



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, April 15, 10 a.m., Meriden-Markham Airport, Meriden, CT

April 2012

Rare Twin Beaver Flies Again!



In May, 1959 brothers Martin and Dieter Zwillingsbiber created one of the strangest bush planes ever to have flown. The DHC-2+2 Twin Beaver. The brothers, a mechanic and bush pilot respectively, lived and worked in Canada. They had 2 wrecked Beavers and decided to combine them into one. There had been other forays into twin fuselage aircraft, such as the F-82 Twin Mustang, and they thought that perhaps the only thing better than a Beaver would be 2 Beavers. If a fishing party, with people and equipment exceeded the limits of the aircraft, a Twin Beaver could do the job with just one flight and just one pilot. If a survey team was heavily loaded and needed to fly to an extremely remote location over 300 miles away, the single Beaver still needed to make two trips. A Twin Beaver could load one fuselage with fuel and the other with equipment and make the supply of the camp in half the time. With a possible

configuration allowing for 16 passengers, the Twin Beaver could, according to Dieter Zwillingsbiber, operate on scheduled air routes in the North.

Although it showed promise, ultimately the venture was a failure. After decades of languishing in storage, the Twin Beaver shown here, CF-DHZ was restored by a group of volunteers, including several EAA members, in Lac Ladouche for Armstrong Outposts and Air. Armstrong will put it back to use as a bush plane flying people and supplies to the remote areas of Canada.

For more information, and a lot more photos, on this amazing aircraft visit <http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/351/language/en-CA/Double-Double--The-Story-of-the-Zwillingsbiber-Beaver.aspx>

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First Eagle Flights Coming At AirVenture

EAA announced last week that the inaugural Eagle Flights will take place during AirVenture 2012. This new aviation orientation program for adults is based on elements of the very successful EAA Young Eagles program, which is celebrating its 20th anniversary this year and has flown more than 1.6 million young people. Eagle Flights will focus on one-to-one flight experiences and pathways that help adults toward discovering more about flying and eventual pilot certification. More details on the program and its launch will be forthcoming soon.

The Young Eagles Program was created in 1992 after EAA members indicated that one of the most important initiatives should be introducing young people to aviation. The initial Young Eagles flights took place during the 1992 EAA fly-in convention in Oshkosh, piloted by Tom Poberezny and Academy Award-winning actor Cliff Robertson, who was the first Honorary Chairman of the program. Poberezny's daughter, Lesley, was the first Young Eagle registered.



The first Young Eagles (l to r), Kenny Toson, Lesley Poberezny and Audra (Judy) Hoy. Tom Poberezny was their pilot. The flights took place at Wittman Regional Airport in Oshkosh, Wis., on July 31, 1992.

Meeting Minutes

Officers Bob Spaulding, Mark Scott, Bill Jagoda, and Charlie Enz were present.

Treasurer's Report—Bill Jagoda current balance is \$2090.11

Technical Counselors Report—Mark Scott was going to Mt. Tobe airport in Waterbury to inspect a Fokker triplane.

Mark Scott offered a tip regarding interior panels and carpeting. Aviation carpeting is expensive and can be heavy. Automotive trunk carpet works well on aircraft floors and side panels. It is very light at only 1.4 oz/ sqft. and is only \$7/sq yard. It's available at JCW (PN 27768G) and other automotive supply stores. It comes in a variety of colors and Velcro sticks to it. If treated with Inspecta-Shield, from Aircraft Spruce, it will self extinguish after being lit and meets the same flammability specifications as aviation certified fabrics and rugs. One bottle covers 150 square feet.

Young Eagles Report—Fran Uliano, 1 young eagle flown this year 1955 total flown all years.

Airport Improvement Projects—Fran Uliano reported on the painting of the meeting room. Dave Pepe, Chris, Rich Merrill, Jim Simmons, Charlie Enz, Charlie Hughes, Laura Dubois, Laura Tiezzi and Fran helped in the preparation and painting of the meeting room. The room next to the meeting room will be painted after some additional work is done on it by a contractor for the town.

