



Experimental Aircraft Association Chapter 27 News



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

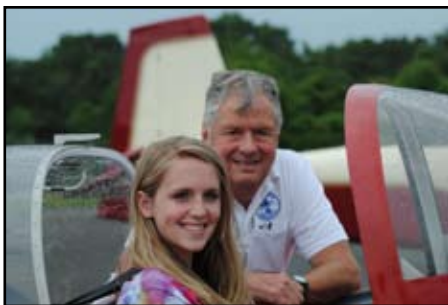
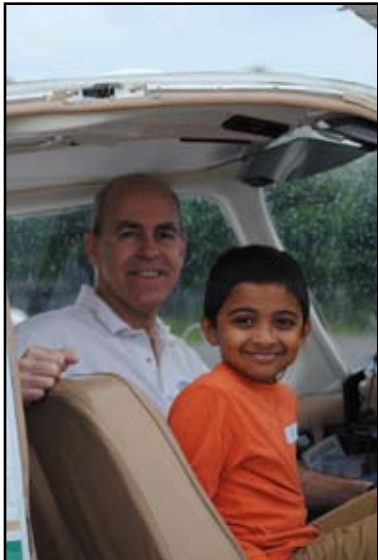
June 2012

International Young Eagles Day

Despite overcast skies and light drizzle, we had a reasonably successful Young Eagles rally on Saturday, June 9. We flew 35 kids. Many thanks to the pilots and ground crew that made the day a success!

Our pilots for the day (counter-clockwise from top left) were Rick Beebe, Dave Pepe, Mike Zemsta, Jim Simmons, Steve Fraas, and not shown, Fran Uliano and Bob Upson. Ground crew were Chris Kohler, Barbara Uliano, Ramona Upson, Laura Tiezzi, Isaiah Tiezzi, Kira Reed, Lauren Dubois, Rich Merrill and Brent Pillion All photos by Lauren Dubois.

Thanks to everyone who helped make this a special day!



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Meeting minutes May 20, 2012

The meeting called to order by President Bob Spaulding. Officers present were Bob, Mark Scott, Bill Jagoda, and Charlie Enz.

Membership – Mike Okrent: Mike Okrent- not present.

Treasurers Report – Bill Jagoda: Bill reported that the current balance is \$2320.87

Technical Counselors Report– The Fab Four, Dave Pepe, Mark Scott, Mike Zemsta, and Chuck Drake: Mike reported on an RV-7 that he has been helping construct. Mark demonstrated a joggle tool that consisted of a handle with two bearings of slightly different diameters which when rolled along the edge of a sheet of aluminum joggles (offsets) the edge by an amount equal to the thickness of the metal thus creating a smoother surface appearance and avoiding disruption of the boundary layer. He also demonstrated a second tool that puts a slight bend in the edge of a piece of sheet metal to mate with the joggled edge and give a tight surface to surface fit. Dave and Chuck were absent and presumed flying.

Website, Newsletter and HQ Update – Director Rick Beebe: Eagles flights are to start at Air Venture this summer. Rick is always looking for articles and/or pictures for the newsletter, so if you have something please pass it on to Rick.

Young Eagles Report – Fran Uliano, Rich Merrill: Fran reported we have flown 13 young eagles this year and a total of 1967 for all years. Fran has resolved some but not all of the discrepancies between the EAA records and his.

Facebook and Chapter bulletin Board – Lauren Dubois: Lauren was not present.

2012 Events:

- International Learn to Fly Day- Saturday May 19
- Spring Young Eagles Rally – Saturday, June 9th rain date June 10th
- Fall Young Eagles Rally – 2nd week in October

- Annual Picnic and open House – 3rd weekend Saturday, September 15
- Simsbury Fly in – Sunday, September 23rd
- Holiday Dinner – Saturday, December 8th, 4:30 to 9:30 PM, Villa Capri Wallingford

Other things in the works...

- Adult orientation (eagle) flights
- Boy Scout and/or Girl Scout Aviation Merit Badge training
- Meriden “Beat the Street” Career Explorers
- Make a Wish Foundation and/or Starlight Children’s Foundation
- Fly Out (perhaps in conjunction with another chapter)
- Facility tour – ideas are sought from chapter members

Old Business:

The pump self service gas pump has been installed but needs a phone line connection to verify debit and credit cards.

New Business and General Information:

Inaugural Eagle flights to be conducted at AirVenture 2012. Complete details of the program still forthcoming. The medical exemption request period for the third class medical is open and members are encouraged to enter their comments which can be done through the EAA website or through Regulations.gov.

Connecticut Aero Tech School at Brainard airport will give free training to those over the age of 62 towards an A&P license on a space available basis

Seminar Speaker – Mark Scott demonstrated a model wind tunnel with an airfoil set up in it and gave a talk on airfoils and high lift devices. The wind tunnel demonstration was impressive. The effect of a stall on the wing lift could easily be felt by lifting a lever. At the point the wing stalled a significant loss of lift could be felt. The wind tunnel is now at Meriden airport and available for all members to try.

