

Experimental Aircraft Association

Chapter 27 News

May

2013

News around the chapter:

Kira Reed a current chapter member and a former Young Eagle has joined the Navy, she will be leaving for training July 2nd.

Rick Bernardi has generously donated computer for the meeting room.

Rick Bernardi also sent us pictures of his newest plane, an Arion Lightning it's currently still being built, and looks great.



Letter from the President May 2013

Several days ago a few of us were batting the breeze in the hangar after putting the airplanes away following a good morning flight. The coffee was flowing and, as is usually the case, the discussion turned to some maintenance related question. Next thing, several of us were taking turns contorting around seats to look under an instrument panel. My T-hangar neighbor remarked, "I'm getting too old to keep bending myself into a pretzel like this." We laughed it off but somehow that thought stuck with me. Just looking around at the rest of us

in this small gathering reiterated the point all too quickly...none present was on the south side of 60 years old. And this small sampling of pilots was indicative of the aging pilot population in general, an issue of more than passing concern for the FAA, the EAA, AOPA, and probably every other flying-related organization one would care to mention.

There are certainly many reasons that the



Next meeting:
Sunday May 19th

The speaker is TBA.

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

average age of the US pilot population has been steadily increasing; the AOPA reports that between 1990 and 2010, average age went from 40.5 to 44.2. This statistic rather forcefully reminds us that our community is facing challenges, and perhaps foremost among them is continuing flight safety with age. When the FAA instituted the "Age 60 Rule" for pilots employed by the air carriers, it touched off a continuing debate regarding age, pilot performance, and safety. The central question of how old is too old has proven to be one not easily answered. A variety of studies, both civilian and military, have concluded that there is no typical profile of an older pilot...we all age differently. The rates of physical and mental decline, where there is a demonstrable deterioration in hand-eye coordination or cognitive function, are unique to each of us. But there is indeed a threshold beyond which our piloting skills have degraded enough to be a safety concern.

So who is it that ultimately makes the call that one has gotten too old to continue in the flying game? The flight surgeon?...sometimes. FAA records show that there are only about 12,500 pilots that still have a current medical certificate beyond 75 years old. Maybe the call is made by the Age 65 Rule if you're a commercial pilot nowadays. Sometimes one leaves the cockpit after an accident or incident caused by a lapse in judgement...or perhaps a failure just to simply keep up with the airplane during a landing. Most often, however, one comes to the realization that something has changed, that what used to be routine no longer is. The decline in one's piloting skill set comes clearly into focus, the safety implications are recognized, and the decision to call it quits is made. Like it or not, we're all going to reach that moment in time when we must accept the fact that our flying

days are over.

But we have options on how to deal with that decision. Very early in my flying career I asked an instructor about how one should land into trees if that situation was unavoidable. His answer was simply "under control." I believe that is the way one should end a flying career...under control, on one's own terms. If the flight surgeon or an accident is the precipitating cause for not flying again, that control is ceded away and, I think, is fundamentally contrary to the freedom enjoyed over the years of being a pilot. I'd rather go out my way; and I'd rather make that decision with the same satisfaction as I get from executing a maneuver with skill and precision. I'd rather look back at that final decision of my flying career as a highlight, not something less brought on by the effects of age.

Richard Collins, past Editor-in-Chief of Flying magazine, still medically fit and having logged 20,000+ hours, ceased flying at 74. He found that he was flying less and less, particularly IFR (which he truly enjoyed). He recognized that his proficiency was changing and restricting flight to only good weather did not offer the same sense of challenge and fun. So after a particularly satisfying cross-country IFR flight, Richard said that's it, I'm done. He elected to go out on top, under control.

Certainly, most of my flying days are behind me rather than ahead of me. But I've got a classic old Cessna taildragger that's still a hoot to get out and about with, to revel in making that particularly smooth landing, or to savor the thrill of seeing the countryside again from a couple thousand feet up. And so far, knock on wood, the skills necessary to accomplish these things haven't abandoned

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me. No, it's not time yet...it's not my time yet.
Stay safe, Bob

Meeting Minutes April 20,

2013 Officers: President Bob Spaulding called the meeting to order at 10:06. Officers present: Bob Spaulding, Mark Scott, Bill Jagoda, Rick Beebe. There were 21 attendees. There were 7 visitors from the New England Pilots Association.

Membership – Lauren Dubois: Tracking down old members for a mailing and invite to meetings.

Newsletter – Lauren Dubois: Newsletter is coming along. Seem to have a problem with them getting lost in the mail.

Treasurer – Bill Jagoda: Balance of \$2146.52 at the end of February.

Tech Counselors: Mark Scott has his Bearhawk in the hanger. He talked about using a digital level to set the angle of incidence and the dihedral of his wings. He relayed a tip from Joe Gauthier about checking dihedral by running a string from wingtip to wingtip and measuring the gap at the wing roots. It should be the same. Mike Zemsta reports there's not much activity but he has been working with Steve Scolosky on Steve's RV-6.

Director – Rick Beebe: Board meeting is in two weeks so there will be more to report next meeting. We have not started the search for a new President yet. Jack Pelton continues to volunteer his time filling that role and has agreed to serve at least through AirVenture.

Young Eagles – Fran Uliano, Rich Merrill: On April 6 Steve Socolosky and Mike Zemsta flew 18 Young Eagles! Fran won't be available on Young Eagles day, June 8. We decided to move it to Sunday, June 9 with a rain date of the following weekend. Rich has set a tentative date of May 18 to fly the youth group from his church.

Upcoming events:

- International Learn-To-Fly day is May 18. We're not doing anything specific but HQ is asking every Chapter to fly at least one Eagle flight. That would be amount to 1000 people flown on that day. So we're looking for someone to fulfill that.
- Fly-in Bennington, Vermont, June 15
- Young Eagles rally Sunday, June 19
- Airport open house and antique car show, August 29 (tentative)
- Annual picnic, September 7 or 21
- Simsbury Fly-In, September 15
- Boy Scout aviation merit badge training, early October
- Holiday Dinner, early January

Old Business

No update on the FBO status. The city has delayed any activity until June 15.

New Business

The FAA has delayed the tower closures until June. Senator Blumenthal has introduced the "Protect Our

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

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Skies" act to block tower closures in 2013 and 2014.

User fees have once again been proposed by the administration.

The EAA/AOPA proposal for the third class medical exemption appears to be on the FAA back burner.

This year is the 50th anniversary of the Thorp T-18 and the 60th anniversary of the Wittman Tailwind. These will be highlighted at AirVenture.

In 1972 on this day, Apollo 16 landed on the moon (the 5th moon landing). In 1918, Manfred von Richthofen is shot down and killed.

Maury Libson fell down at home and has been in the hospital and in rehab. We passed around a get-well card for him.

Andy Roberts is looking to buy an airplane, preferably an RV-6A. He saw an RV-6A for sale at Sun n Fun—it turned out to be the RV-6a that Mike Zemsta built.

Seminar Mike Ganis of Northstar Survival Solutions gave a talk on Survival Awareness that detailed the biggest dangers that downed pilots face. Cold and lack of water kill 40% of pilots who survive the initial crash. He also described a personal survival kit that you should carry on you. He teaches a survival course which actually involves an overnight stay in the woods learning the survival techniques learned in his course. More information is at www.northstarsurvivalsolutions.com.

2013 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? _____