



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, March 20, 2005, 10 a.m., Meriden-Markham Airport, Meriden

THE FIRST DAY OF SPRING!

President

Jim Simmons
203-272-9346

Vice President

Max Lopez
203-467-4826

Treasurer

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860-349-9901

Secretary

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Newsletter Editor

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Young Eagles

Fran Uliano
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Tech Counselor

Dave Pepe
203-634-4457

Letter From The President

As I sit down to write this month's Letter from the President, I recall having "Standing Room Only" at our February EAA Chapter 27 meeting. While I attribute this largely to having an excellent speaker, I also believe that it is a sign of the continued growth of our chapter. As I write, we currently have 76 members in good standing (paid) for 2005. I also believe that there are about 15 of you who have forgotten to pay as yet. This would bring our membership to over 90.

This fine success brings me to ask if anyone knows of another potential meeting place for our chapter within the greater Meriden vicinity. Certainly being at MMK offers the advantage of members flying in and I fully realize that as a plus. However, we appear to be outgrowing the FBO's meeting room. Does anyone work for, or have connections with, a local organization that may permit us the use of their facility? As an example, the Hartford EAA Chapter (#166) meets at the Pratt & Whitney training facility in East Hartford. I believe that a member has arranged for the usage of that site for their meetings. I'm only asking the question to discover what other options we may have for our meetings. If we discover some, I'm sure we'd bring it up for discussion within our membership.

Our monthly seminars have proven to be a valuable draw for our members. Some of our highly successful meetings have been held off-site, at member's locations, whereby our mem-

bership gets the opportunity to view projects under construction. Two successful trips were visiting Dave Pepe's garage and his RV-6 project, and Max Lopez's RV-7A project in his hangar at Tweed-New Haven airport. Is there anyone out there that has a project and would like to host a meeting of our group? It would give you a first hand opportunity to share your experiences and tips with our group. If so, please contact our vice president, Max Lopez, and make him aware of the opportunity.

Meriden Airport is moving forward with their repaving project. MMK is currently scheduled to be closed to all air traffic from April 1 through May 31. We will continue to have our

monthly meetings at the FBO training room during this period. All tenants have been advised and are making plans to move their aircraft elsewhere.

At last count, our members have 28 aircraft projects under construction and some 33 flying aircraft. Yet, as I visited our website today, I see pictures from only 13 members. Please send pictures of your projects and/or planes to Rick for publishing on our website. They can be sent electronically or via snail mail; but send them.

Reminder—we will be voting on a revised set of bylaws for our chapter during our next meeting. Be sure to join us.

I look forward to seeing you all soon.

—Jim Simmons



Mike Zemsta has taken the plunge again—he's started working on a Vans RV-10 four-seat kitplane. More photos on the web site: www.eaa27.org

March, 2005

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Meeting Minutes

February 20, 2005

The meeting was called to order at 10:00 a.m. by President Jim Simmons. All of the officers were present.

General Attendance: There were thirty-eight people accounted for at the meeting, including visitors, members and officers. Welcome to our four new visitors, Fran, Ken, Owen and Dave.

President's Report: There are sixty-five active members paid to date for 2005. A valued member of the Chapter, Stan Solecki, is currently recovering from a heart attack at the Masonic Care Facility; we are glad to hear he is recovering well and is scheduled for release on February 28th. The Chapter is sponsoring "Memorial Wall" tributes in Oshkosh for both Herb Bullock and Bob Burk at the ceremony on July 31, 2005. An "information page" for each one of these members is needed for the tribute. If you wish to contribute to these information pages, please contact the President of the Chapter.

Treasurer's Report: New bank accounts have been opened using the Chapter's Federal Tax Identification Number. The treasurer located the Chapter 27 Bylaws and distributed copies to the officers. Treasurer Bill Jagoda reported the club's general fund balance to be \$1,097.99.

Technical Counselor Report: Tech. Counselor Dave Pepe reported recent visits to one RV-7 and two RV-9 projects. Dave's services are available to all members; please contact him to set up an appointment. Displays for review and discussion for this meeting included a battery and worn piston.

