



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, November 20, 2005, 10 a.m., Meriden-Markham Airport, Meriden

#### President

Jim Simmons  
203-272-9346

#### Vice President

Max Lopez  
203-467-4826

#### Treasurer

Bill Jagoda  
860-349-9901

#### Secretary

Jim Pepe  
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#### Membership

Mike Okrent  
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#### Newsletter Editor

Rick Beebe  
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#### Young Eagles

Fran Uliano  
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#### Tech Counselor

Dave Pepe  
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November, 2005

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## Letter From The President

This is our November newsletter and nationwide elections are the theme of the month. This also holds true for our EAA Chapter. I am pleased to report that we have assembled a fine slate of officers for 2006. Your current slate of officers have agreed to remain in office with the single exception of Max Lopez. I am pleased to inform you that Bob Spaulding has accepted his nomination for the position of Vice President. I would surely be remiss if I didn't thank Max for his contributions as Vice President. Within our Chapter, the Vice President's primary responsibility is to provide the seminar topics and speakers for our monthly meetings. Max has done a fine job and on behalf of the entire membership we thank you for your efforts on our behalf. I urge you all to be sure to attend our November meeting and show your support for your slate of officers for 2006.

As this is our final newsletter of 2005, I would also like to take this opportunity to thank everyone who has supported our various activities throughout the year. Once again, we have experienced a highly successful year and it couldn't have happened without the assistance of many people. I won't even attempt to mention names of supporters for fear of missing anyone. I can only state that our Chapter is fortunate to have so many enthusiastic supporters. On behalf of your 2005 officers, we thank each and every one of you for your support.

Lastly, our Holiday Banquet is just around the corner. This event has continued to grown annually and we even had to make a last minute change to a larger room last year. Maury Libson, our Banquet Chairman, has done his best to provide for another terrific evening. My wife Betty and I look forward to this event every year and we encourage you all to join us. For those of you that may never have attended this event, I encourage you to give it a try this year. It's a great opportunity to learn more about our chapter's activities, meet our members, enjoy some fine dining, and have some fun.

I hope to see you all at our November 20th meeting.

—Jim Simmons

## November Seminar: Superflite Covering

This month, Mr. Roger Lehnert, a SuperFlite Technical Representative, will be traveling from Pennsylvania to present our Chapter with a seminar discussing SuperFlite Aircraft Covering and Finishing Systems. The presentation will discuss the selection and application of their fabric covering products, as well as an in-depth discussion regarding their aircraft paint products, paint selection and application.

Be sure to bring your questions concerning painting and/or fabric covering for Roger to answer. We have the expert, so let's pick his brain for answers.



Fran Uliano after a flight in a 1955 AT-6. The flight was donated by History Flight of Marathon, Florida at our Young Eagles rally and given to Fran in recognition of his years of dedicated service to Young Eagles and our Chapter. The flight happened on November 11 at MMK.

**Speak Up Now!**

That's AOPA's warning to pilots across the country. The FAA is proposing to make the "temporary" Washington DC ADIZ permanent. "In the Washington ADIZ, the operational horror stories come in to AOPA daily," AOPA President Phil Boyer says. "The FAA has tracked more than 1,900 ADIZ violations since 2003. None of the incidents has been determined to be terrorist-related and all but one violation have been inadvertent." Changing the D.C. area Class B airspace into a permanent new designation only sets the precedent for this to be duplicated elsewhere. AOPA thinks this issue is important enough that it sent a mailing to every member with instructions on how to comment. It's only the third time in 10 years that they've sent such an alert. I urge *everyone* to make their voice heard. In our area, I can easily see an ADIZ around NYC as a "logical" next step.

AOPA has created a step-by-step guide for submitting your comments:

<http://www.aopa.org/adizalert/>

**The comment period has been extended until February 6. If you haven't commented, please do so!**

**Letter TO the President**

I would like to give a special thank you to our President, Jim Simmons, for his dedication to the Chapter and members of Chapter 27. November is the start of my third year with Chapter 27. I am fairly new to flying and take every opportunity I can to learn anything I can. I listen when people are talking about flying and planes with the hope to learn something that might save my bacon someday.

