

Experimental Aircraft Association

Chapter 27 News

March
2013



Saving our history:

The AOPA has reported that the Connecticut Air and Space Center has set their sights on repairing the last hangar built by Glenn Curtiss. The building is

being leased long term to the center but they have only 3 years to complete the renovations, which are extensive as you can see by the picture I've attached from the article. Normally I would summarize what I've read, but instead I've decided to print the article, and attach it to the bulletin board for anyone who would like to read it, and here is the link to the original if you would like to read it off the website.

<http://www.aopa.org/aircraft/articles/2013/130221group-works-to-preserve-hangar-with-a-history.html> Instead of a summary, I think this is a good time to bring up our history. As we all know, Connecticut is the birth place of many aviation milestones, the helicopter and Corsair were born here. We've had many famous pilots visit our state and we are lucky to have both The New England Air Museum and the Connecticut Air and Space Center.

We as Connecticut EAA members should be proud of these facts and at the same time sad that our history is dying, and it truly is. Old airports are being paved over, beautiful historical buildings such as the Curtiss hanger that the Connecticut Air and Space Center is hurrying to restore has been neglected, beaten by storms and if time runs out maybe seeing the wrecking ball itself. We need to find a way to take action, and preserve our future, how many people know the history of Brainard airport? How many people even know the history of our own Meriden airport? As Connecticut EAA members we need to find ways to preserve this history, so the Young Eagles we fly can know it, see it, touch it, far into the future, because if things continue the way things are it will all be gone. We are not just here to give them that first taste of aviation, we are jump starting their trip into aviation history, and we need to preserve what is out there.

So, when you think back, to the first time you saw a plane fly, your first time in a cockpit, that first time walking into air museum, remember that history is dying, and it's your history too. Not that long from now, Isaiah, Kira and I won't have much left, instead of hangars with history and filled



Next meeting:
Sunday March 17th

Commander of the Meriden Civil Air Patrol (CAP) Roger Malagutti will be giving a talk about CAP

If you are getting the newsletter in the mail and are interested in receiving it sooner by email, please contact me at newsletter@eaa27.org

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Chapter 27 News

March 2013

with planes, we will see parking lots and fast food restaurants. The Young Eagles in the future won't have the planes we love, won't have that feeling we've had when we walked into a hangar or a museum and saw that plane we've always wanted to see parked right there in front of us. You need to ask yourself what you can do to prevent that, because each one of us can do something to keep it from dying.

As pilots, builders, students, people who love aviation and members of the EAA, we need to stand up and take action! So what can you do, what can we do as a chapter, can we get donations or volunteer maybe add history into our events? Let's take that step and save our history! More information: The Connecticut Air and Space Center needs help restoring both the hangar and planes, to find ways to help here is their phone number: 203-380-1400 The New England Air Museum is always looking for help in different ways; here is their phone number (860) 623-3305 If anyone has more suggestions or articles on aviation history; send them to me at newsletter@eaa27.org

Letter from the President March 2013

Sequestration, certainly a word that most of us were not exposed to on a routine basis, is upon us. Originally a legal term generally referring to the act of taking valuable property into custody and locking it away by a court for safe keeping, it has now become the moniker for a procedure of fiscal policy (to control deficit spending) whereby any difference between the federal budget cap set by a Budget Resolution and the actual amount appropriated by Congress is "sequestered" by the Treasury and not handed over to the agencies for which the funds were originally appropriated. This assumes that the Congress cannot agree on ways to either cut back total government spending or pass a new, higher Budget Resolution. Given no

compromise, with certain exceptions, this procedural action becomes automatic across the board...and the FAA is not one of those exceptions.

So as the local news media have been informing us, the control towers at Danbury Municipal, Groton-New London, Hartford-Brainard, Sikorsky Memorial (Bridgeport), Tweed-New Haven, and Waterbury-Oxford airports will be closed, leaving only Bradley open. The action goes into effect apparently by April 7th. With little prospect that the Republican controlled House will alter its stance on future fiscal policy, this budgetary juggernaut will be allowed to wreak havoc, and with many unforeseen consequences, I

Experimental Aircraft Association

Chapter 27 News

March
2013

am sure. Assuredly many lives will be traumatically struck with the sudden loss of a routine paycheck.

Notwithstanding potential economic hardships, the prospect that the affected Connecticut airports will suddenly become non-towered, of course, raises significant safety concerns given their typical air traffic density. US Airways has, in fact, indicated that Tweed-New Haven commercial service will continue even if the airfield ceases to be Class D (operating tower) airspace. Indeed, the old aviation exhortation to fly "head up, eyes out" takes on new significance for those of us who use the aforementioned airfields. But there is something else we can do. A petition to avoid the closure of air traffic control towers listed by the FAA has been created by Premier Flight Center (based at Brainard) on the We The People website, a feature of the White House allowing a direct way to petition the Obama Administration. If 100,000 signatures are received by April 4th, the White House staff will review it, along with other policy experts, and issue an official

Meeting minutes February 17, 2013

President Bob Spaulding called the meeting to order at 10:05am. Officers present: President Bob Spaulding, Vice President Mark Scott, Treasurer Bill Jagoda, Secretary Rick Beebe. There were 22 members present.

