are due now. Support your chapter.

EAA Calendars are available, please pick up your copy before they age.

Memorial Wall for Bob Burk is in the works. Missy will attend the ceremony at AirVenture this year.

Officers for 2005: Jim Simmons, President; Max Lopez, Vice President; Bill Jagoda, Treasurer; Jim Pepe, Secretary.

50/50 Raffle was won by Mike Okrent, He will provide a "Member Profile" as a consequence per tradition.

Seminar: Charles Enz gave a talk with illustrations on the varied aspects of engine cooling scenarios.

December addendum: The Annual Year-end Party at the Hawthorne Inn was great as usual. The food and Jim's after dinner presentation was Board-Room caliber and the grab-bag game was super. My wife Kathy won \$50 from one of the lottery tickets she wound up with.

This is my last set of notes as your secretary, Jim Pepe will take over this function in 2005.

—Dave Pepe

N596JB Flies Again

Last summer Jerry Bass decided to replace the Mazda engine in his RV-6A with a Lycoming after an engine problem forced an off-airport landing. There were no injuries but the plane was slightly damaged. He chose the TMX IOF-360, a Lycoming O-360 that's been converted to fuel injection and with the addition of a Teledyne Aerosance FADEC system for total engine control. These are built and sold by Teledyne Mattituck Services in Mattituck, New York.

He reports, "We started the FADEC IOF-360 Friday, November 26. I ran it for 5 minutes twice then took it around the taxiways to celebrate. All on about 1 gallon of gas. The engine sounds great! The primary battery light comes on after cranking and starting but goes off in about a minute or two as the battery comes up to expected voltage. When we weighed the plane, it was lighter by 3 pounds than the Mazda powered version I had run for 3 years.

The CG moved forward .4 inches and feels great. The mufflers on the exhaust I got make it much quieter than the bark of the Mazda. Everyone here thought it sounded wonderful.

"I finally flew the airplane on Saturday, December 11 for two hours and it ran great. 160 kts at 1/2 throttle and 8 gallons per hour. Needs some paint but flies well. Thanks for everyone's help at Mattituck and Aerosance."

—Jerry Bass, Waynesboro, VA.

The deadline for submission of materials for the February newsletter is February 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? _____

*It's not what
happens to
you; it's what
you do about it
that makes the
difference.*

—Wilson
Mitchell,
aviation
pioneer



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