



Experimental Aircraft Association Chapter 27 News



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

March 2010

Scenes from the February meeting



Bill Jagoda reads his Treasurer's report



Tech Counselor (and Vice President) Mark Scott discusses oil filter bypass valves



Current President Bob Spaulding (L) presents Past-President Jim Simmons with an award for his years of service to Chapter 27

Mike Okrent photos

March Meeting Seminar: Whelen Engineering

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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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Meeting Minutes

February 21, 2010

Call to order: The meeting for EAA Chapter 27 was called to order by President Bob Spaulding at 10:00am. Officers Present; Bob Spaulding, Mark Scott, Bill Jagoda, and Rick Bernardi

The meeting was held at KMMK. There were 26 members present and 2 guests.

Bob Spaulding recognized Jim Simmons' past service to the Chapter with an award presentation.

Membership—Mike Okrent: A discussion on advertising our organization and some ideas to increase membership. A reminder we offer a free trial membership.

Treasurer—Bill Jagoda: Bill reported a balance of \$1850.65. Bill is now collecting dues for 2010.

Technical Counselors Report—“The gang of four” Dave Pepe, Mark Scott, Mike Zemsta and Chuck Drake: Mike informed us that the LSA in the north hanger has passed its inspection and is an approved LSA, but although it can operate from land or water it requires a seaplane rating to fly it.

Mark gave us a quiz about oil filters and by-pass valves. Check the article at www.aviationconsumer.com.

Young Eagles—Fran Uliano, Richard Merrill: We have flown 208 Y/E for 2009 with a total of 1707 since 1995. Our goal for this year is 100. Saturday June 12th will be our next YE Rally, rain date June 13th.

There was a discussion of a Girl and Boy Scout Aviation Merit Badge sponsorship.

Kira Reed and Mary D'Orvilliers have been accepted to the EAA Air Academy .

Bruce Beamer has offered his helicopter to the YE program. The Daffodil Festival was

suggested for a possible YE display.

Website, Newsletter and Director—Rick Beebe: As always, please feel free to upload pictures of your project and aircraft on our website. www.eaa27.org. Rick is always on the lookout for pictures articles etc. If you have anything in mind pass it on to Rick.

Rick noted candidate interviews for EAA president are continuing.

Chapter Bulletin Board—Chris Kohler: Chris has done a great job providing a visual look at our Chapter with the board. Chris is on the lookout for pictures to use, if you have any you would like to share please contact Chris.

Airport Improvement Projects: The airport sign is on hold pending an FBO decision. The tetrahedron and taxiway paint are in good condition. Spring cleanup will be determined in late May. We are looking into building a handicap ramp into the building. If you have any other suggestions please pass them along at the next meeting.

2010 Events

Chapter Picnic—Mike and Patty Zemsta: The date for the picnic is Sunday, September 12th.

Holiday Dinner—Maury Lisbon: The dinner will be held at the Hawthorne Inn on the first or second Saturday in December, 4:30 to 8:30pm.

International YE Rally: Saturday June 12th – rain date June 13th.

USAF Thunderbirds: June 26-27 at KOQU or August 21-22 at KBAF.

RED BULL Air Races: June 19-20th in NY Harbor. Ticket information at www.redbullairrace.com

Simsbury Fly-in: Sunday September 25

New Online Magazine

AV8 Magazine is a new, free, online aviation magazine. It's published in England but has lots of US info in it including, in the February issue, an article on flying the Space Shuttle.

They've just launched "Reach For The Sky" looking at home built aircraft from around the world. This month they have a collection of stunning Vans RV aircraft and a Harmon Rocket.

Readers are invited to submit photos and a description of their airplane (around 150 words) for inclusion in this series. Email the editor at av8editor@gmail.com or via the magazine at info@av8magazine.com

You can subscribe by going to the homepage - www.av8magazine.com - scrolling down to register and following the simple instructions - it's totally free and there's no catch!

New Haven (Tweed) Fly-in: September 25

Old Business: KMMK FBO status, Aviation Commission meeting was held Feb. 23rd. No change in status.

50/50 Raffle

New Business: Paper certificates will no longer be valid after March 31st . You can upgrade on-line at faa.gov.

International Learn to Fly Day: Saturday May 15th.

Wings Forum has a new LSA section at www.wingsforum.com.

Seminar—Dave Faile: Chief Wrangler, FOSA provided us with a presentation on "Aviation Safety and Communications"

Respectfully submitted—Rick Bernardi

Letter from the President

Let me begin this month's missive by offering hearty congratulations to Kira Reed and Mary D'Orvillers who have been accepted to attend the EAA Air Academy this summer. We are thrilled that you'll be part of a wonderful experience as you begin a journey exploring the fascinating world of flying.

