



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, April 20, 10 a.m., Meriden-Markham Airport, Meriden, CT

April 2008

LETTER FROM THE PRESIDENT

Tremendous! That is the word I would use to describe the success of our Chapter's lending library of aviation related books.

As you all know, a few years back, we installed some bookcases and implemented a lending library at Meriden Markham airport's FBO training room. Over the years our library has continued to grow. Books and bookcases have steadily been added. You can locate books in many categories; fiction, non-fiction, historical, technical, construction, flight training and more. I'm convinced that today we offer one of the largest collections of aviation related reading materials anywhere. And they are offered on loan to the visiting public on an "honor" basis. I'm pleased to comment that there is absolutely no evidence of this practice being abused in any way. I personally believe that this is attributable to the character of the people attracted to aviation.

We have recently received a substantial increase in the number of books by a major donation of historic aviation books from Stan Solecki. Stan (our remaining Chapter 27 founding member) has recently moved into Brook Hollow Health Center in Wallingford, CT. On behalf of the membership, I would like to thank Stan for thinking of us and making this fine contribution to our library.

This wonderful growth does come with a cost. By that I mean that we now need to manage the content of the library and 'purge' the volume of books and maintain its content to items of general interest and currency. Many thanks go out to Mike Okrent and Rick Bernardi for volunteering to handle this necessary task.

I'm looking forward to warmer weather and much more flying.

Happy building and flying,

—Jim Simmons

EAA AND OSHKOSH GO HOLLYWOOD

Portions of Oshkosh were pushed into a 1930s time warp last week for the filming of the movie "Public Enemies" directed by Michael Mann.

The film, starring Johnny Depp, Christian Bale and Academy Award winner Marion Cotillard, will use parts of Pioneer Airport



EAA's Ford Tri-Motor is ready for its closeup as FBI agents lead the notorious John Dillinger (Johnny Depp) away in cuffs. Photo by Christy.

and Wittman Regional Airport. The Vette Hangar at Pioneer Airport has been transformed into a movie set for some interior shots, while the Ford Tri-Motor received a (temporary and removable) paint job week for its role in the film. The

100 block of downtown Oshkosh was transformed with period store displays and signs.

The drama is set during the great crime wave of 1933-34, when the government's attempts to stop Depression-era criminal legends such as John Dillinger, Baby Face Nelson and Pretty Boy Floyd transformed J. Edgar Hoover's FBI into the country's first federal police force. Mann wrote the script, based on Bryan Burrough's 2004 tome.

Depp will play John Dillinger, considered the most notorious gangster of the era.

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THE NEW LOOK OF AIRVENTURE

As I've mentioned in the past, EAA has been working on a redesign of the AirVenture site. Primary input for the project comes from member feedback received during AirVenture as well as from exhibitors, vendors, sponsors and other participants. From this input, objectives for this site development project were established. These include:

- **Culture**—Most importantly, preserve the EAA culture in the event. The site and the event should continue to reflect the core values and attributes of EAA members, who will continue to

have priority at the event.

- **Safety**—Improve safety for attendees. In particular, establish zones and service thoroughfares that better separate pedestrian and vehicle traffic.
- **Quality**—Improve food-service offerings, camping facilities, restrooms, shade, and relaxation areas – keeping with modern-day expectations of event participants.
- **Convenience**—Make the event easier to experience and enjoy by simplifying the arrival/admission process; providing bet-

continued on next page

MEETING MINUTES

March 16, 2008

Call to order: The meeting for EAA Chapter 27 was called to order by President Jim Simmons at 10:00. All officers were present. There were 33 members present.

Recognition of Visitors: Welcome to Mike Beck, Steve Johnson and Allan Wattenmaker.

Treasurer—Bill Jagoda: Bill reported a balance of \$970.19. Thank you, Bill!

Technical Counselor—Dave Pepe: There was no technical report. Dave was absent.

Young Eagles—Fran Uliano: Fran announced that Laura Hargreaves, who was present with her parents, and who is also a Fall 2007 Young Eagle of Chapter 27, enrolled in the EAA Air Academy and that Chapter 27 is signing over to her 69 credits. Jim also made a motion to match those credits with Chapter 27 funds in the amount of \$69.00, to which the membership unanimously voted to accept. Congratulations Laura! As if that wasn't enough, Allan Wattenmaker, who was our seminar presenter, from Hotseat, Inc., also made a matching donation on behalf of his company, of \$138.00! Thank you, Allan!

Chuck Drake is also continuing to raise funds for future EAA Air Academy participants.

Fran also mentioned that Mike Okrent, who is a certified producer, will be working on a Young Eagle promotional video possible 30 or 60 minutes long.

Director Report: Rick Beebe urged everyone to visit our web site and write their Congressional Representative concerning the FAA's review of the 51% rule.

Remember that we are always seeking pictures of project aircraft and you can upload them yourself to our web site.

Old Business: Hangars at MMK have been staked out and buildings have been purchased. Concrete work may begin soon with a total of 40 hangars to be built.

New Business:

- EAA booth at the Simsbury Fly-In - Chapter support is requested.
- Jim received some EAA AirVenture promotional materials which included some posters, a promotional kit and DVD. In addition, Jim mentioned that advanced purchases for AirVenture can be made online.
- Mike Okrent announced that he is in the process of cataloging our library with the intent of eventually having our library catalog available to members through our web site.
- Don McMillan, who is building an RV-9A, asked for help with a problem he is having with his elevator. Mike Zemsat assisted him.

- Rick Bernardi announced that Stan Solecki's 90th birthday is coming up and Stan will be attending our April meeting.

50/50 Raffle Winner: My apologies to the membership for not getting the name of our March 50/50 raffle winner. Would that member please email me so I can recognize you?

As is customary for our raffle winner, please submit a brief write-up of about yourself.

