



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, January 21, 10 a.m., Meriden-Markham Airport, Meriden, CT

January, 2007

JIM MAHER'S DYKE DELTA TAKES TO THE SKIES!

On Saturday November 18, 2006 around 2:00PM Dyke Delta N11XD finally took to the sky at Barnes Airport in Westfield, Mass. (KBAF). After a short takeoff roll she climbed out at 120 MPH at a rate of about 1000 fpm. It was amazing to see all of the instruments come to life and be working just as they were expected to. Especially the gyro instruments, which are driven by a Venturi, and therefore not tested before flight. Gentle turns were performed to keep the aircraft above the airport and within reach of its 9000 and 5000 foot runways. First 10 degrees of bank then 20 degrees. The engine ran smooth as silk with all temps and pressures in the green.

Too soon I had been flying for almost an hour and it was cold up there and the sun was beginning to set. It was time to come back down. I called the tower and informed them that I wished to enter the downwind for Runway 2 from above. I was asked to report on final for runway 2, with winds from 330 at 6 knots. As I was gently spiraling down from 3000 feet, at 500 FPM, to be at the pattern altitude of 1300 feet, I was treated to watch a pair of A10's return from their war-games and land below me. I was down in 2000- 3000 feet and then had to taxi another 1/2 mile to exit the runway at its mid point so I did not even need to use the brakes until reaching the taxiway turn off. I taxied back to the hangar to my anxiously awaiting friends

who first congratulated me and then asked why I took so long to come back down. I was just having so much fun I didn't want to come down.

The flight could not have gone any better and the aircraft and engine could not have performed more flawlessly than they did. After almost 11 years in the making and over 8000 hours of building time this was the day I dreamed of and it was better than I ever imagined. Although I did the vast majority of the work myself I could not have built and flown this airplane alone. I was fortunate to have the help and motivation of many friends and fellow aviators to sustain my efforts over the many years. A few of them were there to support my first flight effort as well and this was immensely helpful to me. My only regret is that the project took so long that some of those who helped did not live long enough to witness this flight. I'm sure that they were watching over me from a bit higher altitude. I hope I can encourage those who are still building to keep up with their effort. It is all worth it in the end. I am looking forward to many more hours of uneventful flying.

On December 3, N11XD and I were both ready to return home to Tweed New Haven Airport (HVN). The sky was clear, the temps were chilly and the wind of the previous days had subsided. I was fortunate to have a good friend willing



Janet Kingma photo

to fly me up to Westfield in his Long EZ. We left HVN mid morning and arrived at BAF 32 minutes later. The trip goes by fast at 200MPH. After a very thorough preflight inspection in the hangar, I pulled the Delta out for the last time. I will miss being able to preflight indoors. I was quite anxious because this would be the first time leaving the comfort of the airport's airspace. The

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LETTER FROM THE PRESIDENT

It has been almost two months since I wrote for our last newsletter. I certainly hope that everyone enjoyed the holiday season and that you didn't gain too much weight to add to the passenger weight and balance calculations for your airplane. I'm back on my annual diet, attempting to lose those extra pounds, which inevitably seem to accumulate between Thanksgiving and New Years Day.

For those of you who didn't join us at our holiday banquet, I'd like to recap some of the festivities. First and foremost, we enjoyed a fine meal at the Hawthorne Inn in Berlin, CT. I had the pleasure of presenting a recap of the year for our Chapter's 2006 activities and I must admit that it will be difficult to duplicate such a remarkable year. Some of the highlights were our 50th Anniversary celebration last February, our extremely successful trip to Mattituck for their engine rebuild clinic, our trip to the Bradley Air Museum for an exclusive tour of the facility, and the recognition of Fran Uliano as National Young Eagles Coordinator of the Year. Additional highlights worth mentioning were our successful Young Eagles Rallies, our Chapter Picnic and last but not least the national coverage of our 50th anniversary event in *Sport Aviation* magazine (thanks to Jim Pepe). I used the occasion to congratulate Jim Maher, Bob Upson and Chris Kohler upon the successful completion and first flights of their aircraft during 2006. I also featured photographs of our members and

their aircraft or projects. If you saw an old or out-of-date picture of your plane, it's because that is what was available on our website; so help bring our site up to date by submitting your latest photographs to Rick Beebe. The evening concluded with the Young Eagles Raffle, which was won by Fran Uliano (did anyone check those raffle tickets?) and our popular grab bag. I certainly hope that everyone in attendance had a great time. We will be discussing plans for next year's banquet at our January meeting and we'd welcome your ideas and/or suggestions.

