



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, March 21, 2004, 10 a.m., Meriden-Markham Airport, Meriden

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AWOS Anywhere by Phone

You got a briefing at the hotel but now that you're at the airport you'd like a final check on the conditions at home. There's a great new service for pilots that can help. A quick toll-free phone call can now connect you to any AWOS in the U.S.—if you don't mind having to listen to a short advertisement before you get to the weather. The service, aptly called "anyAWOS," is a new product offered by Mackinac Software. Owner Bill McUumber is a software guy but he's also an IFR pilot and he thought it would be useful to be able to quickly check conditions ahead. The system is easy and toll-free. Call 877-any-AWOS (877-269-2967) and listen to the prompts. You'll enter a three-digit airport ID, choose from a list of possible matches, listen to a brief ad (less than 10 seconds in my experience) and be connected to that airport's AWOS or ATIS. For those times when you have already received a briefing and just want an update on the current conditions before departure, this is easier than looking up the AWOS/ATIS phone number. In a news release, the company says the service allows pilots to easily check actual, right-now weather conditions at intermediate and destination airports while en route, or anytime—for example, checking downstream conditions on the ramp during a gas stop. I can tell you I've got the number programmed on a speed-dial key on my cell phone.

—Rick Beebe

Letter From The President

EAA Chapter 27 has three primary means of communications. The three methods are: our monthly meetings, our monthly newsletter and our chapter website. The meetings and newsletter allow us to communicate directly with people who are already members or already know about us. Our website allows us to reach out to others who wish to learn more about our chapter and our activities. I am pleased to report that our website is averaging approximately 400 visitors per month! That's the good news.

Now for the bad news. For more than a year, I have continually requested that members provide pictures and/or articles for inclusion in our website. As of this writing, only five members have submitted pictures of their projects for use in our "Members Projects" section. We have over 30 projects currently under construction within our membership. Additionally, we have many flying aircraft which could also be displayed in this section. I know that each of you have many pictures of your "babies." Please take a few minutes to select a few photos, write down a caption you would like to describe the photos, and bring them to our next meeting. Rick Beebe will be happy to post your pictures on our website and return the originals to you. If you can't make the meeting, drop them in the mail. That's all there is to it. We should all be very proud of the activities of our membership. We need you to help us project the true image of EAA Chapter 27 to the outside world.



Jim Maher discusses proper wiring techniques at the February Meeting. On March 21. Dennis Amato, Flight Service Specialist, will tell us "How to use FSS"

Our club has made purchases of products for the use of our members. At the direction of our membership, we have purchased caps, T shirts, golf shirts and EAA calendars. Each of these items are for sale and available at our monthly meetings (at virtually our cost). By making your purchases you help support our chapter and help us to recover our investment.

Spring is just around the corner, and just like everyone else, I can't seem to get enough of the good weather. I'm always looking for new and interesting places to visit with my airplane. If you have visited an airport which you believe provides some form of attraction, why not write a brief summary for our newsletter. It may be a neat restaurant, a museum, some form of recreation, or just plain interesting sights. Why not let us all know about it.

I look forward to seeing you all at our next meeting.

Happy Building and Flying!

—Jim Simmons

Member Profile—Bill Jagoda

I graduated in 1975 from Worcester Polytechnic Institute with a Bachelors degree in Civil Engineering. I've worked as a structural stress analyst in the nuclear engineering department at the Electric Boat Company in Groton for 26 years. I've been able to make some significant (I think) contributions to the *Trident*, *Seawolf* and *Virginia* submarine programs. I am currently working with our partners (Newport News Shipbuilding) designing the reactor compartments for what will eventually be the CVN-78 aircraft carrier. This ship will replace the *USS Enterprise* (CVN-65) when it is retired in 2014.

I got started flying with a 1988 Christmas gift from a friend. It was a 30-minute introduction flight at MMK in a C-152. I remember it being very much like the Young Eagle flights we give today—a preflight and a short local flight—except I was in the left seat. I signed up for ground school and passed my written in May 1989. Unfortunately, just as I was about to start flight training, the FBO at MMK closed. I ended up taking my flight training at Robertson Field. I soloed on 03/03/90 and passed my check ride on 01/27/91.