My first flight lesson was scheduled for 9/11/01 at 2pm—needless to say it didn't happen. I started when flight training was allowed to resume and took lessons for two years. Then the money ran out and I had to put my flying on hold. I have not given up. I continue to learn and it is not a matter of if but *when* I get my certificate. I feel when the time is right it will happen. I enjoy helping anywhere I can with activities with the Chapter or airport projects. It is great on the job training.

At the end of the Young Eagles day on October 1st, Jim asked if I would like to fly in his Skybolt. The next morning I got a call to meet him at the airport at 10 am. I was like a little kid bubbling with excitement just to get back in the air. I never had any desire for aerobatic flying nor did I ever think I would, but during

the preflight briefing Jim explained some of the maneuvers and gave me the option if I would like to try them or not. Now this was not an aerobatic flight but an introduction to some of the maneuvers done in aerobatic flying. Even with a little fear I couldn't help wanting to try it. There is no other pilot that I would be any more comfortable flying with. This flight was the most instructional flight I have ever had—far above any of the six CFI's that I have had. There was never a time that I didn't know just what the airplane was going to do and when it was going to do it and what to expect. I was first introduced to what it is like to be inverted. Well worth the experience—the adrenaline by far overpowered any fear. Then I was to learn a roll then a loop (thank God I have never been blessed with motion sickness). Now it was my turn to try a roll. The instruction flawless, performance OK first time, progressively got worse. Lack of self discipline. I have to learn to relax and slow down. We returned to the airport with a great feeling of accomplishment and a better understanding about unusual attitude and *very* big appreciation for the invitation. Thank you, Jim.

—Richard Merrill

**2006 Membership**

This notice is to inform you that our treasurer, Bill Jagoda, is now accepting your membership renewal for 2006. The nominal annual dues of \$15 barely covers the cost of producing and mailing of our newsletter. You can renew your membership via mail or in person at our monthly meeting. Please be sure to complete the membership form at the rear of our newsletter to update your personal information. The form can also be downloaded from our web site.

We are all extremely proud that we have grown to 92 members for 2005 and hope that you'll continue to support our fine Chapter.

**LAST CHANCE!!!!!!**

This is a reminder that time is running out for you to obtain raffle tickets for our special "member only" raffle. To get your chances for this raffle you must send pictures to Rick Beebe for use on our website or send a member profile for publication within our newsletter. You will receive one chance for each photograph submitted (maximum of 5) or 3 chances for a member profile.

Jim Simmons has assured us that the secret prize is highly valuable and that you'll be the envy of the chapter if you are the winner.

The drawing for the secret prize will be held at our Holiday Banquet on December 11th.

Good Luck to all participants!

**Flight Planning Central**

Thanks do a donation by Elliot Simpson, we now have a new computer in our flight planning center. For those who want the nitty gritty, it has a Pentium 4 2.2Ghz processor with 512Mb of RAM and a 40Gb hard drive. The computer is installed and works great. What an improvement!

Secondly, I have two VFR/IFR low altitude planning charts to replace the present charts on the wall. They will take up less space and look neater. Plus the two charts cover the entire U.S. I'm looking for some thin Plexiglas to cover them. I hope you enjoy the new space.

—Rick Bernardi

## Meeting Minutes

October 16, 2005

The October meeting of EAA Chapter 27 was called to order at 10:00 a.m. Officers present: President, Jim Simmons, Treasurer, Bill Jagoda, Secretary, Jim Pepe.

A total of thirty members and visitors were present. Former Chapter president, George Molina visited and updated the Chapter on his current aviation activities.

**Treasurer's Report** (Bill Jagoda): Bill reported an income of \$81.63 and expenditures of \$370.74 for the past month. The current balance for the Chapter is \$1,169.75.

**Technical Counselor's Report** (Dave Pepe): The Technical Counselor gave a report on Rick Andrews' RV-6A, which is currently at the hangar and in the final stages of preparation before the first flight. Dave Pepe and Mike Zemsta will inspect the airplane on October 22nd.

Other projects visited this month were Mike Zemsta's RV-10 and Jim Pepe's RV-9A. Elliot Simpson's RV-7 is on the list for a visit this coming month.

