

EAA Chapter 27 Newsletter August 2026

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<i>Secretary</i>	<i>Rick Beebe</i>
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<i>Newsletter Editor</i>	<i>Joe Bogacki</i>
<i>Young Eagles</i>	<i>Donna Shea</i>
<i>Scholarship Coordinator Matt Valleau</i>	
<i>Tech Counselors Dave Pepe, Mark Scott & Mike Zemsta</i>	
<i>Flight Advisor</i>	<i>Mark Scott</i>
<i>Our Web Site:</i>	www.eaa27.org



***Next Meeting, August 16th,
10 am Meriden Airport***

Maine to Alaska (and back)



A Guide for First Timers

Local Pilot Andy Roberts will present:

Maine to Alaska in a Sportsman - A private pilot guide for newcomers.

Topics include Routes to Alaska, Preparation, Canadian Procedures and Lessons Learned.

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Andy was a member of our Chapter and in 2024 he spent a month flying his Glasair Sportsman solo, VFR, from Maine across Canada and all over the Yukon and Alaska. He had no itinerary and camped most nights. When he got home he wrote a 52-page Private Pilot Guide for First Time Flyers to Alaska, and he gives it away free to any pilot who wants it. His talk covers the routes north, what to bring, the procedures involved, what you should know about flying in Canada and Alaska, and what he learned the hard way. Come with questions – Andy has the answers most of us only read about!



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President's Message

Summer is winding down but we still have lots going on. See below for all the activities we did last month or so. The First Timers Young Eagles rally went very well. We will most likely do it again next year.

On September 19th, 11-2, we will have our 70th anniversary picnic. We will meet in and around the north hangar rain or shine. Pictures and historical information are being gathered up for a presentation. We will have grilled food again with the addition of some kielbasa and polish sausage. There will be fresh picked corn and butter dip like we had the last two years. As usual there will be pot luck dishes provided by attendees. Since this is a special event whip up your best dish. We are anticipating a larger than usual crowd. Bring a folding chair if you have one.

Ray Aviation Scholar 2025

This month marks the end of an important chapter in my aviation journey. This is my last week in Connecticut before I leave to continue my flight training at Saint Louis University. Looking back, I am grateful for everything I have learned throughout my training here and for everyone who has supported me along the way.

As I prepare for this next step, I am excited to continue building my knowledge and experience as a pilot. My goal is to keep improving my flying skills, continue working toward my ratings, and take advantage of all the opportunities that Saint Louis University has to offer. While I will miss being in Connecticut, I am looking forward to the new challenges, experiences, and flying that await me in Missouri.

None of this would have been possible without the encouragement and support I have received from my family, instructors, mentors, and this chapter, who have been with me throughout this journey. Looking back at my first Young Eagle flight and my first meeting at this chapter, and only knowing a little about aviation, and now, years later, becoming a Ray Scholar and then becoming a student pilot, soloing, and performing cross-countries, I thank you all for your help and support. I am excited to begin this new chapter and look forward to sharing my progress as I continue working toward my dream of becoming a professional pilot.

Ethan Simpson Ray Scholar 2025

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Young Eagles “August 8th mini rally”

Our Chapter held a mini Young Eagles Rally on Saturday, August 8th. This was a special event for first time Young Eagles only. Our dedicated, local pilots flew twenty-four participants after we waited for the morning clouds to lift. Special thanks to Mark, Andy, Rick, and Bill for always showing up for our rallies and a big welcome to Tom Brelsford for joining our Chapter 27 pilot team! There were many smiling faces and appreciative parents at the airport. Thanks also to our many ground volunteers and to Constance and her airport staff for helping us organize the event and keeping safety top of mind!

Our next rally will be October 3rd, 2026. SAVE THE DATE so you can join us!

Donna Shea
Young Eagles Coordinator



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Meriden Airport and Chapter 27

Park and Rec Aviation Summer Camp

The City of Meriden's Park & Rec Department held their 4th annual Aviation Camp at MMK during June. We had 80 kids ages 5 thru 13 at the airport for 3 sessions over the course of 2 days. The kids were able to sit in a variety of different EAA pilot's aircraft and learn about the panel and controls. Arts and craft activities were offered thru out the day and paper airplane contests were held. Thank you EAA pilots and volunteers.



