



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, November 19, 2006, 10 a.m., Meriden-Markham Airport, Meriden

November, 2006

ROBERT RYAN, 1931 – 2006

It is with great sadness that we report the passing of Bob Ryan. Bob passed away on Saturday, October 21, 2006. A wake was held on Tuesday, October 24th and his funeral and interment, with full military honors, was held on Wednesday, October 25th. Bob honorably served in the U.S. Marine Corp during the Korean War.

In recent years, Bob had been recovering from cancer and major heart problems. He had been hospitalized for pneumonia approximately a month ago and was unable to recover.

Bob will always be remembered for his overt positive attitude. Whenever Bob was asked how he was, his reply would be "Fantastic." And that is the way I believe that he looked at his life.

Bob was highly instrumental in the resurgence of EAA Chapter 27. In the early 1990's, when our EAA Chapter was struggling and in need of being reorganized, I asked Bob if he would assist me in our efforts. I knew the answer before I asked the question. He said "Absolutely. You can count on me". And Bob assumed the role of treasurer. Bob's positive outlook was contagious. Bob was in the process of constructing an RV-6 when his illnesses prevented him from flying and progressing on his project.



I consider it a privilege to have known Bob and an honor to have been his friend. He was a fine man and while he is no longer with us, he will not soon be forgotten.

—Jim Simmons

November Meeting Agenda Rob McGuire will discuss the "Paperless Cockpit"

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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: MARK SCOTT

Since I'm obligated to provide a member profile after winning the tremendous 50-50 raffle prize of \$12, I thought it would be a good time to describe how I arrived at choosing the Bearhawk and provide a little first hand information about it. My member profile a couple years ago described my engineering background at Sikorsky, my Cessna 170 experience, and my building plans. After 200 hours in my 170 I have become comfortable or, as others may, say less uncomfortable with tail dragger flying. My family really likes the high wing four seat configuration so it was time to make a decision on a homebuilt project. There is a common occupational hazard that strikes many engineers, we analyze things

to death! Well I'm glad I did in this case. I was all set to buy a Murphy Moose. But, I made a list of about a dozen aircraft attributes like speed, payload, cost, time to build, company support, etc. I compared the aircraft and talked it over with a

number of friends. I surprised myself and found the Bearhawk was really right for me. I promised myself I would fly what I wanted to build before I took the plunge. I arranged for a flight with a builder in Ohio. It was a lot of driving for a 45 minute flight but it was well worth it. It flew just as I expected. I had expectations because, well, I did a performance analysis and wrote a flight test card! But no paralysis by analysis here. I placed the order the next day. Now several months into the project I know I made the right decision.

Given my monetary and emotional investment to date, I would hate to think how I would feel if it was becoming clear I had made the wrong decision. I highly recommend an objective decision process and a flight in what you are considering.

The Bearhawk is a four place, aluminum high wing, steel tube and fabric fuselage aircraft that takes anywhere from 180 to 260 hp. You can get details at Bearhawkaircraft.com. The construction is traditional. I think the designer, Bob Barrows, borrowed all the best practices he could and blended them into a simple straightforward design.



The Bearhawk looks like a Maule but the Bearhawk has 10% more wing area, 7% more flap, 17% more aileron, 45% more rudder authority, and at least 200 lb more useful load, not that I've done a detailed comparison or anything.

The quick build kit arrived on time and well packed. The fuselage is gas welded and primed. The wing is built and skinned completely on the bottom and to the main spar on top. The wing is all flush riveted. The unassembled wing parts are drilled



Photo courtesy of BearHawkAircraft.com

to size and dimpled ready for rivets! The kits are fabricated in Mexico from aircraft quality materials. The riveting looks good and everything lines up. A fellow Bearhawk builder, a welder by trade in Maine, says the welding is quite good. Even with the quick build kit I estimate 1123.5 hours to complete. A big advantage for the Bearhawk is the complete set of plans.

