



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, January 18, 10 a.m., Meriden-Markham Airport, Meriden, CT

January 2009

Holiday

Banquet



Chris Kohler and his pocketknife help Laura Hargreaves get into her present



The loot at the beginning of the festivities



Chuck Drake looks on as Stan Solecki opens a...what the heck?

EAA Chapter 27's fifth Holiday Banquet at the Hawthorne Inn, held on December 6, was a rousing success. The food was great and the company outstanding. As usual, President Jim Simmons

gave a captivating presentation on the previous year's Chapter activities. And we topped the evening off with the always-silly Yankee Grab-bag. Hope to see you there *next* December.

LETTER FROM THE PRESIDENT

As I sit down to write the first *Letter from the President* for 2009, I cannot help but look back at the past year and review the many successful endeavors we accomplished in 2008. Our Chapter conducted numerous events from monthly meetings, Young Eagles rallies, off site tours, our annual picnic, our annual banquet and multiple airport improvement projects. Every single one of these items received excellent member support and I must compliment everyone who participated. I know that each organizer will agree that our membership is super and we can count

on you for supporting our efforts. I look forward to 2009 and another successful year for EAA Chapter 27.

The officers and directors of our EAA Chapter are scheduled to meet before our next monthly meeting to outline the direction of our group for the coming year. However I encourage you to bring your ideas and suggestions forward for consideration. I believe that the continued success of our Chapter is based on continuing to listen to our members and to bring you the very best of project support, seminar topics and interesting events.

Last year's tour of the Sikorsky manufac-

turing facility was a huge success. Mark Scott has offered to coordinate another tour for 2009 (tentatively scheduled for March 7, ed). I strongly recommend this tour to all members. You will get to see many details of the fabricating and construction of helicopters at the world's leading helicopter manufacturing facility. Don't let this rare opportunity slip away. Don't miss it.

Lastly, I would like to thank you for reelecting me and offering me the opportunity to help keep EAA Chapter 27 moving forward. I look forward to seeing you all at our January 18th meeting.

—Jim Simmons

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President Jim Simmons 203-272-9346	Vice President Bob Spaulding 203-378-5688	Treasurer Bill Jagoda 860-349-9901	Secretary Rick Bernardi 203-265-4113	Membership Mike Okrent 203-393-2662	Newsletter Editor Rick Beebe 203-230-8459	Young Eagles Fran Uliano 860-347-0412	Tech Counselor Dave Pepe 203-634-4457
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MEETING MINUTES

November 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 37 members in attendance. There were no visitors.

Treasurer—Bill Jagoda: Bill reported a balance of \$672.41. Thank you, Bill!

Technical Counselor—Dave Pepe (absent): There was no technical counselor's report and Dave was re-elected!

Young Eagles—Fran Uliano: Fran explained that the sign-up sheet, for pilots who wish to offer Laura Hargreaves an invitation to fly was being circulated.

Our October 4th Young Eagle Day was the best single day ever with 69 Young Eagles flown!

Fran also recapped our Chapter's totals for Young eagle flights: 2008 – 147 Year to date - 1506

Website, Newsletter and Director—Rick Beebe: As always, please feel free to upload pictures of your project and aircraft on our website.

Rick briefly mentioned some of the highlights going on at EAA in Oshkosh: this is the 25th anniversary of the EAA Museum, the Founder's Wing is under construction and site work/changes are continuing at AirVenture (see the blog: <http://airventuresiteupdate.blogspot.com/>).

Chapter Picnic: Jim thanked Mike and Patty Zemsta for all of their hard work organizing our picnic. Mike, in turn, thanked all the members who helped as well.

Old Business: Jim explained that the hangars at MMK are still being pursued for the spring but there were no new developments.

New Business:

- 51% NPRM Responses will be extended until December 15, 2008!
- Joe Gauthier's letter regarding: Two Weeks to Taxi status is not authorized

under the 51% rule.

- Ford Partner Program: allows EAA members to purchase vehicles at a discount. 27,00 members have used this program including several here.
- Mark Scott offered to organize another tour of Sikorsky and will circulate a sign-up sheet at the January 2009 meeting for a tentative tour at the end of February.
- The emergency device, SPOT, a satellite messenger, will be raffled on the web site: www.SuperCub.org

Jim asked if there were any members interested in running for any of the officers' seats for 2009. There were none.

Jim then presented the following slate of Officers for Chapter 27 in 2009:

President: Jim Simmons

Vice President: Bob Spaulding

Treasurer: Bill Jagoda

Secretary: Rick Bernardi

50/50 Raffle Winner: Bob Brown was victorious in this month's raffle! Congratulations!

Seminar Presentation: Mark Scott presented a very interesting and always time-appropriate topic: *Cost Effective Flying—how I owned an airplane for less than renting.*

Mark, through many fine graphs and other visual aids, surgically dissected the costs which go into the purchase, maintenance, insurance and even depreciation of owning an airplane. He then explained his thought process in carefully choosing and buying an airplane, using that airplane and eventually selling that airplane. Knowing exactly what the costs are and then being able to control those costs, were essential to making it all work. Mark's costs, for flying his plane from March 2004–December 2006, for 192 hours, was \$83.00 per hour. Mark finished his presentation with a question and answer session.

Meeting adjourned approximately 11:50 a.m. Respectfully submitted

—Steve Socolosky

PILOTS SUPPORT LAURA HARGREAVES!