Bulletin Board: Please visit the bulletin board to see wonderful aviation scenes painted by Chris Kohler.

Chapter Membership: The membership information roster is continually being updated.

Send any updates to Mike Okrent at membership@eaa27.org.

Website and Newsletter: Please visit the Chapter's webpage at www.eaa27.org. As always, pictures of projects, suggestions or contributions to the webpage or newsletter are welcome. Thanks to Mike Okrent for his member profile; Kevin Jones will be the next featured member.

Young Eagles Report: Chairman Fran Uliano reported on the status of the MMK Runway Repaving project and its effects on this spring/summer activities. The end of March has been discussed as a time for the Chapter 27 Young Eagles Rally. The International Young Eagles Day event on June 11, 2005, could potentially conflict with the MMK repaving project. Use of a different airport was discussed. The situation will be monitored for later decisions. Please report any individual flights of Young Eagles to Fran, so that he can keep a record of the flight.

Airport Improvement Projects 2005: The MMK runway is scheduled to be closed between April 1 and June 1, 2005 for the repaving project. The noise abatement sign project and repainting of the airport name and frequency are on hold until the repaving is complete. However, it appears that the FAA will provide funding for the noise abatement sign and Chapter 27 will provide labor to install the sign. Paint has been purchased for the Tetrahedron project.

Chapter Events 2005: The Chapter picnic is scheduled for September 2005. The Christmas Party has been booked for December 11, 2005 at the Hawthorne Inn; meal upgrades have been discussed. Thanks to Bob Spaulding and Rick Bernardi for volunteering to coordinate this Fall's "Share Our Planes" day, where members of the Chapter will have the opportunity to fly with other members in some very unique homebuilt and certified aircraft.

Old Business: Twenty one more signatures were collected for Rick Beebe's application to the National EAA Board of Directors. Rick's membership on the EAA Board would be great for Chapter 27, so let's support him in this effort in any way we can. Approval of \$1000.00 was given by the Chapter to purchase long sleeve denim shirts with the Chapter logo. Each shirt is twenty dollars; please contact Richard Merrill or Dave Pepe to sign up to buy a shirt. Please submit requests for other Chapter products at the monthly meetings. Membership fees of \$15 are now due for 2005; give us your money and we will give you your badge! A deposit for the sale of Bob Burk's RV-3 kit has been accepted; the kit's new home will be in New Jersey. There will be an FAA Seminar on March 1, 2005 at Robertson Airport to discuss the new Sport Pilot regulations; Rick Beebe will represent Chapter 27 at the seminar.

New Business: Volunteers and projects are being recruited by Joe Gauthier for the May 14, 2005 Safety Fest. In the past Chapter 27 has led the metal work exhibit. Richard Merrill has offered his trailer and services to help get projects to the Safety Fest. Joe Gauthier is scheduled to receive the "AeroClub of New England" award at a banquet ceremony on April 28, 2005 in Bedford, MA; if you would like to attend, please see Jim Simmons for details. An RV-6 project partnership is being formed by Joe Gauthier; if you are interested in a share of an RV-6 built by some of the most experienced builders in the State, please contact Mr. Gauthier at 860 635-4058 or N22607@aol.com. A past member of the Chapter has presented an invitation to the Chapter for an "RV Fly-In" at Leeward Air Ranch on March 12, 2005; please see Jim Simmons if you wish to register to attend. Oxford Flying Club is seeking new members; they have two IFR equipped Piper Archers at \$82 per tach hour/wet. Chapter 27 has updated

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Member Profile: Kevin Jones

In 1928, a year after Lindberg flew the Atlantic, my parents took me on a trip which included San Diego, where Lindy's plane was built. The trip started in Schenectady so it was memorable for distance as well as the aviation story I'm about to tell.

The Ryan Company built Lindberg's plane, pretty much to his specifications. It was a variation on the plane which they had tried to standardize on for commercial use. The standard plane was a four place somewhat like a modern Cessna. That product became a tourist attraction and my dad and I took a ride in one that afternoon in San Diego. I was only five years old and I remember only the scene from high above the harbor but I do remember that. It may have been my dad's first flight also.