2012 Events

- RV-1 visit on Saturday, May 12, at Brainard airport. The goal is to have a complete lineup of all RV versions.
- International Learn to Fly Day- Saturday May 19
- Spring Young Eagles Rally—Saturday, June 9th
- Fall Young Eagles Rally—2nd week in October
- Annual Picnic and open House—2nd weekend in September
- Simsbury Fly in—Sunday, September 23rd

EAAers Become Heroes During Airplane Rescue

This week, the national media grabbed the story of 80-year-old Helen Collins of Sturgeon Bay, Wisconsin who safely landed her husband's aircraft after he collapsed at the controls following an apparent heart attack. Assisting in that safe landing were two EAA Chapter 630 members, Rob and Catherine Vuksanovic, both pilots and flight instructors. Rob flew an aircraft in formation with the Collins aircraft and offered guidance while Catherine, an FAA Part 135 ride inspector, assisted from the ground. EAA is known for those willing to help others, but the high-visibility heroics of Rob and Catherine are remarkable.

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- Holiday Dinner—Saturday, December 8th, 4:30 to 9:30 PM, Villa Capri Wallingford

Other things in the works...

- Adult orientation (eagle) flights
 - Boy Scout and/or Girl Scout Aviation Merit Badge training
 - Meriden "Beat the Street" Career Explorers
 - Make a Wish Foundation and/or Starlight Children's Foundation
 - Fly Out (perhaps in conjunction with another chapter)
 - Facility tour
- Old Business—Dave Pepe reported that a card operated gas pump will be installed probably by next month.

New Business and General Information Announcements

EAA chapter 59 Wag- Aero Sport Trainer raffle to close April 4th. The drawing is April 7th.

Congressional petitions expressing opposition to user fees submitted to the White House.

AC39-7D –Airworthiness directives applicability and compliance

2012 EAA Report to Homebuilders is released

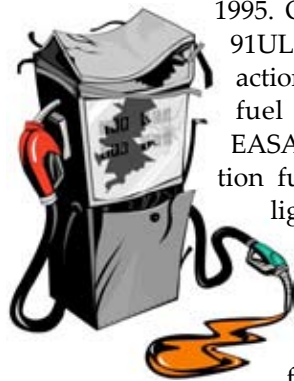
Letter from the President

In one way or another, all of us are keeping a watchful eye on the US economy. And in no small measure with our collective economic health as a backdrop, it is the price of 100LL AVGAS that has influenced and continues to shape the decisions we make regarding how each of us maintain involvement in the great pastime of flying airplanes. The average price of AVGAS in the northeast region has reached \$6.13/gal., the second highest in the US, clearly putting a strain on putting fuel into an airplane vs. attending to all the other financial obligations we face in our busy lives. We've generally attacked the issue in two fashions...flying less or flying more efficiently, the latter option often being addressed by "downsizing" to an airplane with better fuel specifics, or making the jump to more fuel-miserly light sport machines. Indeed, there is really a third, more drastic course of action; to leave flying altogether as some of our colleagues have done.

Closely allied with the cost of fuel is the quest for alternative fuels: MOGAS (if you can find it), AGE85, Swift fuel, GAMI G100LL, etc. All represent compromises vis-a-vis 100LL. If any of the potential alternatives are to ever achieve approval by the engine and airframe manufacturers, by the FAA, and most critically, the operators whose aircraft are powered by engines requiring the high octane properties of 100LL, then we seem to have a protracted technical and political battle on our hands. And in the middle of this fray is 91/96UL.

