



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, February 15, 2004, 10 a.m., Meriden-Markham Airport, Meriden

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Letter From The President

I have just completed writing my member profile column which you'll find elsewhere in this newsletter. In it I wrote of my introduction to aviation by my uncle who had a passion for aviation and model airplanes. Creating this article reminded me of the significance that a single event or experience can have in our lives. I believe that each of us can probably relate to some experience which has focused our energy and interest into the world of aviation.



There wasn't a lot of flying during our January meeting!

I believe that this is exactly what we (EAAers around the globe) are hoping to achieve with our Young Eagles program. I know that I have seen the spark ignited in the eyes and expressions of some of the youngsters whom I have had the privilege of introducing to aviation via our Young Eagles program.

The latest issue of Sport Aviation contained a listing of pilots who had flown 10 or more youngsters in 2003. I'm proud to report that our chapter continues to lead the way for Connecticut. While we are awaiting a redefinition of our Young Eagles program from HQ, we should continue to seek out those youngsters in whom we can plant the aviation seed. Lets make sure that the

Young Eagles spirit continues to be alive and well within EAA chapter 27. Our home base airport (MMK) has been working on a five year improvement plan which includes a proposal for the erection of new T hangars. I have attended many meetings and witnessed opposition from neighboring residents and politicians. As hard as it is to believe, not everyone loves airplanes and the perceived disturbance to the community. I know the airport has been there much longer than any of today's residents, but that doesn't solve the problem.

What can we do to improve this relationship? We must continually do whatever we can to provide positive relationships with the public. Our Young Eagles program is just one facet. Being good neighbors, following noise abatement procedures and supporting our airport security programs are just a few ways we can help. The viability of every airport in the country is of importance to us all.

Reminder—the new year has started and we need you to renew your chapter membership now. We need the money to rebuild our treasury. We have some big plans for 2004 and we need you. See you at our February Meeting.

—Jim Simmons

Meeting Minutes

January 18, 2004

Jim Simmons opened the meeting at 10:00AM with all officers in attendance.

Attendance: Jim Simmons—president, Max Lopez—vice president, Barb Johnson—treasurer, Dave Pepe—secretary.



Dave Pepe illustrates what's involved in getting an airworthiness certificate

General attendance: Rick Beebe, Jim Pepe/Jane Pepe, Bob Upson/Ramona Upson, Ted Brainerd/Joanne Brainerd, Richard Merrill, Chan Schiller, Bob Burk, Earle Stetson, Rick Reaverly, Rick Bernardi, Ray Morgan, Howard Rocklen, Mark Scott, Charlie Enz, Kevin Jones, Bob Rouse, Chris Kohler, George Anderson, Bob Ryan, Steve Fraas, Fran Uliano, Bill Jagoda, Stan Chaffin, Jim Maher and others who didn't sign the attendance sheet.

Treasurers Report: Next month.

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AB-DAR Scholarship Fund

As you probably know, Joe Gauthier has been working to become an amateur-built designated airworthiness representative (AB-DAR). This new designation, created in cooperation with the FAA and the EAA, will allow Joe, and other AB-DARs, to perform airworthiness inspections on homebuilt aircraft. Increasing the number of inspectors will hopefully speed up the process for getting aircraft signed off to fly. Additionally, because AB-DARs won't charge for their inspections—except for expenses—it could save you money as well.

In order to get this appointment, Joe has to attend classes and take tests in Oklahoma City and apply to the local FSDO. He has to pay all of those expenses out of his own pocket. To help pay for the expenses involved in obtaining an AB-DAR appointment, EAA Chapter 166 has set up a DAR Scholarship Fund. If you're interested in helping out in this worthy cause contact the Chapter 166 Treasurer:

Dave Armando
1765 New London Turnpike
Glastonbury, CT 06033
(860) 633-4023
dave@ablerig.com

Member Profile—Jim Simmons

In the early 1950's, I lived with my Uncle Fred. He was an engineer for Norden Industries and a significant contributor during the development of the Norden bombsight. He had a passion for model airplanes. At that time, control line (U-Control) and free flight models were the available options. As I recall, some local free flight flyers were experimenting with very large, vacuum tube controlled, single channel radio control systems.

My Uncle Fred helped me build a U-Control airplane called the Freshman. This simple profile model airplane was designed to let beginners gain the basic control of the aircraft and then, using adjustable control tab linkage, advance the control capability to suit your skills. I recall how proud I was of the airplane and my ability to fly it and bring it safely back to earth. My Uncle Fred planted the "aviation" seed that has continued to grow throughout my life.