With that beginning you can see the avid aviator in me taking every opportunity to get into the air. No, I never thought about it. I guess I thought it was too expensive. Never gave flying another thought until that Sunday morning when my roommate (at the University of Michigan) woke me up to the news that we had been attacked at Pearl Harbor. By the time that morning was over I had decided that I would try to fly in the war. I assumed that I would fly in the Air Corps although I had planned a Navy career. The Navy required two years of college and I didn't have it yet.

I went home for Christmas vacation and told my folks that I wanted to join the Air Corps. I hadn't been doing very well in college—I had a D at mid-semesters in my major, physics. I had been goofing off and all my grades were down that semester. So I couldn't argue very much when my dad said "You're not doing very well at a boy's job, what makes you think you can do a man's job?" I knew that this was a ploy to get me to stay out of the war but, at 17, I couldn't dispute the facts. In those days we had two weeks of the fall semester after Christmas break so I went back to Michigan determined to salvage something of the semester.



I crammed for two weeks and to my surprise and pleasure got a 3.3 average (B+) with an A in physics (there is a story there but I'm going to run out of room).

So I wrote home that I thought I had done pretty well at the boy's job so now they should let me join up. Guess what they said. "Now that you are doing so well in school why don't you stay and finish the job." I was only in my sophomore year so this was not acceptable to me. I didn't try to flunk out but I made no effort to stay in. I proved that I could get by with no effort although I did flunk a chemistry course.

My father faced facts and signed the necessary papers. I had the two years of college, though the Navy had changed its rules and they were no longer necessary, and on June 20, 1942 I raised my hand and was sworn in.

I'll skip my training except to tell you about it's culmination. The Navy had two aircraft carriers in Lake Michigan. They were ex tourist ships and had 500 foot decks. (The longest I ever used.) We were still flying in SNJs, the standard advanced trainer, because there were not enough fighter aircraft for us to use. The SNJ was not designed for carrier operations, it had no tail hook but the Navy added a hook. But there was the problem of raising the hook when it was not being used for landing. Would you believe that a block was added above the

hook, and a clothes line was run from the hook to the block and on outside the fuselage to the cockpit where the pilot manually pulled it up or released it. It worked.

I was in a flight of seven heading out over the lake. It seemed to me that we flew forever without seeing any ship. I thought we would run out of lake before the ship appeared. Finally I saw something. It didn't look big enough to be a carrier but it was on the water and moving like a boat. I had heard all the stories about postage stamp decks so I decided that if anyone could land on this deck, I could too. I prepared myself for what would be a difficult task when suddenly the ship appeared. What I had taken for the ship was a 40 foot launch with a flat awning.

Now I have convinced myself that I can land on a 40 foot boat! 500 feet of ship looked immense. I never had any trouble with carrier landings after that introduction.

I won't try to tell you about the war years except to say that our squadron was engaged in anti-sub warfare in the Atlantic. We patrolled from carriers (three different ones) so that the middle of the Atlantic was no longer safe for the U boats. We never got a German sub but we got one Japanese sub coming from Japan with a cargo of rubber and gold. The gold is still down there if anyone wants to get it. It's 17,000 feet down.

I will tell you about my water landing. I was doing field carrier landings at a small field near Sand Point Naval Air Station. These are practice landings with an LSO (landing signal officer) giving all the instruction that you would normally get but he is standing beside the runway. I was flying an FM-1 (Grumman Wildcat built by General Motors) with constant speed prop. On my first attempt I forgot to put the prop pitch into high (which lets the engine produce maximum power) and when I got a wave-off the power wasn't there. I stalled from about ten feet and started a spin but hit the ground with my left wheel which stopped the spin. Only now I was flying without a left

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Kevin Jones, continued from page 3

wheel. This is possible but landing without a wheel is not. So the ground people told me to go back to Sand Point and land in the water. They didn't tell me why but the reason was clear. The FM was a ground looping fool and we had had several planes damaged. If I tried a landing with no left wheel I was going to really get smashed up and my plane would just join the other wrecks. With a water landing perhaps it wouldn't be so bad. And it was Lake Washington, which meant fresh water.