I like seeing the details of every part and how it is assembled. A builder's manual for the fuselage was just released. I have spoken with the company representatives—all two of them—a number of times. They welcome customer feedback and have used it to improve their kits since they started shipping them several years ago. It is nice to see a company open to builder suggestions and improving their product.

Right now I have completed the wing inspection panels. I'm currently working on control surface installation and the wing tank covers. My goal is to complete the wings, store them, and move the fuselage into the basement.

Unfortunately I have to remove two 4 inch slices of foundation wall to enlarge the basement opening. I have to convince my wife it will not weaken the foundation. So what do you think, maybe some convincing structural analysis?

Overall I am pleased with the kit and builder support. Contact me if you want to know more about the kit or want to take a look. I will have an "open house" in a year or so when I have the fuselage started and there is more to see.

YOUNG EAGLES REPORT



On Saturday Oct. 21st, I cancelled the Young Eagles rally because of high winds and had the rally on Sunday the 22nd. It was a beautiful day with very light winds and a great turnout. As we were getting ready to get things going, a hot air balloon landed at the North end of the airport. We walked him over to the open area past the fuel pumps and while doing so I had told the pilot that we were having a YE rally. He then invited all that were there to come over and see the balloon up close. The youngsters and adults had a great time talking to him and his passengers. What an added treat for everyone.

We had a great turnout with 52 youngsters turning out for their ride. We ended up flying 47 because some couldn't stay with such a long wait, about two hours. Jim and I flew 3 of the youngsters that couldn't stay on Saturday Nov. 4th. To date we have flown 1265 YE's and this year 131. I am happy to report that we met our goal of 100 for 2006. I am also happy to report that I will be preparing 59 tickets for all that have referred YEs this year. We will be having the drawing for a prize at this year's holiday banquet on December 10.

—Fran Uliano

LETTER FROM THE PRESIDENT

As winter rapidly approaches and our Chapter's scheduled activities are concluding, I am pleased to report that EAA Chapter 27 has enjoyed another remarkable year. The lone remaining event for the year is our holiday banquet. As you know, we gather annually at the banquet to review the past year and to share some good old aviation camaraderie. In addition to the fine meal, we will also conduct our uniquely popular grab bag event. So be sure to remember to bring a grab bag gift for each person attending. If you've never joined us, why not make this the year to give it a try. I urge everyone to consider joining us for this occasion. I'm convinced you'll have a good time and plan to come back again in the future. Elsewhere in this newsletter you'll find further details about our banquet.

As you know, Meriden Markham Airport is planning on erecting 40 new hangars and I'm pleased to report that the Meriden Aviation Commission appears to be making further progress in their planning process. They will be holding a meeting

on Wednesday, November 15th for invited guests to discuss the latest developments. Be sure to attend our November meeting for an up-to-the-minute report on these important plans.

We are now accepting membership dues for 2007. At this point in the year our treasury needs to be rebuilt and we need your support in helping to restore it. You can help by paying your 2007 membership dues now. You can also help by purchasing our unique Chapter 'logo' products. We have supplies of t-shirts, golf shirts, denim shirts, coffee mugs and Chapter baseball caps. These would make great Christmas gifts for our members. They will all be on display at our November meeting.

We will be holding our annual election of officers at our November 19th meeting. Please be sure to come and show your support for the key people in our organization who volunteer their time and efforts in support of our Chapter's activities.

I look forward to seeing you all at our meeting and at our Holiday Banquet.

—Jim Simmons

JIM PEPE PUBLISHED NATIONALLY

Just in case you hadn't noticed (and I don't know how you could have missed it), Jim Pepe wrote the fine article about our Chapter's 50th anniversary celebration which appeared in the November 2006 issue of *Sport Aviation*. Jim's article, along with Rick Beebe's accompanying photographs, was a major feature in the 'Chapter Hangar' section. Jim did a great job of capturing the spirit and essence of the event for all to read.

Thanks, Jim, for the super coverage!