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Girls Inc. of Meriden

We hosted an event with Girls Inc. of Meriden during their annual summer camp that inspires all girls to be **STONG**, **SMART**, and **BOLD**. The camp theme was **"Girls CAN Make it, Build it, and Create it"** focusing on Engineering, Creativity and Imagination. We worked with 14 girls ages 12&13yrs old at MMK. They rotated thru 4 workshops run by EAA volunteers and MMK councilors thru out the day. The girls learned about EAA's Sonex Airplane build, they built mini B-2 Bombers and learned how to use Clecos, drills and files, received instruction on a flight simulator, learned how to pre-flight an aircraft, and a lesson on how the ASOS equipment works. Two of the girls were so inspired that they have asked if they could come back to the Sonex build on a regular basis! Thank you EAA volunteers Mark Scott and Fran Uliano for organizing the event with MMK.



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Children's Community Programs of Connecticut

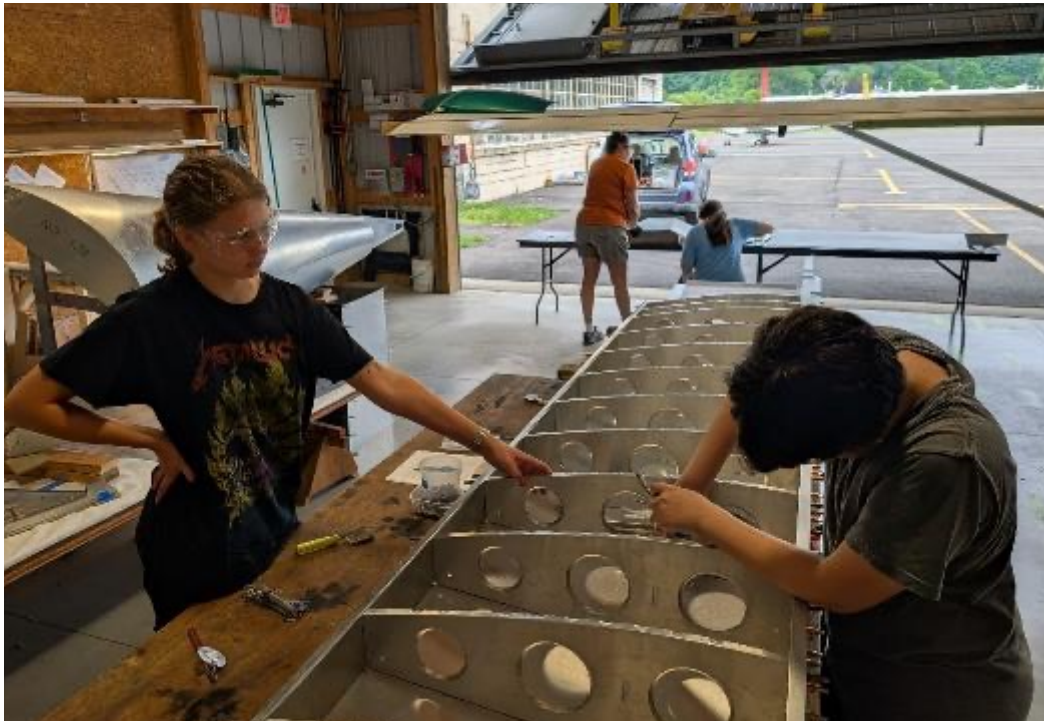
Chapter 27 hosted a few young adults and chaperones from the Children's Community Programs of Connecticut. This organization helps young adults find their way towards meaningful careers and positive life choices. They were a bit overwhelmed by the airport at first. By the time they were through seeing the Sonex build, trying cleco pliers, watching airplanes come and go, and sitting in airplane they did not want to leave!



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Youth Aviation Center and Sonex Build

We flipped the wing and started the aileron and flap construction. We will start fitting them to the wing soon. The replacement fuselage parts came in and are being installed.