They lined up five crash boats and I did everything that I was supposed to do. That included putting the hook down because I would feel it touch the water. I landed next to the middle boat. When she hit, the nose went down in a hurry. The water came up very suddenly and I thought I was going under so I unfastened my safety belt and dove out of the cockpit. They timed such things then (maybe still do) and the cockpit was completely under water in 30 seconds and the plane was gone in 60. I was sitting in the crash boat watching the cockpit go down. It was the circus act of the day. I had thought that I calmly released myself and jumped out. But one viewer from the land asked me afterwards if I had been thrown out. They got a line attached to the tail wheel before she went down and the plane was back on land that afternoon.

I wasn't very proud of myself for causing the accident but I was proud of the landing.

I made one cruise as a fighter pilot but it was not very sensible to look for submarines with a fighter plane and we needed more Torpedo pilots so I moved into TBMs for the next cruise. There were three or four of us who flew both types from the carrier. I finished the war in this mode.

After the war I got into the reserve for about ten years. (Long enough to be paid but not long enough to qualify for a pension.) By the end I was flying Grumman Cougars, a swept wing mach .8 jet. But the speed was my undoing. I had, for a while, been making my living as much as anything else, by ferrying F4Us from base to repair facility and back. This would take three days at LCDRs pay. Now the jets came in and while they were great fun to fly, they made it possible to do the job in one day.

I was just finishing up my work for a PhD in physics when that disaster struck, so I dropped out of flying.

Fast forward 40 years during which I did not fly. I don't know why I got interested again but the yen caught me hard. I started looking for a kitplane. In Tennessee I visited Loehle aircraft and Ison aircraft. Caught a break in Kentucky by visiting Kolb when they had a drive-in. Saw Carlson aircraft. Took a ride in a FlightStar. Then changed my target upwards and took workshops from Sonex and Zenith. (I have a good 601 rudder which I made at the latter.)

Having looked and learned, I decided that at age 81 I might not have time to finish building a plane so I started looking for one to buy. I learned from this newsletter that Rob Aiksnoras had more aircraft than seems reasonable so I made him an offer for his Kolb Mark III and he accepted. Now all that I need is for the weather to warm up so Joe Gauthier can give me a check ride and I'll be flying again.

—Kevin Jones
<kevin-jones@snet.net>

Flying Into EAA Airventure Just Got Easier

A RIPON intersection has been created to help GPS-equipped pilots fly directly to the start of the EAA AirVenture Oshkosh VFR arrival route. In addition, the official EAA AirVenture Oshkosh 2005 Notice to Airmen (NOTAM), now at FAA for final review and approval, will include streamlined arrival procedures.

As in previous years, the VFR arrival to Wittman Regional Airport (OSH) follows railroad tracks from Ripon, Wisconsin. A newly designated RIPON intersection should help pilots navigate to Ripon while keeping watch for other aircraft. The new intersection is included in the FAA's March 17 database update, so now may be a good time to update the database in your GPS.

"The AirVenture 2005 NOTAM has changes intended to reduce cockpit workload," says Fred Stadler, volunteer EAA NOTAM chairman. "Approach 'flow' diagrams will be replaced with arrival diagrams for each landing runway. When VFR pilots at Fisk are assigned an Oshkosh landing runway, they can select the NOTAM page with specific instructions for that runway."

Although the EAA AirVenture 2005 NOTAM is in final approval process, NOTAM booklets can be pre-ordered by calling 800/JOIN-EAA (800/564-6322). The booklet is an annual collaborative project between EAA and the FAA.



Shuttle Help Offered

During the MMK paving project Ev Cassagneres will be relocating his plane to Robertson Field. He's offering ferry service to anyone else moving their plane to Robertson. Contact him and he'll get you back to Meriden.

Tetrahedron Needs Help!

Our beloved tetrahedron at MMK has failed and we'll need an "all hands" effort to move it following our Sunday meeting. If you can help, your efforts will be appreciated.

March Meeting Seminar

We'll be showing two videos at the March Meeting. *Firewall Protection* is about a "better" heater valve. One that won't let an engine fire through the firewall. And *The RV Story* from Vans Aircraft. It's about...well...RVs.

