



# Experimental Aircraft Association

## Chapter 27 News



Next meeting Sunday, October 21, 10 a.m., Meriden-Markham Airport, Meriden, CT

October, 2007

### LETTER FROM THE PRESIDENT

Yesterday we flew approximately 15 Young Eagles which were comprised of members from a local Boy Scout troop and a local church group. These youngsters were recruited as a result of the on-going efforts of our fine Young Eagles Coordinator, Fran Uliano. Fran works tirelessly in the pursuit of maintaining our Young Eagles participation at a very high level. The pilots for yesterday's event included Bill Jagoda, Rick Bernardi, myself and, of course, Fran. Behind the scenes we had Fran's biggest supporter, Barbara Uliano. Chris Kohler performed the duties of ground controller, photographer and crowd control. The weather gods smiled upon us and we had a very pleasant day. I certainly hope we get similar weather for next Saturday's Fall Young Eagles Rally (October 20th).

I would also like to remind you that we can NO LONGER use the old Young Eagles registration forms. They will not

be accepted by HQ. So make sure you use the 2007 Young Eagles registration form. They can be obtained via the EAA web site or from Fran.

I am sorry to report that our founding member, Stan Solecki, is currently in Hartford Hospital recovering from a recent heart attack, which was treated with a triple angioplasty. I understand that he is now doing well. On behalf of the members of EAA Chapter 27, our sincere best wishes go out to Stan for a complete and speedy recovery.

Lastly, we are still looking for volunteers to serve as officers for our group. Please notify me if you would be willing to offer to support our group. Elections are next month and we wish to provide our members with a slate for 2008.

See you all at our next meeting,

—Jim Simmons

### MORE YOUNG EAGLES FLOWN

On Saturday Oct. 13th we flew 9 Young Eagles from the Portland Boy Scouts and 7 Young Eagles from the Middlefield Federated Church. The weather was predicted all week to be high winds that day. We lucked out with about 10 MPH winds out of the WNW. I can report that all had big smiles on their faces when being greeted by others when finishing with their rides. A remark was made by one adult that before they went up there was little talk and when they finished with their rides you couldn't shut them up. We had a great day. This coming Saturday Oct 20th is our Fall Young Eagles Rally. Talk to your neighbors, friends, and family members and help out with getting youngsters between the ages of 8 thru 17 to become a Young Eagle. If you are in need of more information about the Young Eagle program you can call me at 860-347-0412. At our next meeting, Sunday Oct 21st I will update you on how we made out on the 20th.

—Fran Uliano

## OCTOBER MEETING SEMINAR

Bob Spaulding will give a presentation on Deltahawk diesel engines. It's the factory info they present at Oshkosh and other places. These engines are available to home builders, unlike some of the other diesels such as Thielert (Superior).

Bob will be the one flipping their slides...no Deltahawk reps in the area now. This will be a group self-tutorial. He'll also have their hand-out FAQ sheet.

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<b>President</b> Jim Simmons 203-272-9346	<b>Vice President</b> Bob Spaulding 203-378-5688	<b>Treasurer</b> Bill Jagoda 860-349-9901	<b>Secretary</b> Steve Socolosky 860-569-6385	<b>Membership</b> Mike Okrent 203-393-2662	<b>Newsletter Editor</b> Rick Beebe 203-230-8459	<b>Young Eagles</b> Fran Uliano 860-347-0412	<b>Tech Counselor</b> Dave Pepe 203-634-4457
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## MEMBER PROFILE: KEVIN MINCKLER

Ever since I was a young kid I have loved aircraft. I always thought that machines that could fly were kind of magical, I still do. My grandfather was a CFI in the Navy and taught pilots in the PT-17 Stearmans and SNJs, the Navy's version of a T-6 Texan. Growing up, I always thought that pilots were very rich people that were very smart and always figured that both of those things were out of my league. I have lived in East Haven for the past 30 years and my house is located about a quarter to half mile off the end of runway 14 at Tweed New Haven. Frequently I'd be outside and have planes directly overhead. I'm not bothered at all by the noise and I would usually think to myself "Someday, I've got to get up there. That must be so much fun to just take off and go somewhere in much less time than a car." But I never thought I had the brains or the money. Then one fall day in '98 I was talking to my good friend Jim Maher at work (we work at the same place) and found out he was a pilot building a plane and he was planning to fly to MERFI in Ohio to meet with the designer about installing a Mazda rotary engine in his project. I meagerly asked "Can I go with you?" He said "Sure, why not, I could use the company." We flew in the Piper Warrior he was leasing back to Robinson in NH. It was about a five hour flight with one fuel stop. He let me hold altitude and heading about half the time out and back. I had never flown in a plane that small and was completely struck with awe on just how cool that feeling of freedom was. I got to thinking, "You know, maybe I can do this." After all, I am an electronics engineer and have a decent mechanical background, so I like to think I'm not a complete idiot. Maybe I was smart enough. I had to find out. It was sort of a personal challenge for me.