EAA Chapter 27's 2007 officers and chairman will have met (planned meeting for Sunday, January 14th) by the time this newsletter is received. Our aim is to establish the course and direction that we hope to move our Chapter for 2007. However, once again, I urge you to bring forth your ideas and suggestions for any improvements, which you feel we can make to any facet of our operations to our January 21st meeting.

Having some unusually warm weather for this time of year in New England has also spoiled us. I certainly hope that you got to enjoy the outdoors and your aircraft during this warmth. But, as always, we will likely pay for the lack of cold temperatures and snow before long.

I look forward to seeing you all at our next meeting

—Jim Simmons

WE NEED YOUR HELP!

As usual, our Chapter's treasury is at its lowest point at this time of year. Fourth quarter expenses included our annual banquet, our national membership dues to HQ and our Chapter's insurance costs all of which have been paid. We are asking that you please pay your 2007 membership dues as soon as possible. Also, please

consider purchasing some of our Chapter products which will be made available at our next meeting. Each of these steps will help to bring our treasury back to a position where we have sufficient working capital for our operations. Thanks and please help.

—Jim Simmons

Dyke Delta, cont'd from page 1

anxiety was somewhat lessened because I had already flown several flights over the airport that were longer than this one would be. The checklists were gone through one by one, from pre-engine start all the way to pre-takeoff until the only thing left to do was to push the throttle and go. My friend with the Long EZ was stuck waiting back on taxiway Alpha for two aircraft to land before he could takeoff and chase me home. I knew that he would have no trouble catching me as I was only planning on flying 130-140MPH—still in the middle of the flight envelope. I skirted wide to the west to avoid Bradley International Airport directly to the south. Once clear of BAF airspace my friend and I both began looking for each other and giving position reports on the air-to-air channel, to try to locate each other. It was comical, actually: two practically stealth aircraft trying to find each other in all that BIG sky, without any radar guidance. Finally about half way back I managed to locate my friend who was about 5 miles west of my position at the same altitude. I told him to turn 90 degrees left and he would see me. He did, and then he flew over and formed up ½ mile behind and followed me all the rest of the way back. I called New Haven tower 10 miles out and told them I wanted a downwind entry for 20. My friend called shortly after and informed the tower that he was flying chase for me. They just told him to follow me in. After calling the downwind I was cleared to land. Speed was reduced to 120 MPH in the pattern and the approach was begun. Touch down was in the first 1/3 of the runway and I exited easily 3200 feet down the 5600-foot runway with conservative braking. The total flight time from BAF to HVN was about 48 minutes. It feels great to finally have my flying aircraft back home.

—Jim Maher

MEETING MINUTES

November 19, 2006

The meeting was called to order at 10:00 a.m. by President Jim Simmons. All officers were present.

The meeting was attended by a total of 51 people, including officers, members and visitors. Welcome to Kevin, a Long EZ pilot; Don, an RV-9A builder; and Gary & Janet of Canada, who were in town to witness the first flight of Jim Maher's Dyke Delta.

Treasurer's Report (Bill Jagoda): Bill reported a current balance in the treasury of \$358.78, not including money collected for the Christmas party.

Dues are now \$20 per year and are being collected at this time.

Technical Counselor's Report (Dave Pepe): Dave reported that Chris Kohler got the airworthiness certificate for his Hornet and Jim Maher flew his Dyke Delta for the first time. Further he talked about the new RV-12 sport aircraft from Van's and visits to several aircraft from Chapter 27.