We are pleased to report that many EAA Chapter 27 pilots have offered to provide Laura Hargreaves, a 15 year old former Young Eagle with aircraft flights during 2009. Laura has shown an avid interest in pursuing an aviation career and we have created the opportunity for her to experience many different aircraft. Pilots offering her flights are Jim Simmons, Rick Beebe, Mark Scott, Dorothy Vallee, Kevin Minckler, Phil Hax, Mike Zemsta, Dan Hogan, Rick Bernardi, Fran Uliano, Bob Upson, Bill Jagoda, Bob Spaulding and Rob Aiksnoras. Laura will have an opportunity to fly in Cessna, Piper, Mooney, and many different experimental aircraft. I'm sure many of our members are envious.

2009 MEMBERSHIP DUES

This is just a reminder that the new year requires that you pay your dues for 2009. The nominal fee covers the mailing and distribution of our monthly newsletters. Please cooperate and pay your 2009 dues as soon as possible. See the back of our newsletter for the renewal form.

QUESTIONNAIRE COMING

The February issue of the newsletter will contain a questionnaire asking for your opinion on how well the Chapter is doing, how the officers are doing, and what activities and seminars you might like to see us undertake. We encourage you to think about this now so you'll be ready to fill out this important survey next month. Your officers thank you!

GETTING AND STAYING ALOFT

In a previous article I expressed a life-long interest in things that fly and how I converted that interest into flying model helicopters and aircraft via radio control. The radio control experience was for me a very satisfying involvement in aviation, but I wanted to experience the joy of flying lessons and licensing and then building and piloting my own full-size aircraft.

I did not undertake this lightly, and did a lot of research first as to the requirements involved. A prospective pilot must be in good health and undergo an initial medical exam and a medical exam every 2 years thereafter (for those over 40) by a doctor licensed by the FAA to perform these tests. A typical exam takes about 2 hours and costs \$120 or so. Eyes, ears, heart and good general health are stressed.

Flying lessons to get a private pilot's license include 16 weeks of ground school and an FAA-administered test, of which you need a minimum grade of 70. I studied hard and got a 98. You will get dual instruction in a trainer aircraft with an FAA-certified flight instructor for at least 20 hours and then solo flight until you are deemed ready to get a flight test with an FAA-certified examiner. I chose Meriden Aviation Services for my instruction.

Private pilots are re-examined every 2 years thereafter to sharpen their skills and demonstrate their continuing adherence to FAA regulations and flying abilities.

It is also necessary to completely inspect the aircraft every year to insure the overall health of the aircraft. This usually take about 20 hours to complete.

I spent a total of 60 hours and about \$6000 to get certified as a private pilot. I then rented aircraft both in Meriden and Middlebury, Vermont sight-seeing and carrying passengers ranging from my 88 year old Mom to my 8 year old grandson and now have over 450 hours of flying under my belt.

I started building my own aircraft in the fall of 1995 from a kit and plans from a well-established supplier with a history of quality and 5000 flying planes. I finished in the fall of 2003. I could have finished sooner but I have a lot of other things to do and a family life. An airplane that you build yourself is classified as "experimental" but by no means does the FAA allow you to build an unsafe plane and start whizzing around the sky. My airplane had 6 separate inspections during the course of building, and was given an airworthiness-certificate after a rigorous inspection by an FAA Designated Airworthiness Representative (DAR). My tech counselor flew the aircraft 3 times to determine its flight characteristics. I was given flight instruction by an owner of an aircraft of the same type as mine and after being deemed ready by my counselor, I flew the airplane November 1, 2003. It was one of the most gratifying experiences of my life.

A typical flight starts with pulling the airplane out of the hangar and giving it a overall look followed by a very specific look at all systems to the dictates of a checklist. This includes gas, oil control surfaces, radios, gauges etc. The engine is then started and gauges checked and the engine is run up to check if power is up to par. I taxi to the runway most appropriate for the wind direction, so as to take off into the wind, and make a radio call to announce my intentions and pull out onto the runway.

I push the throttle in and 190 horsepower pulls the plane forward and pushes me back hard into the seat. I keep the plane



centered on the runway, and at 40 mph I push the control stick forward and lift the tail, then at 80mph move the stick back slightly and the plane roars off the runway and climbs at 2500 feet per minute. While aloft I am kept busy monitoring fuel, looking for a place to put down should the engine quit, looking out for other aircraft and respecting the various classes of airspace that the FAA has put in place, and also enjoying the view... all the while navigating to my final destination. After completing the flight, I enter the airport traffic pattern and approach the runway with the power low and gradually the plane settles on the runway and we stop.

A favorite trip for me is to the small state airport near Middlebury, Vt. where my wife Kathy and I have a house on Lake Dunmore. 55 minutes by air, 4 hours by car...

This gives a brief and non-detailed view of what the sport of flying is about: getting aloft, staying aloft and returning safely while enjoying the ride. If all of the above seems a lot of work, well, it is, but worth it in my opinion. I'm now a technical counselor for EAA Chapter 27 where I provide assistance for people who aspire to do much the same thing as I did.

—Dave Pepe

The average pilot, despite the somewhat swaggering exterior, is very much capable of feelings such as love, affection, intimacy and caring.

These feelings just don't involve anyone else.

—seen on a T-shirt

*An engine that purrs is nirvana
—Lauran Paine, Jr.*

WIND BREAKS CARL

Carl Eaton writes:

This all happened because of a terrible wind storm on our arrival in Okeechobee from Connecticut. The wind grabbed the door of the car out of my hand and I violently tried to catch the door. I broke my little finger in the action. Three weeks now in a full cast and MAYBE a smaller cast next week (for 5 or 6 more weeks) The doctor called it a compound fracture. Luckily I pushed it back into place before going to the doctor, so he didn't have to perform surgery to pin it.

It is very hard to live with one hand—as Lorraine knows!!!!

We wish you all the best Carl! Get well soon!



The deadline for submission of materials for the next newsletter is February 8, 2009.

2009 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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