



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, September 19, 2004, 10 a.m., Meriden-Markham Airport, Meriden

**President**  
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203-272-9346

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Fran Uliano  
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## Welcoming Back Our Young Eagles

Smashing Success, Awesome, Terrific, Sensational, Great! These are all words which could be used to describe the success of EAA Chapter 27's Young Eagles Reunion, one of the most successful events in our chapter's history. It all began with excellent planning and coordination and for that we must commend

Fran and Barbara Uliano and Mike and Patty Zemsta. They are the clear leaders who were the backbone of this event. Next we needed the support of chapter volunteers to see to it that all the tasks were handled flawlessly. The tremendous support of our membership was a sight to behold. Beginning on Friday afternoon with the preparation of the grounds, and ending on Saturday afternoon with the clean-up, we always had plenty of hands to accomplish any and all tasks. Chris Kohler and Tracy Smith captained the cooking team and provided the

grills. Before the day was done, they'd cooked 250 hamburgers and over 100 hotdogs. We also had many wonderful contributions of salads and desserts. We had so many terrific varieties of potato salads, we should have had a contest!



Civil Air Patrol members volunteered

their time to provide parking directions for incoming guests. Joe Acosta of Build Right/Fly Right Hobbies provided a display of model and R/C aircraft. Of course there were plenty of full-size planes to look at too. Several times I heard, "Wow, I remembered that plane as being much bigger!"

Barbara Uliano and Jan Glover handled the registrations and each returning Young Eagle was given a name tag which included the date of their flight and the name of their pilot. It was really neat watching



them search out the pilot to say thanks and reminisce about their flight. Some of them brought the photo taken after their flight and it was terrific seeing 19 and 20 year olds with photos that were taken before they were even teenagers. Fran reports and three of his Young

Eagles have gone on to get their pilots license and two are instrument rated!

Our members received many favor-



able comments from the Young Eagles and their families. I would estimate that we had ap-

proximately 250 people in attendance.

We provided door prizes for many of the Young Eagles including three hand crafted model aircraft donated by Jeff Fiscus (a big hit with the kids). Major donors of door prizes were Rick Bernardi (one hour of aircraft rental), Manny Papagianneris (flight instructor from MMK donating one hour of flight instruction) and Rick Beebe (Microsoft Flight Simulator 2004).

Thanks to all donors. I could not possibly list all of the names and support that other members provided. However, I hope that everyone of you has the feeling of pride for your contribution to the success of the event. Our Young Eagles Reunion was clearly Awesome, Terrific, Sensational, and Great. A very special thanks to all who participated from your very proud President.

—Jim Simmons

September, 2004

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## Meeting Minutes

August 15, 2004

The August meeting was opened with all officers present and accounted for: Jim Simmons, Max Lopez, Bob Ryan and Dave Pepe. Webmaster and Newsletter Editor Rick Beebe was present.

General Attendance as follows: Rob Aiksnoras, Dot Vallee, George Anderson, Rick Bernardi, Ted Brainerd, Bob Brown, Herb Bullock, Stan Chaffin, Jeff and Roberta Davenport, Carl Eaton, Steve Fraas, Bill Jagoda, Chan Schiller, Tim Kelly, Chris Kohler, Maury Libson, Jim Maher, Rich Merrill, Ray Morgan, Chris O'Connor, Richard Reaveley, Rob Rouse, Mark Scott, Steve Socolosky, Stan Solecki, Earle Stetson, Don Turecek, Fran Uliano, Bob Upson, Mike and Patty Zemsta, Jim Pepe, Gord Schimmel, Tracy Smith and others who didn't sign the roster.

Guests: Fred Stuckler, Jack Biessman, Joanne Brainerd

Tech Counselor and RV builder Bob Burk passed away. He is remembered as a knowledgeable man who would visit projects, ran the 50/50 raffle, and would open his shop to many of us for one-on-one instruction on the skills needed to build, wire and rig the RV-series of planes. Bob's latest project, an RV-3, and some tools are for sale. See Jim Simmons.

*Sport Aviation* article, in last month's issue

was authored by Jim Maher, and gave an excellent overview of what Chapter 27 does and has accomplished over the years. Read it and see.

Treasurer's report by Bob Ryan shows a current balance of \$1808.33.

Website and Newsletter looking for member input, both in word and pictures. See Rick Beebe about making a contribution and sharing your project accomplishments or aspirations with the membership.

Christmas Party is on track for early December. More details to follow next meeting.