Membership: Please pay your dues for 2013. Mike Okrent has moved away so we are in

response. Perhaps this may appear to be a rather futile response to the crisis with little probability of effecting change, but it is better than no action. Please go to <http://wh.gov/GCng> and follow the directions to add your signature. It also goes without saying that contacting our Congressional delegation members to express your viewpoint is another avenue of protest, although all presently appear to unequivocally decry the scheduled closings. Additional support from the aviation community only strengthens their position. See you at the meeting. Stay safe. -Bob

need of a new membership chair. Thanks for all your service Mike!

Treasurer's Report: Bill Jagoda reports a balance of \$2072.84.

Tech Counselors: Mark Scott talked about Adel Clamps and showed a little homemade tool which makes it easy to hold the clamp closed while

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Meetings are the
3rd Sunday of the
month at 10am at
Meriden Markham
Airport

you put the bolt through. It's simply a strip of metal with a small slot it in it that you put the ears of the clamp into.

Aviation Commissioner: Dave Pepe reports that the snow removal building is complete. A plow has been ordered. The city is working on an RFP for a new FBO. The perimeter fence is going to be repaired soon.

Director's Report: Rick Beebe doesn't have much to say. Jack Pelton seems to be doing a good job as an interim CEO. No updates on the job search for the next President/CEO.

Newsletter: Lauren was not present. She's always looking for news or photos. She has offered to visit anyone to take pictures of their project or plane.

Young Eagles: Fran Uliano reports Young Eagles Day is June 8. We received our check from EAA for last year's Young Eagle credits. We don't have a candidate for the Air Academy. Laura Tiezzi suggested created an email list of past Young Eagles and send them an email asking about Air Academy interest. Mark Scott suggested a poster/display of Air Academy information and pictures that we set up at the rally. Rich Merrill is talking to a church youth group about the program.

Airport Improvements: The men's room is finished and the Chapter painted it. The computer system is pretty well set but if anyone has a more recent computer that they are upgrading we could use a faster processor here.

2013 Events:

- **International Learn to Fly Day – Saturday, May 18**
- **Spring Young Eagles Rally – Saturday,**

June 8

- **Fall Young Eagles Rally – TBD 2nd weekend of October**
- **Annual picnic and open house – September 7 or 21**
- **Simsbury Flyin – Sunday, September 15**
- **Holiday Dinner – 1st or 2nd Saturday in December**

Unscheduled events:

- Eagle Flights (adult orientation)
- Boy Scout/Girl Scout Aviation Merit badge training
- Meriden "Beat the street" Career explorers
- Make-a-wish or Starlight Foundation
- Fly out somewhere?
- Facility tour

New Business:

Bob reports that Lightsquared is still alive, but just barely. The company wants to provide wireless internet access to remote areas. The problem is the spectrum they were using was interfering with GPS signals. Their initial request to FCC was approved, but revoked after mass protest from the aviation world, the FCC and the military.

Work on finding a viable replacement for avgas is still marching slowly on. The FAA wants one in place by 2018. Three options are still in the works, Swift fuel, 100SF; GAMI's G100UL and MOGAS. Bob Spaulding talked about some of the specifics of Swift fuel. Last Friday, EAA founder Paul Poberezny did the honors as the engine on the North American P-64 – which had been dormant for 20 years – was started and run outside the Weeks Hangar in Oshkosh. The engine start

Experimental Aircraft Association

Chapter 27 News

March
2013

was the culmination of several weeks of work by EAA's aircraft maintenance crew that included draining the preservative oil and replacing it with engine oil, as well as checking the engine components and electrical work to make sure the engine was ready to be started. The aircraft is the only remaining example of the P-64, and it had been on display in the AirVenture Museum

for the past two decades. A video clip of the engine start is posted at EAA.org.

Presentation: John Boyce gave a fascinating history of his life in aviation. Starting with Fairchild P-19's in 1943 during WWII and ended up flying 747's for TWA in 1985. He continues to fly today, primarily flying gliders.

Editor's notes: I'm looking for suggestions for the newsletter, I'm more than willing to do the foot work, and so if you know of anyone who I could interview, websites for me to check out for the newsletter, history of local airports you'd like highlighted or really anything else. Send it my way!

Photography update: As I have mentioned in a previous newsletter I'm working on getting photos taken for the website, Facebook, and Newsletter. I'll be contacting many of you about meeting up for pictures. I'll be starting with the Young Eagles pilots, even though I have pictures of your planes, I plan on doing a feature each month so I would like to get more shots. The photos will be free of course, and this is a chance to get some professional shots of your plane. If any of you happen to have free time, and want to meet up before I contact you or I haven't contacted you by the fall, please email me: newsletter@eaa27.org
Sample shot below of the RV1 during its visit to Hartford –



Experimental Aircraft Association Chapter 27 News

March
2013

Deadline for submitting material for the next newsletter is February 5th 2013

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? _____



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