Bulletin Board Chairman (Chris Kohler): Thanks to Chris for the tribute to Bob Ryan on this month's bulletin board.

Membership Chairman (Mike Okrent): Mike's recent mailing inviting EAA members in the area to attend a Chapter 27 meeting seems to have worked, considering the attendance at the November meeting.

Website & Newsletter Editor (Rick Beebe): Please submit updated pictures and articles to Rick. Rick is working on the webpage to allow builders update their own projects. The webpage is located at www.eaa27.org

Election of Officers for 2007: The following slate of Officers was presented, voted on and accepted by the group:

- Jim Simmons for President
- Bob Spaulding for Vice President

- Steve Socolosky for Secretary

- Bill Jagoda for Treasurer

Young Eagles Report (Fran Uliano): Fran reported that the total YE's flown by Chapter 27 in 2006 is 136 children; with a grand total of 1,270 since the start of the program. The goal for 2007 will be another 100 children flown.

Airport Improvement Projects: Thanks to all the members who contributed their time and efforts this year to make MMK a better airport. Any suggestions for 2007 can be submitted to an officer or at the next meeting.

2006 Chapter Events: Maury Libson discussed the arrangements for the Christmas Party on December 10, 2006 at the Hawthorne Inn. There are chicken, pork and salmon dishes for \$32.00 and prime rib for \$37.00. Maury invited everyone to attend.

Old Business: The new hangars approved to be built at MMK were discussed.

New Business: Bob Ryan passed away on October 21, 2006. Jim acknowledged all that Bob has done for the Chapter, including helping to revive the Chapter at a time when it may or may not have continued to exist. Flowers were sent from the Chapter. A thank you letter from Bob's wife, Maureen was read by Bill Jagoda. Bob will be greatly missed by Chapter 27.

Congratulations were extended to Larry Robinson on receiving his IFR Rating.

Congratulations were extended to Jim Maher for the first flight of his Dyke Delta.

Seminar Presentation: Thanks to Rob McGuire for his presentation of the Paperless Cockpit, which introduced the group to several options for electronic charts, maps and data management systems. Meeting adjourned at 12:00 p.m.

Respectfully Submitted—James Pepe

Note from the outgoing Secretary:

I just wanted to thank everyone for let-

ting me serve the Chapter for the past two years. It has been a great learning experience and I have enjoyed getting to know the members better. I've done some things that I know I never would have without the support of Chapter 27; like flying upside down, writing an article for "Sport Aviation," and having the courage to start building an airplane. So, thanks to all of you who make Chapter 27 a great group to belong to.

NEAR RECORD YOUNG EAGLES

Last year was a very good year for the Chapter 27 Young Eagle program. We flew 138 for the year but fell 20 short of our all time high of 158 back in 1998. To date the total is 1272. We had two good rallies. The first one was in June and we flew 47. The second rally was in October when we had 52 show up but only flew 48 because four couldn't stay long enough to fly. We did fly them at a later date. The referral program seemed to work out OK with 62 YE's being referred. Just think, if each one of us referred just one youngster, we would be well on our way of reaching our goal of 100. We had a good turn out with pilots and also ground crew. Let's make 2007 an even better year than last and if we work on getting youngsters to the airport we could outdo ourselves and surpass 1998.

—Fran Uliano

January Meeting Speaker

Dr. Bob Dodenhoff, AME
will discuss
Aviation Medical Exams

SCENES FROM THE HOLIDAY BANQUET

No flying machine will ever fly from New York to Paris ... (because) no known motor can run at the requisite speed for four days without stopping

—Orville Wright



L-R: Outgoing secretary Jim Pepe shows off the stunning gift he opened: an airplane photo frame. Too bad he couldn't keep it! Fran Uliano won the Young Eagles raffle. The hat was part of the prize. Max Lopez tells Don and Mark about the one that got away!

The deadline for submission of materials for the next newsletter is February 8, 2007.

2007 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? _____

P+M=A
(Parts plus
Money equals
Airplane)
—Lauran Paine



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Meetings held on the third Sunday of the month at 10 am at Meriden Aviation,
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www.eaa27.org