



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, May 21, 2006, 10 a.m., New England Air Museum

May, 2006

LETTER FROM THE PRESIDENT

I have just returned from the FAA Safety Fest 2006. Once again it was great to see the turnout of EAA Chapter 27 members in support of this event. By either volunteering and/or just visiting, you are contributing towards the success of SafetyFest.

Our trip to Mattituck Aviation for their TMX engine clinic was exceptional. Elsewhere in this month's newsletter you will find further details. I would just like to reiterate that Mattituck provided an excellent seminar and some truly wonderful hospitality. Everyone in attendance was truly impressed with the Mattituck organization.

Our participation in International Young Eagles Day is just around the corner (June 10th). We will be looking for as many volunteers as possible to support our efforts on that day. So please mark your calendar and come out and support our Chapter's participation in these flights. I am also requesting that each of you (yes, I mean you!) make an attempt to bring a Young Eagle to the event. Don't forget, we will be providing you with a raffle ticket for each Young Eagle you provide that flies with one of our members. We will be holding a special raffle at our Holiday Banquet

and I know you'd like to have a chance to win our prize.

Fran Uliano (our Young Eagles Coordinator) and I are working on getting some local press coverage and we hope that this will increase the turnout of kids for our rally. Also, please keep in mind that you should let Fran know if you individually fly any Young Eagles. Fran informed me today that we have flown 10 Young Eagles already for 2006. Let's keep it going so that we can surpass our goal of 100 for 2006. Reminder: Our Chapter's May meeting will be held on May 21st @ 10am at the New England Air Museum. As usual we will be conducting our monthly business meeting and providing refreshments. We will then adjourn for a tour of this fine facility. Don't miss this rare opportunity to see some quality restorations of many interesting aircraft.

Happy building, happy flying and I'll see you at the museum.

—Jim Simmons

NEXT MEETING: NEW ENGLAND AIR MUSEUM



Don't forget: our next meeting will be at the New England Air Museum in Windsor Locks on Sunday, May 21, 2006, at 10am

We'll start with our normal business meeting. After the meeting we'll have a guided tour of the restoration facility and then will be free to explore the museum.

Admission will be \$5 (regularly \$7.50).

MMK NEEDS LINEPERSON

Barbara McKinney, office manager for Meriden Aviation Services, is seeking a part time lineperson to work at Meriden Markham Airport. She is looking for an aviation minded person who is personable and can communicate via radio with pilots. Applicants need to have flexible hours and be able to handle basic office functions. Contact Barbara at (203) 238-4400.

Rick Bernardi, (203) 265-4113, and Brett Pilkerton, (203) 235-6081, have worked there and may be contacted for their insight into the position.

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President Jim Simmons 203-272-9346	Vice President Bob Spaulding 203-378-5688	Treasurer Bill Jagoda 860-349-9901	Secretary Jim Pepe 860-878-6834	Membership Mike Okrent 203-393-2662	Newsletter Editor Rick Beebe 203-230-8459	Young Eagles Fran Uliano 860-347-0412	Tech Counselor Dave Pepe 203-634-4457
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MEMBER PROFILE: RICK BERNARDI

Well, I've delayed too long in writing this profile. I've hesitated because I haven't been a pilot very long, haven't built my own plane or have any spectacular flight experiences. (And I hope I don't!) I am somewhat awed at some of the accomplishments of members of EAA 27.

I was one of those kids that always looked up when I heard a plane. I can remember flying many Guillow's gliders, and my favorite was the one where you folded the wings and launched it with a rubber band attached to a short stick. I even launched some 5 cent gliders off the Arrigoni Bridge with "Meatballs and Swastikas" drawn on the wings and firecrackers attached, to imagine a dog fight with the enemy.

While serving in the Signal Corp at Ft. Gordon, GA, I found that orientation flights in an L-19 were available on Tuesdays. So I had my first flight in a plane and became their best customer during my lunch hours. The short field landing technique was VERY exciting! My first commercial flight was to Ft. Huachuca, Arizona in a Constellation. I was sitting over the wing and could see the light blue exhaust and the manifolds turn cherry red as night

fell. During this period I caught a hop home in a B-25 used as a base mail plane. As we flew up the Mississippi, I lay on a narrow cushion in the nose surrounded by glass, and had a beautiful view.

Becoming a pilot was put on the back burner as I raised a family and pursued a career. I did manage to get in some right seat time in the 60's in a Fairchild 24 that I helped some friends re-cover. I can remember using binoculars and a road atlas while navigating to a hunting camp in Vermont. If I knew then what I know now, I probably wouldn't have gotten in the plane!

After a 25 year career with SNET, in which I had the opportunity to make the first cell phone call in Connecticut, I opted for an early retirement offer at 49. During the next 13 years I was self-employed, providing engineering services to wireless companies. Throughout this period I logged hundreds



of thousands of miles in various commercial aircraft.

After my second retirement in 2000, I turned my "things to do list" upside down and there at the top was "learn to fly". I secretly started to take flying lessons with the intention of just soloing. After that solo I couldn't stop. It reminded me of a prophecy made by Leonardo da Vinci, he

said, "When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return." How did he know?

One day I invited my son AJ and wife Doris to watch me do some solo landings. AJ said I "looked like a stone skipping across the water!"

I now own a 1959 Cessna 172 and fly over 100 hrs a year. I have become a self proclaimed "Hanger Rat" and have many new friends and enjoy flying Young Eagles, of which 6 of my 10 grandchildren have participated. Doris has conquered her fear of flying with me by taking the Pinch Hitter course and recently hinted about taking flying lessons. Ah life is good!