If you have technical question about your project, please contact Dave to take a look at it with you. Even if it isn't an RV, he can put you in contact with the appropriate person for Technical Counseling.

**Bulletin Board** (Chris Kohler): This month's bulletin board shows just how much Chapter 27 does for the local aviation community, with great pictures from the Chapter Picnic and recent Young Eagles Day.

Thanks to Chris for promoting Chapter 27 through this display; and thanks to all those who help to organize these activities.

**Chapter Membership** (Mike Okrent): The President reported that the Chapter membership is at an all time high of 92.

The list was updated last month, but if you have any changes to the membership list, please contact Mike Okrent.

**Website** (Rick Beebe): The website looks great; take a look to see some of the new pictures. All past newsletters can be accessed

via the webpage. Check it out at [www.eaa27.org](http://www.eaa27.org)

Submit pictures or a short member profile to be registered to win the raffle prize at the holiday party.

**Newsletter** (Rick Beebe): All past newsletters can be seen on the webpage or copies are kept at MMK for your review. Thanks to Rick for putting together a great newsletter; we can all help him out with pictures and articles.

The fifty-fifty raffle is now a double win, you get the money and you get to write about yourself for the newsletter. If you win, your name goes on the list and there is only one way off...so start writing. This month Bob Spaulding was crossed off the list and Rick Bernardi was added. We are interested in your aviation background, so tell us about it. Thanks.

**Young Eagles Report** (Fran Uliano): Fran reported that the Chapter 27 Young Eagles Day on October 1, 2005 was a success with sixteen Young Eagles flown. Some classic warbirds were flying at the airport, which helped to draw a crowd.

The warbirds will be back in town this weekend, so a follow-up 'Young Eagles Day' was discussed. It will take place Saturday, October 22, 2005 to fly five more Young Eagles on Fran's list and to try to get some more youths from the crowd to take their first flight.

The number of Young Eagles flown for this year is sixty and there have been one thousand one hundred twenty-eight flown since the inception of the program.

Thanks to the volunteer pilots and ground crew.

**2005 Chapter Events:** Maury Libson indicated that everything is ready for the Chapter 27 Christmas Party on December 11, 2005 at the Hawthorne Inn in Berlin. Flyers were distributed with meal choices and prices indicated. Please bring a grab bag gift in the \$5.00 range.

A motion was made to invite four members of the MMK Management Team, as well as Joe &

Carol Gauthier as Chapter 27 guests at the holiday party; voted and passed unanimously.

**Old Business:** Vice President, Max Lopez is in discussions with Mattituck management, regarding a Spring 2006 trip to their facility in New York.

New T-shirts with the traditional logo were suggested as a product for 2006. Dave Pepe will look into pricing and report back to the Chapter.

Congratulations to Charlie and Joan on their recent marriage. We all wish you the best.

**New Business:** ELECTION OF NEW OFFICERS FOR CHAPTER 27 Bob Spaulding has accepted a nomination for Vice President. If you would like to join Bob as an officer, volunteer now; elections will be held in November. Contact President Jim Simmons if you would like to discuss a position.

Thanks to Elliott Simpson for donating a new computer for use at MMK.

The EAA Annual Report was available at the meeting for Chapter review. Contact the President if you would like to see a copy of the report.

A motion was made to purchase twenty-five, 2006 Calendars for \$7.50 each. Motion passed.

Chris O'Connor announced that he purchased a 1956 Aeronca Champ and is currently training in it with Joe Gauthier. He is continuing work on his Aerocomp 7 project as well, but just had to fly *now*. Congratulations Chris.

Fifty-Fifty Raffle: Rick Bernardi won the raffle this month.

**Seminar Presentations** (Max Lopez): This month's presentation was a video of the "2005 EAA Memorial Wall Ceremony."

It was a nice chance to remember and reflect on the contributions of aviators Herb Bullock, Bob Burk and others from our Chapter, who paved the way for us to be where we are today. Future seminar subjects were discussed for 2006.

Meeting adjourned at 11:45 a.m.

—James Pepe, Secretary

## Member Profile Addendum: Kevin Jones

I am the guy who has a commercial ticket, no medical, no recent flying experience, but has nearly 2000 hours including 100 hours in the Connecticut official airplane: the Chance-Vought Corsair. (I just learned that Connecticut is the only state with an official airplane to go with the state birds and flowers.)

