



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, April 22, 2001, 10 a.m., New England Air Museum, Windsor Locks

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April, 2001

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2001
Chapter 27,
Experimental
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Association

Secretary report

Sunday, March 18, 2001

The club meeting started at ten sharp with president Caputo and all board members present.

We had 5 guests. Don Turecek, Bob Barnett (both joined) Ray Elbert, Rod Doyon and Greg Daigle.

Treasurer's Report: February 50/50 raffle brought in \$20 and we got \$132 for Van's RV calendars. We have 5 calendars left. Our new balance shows as \$2196.

Young Eagles: Fran Uliano reported that over the last 5 years we've flown 700 youngsters. Steve Socoloski has flown the first Young Eagle for this year. Fran has set aside June 9 (Saturday international YE day) for the YE day at Meriden.

Old Business: The hanger committee did not meet this month, but said they would meet after today's meeting.

We still have a few Van's calendars at \$12 each. Help our treasury a little and get some great aviation photos to look at for the rest of the year.

Refreshment chair people, are Bob Upson, and Bob Rouch. Bob will make coffee, and the other Bob will bring donuts.

Maurice talked about the Yankee Silversmith Restaurant for a change of venue for this year's Christmas Party. We started a tentative list and have 9 couples signed up so far. The proposed menu is on page 2.

Monthly Fly out. Fred and members suggested several possible airports

April Meeting: New Date! New Location!

Don't forget! The April meeting will be held at the New England Air Museum in Windsor Locks on **April 22** at 10:00 a.m. Attendance will cost \$5.00 which includes admission to the museum after our meeting. After the meeting Steve Socoloski will be taking us through the restoration building where we will see a B-29 being restored. So come along, enjoy our regular meeting and see a part of the New England Air Museum that most folks never get to see! After that, you're free to tour the rest of the museum as well.



Fred Caputo and Carl K. Eaton stand by Fred's Murphy Renegade II at its new home in River Oak Acres Fly-in Community (00FL) in Okeechobee, Florida. "It is a beautiful aircraft and it was love at first sight for me. I'm enjoying it very much," says Carl.

Spring Cleaning at MMK

It's that time of year again when Meriden Aviation has requested our assistance with the spring cleaning of the airport grounds. This winter has been especially hard on airport grounds and MAS (Meriden Aviation Services) can use the assistance of the EAA membership in their cleaning efforts. We have scheduled Saturday, April 28th as our target date for this project. We plan the cleaning activity from 9AM until noon. This will be followed by a barbecue lunch provided by MAS for the volunteers. EAA Chapter 27 has been very responsive to this effort in the past and we look forward to the support of our membership in this effort.

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Every person
is the
architect of
his own
fortune

Van's New RV7/7A

Seven? What's an RV-7? Van's Aircraft of Aurora, Oregon has just announced their newest models, the RV-7 and 7A. The RV-7/7A is meant to be a successor to the very successful two-seat side-by-side RV-6/6A model. Externally they look similar, but the RV7 has better visibility, more useful load, more room and more range. And it's much easier to build, says Van's. The 7 and 7A are identical except that the 7 has conventional gear and the 7A has tricycle gear.

The RV-6/6A has been in production for fifteen years and 6000 kits have been sold, making it the most popular kit plane ever designed. In the intervening years, Van's developed the RV-8/8A, a tandem seat model, and the RV-9/9A a more docile cross-country cruiser. They've also acquired modern production tools including computerized punch presses that can "match hole" punch the airplane parts saving the builder the task of locating, aligning, drilling and preparing the thousands of rivet holes. Van's decided it was time to put those capabilities and years of experience into a new and improved successor to the RV-6.

The RV-7/7A is designed for Lycoming engines from 150-200 horsepower, giving the builder more options than the RV-6/6A which can use a 150 or 180 hp engine. It uses many parts in common with the RV-8/8A and RV-9A, keeping production and inventory costs down. Legroom, headroom, and useful load are all greater than the RV-6/6A. The span and area of the wing has been increased. The Vne (never exceed speed) has been increased to 200kts. Fuel capacity went from 38 gallons to 42.

In addition to the "match hole" parts, many other improvements have been incorporated into the RV-7/7A kit: pre-fabricated wing spars

are standard, canopy frames are stiffer and more accurate, and internal structure has been simplified. Van's estimates construction time at 13-1400 hours and a quickbuild kit is planned.

Useful load is predicted to be 686 pounds and the baggage compartment will hold 100 pounds (vs 60 in the RV-6 and 75 in the RV-9).

They're still test flying the prototype but they estimate cruise speed (75% power) to be 166kts with a 160hp engine and 180kts with a 200hp engine. Stall speed is a sedate 44kts and economy range is about 800 nm. For more information, check Van's website at <http://www.vansaircraft.com> or call (503) 678-6545



Photo courtesy Van's Aircraft

Christmas 2001

Yankee Silversmith Inn

It's never too early to start planning and we're proposing that our Christmas Party this year be held at the Yankee Silversmith Inn in Wallingford on December 2. We need to have a minimum guarantee of 40 people. The price will be approximately \$25 per person with a cash bar. If you can commit now, Jerry Bass is taking reservations. The proposed menu is:

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|-------------------|--|
| <i>Appetizer:</i> | <i>Vegetable Soup</i> <i>Silversmith Salad</i> |
| <i>Entrees:</i> | <i>Baked Boston Scrod</i> <i>Fresh Roasted Turkey</i> <i>Roast Pork Loin</i> <i>Chef's choice of Vegetable and potato</i> <i>Silversmith Bakery Basket, Popovers</i> |
| <i>Dessert:</i> | <i>Deep Dish Apple Crisp ala Mode</i> <i>Coffee, Tea, Decaf</i> |

for a May 5th fly out including Johnny Cake, Honesdale, Columbia County and Glen Falls. We'll plan to vote on a location at the April meeting and then wax up your bird and plan to join us for a far away snack.

