



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, October 17, 2004, 10 a.m., Meriden-Markham Airport, Meriden

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Young Eagles

Fran Uliano
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Letter from the President

I would like to begin this month's comment by encouraging everyone to make plans to attend our annual holiday banquet. This year we will be celebrating the holiday season at the Hawthorne Inn in Berlin, CT on December 5th. We went to the same restaurant last year and found that we had excellent accommodations as well as a superb meal. Elsewhere in the newsletter you'll see the specific information about the time and menu. I have always enjoyed this event and it gives us a chance to look back at what our chapter has accomplished over the past year. Lastly, be sure to bring a grab bag gift for each person attending. The grab bag, as we conduct it, has become a favorite event for many attendees. Betty and I look forward to seeing many of you there.

I recently had the opportunity to take my sister for her first flight down the New York VFR corridor. Her very positive reaction to this flight has reminded me of just how lucky we are to have this great location for viewing one of the world's greatest skylines just a short flight away. During this brief flight you'll get unbelievable views of such things as: the George Washington Bridge, Yankee Stadium, Empire State Building, Statue of Liberty, Ellis Island, Coney Island, Verrazano Narrows Bridge, Staten Island Ferry, Intrepid

Aircraft Carrier museum, U. S. Grants' tomb, Madison Square Garden, Chrysler Building, New York's City Place, Cruise ships, Container ships and much, much more. The procedures for flying this route are relatively easy and I encourage everyone to become familiar with them so that you may share this view with your flying companions. Yes, there are sight-seeing helicopters and other air traffic in the vicinity, but by following the basic procedures, I'm sure you'll enjoy a safe and memorable flight. As always, be sure to check with Flight Service before entering this area since it is frequently closed for various reasons, such as New York Yankee home games.

As I write this, Barbara Aresco, Meriden Airport's FBO manager, is recovering from surgery. On behalf of the membership of EAA Chapter 27, we wish her a speedy and complete recovery. We look forward to seeing Barbara back in good health very soon.

Mike Zemsta will talk about fitting a canopy and working with Fiberglass at our October 17th meeting. See you all there!

—Jim Simmons

Eight More Young Eagles



A couple future Young Eagles take a pretend flight in Fran Uliano's plane

A low overcast and an early fog probably contributed to a light turnout at our Fall Young Eagles Rally, held on October 2. Even though the clouds were low the temperatures were nice and the flying smooth and eight more youngsters were introduced to the joys of flight. Many thanks to the pilots and ground crew who made this year's rallies possible.



Stan Solecki and Maury Libson confer during the rally

October, 2004

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Robert J. Aiksnoras Member Profile

It all started February 22, 1951. I was curious kid who took apart everything I could and most of the time put it back together again! By age 10 I was fixing and reselling TVs. Back then it was easy since the world was still black and white.

One day my brother and I each got one of those balsa rubber band powered airplanes. They were great! We built runways, repowered the crafts and came up with all kinds of unique ways to fish the planes out of the neighbor's tree. By the time we retired my aircraft I believe the weight doubled with the amount of glue and string I used to piece it back together.

I had a school friend, Charlie, who flew line control. I saved my pennies and bought a nice Super Cub model. I spend hours on that craft and finished it just like the picture on the box. I was really proud of it. After engine tests and run-ups it was ready for its maiden flight. Immediately after take off it took a steep climb, rolled over, and came straight down. I don't remember being too upset but my Dad, bless his soul, felt my pain and offered to replace the plane with another kit of my choosing. Well, to his surprise I picked out a 54-inch wing span Spitfire for my next project! Reluctantly, he paid for the kit and I was in heaven for the next 3 weeks on my now expanded workbench building the biggest plane I had ever touched.

I crashed the Spitfire on its maiden flight. I rebuilt the Cub by reverse engineering the destroyed one and proceeded to crash that one on its first flight. I rebuilt the Spitfire and the Cub and they still exist in storage over my garage. Reminders of a past full of learning and frustration.



In the meantime, my sister Dorothy (most of the aviation world calls her Carat) found an ad in Newsweek for a \$5 introductory flight lesson. On a sunny morning in the summer of '67 we marched up to the brand new Waterbury/Oxford airport to cash in her certificate. This was my chance to see a real airplane! Carat spoke to the instructor and off they went. This changed the world for both of us and she even went on to an aviation career.