I flew U-control aircraft for many years, including flying them at Keesler Airbase during my training days in the US Air Force. I later advanced into radio control airplanes in the mid 60's. In the late 70's, I found the money in



our family budget to obtain my private pilot license. Having a strong background in model aviation, I drove to Oshkosh in 1978 to see the full scale aircraft EAA enthusiasts were building. I was captured by the homebuilt movement and have been an avid follower ever since. As of today, I've completed building three plans built aircraft and have thoroughly enjoyed every facet of this terrific hobby.

I believe that my late Uncle Fred had no idea of the monster he had created. I can only say "Thanks, Uncle Fred". You not only helped me discover aviation, you helped me find a way of life I have enjoyed tremendously.

Help Science and Help Yourself

Charlie Enz is looking for an owner of a flying RV interested in potentially increasing their cruise speed by 5 MPH through reduced cooling drag. The procedure will be to measure temperatures of the stock engine/cowl from startup through cruise, and then apply NACA design information to incorporate a cooling plenum with minimal changes to the stock RV cowl.

He says, "both engine temperatures and the dynamic pressures under the cowl will be measured for at least one known density altitude, and over a wide enough temperature range to assure that the engine will neither run too hot nor too cold from winter to summer conditions. The engine temperature sensors will be calibrated to insure accurate data which I will assist in doing. NACA reports give the details on the instrumentation needed to do this in a manner that assures the accuracy of the data collected. I also intend that the data collected should cover from engine start through taxi, runup, and climb to altitude to assure there is no transient heating problem that goes unnoticed, or uncorrected. Since I have both a Bridgeport milling machine and access at work to just about any machine tool I could conceivably need I can build or have built the instrumentation needed.

"Having documented the performance of the cowl/engine combination as it exists without modification, the next step is to design a

cooling plenum to fit inside existing cowl based on NACA data, and build it. I will design and help build the plenum, two sets of parts are almost as easy to build as one in this case.

"After building there will be retest(s) identical to the first to document the improvement, and to successively decrease the inlet area in small increments such that the worst case condition does not risk engine damage or excessive wear through overheating under any condition.

"There are two ways to get 200 MPH cruise in an RV6 or 6A: get a bigger engine with a bigger fuel burn or decrease drag. The two biggest and most easily corrected drag contributors are fairing the rudder cables and cooling drag. Per Van's newsletters the cable fairing will add approximately 3 MPH to cruise, and a cooling plenum approximately 5 MPH. Kent Pasers' book "Speed With Economy" gives additional details on drag reduction, and The NACA reports available on the Internet are an invaluable asset. for those with the staying power to remain awake while reading a 40 to 70 page report on some small drag issue."

If you're interested in helping Charlie out, and maybe gaining a few knots yourself, email him at charlieenz@earthlink.net, phone him at 860-379-1700 or see him at the next meeting.

Safety-Maintenance Fest 2004

The Safety Fest will be held again this year at the Pratt & Whitney Training Center in East Hartford on May 15.

EAA members from throughout CT and western MA will operate the now familiar "Learn a Skill" hands-on workshops. We are looking for volunteers to step forward to organize and setup the tables as you have done so generously in the past. We need folks who are knowledgeable in fiberglass, wood, steel tube and fabric and sheet metal construction techniques to participate.

The static displays that have been brought in the past two years are becoming one of our big attractions. Let me know if you have a project that you're willing to display. I have a trailer available to move just about anything that you might want to bring for display. The space is well protected and there are always a number of EAAers nearby for the security of anyone's project. Please give it some thought as these projects generate a great deal of interest.

This year there will be something new. EAAers—and anyone else who wants to—will have an opportunity to participate in a maintenance competition. The tasks will consist of assembling a section of sheet metal components, a spar web, and two angle cap strips, Safety wiring some fasteners on a carburetor and setting up a control system mockup with the correct rigging parameters which include travel, stops, cable tension and secu-

rity. Areas included in judging the performance of the contestants will include the technical aspects of the activity as well as the time it takes to get the job done. The standard is AC 43-13 and the Ellis Tech Staff will supervise the judging.

The committee is seeking donations from commercial sources for the prizes to be awarded. Many ideas are being investigated but the group has set its sights high for the prizes. Stay tuned.

