



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, May 20, 10 a.m., Meriden-Markham Airport, Meriden, CT

May, 2007

A VISIT TO A TRACON

Heather Woiciechowski hosted nine of us for an amazing tour of the NY TRACON on Saturday, May 12. After an early start and a pleasantly speedy drive we were in Westbury, NY. The first thing to notice is that the TRACON is in a completely non-descript building with no signs that I could see. It does have a fence and a guardhouse though.

Heather started with a general overview of the operation. Approximately 180 people work there and, of course, it runs 24x7. The first place she took us was the practice lab. They've got a dozen or so scopes in there that can be fed simulated data. When they're testing controllers they also have 5 pilots who sit on the other side of the room and "fly" blips and respond to the radio adding a personal touch to the training.



Heather explains TRACON operations

The real control room is roughly the size of a basketball court with a 20' ceiling. It was fairly dark with dim task lighting at each station. The approach sectors are located around the periphery and Liberty sector and Traffic Management are in the center. Each sector has a person printing out routing strips and bringing them to the proper controller. The whole operation is quite labor intensive. First up, inside the door, is Islip sector. They take care of the eastern end of Long Island and the southern half of Connecticut and are who you're most likely to talk to first when flying around here. Around the room was LaGuardia Approach, Newark Approach and Kennedy Approach. Each consisted of 8 or so scopes though not all were manned. Liberty sector is a

high altitude sector (10-17,000 feet) that overlays the others. They are responsible for taking the traffic from the airport sectors and handing it off to New York Center. Sort of like a mini-Center. One of the controllers there spent 20 or 30 minutes showing us exactly how she was funneling the departing planes to one of three departure fixes. She was amazing, talking to us then seamlessly issuing an instruction to a plane then right back to us.

We also had a nice chat with the guys who monitor all the equipment to make sure, for example, that the radar sites are working and if not to dispatch techs and switch to backup systems.

Traffic Management, where Heather works, was interesting. They have computer displays that show how many planes are scheduled to takeoff and land at each



Playing in the practice lab

of the big airports over time. Based on weather, winds and equipment they determine a maximum number of planes that each airport can handle. The airports are so close that changing the active runways at one effects the others. LaGuardia only has one runway open right now so that also limits their operations. When the expected traffic exceeds the traffic the airport can handle, Traffic Management issues restrictions to the Centers. Most often are in-trail restrictions. Something like planes have to be at least 15 miles in trail before Center can bring them into the NYC area. Those restrictions percolate out and may result, say, in a ground hold in Denver.

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WINDSOCK FLY-IN SCHEDULED FOR JULY 7TH

Once again, Chuck Waldo has invited us to participate in the Fly-In at Windsock Village Airport (NH69) in West Ossipee, New Hampshire. It has a 4,000' turf runway. They are planning on having their Fly-In on Saturday, July 7th. Why not plan on flying up there and enjoying the hospitality? Be sure to bring a friend. Let's all hope that the weather cooperates this year.

RV6 PROJECT IN NEED OF COMPLETION

Empennage & Wings built from Van's standard kit on Phlogiston spar with gold anodized ribs and skins primed inside and out. Van's Quick-build Fuselage with top skins and interior components completed. Sliding Canopy cut and fit including Carbon fiber/Kevlar skirt. Factory new Mattituck XP360 with electronic ignition and fuel injection. Project needs the engine hung, wiring, plumbing, fiberglass finishing work, paint and interior.

I am looking for an experienced builder or A&P to complete this project in my shop or yours. I will consider any reasonable arrangement including barter, a partnership in the completed project or an outright sale of the whole project. I have well over \$50,000 and many, many hours invested in this project and really want to see it completed and flying.

Contact me, Alan Ortner, at 860-345-7795 or aeortner@comcast.net to discuss and make arrangements to see the project which is currently located in my shop in Haddam, CT.

MMK SPRING CLEANING - MAY 26TH.

One way in which we show our appreciation to the folks at Meriden Aviation Services for their hospitality is to provide our support for their "spring cleaning" efforts.

This year they are requesting that we show up at 9AM on Saturday, May 26th. Please come armed with a shovel, rake and/or stiff broom. The majority of the work (which usually is completed in less than 2 hours) consists primarily of restoring the sod damage done by winter operations, as well as removing some debris from the airport grounds. We are asking that all members please try to make plans to join us. Every helping hand reduces the workload for the entire team.

Meriden Aviation Services will be providing complimentary refreshments following the clean-up activities.



Mark Scott reports that he got the fuselage of his Bearhawk into the basement, just barely. He actually had to trim the concrete opening. It took a 4 foot(!) saw blade and it made lots of dust. He's thankful to all who helped. Its one of those things that is easy with six people and impossible with three.

SIMSBURY FLYIN, SEPT 23

Hi, Fellow EAA'ers:

It's time again to start planning for the 22nd Annual Simsbury FlyIn. This continues to be the largest aviation event of its kind in New England, attracting thousands of spectators from the general public. Please set aside Sunday, September 23 for a day of fun with your fellow aviators. Our rain date is September 30.

Last year, we attracted aircraft from five manufacturers of the new Light Sport Category. Our goal is to increase that number this year, along with more aviation-related displays. We expect over 100 aircraft to fly in, including homebuilts, antiques, classics, and helicopters. In 2006, we broke the record with more than 250 beautiful autos on display, everything from Model T's to Ferraris.

We'll have judging in a wide range of aircraft (and auto) categories, so polish up the bird and bring it for display. Trophies go to the winners.

The local TV channels have been providing us live coverage in recent years, and we expect this to continue in 2007. Here's your chance to show the home folks that nice aircraft you built or restored.

The day will begin at 7:30am with a pancake breakfast. There will be plenty of good food for lunch over the mid-day hours.