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Chapter Projects

Carbon Cub

Everything is moving along. We finished the installation of the EI engine monitor and are currently waiting on the registration from Oklahoma City. We ordered an MGL Blaze AHRS-3 attitude indicator and magnetometer to fill a vacant 2.25" hole in our panel (that was a result of combining functions into the engine monitor). This will also eliminate the need to install a whiskey compass. We just received a halon fire extinguisher which we will install and we're finishing up final punch-list items and doing a final inspection of everything. We'll be starting fuel system testing in the near future.

Al Starbard and Dave Rich



Propeller vibration reduction

I recently balanced my propeller with the Dynavibe system. It went very well. In the lower right of the picture, you can see the yellow optical tachometer and the black accelerometer to its left. Wires run back to the cockpit and are secured with duct tape. I had to add some metal straps to support the front cowl. I started at 0.55 inches per second (IPS) of vibration magnitude at 2300 RPM. This is considered rough. After 5 iterations of adding bolts and washers on the starter ring at radial positions indicated by the Dynavibe unit I got it down to .04 IPS at 2500 RPM which is considered very good. The whole process took about four hours. I can't say it made a dramatic difference but it does feel smoother. I feel a lot better knowing the engine and attached components are in a much lower vibration environment now. (Mark)



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Tech Tips

Most people I know have some oil or breather tube blow by dripping off their cowl. Drips off your dip stick when you check it fall to the bottom of the cowl and eventually onto the floor too. A lot of people use metal drip pans underneath. Those work but you have to wipe them up periodically. I use an old piece of cardboard. It soaks up oil. No clean up. I replace it about once a year. If you forget to remove it when you are wheeling your plane in or out of the hangar a tire simply goes right over it.



Entertaining reads

National Geographic

“The white-knuckle air show where landing 10,000 planes is just the start”

<https://www.nationalgeographic.com/culture/article/oshkosh-airshow>

“What is take to land a plane on a runway made entirely of ice”

<https://www.nationalgeographic.com/adventure/article/alton-bay-ice-runway>

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EAA AirVenture The Greatest Show on Earth



Pictures by: James D. Calver

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AirVenture 2026 “Oshkosh” page 1

Top Left – Aero Commander (Shrike Commander)

David Martin flying the Bob Hoover tribute routine. This twin-engine executive aircraft – with its distinctive high wing, pointed nose, and tip tanks – performed Hoover's legendary engine-out aerobatics on Friday's airshow.

Top Right – Lockheed Martin F-35A Lightning II

The USAF F-35A Demo Team variant, shown belly-up in a topside pass. Identifiable by the single-nozzle afterburner, faceted stealth panel lines, and conventional (non-STOVL) underside – distinct from the Marine F-35B below.

Middle – RAF Red Arrows (BAE Systems Hawk T1)

The Royal Air Force Aerobatic Team performing their signature red/white/blue smoke break. Their Oshkosh debut on Friday, July 24 as part of the America 250 tour.

Bottom Left – Lockheed Martin F-35B Lightning II (USMC)

USMC F-35B Demo aircraft, tail code "563," caught mid-transition with the lift-fan door open above the fuselage and main gear extended – the STOVL variant's telltale signature.

Bottom Right – Mikoyan MiG-29 Fulcrum

Jared Isaacman's (NASA Administrator) privately-owned MiG-29 in splinter/digital camo, flown as part of his Warbirds in Review presentation and airshow appearance.

AirVenture 2026 “Oshkosh” page 2

Top Left – Extra 330SC (Michael Goulian)

Michael Goulian's aerobatic Extra 330SC in the signature yellow/black Whelen Aerospace livery, powered by a 350 hp Lycoming Thunderbolt AEIO-580. Flew Friday's afternoon airshow.

Top Right – North American AT-6 Texan (TITAN Aerobatic Team)

Three of the Titan Aerobatic Team's T-6 Texans in tight formation with wingtip pyrotechnics. Team founded 1984, still flying the classic radial-engine warbird trainers.

Middle Top/Middle/Bottom – Lockheed Martin F-22 Raptor

USAF F-22 Demo Team, easy to identify from the twin canted vertical stabilizers, diamond-shaped wing planform, and top-side stealth panel layout.

North American P-51D Mustang

Silver P-51D Mustang wearing D-Day invasion stripes on the wing, flown as part of the F-22 Heritage Flight. Classic bubble canopy, Rolls-Royce Merlin/Packard, and four-blade prop are the giveaways.