So I won't repeat all the stuff that was in my recent member profile but will give you a run down on my latest activities. "Thoughts" is more like it because I can't give you much firm hardware.

If you remember my member profile, you know that I bought a Kolb Mark III from Rob Aiksnoras. Unfortunately things didn't work out. Joe Gauthier was going to check me out in his Cub and that was going to get the process started. But he and I couldn't get together until Rob rethought the situation and decided that he wanted to keep the Mark III. At the same time I had been having family problems with respect to aviation. My family is fairly large and is, to a man, determined that they will not fly anywhere with me. I am 81 years old and have had some medical problems but I think I am still a competent pilot. To make the case more clearly I have had two heart events. One was a multiple angioplasty the other was an open heart surgery, but neither followed a heart attack. After each heart event I had a small stroke from which I have apparently recovered. And I don't hear very well. I have hearing aids which sort of help but I have to admit that I don't hear everything that is said to me. Incidentally, I think that the cause of my hearing loss was a flight deck with many engines making loud noises. So flying caused my hearing problem. I have a wife, a daughter, and three sons, and assorted in-laws and when I got the bug to fly again, all but the twin granddaughters—who

are too young to be asked—and the three grandsons—whose parents are apparently dead set against the idea of aviation and so the kids haven't been asked (although I think they would come around were they given the chance)—have come out against it.

Early on I had a lot of ideas about where I would like to take them one by one (for instance to the island in Lake George where I was raised) but when I told the family about it the rejection was so firm that I was forced to re-think those ideas. To give you the other side of the debate, I have nearly 2000 flying hours acquired while in the Navy and the reserve. But the last time I flew was in 1957. I feel that I was trained so well that I will be safe even with the nearly 50 year hiatus. The family sees it otherwise. I don't think they are really convinced that I will kill myself but they see it as possible. I see it as an insult to me and to the Navy. I was a very good pilot and they should know that. Of course except for one son they have not flown with me and he was too young to form an opinion

It occurred to me that the northern Canada of Labrador is a part of the world I'd like to see. And with a single-seater on floats it would be fun to do a trip to England in an ultralight. It also might be a first in that I don't know that it has ever been done with an ultralight.

So I looked for a single place plane to buy to which I could add floats.

Luckily a Kolb Firefly became available and I think I can put the floats on it so I bought it and trailered it home from Long Island.

I did have one odd request from a Kolb group member. I had asked the group for stall characteristics of the Firefly because I am going to fly it without a safety pilot (Of course I did that for most of the planes I flew. Mostly fighters, but including the SBC a 1930s dive



bomber, and the TBM torpedo plane.), and I got some good dope from him. Then he asked "what plane I was transitioning from." I had to say, accurately but a bit facetiously, that I was transitioning from the F9F Cougar—a mach .7 jet in which I had cracked the sound barrier (in a vertical dive).

The question is when do I make this trek? The answer lies in the preparation because there are lots of things left to do. There are the floats to design, make and install. There is the detailed flight plan to come up with. I now think that the route will be Groton – New England – Labrador – Greenland – Iceland – the Faroe Islands – Scotland. But there is a lot I don't know; in particular the ins and outs of international flying.

A postscript will show the attitude of my family. Shortly after I originally wrote this, one of my in-laws asked me what I wanted in the way of a final resting place. This is a reasonable request as he is the next generation and has need to know. He'll probably be asked about the arrangements. I told him that I don't care where but I think that some kind of stone memorial would be appropriate. He grinned and said "I know what we should put on the stone. It should say: 'He thought he could fly an ultralight.'" I roared with laughter. I thought it was funny and I hope you agree with me.

—Kevin Jones <kevin-jones@snet.net>

## 2006 EAA Calendars Available

Our Chapter has ordered and received 25 official EAA Calendars for 2006. These calendars will be on hand for sale at our next meeting for \$8.00 each. They will be sold on a first come, first serve basis. So be sure to get your copy early before they're all gone.

