



# Experimental Aircraft Association

## Chapter 27 Meriden, CT

### Newsletter - September, 2016

President -  
Mark Scott

Vice President -  
Steve Fraas

Secretary -  
Rick Beebe

Treasurer -  
Bill Jagoda

Newsletter Editor -  
Philip Hartmann

Membership  
Coordinator -  
Bob Spaulding

Young Eagles -  
Richard Merrill &  
Brian Rechiene

Tech Counselors -  
Dave Pepe, Mark Scott  
& Mike Zemsta

#### Upcoming events:

09/10/2016	Chapter 27 Chapter picnic
09/17/2016	Airplane Wash day to raise money for Teens to Flight program. 9-1
9/18/2016	Simsbury Fly-In and Car Show
10/01/2016	MMK Open-House and Fly-In
10/15/2016	Fall Young Eagles Rally 9-3
10/16/2016	Chapter 27 Monthly meeting (MMK) 10:00 AM

## **President's Message:**

Welcome to our new News Letter. The newsletter will serve as a primary means of information dissemination to members and to people outside of the chapter who may be interested in our activities. I will also be using our chapter e-mail list often to make timely announcements. We have a classified section now. Clean out your shop and turn it into Avgas money. Please make your submissions to the Newsletter Editor (Philip Hartmann) at Philip.Hartmann@pw.utc.com with a picture.

Our Chapter Picnic is Sept 10<sup>th</sup>. I hope to see many of you there. We have a nice variety of aircraft types in our chapter. This year we are encouraging members to give rides in their planes to others who would be interested in experienced another type of aircraft. I will be happy to give anyone a ride in my Bearhawk who is interested.

## **Meeting Minutes: 08/21/2016**

President Mark Scott called the meeting to order at 10:02. Other officers present were Bill Jagoda, Treasurer; Steve Fraas, Vice President and Rick Beebe, Secretary. There were 25 attendees.

**Visitors:** Kathy Battista from the Meriden Council was a visitor. Welcome to Carl Eaton who's visiting the area for a few weeks. Our condolences on the loss of his wife Lorraine. She was memorialized on the EAA Memorial Wall in July.

**MMK Fly-In and Open House:** Kathy Battista talked about the upcoming MMK Open House/Fly-In/Safety Fest. She's looking for volunteers to help set up and take down. 6am to 9am is the largest need. This is the third year of the fly-in and they're planning on it being bigger and better. They will have a booth at the Simsbury fly-in advertising this one. Again, if you're in the area and want to volunteer there, please do.

**Tech Counselor's report:** Mike reports slow progress on the RV-7 he's been helping with. Mark flew back to MMK from upstate New York dodging rain storms. He reported the utility of FIS-B weather radar in the cockpit.

**Director's Report:** Rick Beebe reported on AirVenture. The show was considered a success with attendance up approximately 5%. Homebuilt aircraft that flew in were up 11%.

**Young Eagles:** Brian reports we've flown 30 Young Eagles so far this year. The next Young Eagles Rally is October 15th.

**Teens to Flight:** Steve Fraas reports that they're running the lighting wiring in the wing and working on the firewall. Finishing kit should be in mid-September. The firewall-forward kit is

going to cost \$30,000+ so we need to do some fundraising. Mark is proposing a plane wash. Max Lopez proposed a dinner dance. He also suggested a trip to Udvar-Hazy. New England Air Museum is another possibility. Steve Socolosky will look into a VIP tour of NEAM. Perhaps we'll set it up as a raffle at the fly-in. (Editor's note--the Plane Wash will be on September 17 from 9-1).

**Chapter Picnic:** We had previously talked about getting a pizza truck for our picnic. Unfortunately he's busy on our day. We talked about moving to a different date but in the end voted to keep the date--September 10--and we'll bring burgers and hotdogs as usual.

**Holiday dinner at the Manor Inn.** Jim Simmons showed the menu. Prime Rib - \$40. Salmon, Chicken Parm & Eggplant Parm all \$35. Includes: Appetizers, Soup or Fruit Cup (1), Salad, Dessert, Coffee or Tea, Soda on tables. It will be January 7, 2017 at 5pm.

Constance recently received her CFI rating.

**Hangar update:** Wilma is bringing the hangar project to the finance committee on Tuesday. If it passes that it goes to the City Council meeting for final approval on September 6.

**Airport Improvements:** Bathrooms have been painted. Coat hooks are requested.

Philip Hartmann has agreed to be our new newsletter editor. Thank you Phil! He'll be looking for input from all of us.

**Seminar:** Vaughan Askue, the author of "Flight Testing Homebuilt Aircraft" gave an interesting talk on how the book came about and things we should think about when testing our own.

**Treasurer's Report:** Bill reports the balance is \$1638.04 as of today.

--Rick Beebe, Secretary

## **A Reminder for Everybody:**

Our Chapter Picnic is Saturday officially starting at 11am. People will be there earlier to set up. Chapter members will have their planes there to look and offer rides. At the moment myself in the Bearhawk, Bob Spaulding in his Maule, and Rick Beebe in his Glastar will be doing so. I believe there will be others too. Come see our substantial RV-12 construction progress. Please bring something for the pot luck table. Patty put together the attached flier. See you there.

## Teens to Flight Update:

The RV-12 is coming along well. We typically get 4 to 8 kids a session. The fuselage structure is nearly done! We are also about to finish up the wing wiring. The finishing kit is scheduled for delivery on or about Sept 19<sup>th</sup>.