When we got back from MERFI I immediately signed up for ground school. It was then I found out that you have to

want to be a pilot really bad, the FAA just doesn't give out licenses as easily as the DMV does. I studied hard and soaked up aviation knowledge as fast as I could. In the beginning the task seemed a bit daunting. Lots of book studying, written tests, oral tests, FAA check rides, weather, BFRs, NOTAMS/TAFS/TFRs ahhhh! I found out "A good pilot is always learning." My flight training started 2 weeks into ground school. WOW. This is serious business. I saw 60% of my ground school drop out. The following year, going to Oshkosh only fueled my passion. I really wanted to be a pilot, not just a dreamer playing with a flight simulator. Determined, but tempered by a healthy dose of fear and respect for the weather and my own limitations, I pressed on. The minimum requirement for training hours is 40 hours. I wanted more. I wanted to know how to handle the unexpected, like landing at night with a burned out landing light or no runway lights. I wanted to learn how to stay alive when things weren't going so well. I didn't go for my check ride until I had 80 hours of training. I felt there was so much I still needed to learn.

On 7/1/00 I passed my FAA checkride. After I got my ticket, I went for unusual attitude and stall/spin awareness training, then aerobatics training in Super Decathlons and Pitts S2 and got 30 hours of instrument training. I wanted to know how to recover from a spin, got the training, did it dual/solo, now love it. I wanted a tail dragger endorsement, I got it. I wanted to find out more about my personal limits and push the envelope on that as much as I safely could. I did this so that I could be a better pilot. I wanted to fly as many different types of aircraft as I could so I got some time in Warriors, Kitfox, Cessna, Stearman, and Extra 300. I got some mountain flying training in Denver. After a while, I decided that instrument flying was really not for me, at least not yet. Staying current would

be difficult, and I didn't want to be a bad or dead IFR pilot. I have no trouble spinning and falling out of the sky upside down and backwards, but I don't like flying when I can't see where I'm going. From personal experience, I just don't have a lot of confidence in ATCs handling small aircraft in IFR and then there's the times when you lose radio contact. The IFR training has saved my butt a few times so I don't regret the training. Flying is about risk management, IFR is a risk I can elect not to take, as is night flying. I still want a complex and high performance endorsement, multi-engine rating and seaplane rating.

So there I was for a couple of years, renting a plane on weekends. I'd go somewhere and look around and say "Wow, this place is really nice. OK, let's go, got to bring the plane back." All this work to become a pilot and when I flew somewhere I couldn't stay due to the exorbitant daily rental rates for the planes. My aviation friends kept telling me "You need your own plane." I knew that, but was it a do-able thing for me? I pondered for a couple years on the logistics of that, rent-vs-own costs. What type of plane could I afford? Was a partnership the way to go? What type of plane fits my personality? Was I better suited for a "spam-can" or an experimental? These are difficult questions to answer. Warriors I'd trained on just didn't have the speed I wanted. A friend had a Sonerai for sale. Interesting. Very low cost, easy to maintain, foldable wings, towable. I almost bought it. Trying to resist the "impulse buy" and thinking that in the long run I might not be really happy with the Sonerai (speed/range), I asked myself "What do I really want out of a plane?". My answer was the best price/performance ratio I could find, and range. I believe I found that in the LongEZ. I just don't have the time or the resources to build one, so I searched for almost 2 years for one. I consulted with a EAA tech advisor about them and was

## MEETING MINUTES

September 16, 2007

told that there are better planes out there for the money, like an RV. I replied "How do you figure that? I can get a LongEZ for under \$40K and do 200MPH. Can you do that in an RV for that cost?". His answer of course was "no." He had me on payload and dual controls though.

So, I bought one. Ask me about my first in-flight emergencies in ferrying it home sometime. Thanks to my training, I survived, no crashes, just some lessons learned. I have to tell you, I love the way it looks, on the ground and in the air. Canard pushers are just too cool. And it's a Burt Rutan design, with all of that history. I flew it back from its original home in Texas via Denver and Omaha. The builder, H.E. Crocker, started building it when he was about 65 and flew it until he died at 80. The bad thing was I couldn't ask him any questions! I've flown it all over; Oshkosh, Hilton Head, Charlotte, Niagara Falls, to name a few. The baggage pods help with the payload capability. It's been a tremendous learning experience owning, flying and maintaining it. In retrospect, a Cozy Mark IV may have been a better choice because my girlfriend complains about not being able to sit side-by-side with dual controls and the sparse interior storage. But again, that's over \$65K minimum, more than I wanted to spend on my first plane. I am extremely happy with the LongEZ even though as with anything, one of the costs of ownership is the burden of maintenance. I am very fortunate to have one of the best LongEZ experts on the east coast Ken Miller (long-ez.com) right down in Brookhaven Long Island, as my A&P and mentor.