We are still 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, George Anderson, Mark Tower, Bob Rousse and Steve Fraas. Everyone has a story!

Seminar Presentation: Allan Wattenmaker, of Hotseat, Inc., of Terryville, CT, who provides race car drivers with simulators, also produces very realistic flight simulators. Allan described the various features, costs and options of Hotseat leaving many members excited to give it a spin which some did! Allan said that the cost of Hotseat is approx. \$4600 which includes all peripherals and that the cost could be as low as \$1400 for the seat, basically, without peripherals. For more information, visit the web site: <http://www.hotseatinc.com>

Respectfully submitted, Steve Socolosky

ter signage, maps and a more intuitive site layout; and offering a better ground transportation system for movement throughout the site.

- Fun and Interesting—Expand evening activities and social interaction; expand aviation themes; include additional interesting displays and exhibits.
- Growth—Address demand for additional exhibit space on all levels and for upgraded amenities to make the commercial presence effective and productive.

An initial master plan for site development spans 7-10 years at a cost of \$15-\$20 million. The four-phase plan broadly identifies the various buildings, infrastructure and other requirements needed to achieve these site improvement objectives. The project is heavily weighted toward construction of improvements in the near-term, with more than \$10 million of expenditures planned before AirVenture 2010. This project will be financed *without* using membership dues revenue.

Why do this? There has not been a major site-development program on the AirVenture grounds since the current Exhibit Hangars were completed in 1995 and 1997. At the same time, EAA's signature event has achieved an even higher level of visibility and stature in the worldwide aviation community and become a true world-class event. Meanwhile, demands for services at the event by EAA members, exhibitors, visitors and others have been rising rapidly.

More detailed information on the entire project will be available for EAA members at AirVenture 2008, building on the input of members and others. It's anticipated that concept drawings and timelines will be available at EAA Member Village and possibly other areas on the grounds. Regular updates will also be posted on the www.airventure.org website throughout the year.

—Rick Beebe & EAA Staff

PREVIOUSLY APPROVED KITS TO BE 'GRANDFATHERED'

The FAA has announced that it will not re-evaluate any previously approved aircraft kits under its new policy on amateur-built certification.

Kits that currently appear on the FAA's 51% approved list continue to be approved. The FAA suspended making evaluations earlier this year until it finalizes its new policy revisiting amateur-built certification, which was prompted by concerns over excessive commercial assistance and prefabrication.

Several manufacturers who served on the amateur-built aviation rulemaking committee (ARC) welcomed the news, saying they had expected the FAA to heed the ARC's suggestion to not re-evaluate previously approved kits.

"This is good news," said Joe Bartels, president of Lancair, whose new model Evolution was recently evaluated and approved as eligible for A-B certification. "We indeed needed that reassurance, and the FAA has evaluated our new Evolution and found it to meet the requirements."

Mikael Via of Glasair Aviation added, "That's what we on the ARC expected, and we're glad to see it. Our main concern is what the new policy will be regarding

new kits, so we'll have to wait and see about that. We look forward to learning the end result."

Dick Van Grunsven of Van's Aircraft also was not surprised at the announcement. "We expected them (approved kits) to be grandfathered," he said. "But we don't expect it to be business as usual, either. They (inspectors) may pay closer attention than they used to when inspecting the kits from now on, to make sure they do not exceed what is allowed for commercial assistance."

Earl Lawrence, EAA vice president of industry and regulatory affairs and co-chair of the ARC, applauded the announcement. "This shows that EAA advocacy efforts are working and that the FAA is sensitive to the concerns of current amateur-builders," he said. "But EAA members need to continue to be vigilant, and continue to follow this effort. If you're an amateur-builder, we encourage you to write the FAA to help ensure that they fully understand from the builder's perspective how what you are doing is fully within the intent and letter of the regulation. Innovation should not be restricted."

FAA ANNOUNCES "FIXES" TO SPORT PILOT REGULATIONS

At the "Meet the FAA" session on April 11 at the Sun 'n Fun Fly-In, the FAA revealed long-awaited changes to the sport pilot/light-sport aircraft regulations that—although in draft form—garnered cautious praise from EAA.

Kim Smith, manager of the FAA's Small Airplane Directorate, announced that a notice of proposed rulemaking (NPRM) would be published in the Federal Register on Tuesday, April 15, containing more than 22 revisions over two years in the making.

Amazingly, most of the changes are removal of restrictions and incorporated

most of the revisions advocated by EAA and its members, including:

- Replacing the 10,000-foot MSL limit for sport pilots with "10,000 MSL or 2,000 above ground level (AGL), whichever is higher."
- Removal of the requirement for aircraft certificated as experimental light-sport aircraft (E-LSA) to comply with the Part 43 maintenance regulations. This means E-LSA can now be maintained like other experimental aircraft.
- Removing the requirement that pilots and instructors carry their log books in flight.

continued on page 4

That's not flying, that's just falling with style.
— Woody, from the 1996 movie 'Toy Story,' regarding Buzz Lightyear.

I fly because it releases my mind from the tyranny of petty things...
— Antoine de Saint-Exupéry

"Sport Pilot" continued from page 3

- Remove the requirement pilots have an aircraft make-and-model endorsement to operate a specific set of aircraft

The largest change: Complete removal of the current Sport Pilot Instructor section, which had been separate from other Certificated Flight Instructors (CFI) in the regulations. Under the draft proposal to be published next week, Sport Pilot Instructor will be on regulatory par with all other ratings available under the previous (Subpart H) flight instructor regulations.

The full text of the proposed rule is on the Chapter 27 web site under the "Resources" link.

The deadline for submission of materials for the next newsletter is May 8, 2008.

April Meeting
Seminar

Mark Scott

on

Float Plane Flying

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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