General Dynamics F-16 Viper (USAF Viper Demo Team)

USAF F-16 Viper Demo Team in the special America 250 red/white/blue paint scheme, honoring the 250th anniversary and echoing the original YF-16 livery.

Bottom Left – EAA Chapter 27 wayfinding sign

Our wooden signpost for Chapter 27 at the EAA Blue Barn.

Bottom Right – North American T-28 Trojan

"Marines"-marked T-28B in gloss white/gray, BuNo-style tail number visible. This is Jerry Kerby's "MadDog" T-28, which flew Friday's afternoon airshow.

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Better Late Than Never: My First AirVenture

After more than 12,000 hours in my log-book, I finally made it to Oshkosh this year — and I'm still kicking myself for waiting so long. I've been to Sun 'n Fun in Florida several times, and for any airplane buff, that show is amazing in its own right. But it's a fraction of the size of AirVenture, and nothing quite prepares you for the real thing.

I made it to both this year. Now that I'm building an airplane, I feel like it's more of a "must do" than just a "want to do" trip. Sun 'n Fun runs about 3,000 aircraft through Lakeland — AirVenture set an all-time record with more than 10,000. That's not a bigger version of Sun 'n Fun, it's a different animal entirely.

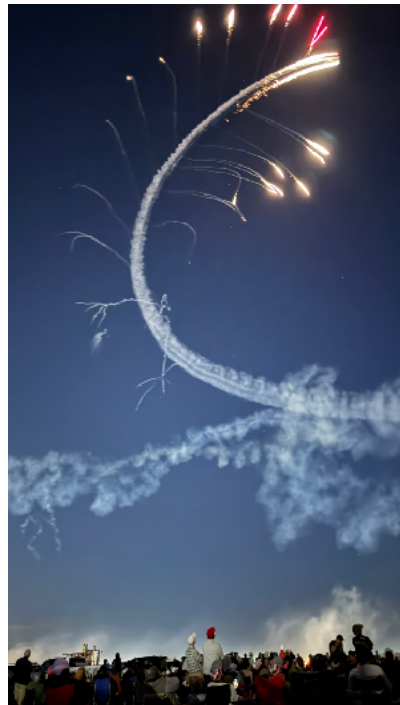
I was even there on the "slow" days — Monday through Wednesday — and it still felt endless. Three days on the grounds, and I logged over 27 miles on foot, more than I expected, and still not enough. Between the flight lines, the homebuilt section, warbirds, ultralights, seaplanes, vendor tents, and educational forums, I barely scratched the surface. And then there's the night airshow — it's hard to describe what it's like. Nothing compares to actually standing on the flight line watching aircraft do aerobatics with lights and pyro and then you add lasers and fireworks and drones and explosions all at the same time. It's worth staying for on its own.

I'll be back, hopefully via my own airplane someday. If you haven't been yet, don't wait as long as I did.

by James Kachinski
EAA Member 148595



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Pictures by:
James Kachinski



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Chapter members enjoying AirVenture



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Chapter 27 and MMK Calendar Events 2026

Young Eagles

Fall rally: October 3, Rain date October 4

Donna Shea

EAA 27 Young Eagles Coordinator

Events

70th anniversary of Chapter 27 Sunday, September 20

MMK 5k run October 25, 2026

LSA inspection course on October 31 and November 1.

Holiday Banquet January 9, 2027

EAA Chapter 1310

August 15th, 2026 - EAA Chapter 1310 will be having our annual "Corn Roast" at Skylark Airport in E. Windsor, CT (7B6)

October 17th, 2026 - EAA Chapter 1310 will start the fall season with a "Pancake Breakfast" at Skylark Airport in E. Windsor, CT (7B6)

Something exciting is taking shape at Mount Tobe Airport, Waterbury, CT (N41) this summer.

