



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, June 19, 10 a.m., Meriden-Markham Airport, Meriden, CT

June 2011

Tornado Devastates Southbridge Airport



photo by Stan Parzych

On June 1, an F3 (winds of 135-160 mph) tornado touched down in Southbridge, Massachusetts and left a 39 mile swath of destruction. It went right over the Southbridge Airport, home of the popular Jim's Fly-In Diner. Jim's lost their deck roof, the six t-hangar building was destroyed along with the aircraft inside. The airport's maintenance building suffered moderate damage. The airport's office building suffered significant damage. Several sections of the airport security fencing is destroyed. There were 35 aircraft on the field and reports vary from 15 to 32 destroyed. The aircraft were thrown across the ramp, and into wooded areas and an adjacent swamp. The runway and taxiway pavement are intact though they had debris on them. As of now the airport is NOTAMed closed at night, probably because the lighting system is also damaged.



photo by Rick Bernardi



photo by John Suchocki



The path of the tornado is clearly marked by a road of flattened trees.

photo by Rick Bernardi

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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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No meeting or newsletter in July—See you at AirVenture

Smile, You're on Candid Camera

Pilots taxiing at Bridgeport, KBDR, may notice some new equipment located near some taxiways. They're cameras installed by Vector Airfield Solutions to monitor and bill transient traffic. The setup consists of a day/night camera, infrared illuminator, motion sensor, and a solar panel with battery box. All data collected is sent to Vector's offsite servers where it is processed for billing. KBDR tenants are



exempt from landing fees, so all tenant data will be discarded.

<http://www.vector-us.com/>

It appears that an aircraft that arrives at KBDR, makes several touch and go or stop and go landings, without turning off the runway may not be billed. Airport management has told me that an aircraft doing touch and go landings will only be billed for one landing. It also appears that a helicopter that lands at one of the FBO's will not activate the cameras and therefore not be billed.

What remains to be seen is how the new billing system will effect the airport traffic count at KBDR. Pilots are notorious for not going to airports where they are billed for landing.

—David Faile

Meeting Minutes

May 15, 2011

Call to order: The meeting for EAA Chapter 27 was called to order by President Bob Spaulding at 10:07am. Officers Present; Bob Spaulding, Bill Jagoda, Mark Scott and Rick Bernardi. The meeting was held at KMMK. There were 29 members present and 2 visitors.

Recognition of Visitors: Rick Reavely

Membership—Mike Okrent: No report

Treasurer—Bill Jagoda: Bill reported a balance of \$1476.67. Dues is due, please pay your 2011 dues. Dues is \$20 you can mail it to; EAA Chapter 27, c/o Bill Jagoda 43 Derby Road Rockfall, CT 06481

Commissioner's Report—Dave Pepe: There was a long discussion concerning "Learn to Fly Day". The FBO does not want us to give free rides, as they want to sell rides.

Frank Lewandowski has resigned from the Aviation Commission.

Technical Counselors Report—"The BOYZ": Dave recommended before you decide to build to talk to a "Flight Advisor."

Website, Newsletter and HQ Director—Rick Beebe: Rick reported the HQ Directors meeting had a rundown on Oshkosh events for this year. The board also approved the next 5 year plan. The focus is on the declining pilot population and talked of adult orientation rides similar to Young Eagles.

Rick is always looking for articles and /or pictures for the newsletter, so if you have something please pass them to Rick, perhaps an update on your project.

Lauren has set up a great Facebook page, check it out. "EAA Chapter 27" on Facebook.com. Nice job Lauren!

Young Eagles—Fran Uliano, Richard Merrill: Fran reported we have a goal of 100 to fly this year. We have a total of 1853 over the past 15 years.

The Young Eagle Rally is scheduled for June 11th. Fran continues to fly Young Eagles on an individual basis.

If you know a potential YE, give them a ride and send the paperwork to Fran, He will forward it HQ and track it.

Beat the Street meeting was scheduled for June 9th. Phillips 66 still providing a \$1/gal rebate for YE rides.

(Note the June 11th event was canceled because of weather.)

Chapter Bulletin Board—Chris Kohler: The bulletin board remains the same. If you have some pictures to offer bring them to the next meeting.

Airport Improvement Projects: We will paint the tetrahedron Friday June 17th, weather permitting.

2011 Events

- YE Rallies—June 11 (to be rescheduled) and sometime in October.
- International Learn to Fly Day—Joint program with the FBO, Saturday May 21
- Adult Orientation Flights—in conjunction with above?
- Boy Scout Merit Badge Training—latter half of October
- Support for Meriden Beat the Street CC—June 9
- Annual Picnic and Open House – September 10th or 11th.
- AOPA Summit—will be in HFD again this year, September 22-24
- Simsbury Fly-In—September 18
- Holiday Dinner—Saturday, December 10 4:30 to 9:30 pm. At the VILLA CAPRI in Wallingford
- Tours—Some possibilities are: NYTRACON, Brainard Tower.
- Blue Angles—Quonset Point, RI, June 25-26
- Tweed AirFest—October 1-2
- Wings And Wheels – May 21-22

continued →

Letter from the President

Mother Nature has not been kind to us lately as we appear to be caught in a series of bad weather patterns. May was consistently beset with either a long string of rainy days or low visibility and ceilings during the first half of the day.