I felt no great urge to fly larger airplanes or get an instrument rating. However, I did like cross-country flying and flew rental C-152s all over the northeast. On 09/12/92 I got checked out in a C-172 and have been flying that type ever since. As my cross-country flights became longer, the limitations of renting became apparent so I began to think seriously about aircraft ownership. I purchased N20634, a 1973 C-172 from a gentleman from Virginia on 06/16/94. It is the airplane I still own and fly today.

In 1998 I moved N20634 to MMK. I joined Chapter 27 and also began taking instrument training. I passed my instrument check ride on 07/28/00. It was in real instrument conditions. The examiner logged 1.6 hours of "actual instrument" time in my logbook. I hadn't been in solid IFR like that during training—just some in and out of the cloud stuff. As we popped into the overcast, I remember thinking "So, this is how Kennedy killed himself." Real cloud flying *is* different from flying with a hood or foggles. I would encourage anyone who is taking instrument training to try and get some time in "actual" conditions with your instructor. It will make your task easier if the weather on the day of your check ride is real IFR.

The instrument rating would come in handy one day in September 2001. I had a cross-country trip planned for Saturday September 15, 2001 to Concord, NH. As we all know, in the weeks after September 11th, VFR general aviation flights were not allowed. IFR flights were OK. I decided to go, as the weather was beautiful autumn CAVU. When I got my weather briefing and filed my flight plan, the FSS briefer cautioned me to make sure I was absolutely familiar with the intercept procedures in the AIM and to be sure to monitor 121.5 during the flight as AWACS planes were watching everyone and any intercepting fighters might try and talk to me on 121.5. The flight went off without a problem but the ATC frequencies were eerily quiet. Other than airliners, there were few GA airplanes flying that



weekend.

Another memorable IFR flight took place on July 7, 2002. I was returning home from Ohio and stopped for fuel at the Connellsville, Pa airport south of Pittsburgh. I had been flying VFR but planned to file IFR for the next leg since visibilities over the entire Northeast were low due smoke from a forest fire in Canada. As I walked to the FBO building, I saw a white, gray and red RV-6A that looked familiar. I walked over and looked at the nameplate. It said "Builder: Mike Zemsta". I offered Mike and Patty a ride home and they accepted (Austin was about minus 6 weeks old at the time). Over central Pennsylvania at 5000 feet we lost sight of the ground - solid IFR in smoke! However, we had an uneventful flight home to MMK.

Well, that's my story. It's been said that flying is the last great adventure for modern man. I agree. Since starting to fly, I've met a lot of great people and had some great adventures. That 1988 Christmas gift introductory flight sure changed my life forever and for the better.

Congratulations Joe!

Contratulations to Joe Gauthier for receiving FAA authorization to perform homebuilt aircraft inspections through the new amateur-built designated airworthiness representative (AB-DAR) program.

February Meeting Attendance

Minutes were not submitted for the February meeting. President Jim Simmons, Vice President Max Lopez and Treasurer Barb Johnson were present. The following people signed the roster: Robert Aiksnoras, George Anderson, Rick Beebe, Ted Brainerd, Stanley Chaffin, Fred Dube, Charlie Enz, Steve Fraas Joan

Howell, Bill Jagoda, Barb Johnson, Tim Kelly, Chris Kohler, Maury Libson, Max Lopez, Jim Maher, Ray Morgan, Chris O'Connor, Mike Okrent, Bob Ryan, Rick Reavely, Jim Simmons, Stan Solecki, Donald Turecek, Fran Uliano, Bob Upson and visitors Alan Fitz, Joanne Brainerd and Richard Merrill.

What's an ADIZ?

Anyone flying into the Baltimore/Washington area now has to deal with the Washington Air Defense Identification Zone or ADIZ. There are strict rules and procedures to follow and not complying could get you shot down. To help avoid that, AOPA has prepared an excellent online tutorial. It clearly defines all of the procedures necessary to safely enter or exit the ADIZ, whether you're landing or just passing through. The web site for this tutorial is www.aopa.org/adiz and is available to everyone. In addition to the tutorial, the site also contains links to the relevant documentation for each airport within the ADIZ.

Sun-n-Fun Invitation

Carl Eaton, EAA Chapter 27 member and resident of Okeechobee, Florida sends us a reminder that Sun-N-Fun is just around the corner: April 13 thru April 19. Information about the event can easily be obtained at: www.sun-n-fun.org. For those of you planning on flying your own aircraft, you can order a copy of the NOTAM on the same website.