Becoming a pilot has been one of the most rewarding experiences of my life. A million thanks to all those who encouraged me especially when I had my doubts. I only wish I had started earlier in my life. It'll be a very sad day when I have to hang up my wings for good.

**Call to order:** The meeting was called to order by President Jim Simmons at 10:05. All officers were present. Visitors included Jim Oliver, who is from Ohio. There were 27 members present.

**Treasurer**—Bill Jagoda: Bill reported a balance of \$853.73. Thank you, Bill!

**Technical Counselor**—Dave Pepe: Dave reported that his nephew, Jim Pepe, bent the longerons for his RV-9A and riveted some skins.

**Young Eagles**—Fran Uliano: Fran shared that our Fall Young Eagles Rally will be held on Saturday, October 20th. Fran also urged all members to advertise the October 20th Rally and that the rain date will be Saturday, October 27th. Fran also said that we will be flying Boy Scouts on Saturday, November 13 and asked for volunteers and pilots for that date. The new Young Eagle forms will be available in the meeting room.

**Website and Newsletter**—Rick Beebe: Our web site has a new look! Check it out! You can now upload your own pictures of your plane projects!

**Airport Improvement Projects:** We are waiting for the Day-Glo paint (provided by the city) for the tetrahedron.

Annual Picnic was September 8th—SUCCESS!!: THANKS go out to Mike and Patty Zemsta for coordinating our annual picnic, as well as for all who helped out to make this a pleasant event for all of us!

**Old Business:** No new news on the hangars.

**New Business:** Jim announced that it's that time of year to nominate officers for 2008—If you would like to nominate someone or run, contact Jim.

There was a brief discussion concerning the new, 406MHz ELT because of the satellite supported 121.5 MHz ELT which will go

out of service on February 1, 2009.

We voted to order EAA 2008 calendars @ 7.50 each.

BDR FSS to end operations September 24 at midnight.

1940 Aeronca Super Chief for sale—\$21,500 (LSA approved) restored in 2002.

Simsbury Fly-In—September 23rd

AOPA Expo—Brainard Airport October 4-6.

There was some brief discussion about whether or not there were landing fees at New Haven. It appears there are none.

Discussion concerning an article in Ehot-line which questioned whether or not an aircraft owner could effect repairs on an experimental aircraft they did not build.

### 50/50 Raffle Winner:

Congratulations Kevin Minckler!

We are anxiously awaiting the profiles to be written from past 50/50 raffle winners which include: Max Lopez, Charlie Enz, Ron Slossar, Bob Brown, Dave Pepe and George Anderson. Everyone has a story!

**Seminar Presentation:** Dave Pepe presented his fantastic experiences building his RV-6 which were highlighted by the experiences shared from other builders such as Bob Burk, Ed Morris, Jeff Davenport, Jeff Fiscus and Mike Zemsta. After Dave took us through his journey to build his plane, he explained his transition from builder to Technical Counselor. Safety, as Dave shared, was at the root of the Technical Counselor program when it began and has evolved into a variety of experienced builders who all want to share their expertise to help others achieve their dream of building and flying their own aircraft.

Meeting adjourned approximately 11:45 a.m.

*Respectfully submitted—Steve Socolosky*

*The bulk of mankind is as well equipped for flying as thinking.*

— Jonathon Swift

*Which is now a more hopeful statement than Swift intended it to be.*

— Will Durant

*What is that mountain goat doing way up here in the clouds?*  
— Gary Larson, in a well-known 'Farside' cartoon.

## PRINCE PROP FOR SALE

Missy Burk (Bob's widow) still has a prop that she obviously does not need.

I told her that I would help her to advertise it in the newsletter in case anyone in the Chapter might need one.

Here are the details:

Prince composite P-tip propeller 68" dia 72" pitch with leading edge protectors.

The receipt states that this prop is for a Lycoming 0-360, but it should also fit an 0-320.

It was originally purchased in 1998 for the Vans RV 6A that Bob was building. This prop was one of two that he bought for this aircraft. The prop was still new in the unopened shipping container until last week when I went to look at it.

Bob paid \$1365 for this prop in 1998.

Anyone interested can call Missy at (203) 874-5247 to make an offer.

—Jim Maher

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

### 2008 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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