Admission is free, although we would appreciate a donation to help keep our airport in good financial shape.

If you have questions, please contact Bill Thomas (860-693-4550 or "wdthomas421@comcast.net") or Joe Bellino (860-408-0040 or "jbellino@snet.net")

Bring the family and have a great time at this unique aviation event. We'd love to see you!



Heather Woiciechowski

Letter from the President

I'd like to begin by thanking EAA Chapter 27 member, Heather Woiciechowski for arranging and conducting our "Insiders Tour" of the New York TRACON facility in Westbury, Long Island. Heather provided our members with the rare opportunity to see the inner workings of a TRACON. The tour was very enlightening to say the least. Getting to see the skilled handling of hundreds of aircraft within the New York area, as well as over 6,000 aircraft flying simultaneously nationwide was impressive, to say the least. Needless to say, the skilled traffic controllers were supported by a myriad of different computerized displays and support equipment; very impressive. Together, they provide an extremely high level of service and safety for our entire aviation community. Thanks Heather, it was great!

This tour reminded me of what a great organization we are a part of; the EAA. We have members from all walks of life, often willing to share their experiences, skills and/or knowledge with their fellow members. Be it Heather W sharing her experiences

at the TRACON, Dave Pepe sharing his technical expertise with inspections of our projects, Fran Uliano coordinating our Young Eagles events, Joe Gauthier conducting a seminar for our Chapter, and on and on and on. Our members stand ready to provide their support for our home airport (MMK), our fellow member projects, our social activities, and last but not least, each other. If someone needs a hand to move a project or component, some of our members can always be found to assist. In my opinion, this is what Chapter membership is all about. The benefits of being a member of a local Chapter can be seen month after month in the way we support one another in our aviation related endeavors. Thanks to all who support and participate in our group.

This month, Meriden Aviation Services has requested our support for their Spring Cleaning efforts on Saturday, May 26th at 9AM. Please be sure to bring a shovel, rake and/or broom to assist in this project. MMK has been a fine host to our group and we should all return the favor by helping them. The more members we get to participate, the sooner the work will be completed.

Happy building and flying to all,

—Jim Simmons

MEETING MINUTES

April 15, 2007

Call to order: The meeting for EAA Chapter 27 was called to order by President Jim Simmons at 10:10 a.m. with all officers and 35 members present. This meeting was the first time an FAA Safety Seminar was presented with our monthly meeting.

Recognition of visitors: Jim Adams, FAA Safety Team Manager, who helped coordinate the joint EAA/FAA Meeting, David Faille and Dan Mezek (my apologies if I missed any other visitors).

Treasurer—Bill Jagoda: Bill reported a balance of \$796.64. Please pay your annual dues now for 2007. Dues are \$20.00

Technical Counselor—Dave Pepe: Dave reported that his nephew, Jim, received his RV-9A fuselage and that Mike Zemsta is continuing his fiberglass work on his RV-10.

Young Eagles—Fran Uliano: Jim announced that in Sport Aviation's April issue, 7 of the 8 Young Eagle pilots who flew

10 or more Young Eagles in Connecticut in 2006 are from Chapter 27!

Fran, after speaking with Dave Pepe (T-shirt guy), said that 25 Young Eagle T-shirts will be ordered with our Chapter 27 logo. Also, International Young Eagle Day will be held June 9th with our October Young Eagle rally date TBD.

Website and Newsletter—Rick Beebe: No news except that the following folks are working on their personal biographies after winning the 50/50 raffle: Max Lopez, Charlie Enz, Ron Slossar, Bob Brown and Dave Pepe

Airport Improvement Projects: At our May meeting, we will decide on a day for spring cleaning of MMK.

Chapter Events for 2007: Tour of the NY TRACON by Heather Woiciechowski scheduled for May 12 and 19 with a maximum of 20 per date with a visit to the Cradle of Aviation Museum.

Chuck Waldo suggested a fly out to Wind-

sock Village in New Hampshire to coincide with a July event at the airfield.

Old Business: Hangar committee letter sent—Rick Bernardi confirmed that there are 10 box hangars and 30 T-hangars proposed with no confirmed lease at this time.

Rich Merrill showed samples of EAA Chapter 27 business cards and it was decided to purchase some.

FAA Safety Seminar: Jim Adams made the introduction to the safety seminar after thanking everyone for attending. He then turned the seminar over to Joe Gauthier who presented an in-depth discussion of general aviation airworthiness for experimental and certificated aircraft. There were many questions and many answers during this highly informative seminar which was very well attended.

Meeting adjourned approximately 12:10 p.m.

Respectfully submitted—Steve Socolosky

Flying is a hard way to earn an easy living.

I have found adventure in flying, in world travel, in business, and even close at hand... Adventure is a state of mind—and spirit.
—Jacqueline Cochran

TRACON tour, cont'd from page 1

They showed us some systems in the works which will allow them much finer control, predicting to the minute when incoming planes will arrive at specified fixes and letting them regulate arrivals with small speed restrictions.

Another system, brand new, shows all the standard high-altitude routes and overlays weather on them. Depending on the severity of the weather, it color codes the routes yellow or red so TMS can plan on re-routes. I think she said it predicts up to 45 minutes ahead.

All-in-all it was a great tour. We spent 4 hours there and the controllers were very accommodating. It was obvious that most of them love what they do and love to talk about it.

After that, some of us went over to the Cradle of Aviation museum. It's small(ish) but very nicely done with exhibits on the history of aviation on Long Island. And there was a lot of history on Long Island. Think Lindbergh, Grumman, Republic, and Sperry.

—Rick Beebe

The deadline for submission of materials for the next newsletter is June 8, 2007.

2007 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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