



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, June 16, 2002, 10 a.m., Meriden-Markham Airport, Meriden, CT

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Chapter Picnic a Rousing, If Chilly, Success

Despite chilly temperatures, the chapter picnic, on Sunday, May 19, was a great success. About 40 people, a dozen planes and one helicopter showed up to partake in the festivities. The plans called for everyone to bring a lunch for themselves plus some to share, but it ended up being pretty much pot-luck with some great salads, chili, burgers and hotdogs. Next year we should just make it pot-luck. Chris Kohler's car broke down on the way to the picnic and Jude Steele ran to his rescue. Chris provided the grill and the tent. Thanks guys. All-in-all it was a wonderful day with great people, wonderful aircraft and delicious eats.



Young Eagles Day a bit disappointing

International Young Eagles day on June 8 was a day of great promise. The weather was nearly perfect—blue skies, warm sun and, initially, not much wind. We had plenty of volunteers: Barbara Uliano, Margaret Bass and Rick Beebe handling registrations; Chris Kohler, ramp boss; Maury Libson taking pictures; and pilots Fran Uliano, Tony Valillo, Steve Socolosky, Jerry Bass, Jim Simmons, Chuck Waldo and Bill Jagoda ready to fly. United Technologies sent their Sikorsky S76 executive helicopter and two pilots to show off another aspect of flying. The only thing missing was the kids!

Little League finals, soccer finals, post-9/11 paranoia, who knows? For whatever reason the first kids showed up nearly three hours after we started. By the end of the day we'd only flown sixteen youngsters. Despite the disappointing numbers, the day was a success for every one of those kids. They each left with a post-flight photo, a certificate, a few pictures of airplanes, a great big smile and a memory to last a lifetime. That makes the day completely worthwhile.



June, 2002

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New Rules in Massachusetts

You should be aware that the Massachusetts Aeronautics Commission has passed a directive requiring pilots and passengers at municipal airports and airports with airline service to have approved ID badges before entering the Aircraft Operating Area (AOA)—i.e. the ramp, though each airport manager is responsible for designating restricted and non-restricted areas.

Specifically, the directive says:

vii) Require the use of identification (ID) badges for allowing access to any one wishing to enter the AOA for controlling the movement of persons within the AOA. Sponsors shall also implement procedures for challenging persons who are not displaying the proper identification.

Any person authorized to enter the AOA or move within the AOA shall display a standard ID badge with sufficient information to clearly identify the individual and ascertain the level of security authorization. Anyone without the proper identification must be

escorted at all times while in restricted areas of the AOA by another person with the proper ID badge.

There is an exception:

Operators of transient aircraft and their guests are not expected, and thus not required, to possess the standard ID badge. Nevertheless, the requirement for escorting unidentified individuals while in the AOA still applies.

If this directive is enforced, it means you won't be able to go between the terminal and your aircraft without an escort. So don't be surprised if that line guy with the red carpet appears to be hanging around to carry your luggage. He may just be waiting to escort you to the FBO.

Planes based at Massachusetts airports are going to be required to have anti-theft devices.

The full text of the directive is at http://www.massaeronautics.org/mac_files/MAC%20AD-001a-signed.pdf

29th Annual International Seaplane Fly-In.

Mark your calendars for the 29th Annual International Seaplane Fly-In to be held September 5-8 on Moosehead Lake in Greenville, Maine.

Sadly, this year's Fly-In will be held in memory of Richard "Dick" Folsom of Folsom's Air Service. Dick was known as one of the best bush pilots in the country. A native son of Moosehead, he started flying in the 40s and became a legend in his own right, flying sportsmen, gear, big game—even refrigerators strapped to the floats of his DeHavilland Beaver—in and out of all kinds of wild weather to Moosehead's remote camps. Dick died April 11.

For any questions, call 207-487-3730, or e-mail intseaplaneflyin@hotmail.com. For periodic updates, check out the web site at: www.seaplanefly-in.org. We'd recommend making early accommodations around Greenville this year. To do so, contact the Moosehead Lake Region Chamber of Commerce, 207-695-2702 or e-mail them at: info@mooseheadlake.org

From Autogiro to Gyroplane

Hofstra University, in cooperation with the American Helicopter Museum & Education Center, the Popular Rotorcraft Association (PRA), the Cradle of Aviation Museum, the EAA, and the Smithsonian National Air and Space Museum announce a conference entitled *From Autogiro to Gyroplane: The Past, Present and Future of an Aviation Industry* to be held on the Hofstra campus during April 25–26, 2003. This will be the first ever university conference dealing with this forgotten but fascinating facet of aviation history and will celebrate the 80th anniversary of the first flight in Spain by Juan de la Cierva and the 75th anniversary of the first American flight by the aviation pioneer Harold F. Pitcairn.

The conference sessions will address the past, present and future of this unique technology that took America and Europe by storm in the 1920s–1930s and then all but disappeared with the coming of the helicopter. And yet it was an autogiro that landed on the back lawn of the White House, flew over the construction of the George Washington Bridge and around the Statute of Liberty in

1931. And was the proving ground for the innovations that made the helicopter possible. But the technology of autorotation did not die—it survived in the form of the gyrocopter, the 'flying lawnchair' of Russian immigrant Dr. Igor Bensen in the 1950s and 1960s, and re-emerged at the end of the 20th century in new forms and new market niches.