To raise money we will be having a plane washing day on Saturday Sept 17th from 9 am to 1pm or later if we have lots of planes. We are requesting a \$30 donation to the RV-12 Teens to Flight program for a wash. Meriden airport already has a Pizza truck and a Philips 66 fuel promotion planned for the 17th. Constance will include our plane wash in the promotional e-mail. It should be a fun active day at the airport. The more people the better. The Wilcox students will be there. If we can get 6 or so people washing and several drying at a second station I think we can do three planes an hour, maybe more. If you can attend even for part of the morning please let me and/or Steve Fraas know. I will buy pizza for all chapter participants.

We are also planning two raffles, one for free gas at MMK and another for a personalized four person tour of the New England Air Museum in their B-29, VS-44 flying boat. They only give 10 of these tours a year. I will have more details at the picnic.

## **Third Class Medical and Pilots' Bill of Rights 2**

As most in the aviation community have already heard, the Pilots' Bill of Rights 2 (PBOR2), including Third Class Medical requirement changes, finally became law as part of the FAA reauthorization bill passed in July. But what does it mean and what is included? Here is a reprint from the EAA Chapter 166 newsletter. It includes the new rules and some explanations.

Here's a short explanation on the Third Class changes:

The FAA has one year from the passage of the law before the changes go into effect.

If your next medical is due after July of next year, you can simply continue flying as PIC until after July 2017 with no modifications on your part. If, on the other hand, your medical runs out between now and then, you can either get another medical or stop flying as PIC until the law goes into effect next July.

### **Pilot's Bill of Rights 2 Section by Section**

#### **Section 1 – Title. Pilot's Bill of Rights 2**

Section 2 – Expands FAA's 3rd class medical exemption for light sport aircraft to cover most small GA aircraft. Same text as S. 2103, but prohibits enforcement of violations if FAA has not complied with these provisions within 180 days of enactment.

Section 3 – Reigns in Customs and Border Patrol stops and searches of GA by requiring CBP to follow general law enforcement standards when exercising its powers.

Section 4 – Provides local airport offices to manage the use of private hangars at airports.

Current law gives federal officials and Washington the ability to dictate what does and doesn't happen inside a hangar; this section changes that problem.

Section 5 – Opens a dialogue on language that will make it easier to install new, safety enhancing equipment on existing aircraft without going through a lengthy, expensive certification process.

#### **Section 6 – Expanding the Pilot's Bill of Rights**

Subsections a-b: Explicitly states that pilots facing an investigation by FAA can appeal the issue directly to a federal district court for a de novo trial. This provision of the original Pilot's Bill of Rights has not operated as intended.

Subsection c: Expands the protections of the Pilot's Bill of Rights to other certificate holders in the aviation community, such as charter operators or repair stations.

Subsection d: Requires FAA to provide notification to an individual once they become subject to an FAA investigation; if FAA does not provide notification, they cannot press charges.

Subsection e: Limits scope of FAA's document requests of certificate holders to the pertinent issues being investigated.

Subsection f: Reinstates FAA's expungement policy, preventing the agency from retaining records of enforcement against an airmen certificate holder after retaining it for 5 years. Also prohibits the retention of records beyond 90 days if the agency does not take enforcement action. Further prevents the FAA from publicizing pending enforcement actions against a covered certificate holder.

Section 7 – Prohibit enforcement of NOTAM violations if FAA has not finished its NOTAM improvement program by the end of the year.

Section 8 – Requires contract towers and other outsourced FAA programs to be subject to FOIA requests.

Section 9 – Provides civil liability protection to aviation medical examiners and other FAA reps, treating them as government employees as the proscribed duties are carried out.

## **From EAA Member - CharlieENZ**

I entered the EAA Founders Innovation Competition this year for a method to prevent loss of control accidents (LOC) in amateur aircraft. I did not win any of the prizes offered, but by altering my original submission after I studied the winning entries I believe I have a low cost solution that will both warn of impending LOC and recover from it with no pilot input. It requires no pilot input or skill and can be used even by a student pilot.

The basis of the solution is a low cost commercial digital micro-controller operating elevator and aileron trim tabs based on the inputs from a 3 axis gyro, 3 axis accelerometer, and 3 axis magnetometer, all solid state plus a pressure sensor tied into the pitot-static system.

If a chapter member is willing to install the system on their plane when it is completed I would be interested in hearing from them.

For the EAA competition I submitted a 10 page write-up describing the system.

If you or an interested member needs more information contact me at [charlieenz1000@gmail.com](mailto:charlieenz1000@gmail.com), or by phone at [860-379-1700](tel:860-379-1700). Best Wishes - CharlieENZ

## Classified Section:



John Boyce was cleaning out his garage and donated some items to the Teens to Flight Program.

Items below are for sale. All proceeds benefit the program. Contact Mark Scott if you are interested. ([mwscott2@comcast.net](mailto:mwscott2@comcast.net))

Nicopress crimper, does 3/16, 1/8, 3/32, and 1/16 wire sleeves. \$30

Compound action sheet metal shears, good condition. \$10

Padded sheet metal flute pliers. \$10

Air grinder motor with 7 grinding disks and armature, Blue Dart brand, Model 211, 1/4 shank, very good condition. \$40

Airspeed indicator, Canadian Aircraft Instruments, 30-160 kt, It needs some cleaning up, but looks unused. \$80

Outside air temperature gauge, new. \$50