The first weather related casualty was the International Learn To Fly Day, last May 21st. Although some visitors did show up at the airport, there were no orientation flights. But the collected group of representatives from Meriden Aviators, CT Flight Academy, Chapter 27, and the Civil Air Patrol were able to speak with a number of folks interested in flying and perhaps we were successful in stoking the inner fires that may lead in future involvement in aviation. Time will tell. And for our annual spring Young Eagles rally scheduled last weekend, both days proved to be a weather bust forcing early cancellation of the event. Our sister EAA chapters throughout the state have likewise been forced to severely limit or cancel their events also.

Last Thursday evening, June 9th, we were able to give a short presentation to a dozen kids from the Meriden 'Beat The Street' Community Center regarding potential careers in aviation. However, we had to cut short an airport walk-about with the kids due to the arrival of a spectacular thunderstorm forcing everyone indoors. Unfortunately, the second half of the program was to have been a Young Eagles flight the following Saturday. Hopefully we'll be able to reschedule in a timely manner.

I was reading some statistics the other day regarding the continued success and often booming growth of the Light Sport Aircraft community. Many new designs, offered as kits or as completed aircraft, are coming to the marketplace quite frequently. By far, the predominant engine used in these aircraft is one of a series manufactured by Rotax. It is interesting to note that the primary fuel for the Rotax 912/914 family is 91 octane unleaded fuel with up to 10% alcohol. Many operators stop by the local gas station, load up some 5 gallon cans, and fuel their machines once arriving at the airport. 100LL is the alternative fuel but with maintenance implications—shorter time between oil changes and dealing with the probability of increased lead deposits still accumulating on various parts of the engine, etc. Indeed, a large body of Rotax owners have been besieging the AOPA and EAA essentially presenting the argument that the

proper fuel for their aircraft engines, unleaded ethanol free automobile fuel (MOGAS), is unavailable and, politics being what they are, our advocacy organizations are heeding only the calls from that portion of the flying community with high performance (i.e., high compression engines) and not the little guy.

The on-going search for a unleaded 100LL alternative continues to plod along at a maddeningly slow pace; although it was just last month that Swift Fuel (100SF), a bio-mass based unleaded 100 octane fuel, received approval for a specification for testing by ASTM (American Society for Testing and Materials) International. This is a significant step towards certification as it defines the performance and formulation standards Swift must meet for the testing of its fuels.

Meanwhile, last month Friends Of The Earth (FOE) sent to the EPA notice of intent to sue for failing to act regarding their 2007 petition asking for the removal of lead from AVGAS. At the first meeting of the newly created Unleaded AVGAS Transition Aviation Rulemaking Committee (ARC) last March, the EPA provided a presentation to the committee that "helped dispel concerns regarding the imminent banning of lead in AVGAS." Some statements made by the EPA:

- We did not propose a ban to AVGAS.
- We have a duty to respond to the FOE's request that we evaluate the question of endangerment and we are focused on that issue.
- We are in the first step of a long process and have made no decisions.

And those who have an STC (supplemental type certificate) to use automobile fuel (MOGAS) have become disillusioned, finding their STC essentially useless with virtually all automobile fuel containing 10% ethanol. Teledyne Continental has commenced testing of a Bonanza with 94 UL, basically 100LL without the tetraethyl lead additive but Lycoming says that any new fuel must be at least equivalent to 100 octane or the performance penalties will be unacceptable. Clearly, there are a lot of competing forces at work as industry and government regulators strive for an answer, especially one that is amenable to the complete spectrum of fuel needs throughout the GA community.

See you at the next meeting...stay safe.

—Bob

New Business: Discussion of California 100LL lawsuit. Aircraft property tax, the bill did not pass.

Lightsquared GPS interference testing was discussed, it seems obvious this will affect GPS.

50/50 was won by Bill Jagoda

Seminar: Excellent presentation by Rob McGuire on Electronic Flight Bags and the toys that make navigating easier these days.

Respectfully submitted – Rick Bernardi

FROM THE WINDSOCK.

On a sad note, we report the passing of Fran Greico. Fran was familiar to many of us here in Meriden and Hartford and will be missed.

More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination.

— Wilbur Wright

Had I been a man I might have explored the Poles or climbed Mount Everest, but as it was my spirit found outlet in the air. . . .

— Amy Johnson, 1938

For Sale

FN200 Icebox 3 port Avionics Cooling fan



14V. Brand new still in box. Designed to mount remotely and cool up to three radios, it uses standard 5/8" CAT type hose to direct air from three outlet ports. The Icebox offers a thin-profile, flexible mounting, very quiet operation and has FAA Parts Manufacturing Approval (PMA). Original cost \$170. **\$100**

Aircraft engine stand



With all metal casters. The casters alone cost me \$80. Original cost \$190. **\$100**

Contact Rob McGuire, rmcguire007@hotmail.com or 203-645-2222

The deadline for submission of materials for the next newsletter is August 8, 2010.

2011 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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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