Meeting Minutes, continued from page 2



Mark Guiod gave a very interesting presentation on Air Traffic Control, Now and in the Future at the February meeting.

their Bylaws to reflect current EAA standards. If you would like to review the new Bylaws, please contact one of the Chapter officers. A vote for the adoption of the new Bylaws is scheduled for the March 2005 meeting.

50/50 Raffle Winner: Max Lopez won a KitLog Pro software program to use in logging the progress of his RV-7 project. Congratulations Max; please send your member profile to the Newsletter Editor.

Seminar: Bradley Airport Chief Tower Controller, Mark Guiod presented a very informative seminar, which provided practical air traffic control advice and services to local pilots, as well as giving an overview of the future technical and political changes effecting navigation and air traffic control nationwide. Many thanks to Mr. Guiod for sharing his expertise with Chapter 27.

Next month's seminar will be the video: "Van's Aircraft Story."

Meeting Adjourned: 12:25 p.m.

—Jim Pepe, Secretary

Chapter 166 Events

The Hartford Chapter has set the dates for our 2005 fly-in events, and Chapter 27 members are invited:

- Spring fly-in will be tentatively held at Windham Airport, Saturday June 11, with Sunday June 12 as rain-date.
- Fall fly-in will be tentatively held at Windham Airport, Sunday October 2, with Sunday October 9 as rain-date.

In addition, I would like to bring back something enjoyable done in the past:

- Poker run: Saturday, May 21, rain date to be held on Sunday, May 22.

I've never been in a poker run before, but here's how I see it working. I will send a deck of cards to one FBO at every hard surfaced runway in the state. The FBO is instructed to give out one random card to each arriving pilot requesting one between say, 10 am and 3 p.m. We'll have a chapter meeting to compare poker hands, and the best hand gets some kind of certificate or award. You can send me your chapter's best 3 hands and I'll come up with a state-wide champion.

Our group thought it would be fun, and the more the merrier. Let me know if your chapter is interested and should be listed in the materials I send out.

—Preston B. Kavanagh, EAA 166



Chapter Forums @ SnF

Come join us for some fun, interactive Chapter related forums at Sun N Fun, Lakeland, FL...

"Keeping your Chapter Members Satisfied" on Friday April 15th, at 9:00 a.m. to 10:00 a.m., in Forum Tent #7

"Making your Chapter Great!" (Part 1 and Part 2) on Saturday April 16th from 9:00 am to 11:00 am, in Forum Tent#3

These forums will be a fun and interactive presentations that will allow you to take away some ideas on how to make your Chapter more effective and more satisfying for your members!

Please come armed with your best ideas/questions on Membership Participation, Membership Recruitment, Chapter Activities, and anything else you think will be of value. No registration necessary.

—Troy Toelle,

EAA Member & Chapter Relations



Chris Kohler had several examples of his fabulous artwork on display at the February meeting. Great job Chris!

*Never fly the
'A' model of
anything.
—Ed Thompson*

Win a Kitfox!

EAA Chapter 517, in Missoula, Montana is finishing up their fund raising sweepstake on April 2, 2005, the Grand Prize being a beautiful 1997 KitFox Model V. The airplane has only 110 hours on the airframe and Continental IO-240 engine. Pictures and further details are available on their web site at www.eaa517.org. The Chapter is trying to sell between 1,800 and a maximum of 4,000 ticket. Tickets are \$25 each or 10 for \$200 and are still available. The odds of winning are quite good.

1:4000 odds are so much better than the lottery, most raffles or drawings, that it is unbelievable. Considering the Grand Prize has been appraised at \$48,500, the risk reward ratio is pretty darn good. Final odds will be determined base on the total number of tickets actually issued.

If you don't want to own a KitFox, it should sell for somewhere between \$30,000-\$40,000 on ebay .

The Official Rules and entry form are available on the Chapter 517 web site at www.eaa517.org.

The deadline for submission of materials for the April newsletter is April 7, 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? _____

*Discover your
far horizons;
but embrace
the sky softly,
quietly, so that
others of your
kind may
follow.*



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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