Young Eagles Reunion. The big topic of discussion was the September reunion, and most of the details were worked out with Mike Zemsta as the capable chairman. Hopefully good weather will also show up and lend a hand to this important and significant event for the chapter.

50/50 Raffle was held, and I (Dave Pepe) won \$21.00, and as a consequence, I have attached a member aviation profile for your enjoyment.

Monthly Seminar was given by Fred Stuckler on aircraft electrical systems, and illustrated that he practised what he preached by flying in his RV-6A in IFR weather, this plane is well equipped and well documented!

*Secretary, Dave Pepe*

## Member Profile: Dave Pepe



I was born in Meriden at a very early age and had many visits to Meriden airport after church in the 40's. Most of the airplanes were military types or Pipers and the like. My dad always joked that airplanes were too heavy to fly, but we all knew that they did. In the 50's I built and flew rubber-powered Monogram and Guillow's balsa/tissue airplanes and actually won a contest for a WWI Spad biplane. Around the same time I was given a gas-powered free-flight model and we flew it at the old Southington airport, before "progress" and development took over the land. You had to pay particular attention to the wind direction or watch your plane disappear.

Four years in the USAF in the 60's working on B-52 heavy bombers piqued my interest further in flying machines. I had the opportunity to get flight instruction for \$4.00 an hour but at the pay I got I didn't go for it. I messed around with radio control for many years, concentrating mostly in helicopters and sport flying, but grew weary of flying around in circles. So I started flight instruction in 1991 and earned a private license in 1993. Jeff Davenport suggested building an airplane, and I started attending EAA-27 meetings. After a ride and a half with Jeff Fiscus I embarked on an eight year RV-6 project. With the help of myriad EAA members, I first flew my own creation November 1, 2003, and boy! What a feeling. So far—after 65 hours—I have flown at 12,500 feet between mountains of clouds and at 240 mph ground speed.

See, Dad, they really do fly, but watch your airspeeds!

## Tribute to Bob Burk Approved

We are pleased to report that the membership of EAA Chapter 27 has unanimously approved the purchase of a permanent tribute to Bob Burk at Wittman Field in Oshkosh, Wisconsin. As a tribute to Bob's contribution to EAA Chapter 27's success, his name will be inscribed upon the EAA Memorial Wall. This wall is placed in a beautiful garden setting next to Fergus Chapel and Pioneer Airport's grass runway.

On Sunday July 31, 2005, at 11AM, a service will be held at the memorial wall.



There the names of the honored for this year will be read while tribute is paid with a 'missing man' fly over. The event will be videotaped and a tape provided to our chapter.

## Letter from the President

I was recently approached by Chris Symington, a reporter for the Meriden Record Journal. He was researching input for a planned article regarding pilots and activities at Meriden Airport. He also interviewed Roger Astman, and fellow EAA Chapter 27 members Fran Uliano and Rick Bernardi. The reporter asked each of us a question which we all seemed to have some difficulty defining clearly. The question was "What is it that we enjoy most about flying?" As you would imagine, our answers ranged from pleasure, to freedom, to personal accomplishment, to the challenge, to transportation, and to just plain fun.

This got me to thinking, why do I fly? I've been hooked on this amazing endeavor for over 26 years and am still captivated by the experience. I have been fortunate enough to have experienced many facets of flying; from my student pilot training, through coast-to-coast cross-country travel and the thrill of aerobatics. However, as I thought further, I have also come to the realization that the EAA, both nationally and locally, has played a major part in my enjoyment of this hobby. As many of you know, I have been traveling to Oshkosh for the EAA Fly-In for 18 years. My wife Betty and I are regulars out there and we look forward to this event every summer. We have met so many fascinating people, from all over the world, that wouldn't have been in our lives without the EAA and aviation. Locally, we have thoroughly enjoyed our associations with EAA chapter 27 members and our chapter activities. There is nothing like spending time with people who also enjoy the challenges and fascination of aviation. Clearly, our participation in local EAA activities has strengthened our enjoyment of aviation. I encourage each of you to be sure to participate in our activities. The friendships you'll find will only enhance your enjoyment of aviation overall.

Elsewhere in this issue you can read about our Young Eagles Reunion Picnic. The response to this event has been terrific and the 250 people attending had great fun. The EAA's Young Eagles program has also played a major part in reinforcing our many pleasures with the EAA and aviation and continues to be a great way to introduce the next generation to the joy of aviation.