CHAPTER ELECTIONS

We are pleased to offer the following slate of officers for our Chapter for 2007:

- **President** **Jim Simmons**
- **Vice President** **Bob Spaulding**
- **Secretary** **Steve Socolosky**
- **Treasurer** **Bill Jagoda**

We want to thank Jim Pepe for his service as secretary for past two years.

We'll be holding the election at our November meeting. Vote early and vote often!

MEETING MINUTES

October 15, 2006

The meeting was called to order at 10:00 a.m. by President Jim Simmons. All officers were present.

The meeting was attended by a total of 34 members and one visitor. Welcome to Gary Huff, an ultra-light pilot with an interest in Light Sport Aircraft.

Treasurer's Report (Bill Jagoda): Bill reported a current balance in the treasury of \$468.98. Remember that dues are now \$20 per year.

Technical Counselor's Report (Dave Pepe): Chris Kohler reported on the progress of his Hornet project, which looks ready to go.

Bulletin Board Chairman (Chris Kohler): See the bulletin board for pictures of the Young Eagles Boy Scout Day and pictures of Chris' Hornet.

Membership Chairman (Mike Okrent): Mike has done a recent mailing inviting EAA members in the area to attend a Chapter 27 meeting.

Website & Newsletter Editor (Rick Beebe): Please submit updated pictures and articles to Rick. Rick is working on the web site to allow builders to update their own projects. The web site is located at www.eaa27.org

Young Eagles Report (Fran Uliano): Jim reported that our members flew 15 YE's on Sept. 30th. A list of pilots and ground crew names was taken for the October 21st and October 28th YE Rallies.

Airport Improvement Projects: Thanks to Rick, Fran and Jim for taking care of the noise abatement sign and to Fran's son for providing free Day-Glo paint for the tetrahedron.

2006 Chapter Events: Maury Libson discussed the arrangements for the Christmas Party on December 10, 2006 at the Hawthorne Inn. There are chicken, pork and salmon dishes for \$32.00 and prime

rib for \$37.00. Send checks to Treasurer, Bill Jagoda.

Old Business: Max Lopez is coordinating a Chapter Fly-In at MMK.

Air Traffic Controller, Heather Woicichowski is working on a date to tour the NY ATC for the Chapter.

The new hangars approved to be built at MMK were discussed.

New Business: 2007 OFFICER CANDIDATES—If you are interested in serving the Chapter, please see Jim Simmons and indicate the position that you are interested in filling.

The Chapter joined in congratulating Rick Beebe and Brett Pilkerton on obtaining their instrument ratings.

Congratulations to Bob Upson on the first flight of his RV-6.

Bill will purchase 24 calendars for the Chapter to sell at \$8.00 each.

Block Island airport will be closed for two months for resurfacing of the runway.

Mark Scott won the 50/50 Raffle.

Seminar Presentation: Thanks (and Happy Birthday) to Joe Gauthier for his presentation on the FAA 51% Rule with regard to kit aircraft.

Meeting adjourned at 12:00 p.m.

Respectfully Submitted—James Pepe

ANOTHER INSTRUMENT RATING

I'm pleased to report that I earned my instrument rating on October 10, 2006. After 27 years away from flying, I got back in the cockpit on August 12 and received my instrument instruction from Jim Ujcik of PIC.

The first approach I made during the test was the VOR at Meriden: Sorry, but I was unable to check out the tetrahedron!

—Larry Robinson

BOB UPSON ON CLOUD NINE

During our October Chapter meeting I learned that Bob Upson had successfully flown his RV-6A! Bob had completed multiple flights and was totally enjoying the experience. Bob had opted to use Barnes Municipal Airport as his final assembly and first flights location. When asked how the RV-6A was performing he said "Wonderfully"!

A hearty congratulations goes out to Bob (and Ramona) Upson upon the successful completion of his bird. I knew he's looking forward to flying off his 25 hours and expanding his flight operations.

Our Chapter needed another RV.