This conference will bring together for the first time flying pioneers, innovative designers, historic figures and current international industry leaders to discuss the past, present and future of this unique aviation industry. In addition, the public will be invited to attend and scholars to submit papers. The Call for Papers was issued March 1, 2002 and it is expected that the conference papers book, to be published by Greenwood Press, will be the most significant collection of scholarship dealing with the gyroplane (the generic term for Autogiro and gyrocopter) ever issued. Committed speakers currently include Carl Gunther (Pitcairn Aviation Historian) speaking on "Rediscovering Harold

Pitcairn"; Jay Groen (Groen Brothers Aviation) and Jay Carter (CarterCopters) speaking on the future of the industry; Jean Fourcade (France) speaking on safety and engineering; Martin Hollman speaking on both the development of the ultralight and on the future of gyroplane design; Jukka Tervamäki speaking on his work with Igor Bensen in 1958 and gyro design in Finland; Juan de la Cierva speaking on his uncle and comparing the lives of Juan de la Cierva and Harold Pitcairn.

Additionally there will be a significant museum exhibit on the Autogiro- Gyroplane during the months of April and May on the 9th Floor of the Hofstra Library including models of historic and modern gyroplanes that will then go to the Aviation Model Collection of the Smithsonian National Air and Space Museum. The conference director, Dr. Bruce Charnov, who is currently writing a book for Quorum Books tentatively entitled *Gyroplane - the Amazing Survival of an Aviation Technology*, is actively planning for flying demonstrations during the conference. For more information see <http://www.hofstra.edu/autogiro-conference> or call (516) 463-5669.

FAA Safety Fest 2002

GP4 at SafetyFest 2002

Jim Simmons' GP4 fuselage made its first trip outside his garage to travel to Pratt & Whitney's facilities in East Hartford for the FAA SafetyFest 2002. Jim's project was part of the woodworking display at the EAA exhibits for this event.

On Friday afternoon, June 17, Ken Terio of EAA chapter 166, provided his truck and car transporting trailer to move the GP4 fuselage. Along with Ken and Jim, Rick Beebe, Ray Morgan, Bob Ryan and Chris Kohler, all chapter 27 members, provided the necessary manpower to aid in loading and packing of the fuselage. Extreme care was carefully taken by all, as the fuselage is still in a somewhat fragile state. The return trip on Saturday afternoon, was equally successful and we managed to avoid the rain in both directions. Jim would like to extend his sincere thanks to all who provided assistance in the effort.

Along with the GP4 wood fuselage, the woodworking exhibit also featured aircraft rib construction practices with materials provided by Ken. Also assisting at the booth were chapter 27 members Barbara Johnson and Bob Burk.

The exhibit was well attended and generated much interest for the EAA. Thanks again to all who participated.

Jim Simmons



Like packing eggs



The grand chariot



On display



Jim answers questions



Safely home

To our EAA Safety Fest Group,

Seems to me by all the smiles I saw, that Saturday was a great success.

The Wx cooperated and forced all the plane people to find something else to do, as our date picker, Bob Martens did it again: a Saturday with more rain than we have had recently. Congratulations to Bob. (and thanks).

P&WA certainly lived up to their precedent, providing the excellent facility again. None of us should walk by Dick Wellman who manages that operation without taking the time to thank him.

The addition of static displays this year was indeed the right thing to do. The projects brought in, during moderate rain in some cases, added greatly to the interest that our area claimed. Special thanks to Larry Gagnon for his soon-to-be-wonderful RV6, Ken Benson and the very-complete-kit Sky Arrow, and Jim Simmons with the marvelous piece of woodwork he will soon use as the fuselage for his Osprey GP4. I can't forget those who gave extra time to help our three project owners the help in transporting to and from East Hartford. Unfortunately, I did not take the time to notice each and every one who helped at the booths so I would ask Jim Simmons, Larry Gagnon, Ken Benson, Greg Prentiss and Fred Caputo to express my thanks to all who helped.

Our greeting table with its display of printed matter was popular with the curious and interested, the sheet metal, fiberglass and wood workshops are the busiest with the fabric and electrical drawing a share as well. The video kiosk was rarely without spectators. Thanks Charlie and others who manned the tapes and VCR.

The forums that Dave Faile and I gave were moderately attended and we feel that we did what we needed to do in getting the word out to those interested.

All of you who worked in and around the operation are to be commended and thanked by all of us for your involvement. We all have a stake in the major and continuing public relations effort required to preserve the good name of Experimental Amateur builders and their aircraft and Safety Fest is a great showcase for us to do just that. "Make us proud" is a slogan that I remember from someplace or other and it fit here.

I ask that any of you who have comments, critical or otherwise to pass them on to me so we might continue to improve the process and increase the fun and satisfaction derived from our involvement.....

Thanks

Joe Gauthier

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.

Tip-Up/Slider for RV6, 7 and 9

Rich Meske of Aircraft Extras, Inc has developed an enhancement to the sliding canopies on Vans RV-6's, 7's and 9's. The modified canopy can be tipped forward to ease getting bulky items into the baggage compartment.

After installing the mod, slide the canopy rearward until it hits the canopy stop latch. Then open the latch allowing the canopy to slide off of the modified canopy "T" rail. Move the canopy forward to the pivot slots located one foot behind the roll bar. Now, tip up the canopy and secure it with a strut.

A kit, with all the pieces needed to perform the mod is \$149. For more information, visit their web site at: www.aircraftextras.com or call (614) 876-6345.



The deadline for submission of materials for the June newsletter is July 8, 2002.

2002 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

Fred Dube, 663N Elm St., Wallingford, CT 06492

(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.