Carl and his wife Lorainne are full time volunteers at both Sun-N-Fun and AirVenture. They look forward to seeing you there.



APRIL 13 – 19, 2004

Help Fight Government Restrictions

EAA is encouraging its members to contact their congressional representatives to express their concern about a proposed amendment to the Homeland Security Act of 2002 (HR 3798) that would place additional restrictions on general aviation beyond what has been deemed prudent and effective by the Transportation Security Administration and the Department of Homeland Security.

Rep. Edward J. Markey (D-MA) proposed the amendment titled "Secure Existing Aviation Loopholes." In addition to many restrictions on commercial operation, the Bill proposes that the Secretary of Homeland Security will automatically establish no-fly zones over all nuclear, chemical and "sensitive" facilities any time the alert level gets to orange or at any other time the Secretary determines appropriate. Next it requires GA airports to complete and comply with "vulnerability assessments" developed by Homeland Security.

"The Transportation Security Administration and the FAA have assessed, and continue to do so, the security risks general aviation poses and are taking the appropriate actions," said Earl Lawrence, EAA vice president of regulatory & industry affairs. "Mandated no-fly zones will not improve national security, nor will mandatory vulnerability assessments."

General aviation organizations have been working continuously with the TSA to develop GA airport security guidelines since the September 11, 2001, terrorist attacks. "Let the TSA and industry develop these guidelines before imposing new restrictive federal laws on an already heavily regulated industry," Lawrence said.

No Connecticut representatives are listed as sponsoring the bill and we should let them know how we feel about it. To find contact information for your representative, visit www.house.gov.

Secondly, at the US Navy's insistence, the FAA formally proposed turning the DoD TFR over the Kings Bay Naval Base in Georgia into prohibited airspace.

"This is a general aviation pilot's worst nightmare and has questionable security benefits," said AOPA President Phil Boyer. "The Pentagon is dictating national airspace policy. And it could get worse. AOPA has learned that the DoD has already submitted requests to turn the remaining permanent TFRs into prohibited areas."

The existing TFR has severely impacted operations at St. Marys Airport (4J6) in nearby St. Marys, Ga. Originally, the TFR covered

the airport, prohibiting all operations. The size of the TFR was subsequently reduced so that operations could resume, but the location of the TFR caused cancellation of the only instrument approach procedure into the airport.

The proposed prohibited area will have a 2 n.m. radius up to but not including 3,000' MSL, centered on 30-degrees, 48-minutes North, 81-degrees, 31-minutes West. The FAA is accepting comments on the notice of proposed rulemaking (NPRM) until April 12, 2004.

"The FAA and, more importantly, the Department of Defense need to hear from the people affected by this change—general aviation pilots," said Boyer. "AOPA urges pilots to file formal comments."

Pilots may file comments online dms.dot.gov by clicking on "Simple Search" and entering docket number 15976.

Written comments should be mailed to: Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh St. SW, Washington D.C., 20590-0001. Make sure to include the full docket identification (FAA-2003-15976/Airspace Docket No. 03-AWA-5) at the beginning of written comments.

A check ride ought to be like a skirt: short enough to be interesting but still be long enough to cover everything.

*It is possible to fly without motors, but not without knowledge and skill.
—Wilbur Wright*

For Sale



I have an EAA Biplane/Lycoming 0-290-G4 that was meticulously constructed by my father in 1970. It has always been hangared and well cared for. It has not been flown for some years now and my father has reluctantly decided to sell it. If you're interested, call Edward Maziarz at (413)536-9839.

(editor's note: photo is of a different EAA biplane)

FLY-IN!

at
Warwick
Aerodrome
(N72)
Warwick, NY

sponsored by
EAA
Chapter 501

Call
973-838-7485 or
973-492-9025 for
more information

Sunday,
May 16, 2004
10am to 4pm

No Rain Date
Food and Beverages Available
Trophies Awarded for Best Aircraft in Each Class
Registration for Judging Closes at 1:00 p.m.

The deadline for submission of materials for the April newsletter is April 7, 2004.

2004 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:
EAA Chapter 27, c/o Barbara Johnson, 9 Dillon Rd., Woodbridge, CT 06525
(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? _____



EAA Chapter 27
c/o Richard Beebe II
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Meetings held on the third Sunday of the month at Meriden-Markham Airport,
Meriden, CT at 10am unless otherwise noted.
www.eaa27.org