—Jim Simmons



THORP UPGRADES

New info with respect to my Thorp T-18. I have started upgrading the ignition system to a hybrid. The electronic side will be the PLASMA III system with a Hall effect sensor. I can't use the Direct Crank sensor due the fact I still run a generator.

Given that I am going electronic and my CHT/EGT gauge failed last month, I will be upgrading the to the UBG-16 with fuel flow sensor to keep an eye on total engine performance. It will be interesting to see if there are any performance improvements over the 30 year old mags.

—Rob Aiksnoras

REPORT FROM THE DIRECTOR

I survived my first year on the EAA Board of Directors and at this year's annual meeting at AirVenture was re-elected for a 3-year term. Once again I was appointed to the Events Committee. The Committee's primary focus is on the long-term direction of AirVenture.

This year, the Beach Boys helped us realize the largest opening weekend in history. Unfortunately weather and high fuel prices hurt the rest of the week and overall attendance was down about 10% from the previous year. We were expecting a somewhat smaller attendance—it's hard to top SpaceShipOne and Global Flyer—but not quite that much smaller. Still, it was a successful year with Cessna showing off a potential entry into the Light Sport market and its "next generation" plane, Eclipse getting certified, an amazing performance by a couple of F-22 Raptors, a Blue Angels fly-by and Honda announcing it would build its innovative HondaJet.

Next year is shaping up well. We'll be celebrating the 60th anniversary of the Air Force, the 70th birthday of Beech and the 50th of the Bonanza. Although not confirmed yet, we hope to host the North American debut of the mammoth Airbus A380 and to lead off the week with Jimmy Buffet. And finally, the Raptors will be back and on display, and we may get a visit from the Thunderbirds!

I'm happy to report that our organization is doing well. Membership numbers are flatter than we'd like but the aircraft tours (B-17 and Trimotor), Young Eagles and LightSport activities are all going well. Our government advocacy efforts, led by Earl Lawrence, are also showing some effect. Two of the most important issues right now are the fight against user fees and defending the 51% amateur-built rule.

Finally, Scott Spangler, EAA's editor-in-chief, has resigned to pursue interests outside of aviation. Scott has been with EAA since 1999 and will be missed.

EAA CHAPTER 27

HOLIDAY BANQUET

December 10, 2006

Hawthorne Inn, Rt. 15, Berlin, CT

Planned menu:

Potato Leek Soup
Garden Salad

Entree Options:

<i>Chicken Valencia</i>	\$32
<i>Salmon w/Citrus Butter</i>	\$32
<i>Roast Loin of Pork</i>	\$32
<i>Prime Rib of Beef</i>	\$37

Chocolate Mousse cake

5PM - 6PM Hospitality Hour

Cash Bar

Cheese and crackers

6PM Dinner is served

Special Raffle

Entries for referring Young Eagles

Our special Grab Bag will be conducted.

Please bring one grab bag gift for each person attending
(\$5-10 price range of each gift)

Note: Menu prices include tax and tip.



"Watch the World War II training film used to familiarize new pilots with the Chance Vought F4U Corsair "live" over the Internet."

That's the introduction to a wonderful website which features many World War II pilot and crew training films for your viewing. Included in the available aircraft videos are such planes as the F4U, P39, P40, P47, P51, B24, B25, B26 and B29; plus many more. The web site is: <http://www.zenoswarbirdvideos.com/main.html>

Many of these videos are over 20 minutes long so plan your time accordingly. You just may be spending a lot of time online.

DRILL PRESS:
A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.



EAA CHAPTER 27 MUGS
ARE NOW AVAILABLE!

ONLY \$3.00

GET YOURS AT THE MEETING
DON'T FORGET WE HAVE SHIRTS,
T-SHIRTS AND HATS TOO!

No December newsletter. The deadline for submission of materials for the next newsletter is January 6, 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? _____

Always
remember you
are unique—just
like everyone
else.



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Meetings held on the third Sunday of the month at 10 am at Meriden Aviation,
Meriden-Markham Airport, 213 Evansville Avenue, Meriden, CT unless otherwise noted.
www.eaa27.org