New Business: June 24th is the date for our 2001 Fly in picnic. Alan Ortner said we would POT LUCK again with enough for visiting flyers. He placed the following ad in Atlantic Flyer: **June 24: Meriden, CT. EAA Chapter 27 Fly-in Picnic. Meriden-Markham Airport (MMK) from 9AM to 3PM. Potluck; bring your own lunch and a dish to share. Gas Grills and Soft Drinks available. People's Choice Award. Games, Raffles and Hanger Flying. For info call Alan (860) 828-6429 email AEOrtner@Home.com**

The EAA will hold a Safety Feast on May 12th at the UTC hanger in East Hartford. Fred said he and Jim Simmons need volunteers for the sheet metal and wood demonstrations respectively.

Chris Kohler said Meriden airport started in 1921.

Club VP Steve Socolosky asked for ideas for club seminars. Our April meeting will be at the Bradley Air museum April 22 Remember \$5 each for entrance to the museum. Take the service road around back of the field. Near the new Tower.

Steve Socoloski passed around a list of space spotting dates. You can see the orbiting International Space Station with binoculars or the naked eye. Look at the NASA web site for more details.

Jim Simmons suggested we paint the new Unicom frequencies on the runway. The new frequency will take affect on April 1 and he suggested we try to paint by May 1.

We saw the Lake Land Sun 'n Fun flyin video for our seminar.

Time to pay our dues: Mail a check for \$15 to Margaret or pay at the meeting. Fill out your dossier as you pay so we can keep the roster up to date. *We will remove your name from the newsletter roster at the end of May if you do not pay by then.* We have 93 names on the roster and only 45 have paid.

Jerry Bass

Fly a Young Eagle, Get Free Fuel

Phillips 66 Company will again support the EAA Aviation Foundation's Young Eagles Program, which has introduced more than 670,000 young people to the world of flight since 1992, through the company's aviation fuel rebate program. Phillips 66 has renewed its aviation fuel rebate program every year since 1994 to help ensure Young Eagles meets its goal of flying one million young people by the end of 2003.

The Phillips 66 rebate program is available year-round for individual flights or Young Eagles flight rallies. Eligible pilots who apply can receive a \$1 rebate on each gallon of aviation gasoline used for Young Eagles flights. To qualify, pilots must purchase aviation gasoline at a Phillips 66 FBO with a Phillips 66 credit card. Rebates are available only for purchases of Phillips 66 100LL aviation gasoline. The rebate program had previously been renewed annually.

"Young Eagles has been marvelously successful for the young people, pilots, ground support volunteers and airports involved," said Steve Buss, Executive Director of the Young Eagles Program. "Phillips 66 has been a big part of that success. With the Phillips fuel rebate, pilots can fly more young people. That means more possibilities to introduce aviation to a new generation and, hopefully, more pilots for the aviation industry and for recreational flying."

In 2000, volunteer pilots flew approximately 100,000 Young Eagles, as the program continues to make significant progress toward its goal. The year-long

rebate program from Phillips 66 has become increasingly popular as Young Eagles participation includes more pilots and young people.

"We believe the success of Young Eagles is essential because these young people represent the future of flight," said Mark Wagner, Phillips 66 aviation manager.

"Phillips 66 strongly supports this program because we want give something back to general aviation. Young Eagles flights have introduced aviation to young people and have made the difference for a number of them who have discovered a new interest and direction through flying. In addition, Young Eagles focuses attention on the necessity of general aviation and the importance of local airports. We enthusiastically offer the Phillips 66 aviation fuel rebates because we believe it helps increase participation in this important program."

Any EAA member, pilot or Chapter, or pilot from partner organizations authorized by the EAA Aviation Foundation, can participate in the rebate program.

Fuel receipts or copies must be mailed, along with a signed statement confirming the fuel was used for the Young Eagles Program, to:

Young Eagles Rebate Offer
Phillips 66 Company
617 Adams Building
Bartlesville OK 74004

Only Phillips 66 issues the fuel rebates, not individual FBOs. Pilots may apply for the Phillips 66 credit card by calling 1-800-DO-APPLY (800-362-7759) from 9 a.m.-5 p.m. (Central Time) Monday through Friday, or by accessing the Phillips 66 Aviation web site (<http://aviation.phillips66.com>).



Jerry Bass' nearly complete RV-6A, 596JB, prepares for its first flight on December 27, 2000.

Homebuilding projects are impossible, which is why you should do them yourself. There is no point in paying other people to screw things up when you can easily screw them up yourself for far less money.

Headset

I would like to either **Sell** or **Buy a Bose series II headset**. If I sell mine, I will replace it with a pair of the newer X series. If someone has a series 2 to sell I will buy it and have a pair of series 2. Bose suggests \$700 for the series 2. Both are great headsets. Contact Jerry Bass at 860-651-3480 or via email at Bass@otis.com

Glstar Project

I have a complete kit, largely unfinished. Anyone interested in helping finish it? Many tasks are easier with 2. I have a large clean workshop near the Aqua Turf. May swap flight time in my well-equipped 180hp Skyhawk.

Hermann Kasper (860) 621-7588
hkasper@beekley.com

Wanted

Aluminum/doubling tools
What do you have?

Contact Jude Steele at
203-630-0219
or online at
pbjudman@adcom

The deadline for submission of materials for the May newsletter is May 7, 2001. Send them to Rick Beebe, 360 Mountain Road, Hamden, CT 06514 or via email to rick@beebe.org.

2001 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

Margaret Bass, 20 Pine Glen Road, Simsbury, CT 06070

(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.