After Carat got her pilot's license we used to chase ground fog in the shallow valleys on early mornings as she accumulated hours for her log. Our lives separated when I started college in '69. My aviation enthusiasm was put on the shelf as I prepared for a career in engineering. Graduating in 1973 with a B. S. In Electrical Engineering I took a job with the Department of Defense, the Naval Underwater Systems Center. That career continues today and has never had a boring period during the 31 years.



I married in 1973 and committed my life to Paula. She has given me three beautiful children, Mark, Diane and Kimberly. Mark is now an Electrical Engineer and also works at the Naval Undersea Warfare Center (the name changed). My oldest daughter, Diane, is married, working as a researcher at

Unilever and lives in Derby, CT. My youngest, Kimberly, is entering her junior year at Quinnipiac University as a Physical Therapist. Except for a couple of more years of college expenses they are all moved out, successful and independent. What parent could wish for more!

So now, with kids gone, what should I do with all this spare time? That was my question four years ago and the answer was easy. Build an airplane! I started the usual search routine and began reading the websites and literature on kit planes. Since Carat had built two of her own I thought she would be a good resource. That turned out to be an understatement. What I ended up with was a partially constructed Kolb Mark III that was sitting in the corner of her hanger in OXC. What an exciting day when I picked up the airframe and piles of parts!! The next 4 months were filled with frustration as I tried to catalog where construction was and what needed to be done. Nearly two years later I was done! I now had a fully registered (N920DR), airworthy (paper work says so) airplane!

That was nice, but I couldn't fly it without a license. Enter flying lessons and finally, in May, 2002, I had that coveted piece of paper. With that out of the way I moved on to test flights of the Kolb. After several more months of research and ground tests the plane was ready. On August 3, N920DR flew the pattern just like she was built to do. An incredible feeling that took hours to come down from and one that started an insatiable thirst.

At Sun n' Fun, in the spring of 2003, I agreed to look at a couple of Zenith CH200's that were under construction. These two aircraft now sit in my workshop in various states of construction. Looks like I have about 40% done and about 80% to go. Both will be powered by Lycoming O-320's (also in the workshop). I expect they will be done when they are done!

The story doesn't end there. As I was picking up the Zeniths a beautiful Thorp T-18 was idle in the very same hanger. I immediately fell in love with that aircraft. N12LT now shares a hanger with the Kolb at Goodspeed Airport.

All this would not have happened if it were not for the interest and help from many in the aviation community. Principal thanks goes to my sister Carat, my dear friends Lloyd C. Toll, and Judy Toll, and, of course, my CFI, Joe Gauthier, who had the patience to see this 125 hour pilot through a successful solo in the T-18. Many, many others have

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Members Profiled in Record-Journal

Jim Simmons and Fran Uliano were among several people interviewed by the *Record-Journal* newspaper recently. Written by Christopher Symington with photos by Mike Ross, the article appeared in the Monday, September 20th issue. It describes the close-knit family of aviation and of the joys of flying.

If you have web access you can read the article online at

<http://www.record-journal.com/articles/2004/09/20/news/news03.txt>

Bob Burk Memorial

At the last meeting, we voted to purchase a plaque honoring Bob Burk for the Memorial Wall at EAA headquarters in Oshkosh. We are pleased to report that Jack Hart, nephew of Bob Burk, has donated \$50 towards the memorial and EAA Chapter 1208, based in Stratford, CT, has made a \$125 donation. Many thanks to Jack and the members of Chapter 1208 for their generous support.

If you would care to make a donation, please make your check out to EAA Chapter 27, identify that it is for the Bob Burk Memorial Tribute and send it to our treasurer Bob Ryan, 6 Manor Court, North Haven, CT 06473.

Meeting Minutes

September 19, 2004

Meeting called to order at 10:00 by Jim Simmons. All officers present (Jim, Max, Bob, Dave).

General attendance: George Anderson, Rick Beebe, Ted Brainerd, Joanne Brainerd, Bob Brown, Stan Chaffin, Charlie Enz, Joan Howell, Bill Jagoda, Barb Johnson, Chris Kohler, Jim Maher, Rich Merrill, Mike Okrent, Jim Pepe, Chan Schiller, Mark Scott, Stan Solecki, Earle Stetson, Don Turecek, Fran Uliano, Bob Upton, Mike, Patty and Austin Zemsta, Joe Hobson, and others who didn't sign the sheet.