The article about Chapter 27 appeared in the August issue of *Sport Aviation* magazine. Congratulations to Jim Maher for a job well done.

I look forward to seeing you all at our September 19th meeting.

—Jim Simmons

## Online METAR/TAF Course

Aviation Tutorials Company, LLC has created a FREE online course on METAR's and TAF's. Nearly 2 hours of online, interactive training is provided, and is available to anyone who visits Aviation Tutorial's website. Users can find the link to the tutorial at [www.avtutorials.com](http://www.avtutorials.com), at the bottom of the main page.

This tutorial on METAR's and TAF's is unlike any other such training. It not only teaches the most basic aspects of METAR's and TAF's, but also provides training on components that most pilots are unaware of. Still, learning is made easy and fun, through full voice narration and easy-to-use controls.

Where this tutorial truly shines is the way it promotes learning through human interaction—not just rote memorization. A remarkable feature is the interactive weather controls, which enable the user to "control the weather." For example, the user can specify wind speed, gust factor, direction, and other variables, and can then view how the weather statement displays this information. Since weather codes are confusing to interpret, the user can click the "Speak-It" button to hear a verbal translation. This allows the user to correlate codes with a true, visual picture and understanding of the weather.

Users must have an internet connection, and registration is required to log-in. Simply visit [www.avtutorials.com](http://www.avtutorials.com) and find the link at the bottom of the main page. This online course on METAR's and TAF's is made available for FREE, with no obligation, and is perfect for all pilots, from students to rated pilots who wish to remain sharp and proficient. Additional information is available at [www.avtutorials.com](http://www.avtutorials.com), or you may call 414-761-9331.



## Oshkosh 2004

The featured speaker at our September 19 meeting will be Earle Stetson who will talk about this year's EAA AirVenture. If that doesn't slake your thirst for AirVenture information, the Discovery Wings Channel will premiere *Oshkosh 2004: The Next 100 Years*, its fifth EAA AirVenture special, on Thursday, September 23 at 8 p.m. The hour-long special features highlights of the 52nd annual event held July 27-August 2 at Wittman Regional Airport in Oshkosh, Wisconsin. Included are features about Mike Melville, pilot of SpaceShipOne and the first private astronaut; Bruce Bohannon's attempt to break the 1946 altitude record for a piston-driven airplane; the arrival of the Very Light Jet pioneered by Eclipse Aviation; and stunning performances by some of the world's top aerobatics teams.

## 2000 RV-7s and counting!

Gary and Joyce Hamilton became owners of the 2000th RV-7 kit sold by Van's Aircraft on August 26 after visiting the company's headquarters for a scheduled factory tour and demonstration flight. After the ride in an RV-7A, the couple placed an order on the spot. Considering that Van's began shipping RV-7 kits in March 2001, that averages out to about one and-a-half empennage kits per day, every day, since day one. The RV-7 joins the RV-4 (3000+), the RV-6 (6000+) and the RV-8 (2,200) in reaching the lofty mark. "Joyce and I have just finished a two year project building a home on an airpark," Gary said. "We plan to work together on the airplane and we're looking forward to another project that will probably be more fun." For more information, visit [www.vansaircraft.com](http://www.vansaircraft.com).

**A concerned passenger asked about an hour long delay:**

**"The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "and it took us a while to find a new pilot."**

**If God meant man to fly, He'd have given him more money.**

## RV-3 KIT FOR SALE

RV-3 "Complete Standard Kit" For Sale. Complete kit includes plans, manuals, empennage kit, wing kit, fuselage kit and finishing kit. All components purchased new in February, 2004. Tail feathers meticulously fabricated by Bob Burk, highly experienced RV builder. All Vans builder support services transfer to the new owner. Asking \$10,500. Contact: Jim Simmons (203) 272-9346

## Grumman Tiger Partnership

1977 Grumman Tiger available for full or limited 1/2 partnership. 4900TT, 960SMOH, but very clean, totally refurbished, IFR equipped. Lots of extra goodies, too much to list. As seen in August 2002 AOPA Pilot. Currently at HFD, but will consider MMK or near. Details at <http://www.gatm.com> or call Greg Amy 860.545.4220 days.

*The deadline for submission of materials for the October newsletter is October 6, 2004.*

## 2004 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:  
EAA Chapter 27, c/o Bob Ryan, 6 Manor Ct., North Haven, CT 06473  
(Dues are \$15.00 per year, make checks payable to: EAA Chapter 27)

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

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

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

Email address: \_\_\_\_\_

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

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

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



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)