–Charlie Enz



Piper Clipper Find a New Home

A long-abandoned Piper Clipper was recently auctioned off by the City of Meriden. The purchaser was David Godec of Wisconsin. Jim Simmons, Fran Uliano and Dave Pepe helped with the disassembly and loading for shipment. (left photo)

The photo on the right is of N5370H resting comfortably in its new home in Waunakee, Wisconsin.



THANKS!

Many thanks go out to EAA Chapter 27 member Allen Wiesner for donating a printer for use with our PC at Meriden Airport. Allen even installed it and insured that it was working properly.

We're confident that our members will put it to good use.

The picnic table set in front of the FBO was donated by Donna and Justin Glenn of Unionville, CT. Donna is the daughter of EAA Chapter 27 members Jim & Betty Simmons. The picnic set has been repainted and will be a welcome addition to the Meriden Airport for all visitors.

MMK Upgrades

The interior of the FBO building at MMK continues to be a work-in-progress. Most recently the center room walls have been primed and painted by EAA Chapter 27 members Fran Uliano, Dave Pepe and Jim Simmons. The next steps are to be conducted by Meriden City workers—finishing bathroom renovations, finishing counter and cabinets, new suspended ceiling and lighting—on an as available basis.

The new credit card fuel pump has been physically installed at Meriden Airport. Meriden officials are in the process of having the fuel tank drained and cleaned. Then it will be ready for fuel delivery. The pump awaits final testing and configuration completion. Hopefully MMK will return to supplying fuel to the pilot community very soon.

Letter from the President

For the past two years our June Young Eagles rally has been plagued with marginal weather at best. But this year Mother Nature held off enough to allow the event to proceed with great results. About 40 kids made it aloft last Saturday making it a very successful day indeed. Congratulations go to the pilots, ground crew, volunteers, and especially our Young Eagles chairs Fran Uliano and Rich Merrill for organizing the effort. Well done!

With the flying season now in full swing, any lingering cobwebs from a winter layoff should be well swept away with (hopefully) routine opportunities to get into the air. However safety must always remain a foremost consideration any time we get near a cockpit. Some passing thoughts...

- Pre-flight after maintenance—The need to be more particular than usual doing a pre-flight following maintenance cannot be over-emphasized. It is unfortunately all too common for mechanics (or owners performing their own maintenance) to be interrupted during work and overlook some detail necessary to put the ship back together properly. This may be as simple as failing to tighten down an access panel or properly torquing a nut or bolt. Perhaps it's a cotter pin left out or safety wire that's forgotten. We human beings tend to make mistakes, especially when we are in a hurry. So look carefully for things being wrong and anticipate the human factor.
- Carburetor icing—With the humidity beginning to be more apparent as we approach summer, carburetor icing may easily ruin the day. As temperature and dew point converge, it can often be highly conducive to icing, even while taxiing. Long taxi routes at typically low taxi power settings should raise a warning flag as any ice build-up may manifest itself as an engine failure after

take-off. Several FAA and European general aviation advisory leaflets pointedly advise the application of hot air to clear any ice during run-up power checks and just prior to take-off if appropriate.

- Skill and knowledge—The NTSB accident database is replete with accident reports in which a pilot's skill was not up to the task at hand. It is well to remember that we are not natural-born aviators. A continuing program of learning is necessary to improve our chances of survival in an environment that may suddenly prove to be very hostile. We can gain knowledge from books. We can improve skills by adopting a flight-test attitude whereby one takes small steps from known, familiar territory and progresses towards the unknown. And, of course, booking some time with a CFI (particularly one who has the appropriate specialist understanding of the skill in question) to help the process along is always a good idea.
- Keep your airplane clean—Back in my Navy days, a highly experienced maintenance chief once told me that the best way to keep a ship flying was to keep it clean. Apart from reducing the incidence of surface corrosion, it makes it easier to spot other wear or damage that might otherwise be overlooked. Furthermore, just the act of cleaning an airplane forces you to look closely at it... beyond the scope of a typical pre-flight. Many minor discrepancies have been found during a good cleaning before they became the cause of an incident or accident. But don't overdo it. After any washing, make sure that grease or oil necessary for the lubrication of moving parts is still in place or replenished.

See you at the next meeting.

Stay safe.

—Bob

**Without fuel,
pilots become
pedestrians.**



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- PA28-151
- 5245 TT • 1048 SMOH • 375 SPOH
- Annual 2/2012 • IFR cert 5/2012
- Complete logs
- Complete refurb in 2002
- All new interior plastic
- Paint 5 • Interior 10 • Glass 9
- Always parked with cabin cover
- Garmin GNS-430W WAAS
- King KX-155 NAV/Comm
- EI UBG-16 Engine monitor with OAT and Fuel Flow
- Auto gas STC

The deadline for submission of materials for the next newsletter is July 8, 2012.

2012 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? _____

**Good judgment
comes from
experience and
experience
comes from
bad judgment.**



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