Hjelmco Oil, the Swedish company that initially formulated 91UL, has been around since the early '80s and has produced the fuel for over 20 years. 91UL is not only unleaded but also has reduced or eliminated benzene which is a known carcinogen, and n-hexane which is a leading culprit in respiratory and reproductive system toxicity. Lycoming and TCM engines in Europe

have been successfully operating with this unleaded fuel for a number of years with good results. Two weeks ago Lycoming announced that it submitted ASTM D7547 91UL AVGAS to EASA (the European FAA) for approval as an alternative fuel for the 233, 235, 320, and 360 families of engines. The 540 series engines will follow suit pending further validation. Mike Kraft, Lycoming Senior VP, states: "Many of our engines have been approved to operate on unleaded aviation fuel since



1995. Our approval of 91UL supports recent actions by European fuel producers and EASA to stabilize aviation fuel supplies for light aircraft and respond to environmental concerns over lead in aviation fuel." French oil company TOTAL is already on tap to produce 91UL along with SHELL Netherlands. Airfields in many European mainland countries and the UK presently stock and sell the fuel. On the whole, I find this to be very good news...particularly for those of us who fly behind engines whose type certification was based on using 80/87 AVGAS. 91UL would be most welcome rather than deal with complications brought on by the comparatively highly leaded 100LL we are forced to burn.

Yet, alarmingly, Mr. Kraft continues: "UL 91 is not a replacement for 100LL, but it is a very robust aviation-suitable alternative to automotive gasoline. For many regions of the world it may provide an aviation-purposed fuel at lower prices than 100LL for a significant segment of the fleet. Lycoming remains vigorously supportive of a long-term unleaded 100LL replacement fuel, which could serve the entire installed base." Lycoming has repeatedly expressed

concern with the use of high octane automobile fuel being burned in engines designed for low octane, the presence of ethanol, inappropriate vapor pressure, and so on. But, according to Kraft, "100 percent of our concerns with auto gas are addressed with 91UL." There are currently no known distributors of UL 91 in the U.S., Lycoming stated.

And almost on cue, AVWEB reports that 91UL is not the answer. During further interviews with the engine manufacturer, Lycoming has said "the fuel (91UL) is basically 100LL - without the lead. In essence, any aircraft engine currently burning 100LL that is approved for operation on 80, 90 or 93 octane fuels can operate just as well burning 91UL. But 100LL supplies a one-product solution for a more complete range of engines. And that may be reason enough for distributors to balk at offering [91UL] to users."

It is the political and economic realities that continue to rear their ugly heads...91UL doesn't provide a solution for 100% of the engines out there. The 25-30% of the engine fleet that must have the octane present in 100LL are driving the bus and have dampened any incentive for fuel distributors to change their networks unless there is a single fuel alternative. "In short, the availability of an unleaded fuel alternative for aircraft engines in the U.S. does not hinge on the approval of UL 91 alone. Other forces will be required to see that unleaded alternative made available at airports nationwide." Certainly, until a dual AVGAS distribution stream (100LL and 91UL) can be shown to be profitable, U.S. distributors appear to be reluctant to take a step that is technically acceptable for 90% of the worldwide piston fleet.

Oh so close yet so far away...

Stay safe,

—Bob

Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

You cannot propel yourself forward by patting yourself on the back.

Kudos!

Isaiah Tiezzi

A hearty congratulations to Isaiah for successfully completing the Sporty's Private Pilot training course. Isaiah is continuing to pursue his private pilot training by flying with the Connecticut Civil Air Patrol based at MMK.

Laura Johnson

In January our Chapter attempted to assist Young Eagle Alex Bamford attend the EAA Air Academy in Oshkosh this summer. However all slots for this year had already been taken.

Thanks to the support of Michelle Kunes and others at EAA HQ we have been approved to apply our Young Eagles credits from 2011 for Alex's use for next summer's Air Academy. A vote was taken by the membership at our March chapter meeting and we approved \$500 of support (including our YE credits) towards Alex's tuition.

Upon learning of our support for Alex Bamford to attend next years EAA Air Academy, EAA Chapter 27 member, Laura Johnson, stepped up and provided a gift of \$100 towards Alex's tuition. Laura was thanked by Alex and our membership during the March chapter meeting. Outstanding!

The deadline for submission of materials for the next newsletter is May 8, 2012.

2012 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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