For those of us who subscribe to the *Connecticut Post* newspaper, a pleasant surprise unfurled from last Saturday's (March 6th) business section featuring an article about Dave Faile, our seminar speaker last month. Dave has become one of a very select group of aviators—50 years of safe flight, thus qualifying for the Wright Brothers Master Pilot Award. As of the end of 2009, only 1,473 others have earned that prestigious recognition. Way to go, Dave! (*Chapter 27 member John Boyce is also a Wright Brothers Master Pilot, ed*)

It struck me that Kira, Mary and Dave might perhaps be viewed as the bookends of a very broad continuum of aviation related experience. Kira and Mary (along with our recent Air Academy graduates, Laura Hargreaves and Isaiah Tiezzi) represent the fresh excitement of getting involved with airplanes and flying. They have opened a door and taken a new step into a new world which may become a lifelong passion. And our friend, Mr. Faile, might represent the other end of the range being the epitome of professional success as a flight instructor, pilot, and aircraft builder with years of experience.

It is within the bounds of these experiences that the rest of us in Chapter 27 add our uniquely individual backgrounds which serve to provide color and texture to the continuum. Some of us have been pilots of our own homebuilt airplanes, others have flown only the store-bought variety. Some of us have flown without an engine

in the sublime quietness of a glider. Some of us have been military pilots, or airline pilots, or test pilots, while others have only recently had that most satisfying thrill of earning a private pilot certificate. There are air traffic controllers among us along with A&P mechanics, and engineers working in the aerospace industry. We have tail-wheel pilots, seaplane pilots, multi-engine pilots, helicopter pilots, instrument pilots, and flight instructors. Some of us have flown for a long time with perhaps many hours, as evidenced by our logbooks, while others are just beginning to fill up the first couple of pages. And last but certainly not least are those of us who are flying enthusiasts and supporters of spouses or loved ones who have made airplanes a central part of their lives. Quite a broad range, I'd say.

Collectively, we are the heart and soul of Chapter 27 and of EAA. We are the fabric of the continuum within which we find camaraderie along with the helping hands of experience and technical support. Each one of us—whether just a “newbie” heading to the Air Academy for the first time, or an old hand looking for another rating, or someone trying to decide on the kind of airplane to build in their garage—can find someone among us who can say “been there, done that, and here's how you do it.” We've got quite a reservoir of knowledge that can be tapped into. Whatever your level of experience may be, it is an integral part of our Chapter family. May it always be so.

Stay safe.

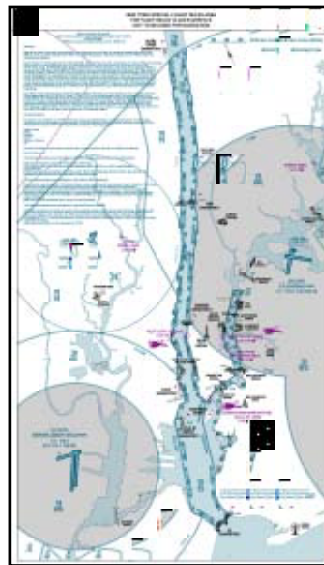
—Bob Spaulding

Hudson River Exclusion Special Flight Rules

A deadly crash between a sightseeing helicopter and a transiting plane over the Hudson River last August caused the FAA to look at the safety of operations over the river. The Hudson River Exclusion is a VFR corridor through the New York Class B airspace. It's as wide as the river and, until recently, 1100 feet high. While accidents along the corridor are rare, the FAA has instituted some new rules to make the area safer.

Most notable is that some things that were “suggestions” before are now mandatory: there's a 140 knot speed limit, pilots must have a current NY TAC or helicopter route

chart in the aircraft, aircraft recognition lights shall be on, and there are six mandatory reporting points with Alpine towers at the north and “VZ” (Verrizano Narrows Bridge) at the south. Additionally, they raised the ceiling of the corridor to 1300 feet. Aircraft sightseeing must fly below 1000 feet. Aircraft using the corridor to transit the area must fly between 1000 and 1300 feet. Optionally pilots can contact ATC and request the “Sky-



line Route.” ATC will assign an altitude between 1300 and 2000 feet above the river.

Thanks to Rick Bernardi, we have three quick reference guides in the “Resources” section of our web site. A description of the rules (shown above), a handy kneeboard-size quick reference (with pictures!), and a description of the Skyline Route.

We returned home, after these experiments, with the conviction that sailing flight was not the exclusive prerogative of birds.— Otto Lilienthal, 1874.

Be who you are and say what you feel, because those who mind don't matter and those who matter don't mind."

--Theodor Seuss Geisel, aka Dr. Seuss,

RM-WW Club seeks new members

The newly formed RM-WW club at Meriden Markham airport is seeking new members. The RM-WW (Retired Men/Working Wives) club has been meeting regularly on Fridays @ 10AM at MMK. Pictured (left to right) are RM-WW charter members Fran Uliano, Rick Bernardi (with co-pilot Gizmo), Dave Pepe and Jim Simmons. They believe that growth of our membership would be healthy for the group.



Therefore they are inviting all male pilots to

consider joining. As the name implies, the basic qualifications for admission are that you must be a male pilot, retired, and your wife must be employed. There are no membership dues however the newest member is required to provide the donuts. Why not consider becoming a member of this fine organization today.

The deadline for submission of materials for the next newsletter is April 9, 2010.

2010 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? _____



EAA Chapter 27
c/o Richard Beebe II
360 Mountain Rd
Hamden, CT 06514-1415
newsletter@eaa27.org

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