MEETING MINUTES

April 23, 2006

The meeting was called to order at 10:00 a.m. by Vice-President, Bob Spaulding. Bill Jagoda, Treasurer and Jim Pepe, Secretary present.

Bob reminded us that membership badges are being made for paid members.

Treasurer's Report (Bill Jagoda): A report of income and expenditures for March and April 2006 was accepted by the group. The current balance as of April 23, 2006 is \$929.86, without including the money set aside for the Mattituck Trip.

Technical Counselor's Report (Dave Pepe): Dave reviewed Tech. Counselor

duties and reminded the group that if anyone needs consultation on a project, he is available.

Bulletin Board Chairman (Chris Kohler): See the bulletin board for aviation related pictures from Indonesia and of two ultralight projects.

Website & Newsletter Editor (Rick Beebe): The webpage is located at www.eaa27.org. Member suggestions, pictures and articles are always welcome.

Young Eagles Report (Fran Uliano): Fran reported speaking to five classes (approximately 120 children) from Sacred Heart School in New Britain. A new form has been developed by Fran to track referrals from members that result in a YE flight.

Chapter 27's YE Day event is on June 10th and will be advertised in the newspaper. Another rally will be held on October 21st this year.

An in-depth discussion was held regarding new ways to connect with more Young Eagles. Sample YE business cards were presented by Richard Merrill.

Airport Improvement Projects: The Spring Clean-Up project is pending; MMK management will set a date. The tetrahedron and noise abatement sign were discussed.

An discussion of MMK hangar status was held. The Wallingford Planning and Zoning meeting results were presented to the membership by Bob Spaulding and Bill

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8:30 a.m. Note the parts neatly laid out before the group

MATTITUCK TRIP A HUGE SUCCESS!

On Saturday, April 29th, forty members from EAA Chapters 27 and 166 traveled via chartered bus from Connecticut to Mattituck, NY to attend their TMX engine assembly clinic. The day started very early with passenger pick-ups at 4:15AM and 4:45AM and then traveling to the New London Ferry. Our bus driver had incorrect directions and we ended up in Groton, reversed direction and got to the ferry with about 2 minutes to spare. Thanks to Rob Aiksnoras for making certain that the ferry people knew we were on our way.

After a pleasant trip across Long Island Sound and an additional ½ hour bus ride we arrived at Mattituck Aviation. Mahlon Russell, Keith Dohlan and John Haas, our hosts, greeted us. They provided a warm welcome followed by a continental breakfast. Then John began our seminar, which consisted in the complete assembly of a Mattituck TMX 360 engine. Every detail of the assembly process was clearly and concisely explained including all appropriate lubrication and torque requirements. John would also refer to his 28 years of experience focusing on failures during the assembly process and their implications. Overall, the seminar was excellent and everyone's questions were expertly answered.

Mattituck provided a fine buffet luncheon. Cookies, brownies and fruit were available during an afternoon break. Coffee and cold drinks were available all day. Following the completion

of the seminar we were led to their test cell where Mahlon discussed the test cell utilization and demonstrated the actual running of a customer's engine. We were then escorted to the private antique car collection of Parker Wickham, the founder of Mattituck Aviation. He was gracious enough to join us and provide his personal insight into the various automobiles in his collection. The collection has of some extremely rare cars, some of which there were only one or two examples remaining in the world. Parker had personally restored most of these vehicles.

After the museum visit we reassembled in the hangar for a final group picture. We were presented with certificates of completion for the course as well as gifts of Mattituck tee shirts. We then returned to CT via bus and ferry; at this time we were weary from a long day.

In summary, the event was excellent. Clearly Mattituck went out of their way to make us feel welcome and provided an excellent seminar. Everyone I spoke with had nothing but positive feedback concerning the trip. It would be hard to imagine anything they could have added to this experience. Thanks Mattituck! You far exceeded our highest expectations.

A special thanks goes out to Mike Zemsta who coordinated our travel plans with the New Britain Bus Company and the New London Ferry.

—Jim Simmons

5:00 p.m. The TMX-360 is done!



Howard Linker photos

ELECTRIC HAND DRILL: Used for spinning pop rivets in their holes until you die of old age.

If takes only one drink to get me drunk. The trouble is, I can't remember if it's the thirteenth or the fourteenth.
~George Burns

Jagoda. It seems that the issue has been continued to a future date.

2006 Chapter Events: The chapter picnic (& share a plane day) is scheduled for September 9, 2006.

The Christmas Party is booked for December 10, 2006 at the Hawthorne Inn.

The Mattituck Trip is going forward on April 29, 2006, with two seats available.

The FAA Safety Fest is scheduled for May 13, 2006. Volunteers still needed.

Off-site Chapter Meetings (scheduled as follows):
May 21, 2006 – 10:00 a.m. at Bradley Air Museum; cost is \$6.50 to \$7.50, depending on how young you are.
June 18, 2006 – Max Lopez's hangar.

Old Business: Chapter Baseball Caps - A price of \$10.00 per cap was presented to the group.

New Business: August 26, 2006 was set as the date for a fly-out to Windsock Airpark (NH69), New Hampshire from MMK. The invitation to fly-in to this grass strip was extended by Chuck Waldo. The 50/50 Raffle was won by Don Turecek.

Seminar Presentation: Thanks to Mike Okrent for developing videos about Airventure Oshkosh and the Sebring Light Sport Expo.

May's seminar will be the trip to Bradley Air Museum.

Meeting adjourned at 12:00.

Respectfully Submitted – James Pepe

The deadline for submission of materials for the next newsletter is June 5, 2006.

2006 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, 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