- Starting the first Saturday in June we're proud to introduce bi-weekly Pancake Breakfasts throughout the summer flying season as part of a renewed effort to bring life, community, and camaraderie back to one of the states most idyllic grassroots airports.
- Since 1923 Mt. Tobe has been a gathering place for pilots, families, storytellers, and friends of aviation. Unlike many small airports that have been lost to "progress", changing economic conditions, and development we have remained steadfast to our aviation roots thanks to dedicated ownership who resisted the urge to be anything other than a haven for aviation.
- We're still here, still grass and still flying and we would love to welcome you back.
- Under new ownership, the airport is undergoing a revival with a vision centered around family-friendly recreational aviation, and preserving the spirit of those that first escaped the sullen bonds of earth in their winged flying machines along this hallowed ribbon of green. Continuous improvements to the grounds and camping facilities, supported by
- The Recreational Aviation Foundation who are helping transform the airport into a destination once again for fly-ins, camping weekends, and simple mornings around the pattern.
- Whether you fly in, drive in, camp overnight, or just stop by for pancakes and conversation, we invite you to come experience what makes this little airport so special.
- Let's bring back the energy, and the love of grassroots aviation together.
- See you at the airport.

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EAA Chapter 146 Fly-In Breakfast Dates for 2026

Dates: Saturday, June 6, 2026, and Saturday, September 12, 2026
8am to noon, WX permitting, at Kline Kill Airport (NY1), Ghent, NY
Follow us on Facebook for updates: [EAA Chapter 146 Ghent NY](#)
(Chapter Secretary: 518-250-6674, call or text)



Regional Meetings

Check chapter websites for meeting status

Chapter 1310 Meetings - 2nd Wednesday 7 PM April-October

2nd Saturday 10 AM November, January, February, March at Skylark Airport

Chapter 166 Meetings - Last Saturday of month 10:00 AM (Except July, Nov & Dec)
at HFD Hangar 1 EAA Classroom, 20 Lindberg Drive, Hartford. <http://eaa166.org>

Chapter 27 Meetings - 3rd Sunday of month, 10 AM at Meriden Airport
<http://eaa27.org/>

Chapter 324 Meetings 1st Wednesday of month, 7 PM Simsbury Airport
<https://www.facebook.com/eaa324/> <https://chapters.eaa.org/EAA324>

Chapter 324 VMC Club Simsbury Airport CT 3rd Wednesday of the month at 7 pm
Laura Doherty | laurado@sas.upenn.edu - EAA.org/VMC

Chapter 1620 Meetings 1st Wednesday of month, 7:30 PM Barnes Airport Hangar 3,
111 Airport Rd. Westfield, MA. 01085 <https://www.facebook.com/eaa.org/>

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Airshows and Events

September 12-13th Beverly Regional Airshow

Classifieds

For Sale: Garmin GDL51

This is a portable SiriusXM weather receiver as well as a GPS and ADHRS. Works with Foreflight and Garmin Pilot. \$850 at Aircraft Spruce. \$500. Rick Beebe. rick@beebe.org or 203-623-3744

MANY structural pull rivets left over from the RV-12 build. They are 1/8 dia, Gesipa LP4-3 with .093-.197 grip. \$5 for a 1/2 lb bag or about 200 rivets. That is about 80% less than similar Q rivets from Aircraft Spruce.
Contact Mark Scott (203-988-3197)

RV12 Share

For sale one share in the Spirit of Meriden Flight Club (SOMFC) Van's RV-12. Excellent aircraft for a new student or a seasoned pilot and only requires a Sport Pilot license. Running costs after share purchase are \$94.00 monthly and \$24.00 per hour (dry, no fuel). The RV-12 is permanently hangared at Meriden (KMMK). See the SOMFC web site for club and RV-12 details <https://www.somfc.org> Contact Bob Maher on 203-859-1271.



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EAA CHAPTER 27 MEMBERSHIP FORM

Join and pay online with PayPal at EAA27.org/Join

or

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
Annual dues are \$20.00 per year. Make checks payable to *EAA Chapter 27*

(Please print)

Name: _____ Phone: _____

Street: _____

City: _____ State: _____ Zip: _____

EAA Member # _____ Expiration Date: _____

Pilot rating held: _____

E-mail address: _____

Would you like to receive our newsletter via email? Y / N

Aircraft owned, make & model: _____

Flying ____ Building ____ Restoring ____ % complete ____

Tell us about your areas of interest and expertise:

If anyone has something they would like to share in our newsletter, places of interest to fly too, your airplane build project, articles, flight experiences, etc. please forward them to Joe "newsletter@eaa27.org"