## Chapter Elections for 2006

We are pleased to offer the following slate of officers for EAA Chapter 27 for the coming year:

- President – Jim Simmons
- Vice President – Bob Spaulding
- Treasurer – Bill Jagoda
- Secretary – Jim Pepe

Also continuing on in supporting roles for our Chapter are:

- Technical Counselor – Dave Pepe
  - Young Eagles Chairman – Fran Uliano
  - Newsletter Editor – Rick Beebe
  - Web Site Editor – Rick Beebe
  - Membership Chairman – Mike Okrent
  - Bulletin Board Chairman – Chris Kohler
- Please plan to attend our November meeting and show your support for these candidates.

## Report From The Director

As you know, I was elected to the EAA Board of Directors this year. My first Board meeting was on October 21 and 22 and it was an interesting experience. I'll start by talking about the Board: it is huge: 50 members. The full list is on the EAA web site at <http://members.eaa.org/home/eaaboard.html>. It would be difficult for 50 people to work effectively so the real work is done by committees and Board members are required to be on at least one committee. The results of the committee work are then voted on by the whole board. There are four "standing" committees which deal with running the organization itself: Executive, Finance & Audit, Governance and Human Resource. And then there are "special" committees which

deal more with the things the EAA does. For this year they are Advocacy, Development, Events, Marketing & Membership, and Museum and Education Outreach.

There are several other organizations under the EAA umbrella: the Vintage Aircraft Association, the International Aerobatic Club, EAA Warbirds of America, and the National Association of Flight Instructors. Additionally there are Councils to represent different aspects of the EAA membership: the Homebuilt Council (which Joe Gauthier belongs to) and the Ultralight Council.

There are three types of Directors: Class I are those, like me, that are elected by the membership. Class II are those who are part of the

EAA staff, like Tom Poberezny, or who are appointed because of special talents or knowledge. We appointed two at this meeting, Eric Gurley and Phillip Martineau, because they have extensive financial experience with non-profit organizations. And Class III who are the presidents of the Councils or the other organizations. In general, Class I Directors serve three year terms, Class II serve one year terms and Class III serve as long as they are President of their organization or Council.

That's a quick overview of the make up of the Board. I'll have more in the next newsletter and I'll be happy to answer questions at the meeting on Sunday.

—Rick Beebe

## EAA CHAPTER 27 HOLIDAY BANQUET

December 11, 2005  
Hawthorne Inn, Berlin, CT

Planned menu:

*Potato Leek Soup*  
*Caesar Salad*

Entree Options:

<i>Chicken Valencia</i>	\$30
<i>Broiled Salmon</i>	\$30
<i>Roast Loin of Pork</i>	\$30
<i>Prime Rib of Beef</i>	\$35

*Chocolate Mousse cake*

5PM - 6PM Hospitality Hour	6PM Dinner is served
Cash Bar	Special Raffle
Cheese and crackers	Entries for Pix on web site

Our special Grab Bag will be conducted.  
Please bring one grab bag gift for each person attending  
(\$5 price range of each gift)

*Note: Above prices include tax and tip.*

*There is a fine line between "hobby" and "mental illness."*



Rick Beebe photo

**Fall comes to New England...there's nothing like it**

## FOR SALE

**JEPPESEN SKYBOUND ADAPTER  
WITH EXTRA  
GARMIN 430 MEMORY CARD**

JEPPESEN SKYBOUND ADAPTER  
(\$149.95 JEPPESEN PRICE) FOR  
INTERNET UPDATES FOR YOUR GPS  
SYSTEM. ASKING \$75.

EXTRA MEMORY CARD FOR GARMIN  
430 GPS SYSTEM (\$129.00  
JEPPESEN PRICE). ASKING \$50.

CONTACT: JIM SIMMONS  
(203) 272-9346

*The deadline for submission of materials for the next newsletter is January 5, 2005.*

### 2004 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, make checks payable to: *EAA Chapter 27*)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_ Receive Newsletter via: Email  Paper

EAA Membership No: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_

**HACKSAW:**  
*One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.*



The Leader in Recreational Aviation

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Meetings held on the third Sunday of the month at Meriden-Markham Airport,  
Meriden, CT at 10am unless otherwise noted.  
[www.eaa27.org](http://www.eaa27.org)