The good folks at PAMA and the Trade School staff at Ellis State Tech in Danielson will setup and provide the logistics for the rigging and safety wiring efforts.

EAA, working with the shop staff at Bombardier, located at BDL, will tackle the logistics for the sheet metal section. I would like some of our sheet metal builders to speak up and volunteer to help us with this activity. This is one area where we can show the Certificated Mechanic community that we really do know what we are doing. I need volunteers to step forward to help me plan the details. We have been having meetings (optional) at the Bombardier shop at BDL and visiting that shop is a treat in itself.

Again, the date is May 15, 2004 with setup on the 14th. However, as usual, we can setup on Saturday morning the 15th if need be.

—Joe Gauthier

NEW ENGLAND FLY-IN AT PYM

May 29th and 30th, 2004

The New England chapters of EAA are invited to participate in this extraordinary gathering at Plymouth Airport (PYM) in Massachusetts in celebration of Memorial day.

The meet will gather vintage, contemporary and experimental aircraft. The best each chapter has to offer in terms of food, projects and exhibits will be displayed.

Camping for EAA members will be available.

CONTACT INFO:

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Meeting Minutes, continued from page 1

Bulletin Board: Person needed to maintain the Chapter bulletin board. Please volunteer if you would like to help.

Membership: Mike Okrent will use the national list to get EAA members to join our chapter. We will authorize \$150 to implement a postcard mailing toward this end.

Young Eagles: Fran Uliano called Michelle at EAA hq to get a list of Young Eagles so that they may be contacted for the planned reunion of all these kids that have been flown. This will be held at our annual picnic near the end of June. Details to follow. Ramona Upson will see about possible donations for this event. As far as the Y.E. program, it looks as if the program will remain essentially the same in format and purpose, to introduce kids to flying on a one-to-one basis.

Spring Cleanup: We will repaint the tetrahedron and assist the FBO in the annual clean-up.

Upcoming events: 1. Picnic in June with Young Eagles Reunion 2. Christmas Party 3. Second Pinch hitter course

We had a brainstorm session on possible seminar topics for the coming year. Some possibilities: Avionics Installation—Stellar Aviation; Flight Service Operations—Max; Electrical Wiring—Bob Burk; New England Propellor; Engine Cooling; Painting; Fabric Covering; Joe Gauthier on AB-DAR; Engine Maintenance/Installation—Mattituck; Canopy Installation; Blue Mountain EFIS; Wood Aircraft Construction. Vice President Max Lopez is coordinating.

Sport Aviation article is being worked on by Jim Maher.

50/50 Raffle was won by Jim Simmons. His member profile appears elsewhere in this newsletter.

Seminar was a talk by Dave Pepe and Jim Simmons on the Preparations for the Airworthiness Inspection on the airplanes we built.

Golf Shirts are in and you can pick up the shirts you have requested.

Submitted by Dave Pepe, Secretary

The secret of my success is that I always managed to live to fly another day.
—Boutros Boutros-Ghali

Adventure is worthwhile in itself.
—Amelia Earhart

RV Fly-in

Attention all EAA Chapter 27 RV Flyers!
Consider this your personal invitation.

Former EAA Chapter 27 member Stan Buonagurio is inviting all EAA chapter 27 RV flyers to an exclusive RV Fly-In at Leeward Air Ranch in Ocala, Florida. Stan is the builder and owner of an RV-6A (N86RV) and is now a resident at the airpark. Stan says it is about a 5-1/2 hour flight from Meriden for most RV's.

The event is scheduled for March 6th and will run for the entire day. Meals are being catered and attendance is by invitation only. Last year they had over 50 RV's fly in for

the event and they are anticipating more this year. If you would like to attend, you must contact Stan at (352) 245-4898 or at email: maryann43@juno.com. Airpark identifier is FD04.

I flew into Leeward Air Ranch about 5 years ago and if you have the opportunity to go I would highly recommend it. Besides seeing lots of RV's, this is a great opportunity to see what life at a first class airpark is really like. It's also a chance to enjoy some early warmth after a cold winter.

Have a great trip.

—Jim Simmons

The deadline for submission of materials for the March newsletter is March 8, 2004.

2004 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:
EAA Chapter 27, c/o Barbara Johnson, 9 Dillon Rd., Woodbridge, CT 06525
(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? _____



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Meetings held on the third Sunday of the month at Meriden-Markham Airport,
Meriden, CT at 10am unless otherwise noted.
www.eaa27.org