Treasurer's Report: Bob Ryan shows a balance of \$1245.05

RV-3 For Sale: Bob Burk's RV-3 Kit is for sale. See Jim Simmons, Mike Okrent or Jeff Davenport for details on this complete kit with the empennage started by master builder Bob Burk.

Member Input is sought for the newsletter and website by Webmaster/Newsletter Editor Rick Beebe. Please contact Rick, so that we all may view/read about your project, etc.

Bulletin Board Chairperson sought to find and display pix, etc. on the chapter bulletin board.

Young Eagles Report: The Young Eagles reunion was held on a beautiful Saturday, September 11 and was, by any measure, a success and a lot of fun. According to Fran Uliano and Jim Simmons, 77 kids and their parents plus many others. In 2004, 40 kids have been flown and we want at least 25 more. The next "Rally" will be October 2, 2004.

Tee-Shirts: Dave Pepe has contacted "Three Brothers" and they have quoted \$5.50 each on a quantity of 50 with the EAA-27 logo silk-screened on. Choice of small or large.

Election of Officers for the up-coming year. We need to get a slate chosen at the October meeting for the Election in November.

50/50 Raffle was won by Joan Howell.

Seminar was given by Earle Stetson on his visits to Oshkosh with pictures and commentary.

—Dave Pepe, Secretary

Holiday Party!

This year's Holiday Party will be held in the Sherwood Room at the Hawthorne Inn in Berlin, CT on Sunday, December 5 at 5:30 p.m. There will be a cash bar and cheese table from 5:30 to 6:00 followed by dinner at 6:00. The price is \$30 per person, tax and tip included.

The dinner will include soup du jour, salad, an entree, dessert and coffee. Our entree

choices are Chicken Parmesan with Penne, Sole Florentine, or Sirloin Tips. There will be roast potato and vegetable du jour. Dessert will be Hot Fudge Sundae.

There are only two meetings before the party so be sure to sign up soon! Thanks to Maury Libson for making these arrangements.

EAA Chapter Library Has Grown

As previously reported, Mary Burk (Missy) has donated Bob Burk's library of aviation related books to our EAA chapter. On Wednesday, October 6th, Chris Kohler and I picked up the books, along with two large bookcases and brought them for use as part of our lending library at MMK (Meriden Markham Airport). They will make a fine addition to the library and we're sure you'll be impressed with both the quality and quantity of the collection. Thanks to Missy and everyone else who has donated books to this effort. Yes, you can take books home. However, be sure to bring them back for others to enjoy.

—Jim Simmons



Chris Kohler (left) and Jim Simmons in front of the Bob Burk addition to our library

"In most cases, you're up there on your own. The telephone's not ringing. The wife's not yelling at you. You go up there and just—fly."

—Fran Uliano
in *Record-Journal*, 9/20

Flying may not be all plain sailing, but the fun of it is worth the price.

—Amelia Earhart

Max Lopez's RV7A

Mike Zemsta, David Pepe and Mike Okrent visited Max Lopez's Hanger at New Haven on September 22. Max wanted to show us some of the innovations in panel design that he has incorporated into his Vans RV7A. He is now waiting for arrival of his finishing kit and expects to be purchasing a new Matituck 0-360 in a few months. You can see more pictures of Max's panel on the chapter website under "Our Planes."



Mike Zemsta, Max Lopez and Dave Pepe discuss the panel



Max's panel design. Note the angled right-hand subpanel

Mike Okrent photos

2005 EAA Calendars On Sale Now

We will be taking orders for the 2005 EAA Calendars at our October 17th meeting. The price is \$9.00 each. Since we have continually been losing money with some left over calendars, we will only order the exact number requested at this meeting. If you cannot attend this meeting and wish to order a calendar, contact Max Lopez, prior to this meeting at (203) 467-4826 with your request.

Sign Maker Wanted

As part of our airport improvement projects, we are planning on replacing the 'Noise Abatement sign' at the south end of MMK's runway 18. We are seeking someone who has a contact for getting a 'professional looking' sign made at reasonable prices. If you are a source, or know of a source, please contact Jim Simmons @ (203) 272-9346 or jsimmons619@aol.com.

Aiksnoras, continued from page 2

helped and still offer help, I thank them. Finally, as we all know, I could not have done this without the support of my wife, Paula. She has always been by my side in all the things I have done and aviation is no different.

PS - Obviously I pilot planes from the left seat better than from the ground.

—Rob Aiksnoras

The deadline for submission of materials for the November newsletter is November 10, 2004.



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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