



Experimental Aircraft Association

Chapter 27 News



Next meeting Sunday, June 17, 10 a.m., Meriden-Markham Airport, Meriden, CT

June, 2007

AUTOFUEL AVAILABLE IN NEW ENGLAND

Petersen Aviation, Inc., which like EAA provides autofuel supplementary type certificates (STC), reports it will begin distributing non-ethanol, 91-octane gasoline to three New England airports during the first week of June 2007. The airports include Minuteman Airport (6B6) in Stow, Massachusetts (978-897-3933); Plymouth Airport (PYM) in Plymouth, Massachusetts (508-746-2020); and Skylark Airport (7B6), East Windsor, Connecticut (860-623-8085).

Only ethanol-blended gasoline has been available at New England service stations over the past several years. This has made it impossible for pilots who hold EAA and Petersen Aviation autogas STCs, or other aircraft that can use autofuel, including many light-sport aircraft and homebuilts, to find suitable fuel. But since automotive gasoline sold at airports for use in aircraft is considered "aviation" gasoline, it is exempt from oxygenated fuel requirements under the Federal Reformulated Gasoline (RFG) program. Therefore importing non-ethanol gasoline into regions such as New England is allowed.

Petersen says the ethanol-free 91-octane gasoline will be certified to meet the specifications required by both Petersen and EAA STCs.

For questions, contact Todd Petersen at 308-832-2200 or todd@gtmc.net. To learn more about autofuel STCs, contact EAA's Debi Walker at 920-426-4843 or dwalker@eaa.org.

Our speaker for the next meeting is Mr. Ray Dunn from the Bridgeport FSS. He'll be giving us a talk about the changes that are on-going with the system of flight service stations, phase-out, consolidation, etc.

MMK TETRAHEDRON FACE LIFT



Once again, our Chapter has provided the much needed fresh coat of paint to the Meriden Markham Airport's tetrahedron. This time Chris Kohler and Jim Simmons applied a bright yellow enamel finish to the device. It looks great—although not a dazzling as the Day-Glo—and can once again be seen from miles away. Time will tell how long the latest finish keeps its color.



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President Jim Simmons 203-272-9346	Vice President Bob Spaulding 203-378-5688	Treasurer Bill Jagoda 860-349-9901	Secretary Steve Socolosky 860-569-6385	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

May 20, 2007

Call to order: The meeting for EAA Chapter 27 was called to order by Vice President Bob Spaulding at 10:00 a.m. with 30 members present. President Jim Simmons and Treasure Bill Jagoda were absent. There were no visitors.

An anonymous donation of \$100 was made for the Stan Solecki award.

Treasurer's report—Bill Jagoda: There was no report.

Technical Counselor—Dave Pepe: Dave reported that he inspected the main spar and skins of Don MacMillan's RV-9A. Also, Mike Zemsta, our International Technical Counselor, inspected two RV-10 projects in Switzerland. Mike noted how fortunate we are, here in the U.S, to have access to tools and materials as well as space, in order to construct our aircraft. In Switzerland, Mike reported that, not only do builders have to travel several miles just to get to their projects, but also have difficulty obtaining standard-sized tools in their metric world.

Young Eagles—Fran Uliano: Fran asked for pilots to fly Boy Scouts on Saturday, June 2nd. He noted that International Young Eagles Day is scheduled for Saturday, June 9th with Sunday, June 10th as the rain date. Our Fall Young Eagles Day is Sunday, October 21.

Fran informed the membership of the new Young Eagles registration form which requires more information than the previous forms, including the signature of the pilot.

Dave Pepe announced that he has purchased 25 hats and t-shirts for our Young Eagles with our Chapter logo.

Website and Newsletter—Rick Beebe: Rick is always seeking input in the form of pictures, articles, etc., for our newsletter.

Outstanding profiles from past raffle winners include: Max Lopez, Charlie Enz, Ron Slossar, Bob Brown and Dave Pepe.

Airport Improvement Projects:

MMK spring cleaning day is scheduled for next Saturday, May 26 at 9:00 a.m.

Paint has been ordered for the tetrahedron as reported by Fran.

Chapter Events for 2007:

- Fly-out to Windsock, NH. – July 7.
- Chapter Picnic – September 9.
- AOPA Expo, Hartford – October 4-6
- Christmas Party – December 9 at the Hawthorne Inn - 4:30 -9:30.

Old Business: The visit to the NYC TRACON was a huge success with an extensive tour thanks to Heather! Also, some members then went on to visit the Cradle of Aviation museum which included many elaborate displays of aviation history on Long Island.

Hangar update: Rick Bernardi informed members that the Hangar Committee has been turned over to the Aviation Commission and that the projected price for a t-hangar is approx \$50K now.

Rich Merrill supplied the members with Chapter 27 business cards. Members can distribute these to anyone interested.

New Business: Max suggested having a fly-in in 2008.

There was no raffle held.

Seminar Presentation: Bob Spaulding made a presentation on the AGE85, dynamos and showed a video.

Respectfully submitted—Steve Socolosky

LETTER FROM THE PRESIDENT

It's Sunday, June 10, 2007 and I'm sitting here writing this month's "Letter from the President" instead of flying Young Eagles. Yesterday's Young Eagles rally in support of International Young Eagles Day had been rained out and our rain date (today) has now also been rained out. Drats! I'm confident that we'll reschedule and that we'll get the support of our members and pilots to provide these kids with their airplane rides. However, it does place an additional workload on Fran Uliano to contact and reschedule for all these kids. Many thanks go out to Fran for his continued efforts in support of our Young Eagles program.

As you know, Chuck Waldo has invited our Chapter members to fly into the Windsock Village Airport (NH69) in West Ossipee, New Hampshire on Saturday, July 7th. Last year we couldn't get there because of the weather, so we're due for a break this year. Let's plan to make a good showing of our aircraft at this event. Windsock Village has a 4,000' turf runway and is located approximately 20 miles northeast of Laconia, NH. This is a fine opportunity to visit a residential airpark. Be sure to bring a friend. I'll be trying to get a headcount for Chuck's planning purposes at our next Chapter meeting.

I always try to keep a positive outlook, however I have to report that the new hangars for MMK have progressed very little and that cost estimates continue to rise. I must admit that it's quite disappointing. Many of our members were seeking to see these hangars under construction this year and that the costs would have been contained. As a result of the delays and, more importantly, the rising costs, I believe that some of our members will be losing an opportunity for hanging their aircraft at MMK.

I look forward to seeing you all at our "Fathers Day" meeting. Happy building and flying!

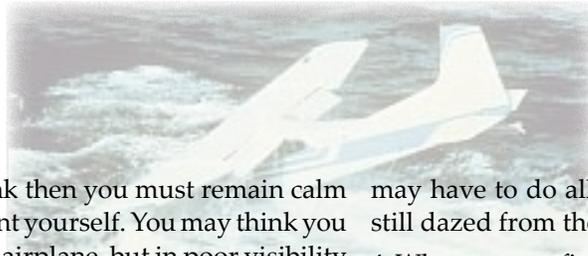
—Jim Simmons

Remember, there's no July meeting. Hope to see you at:

EAA AirVenture Oshkosh

July 23-29, 2007

www.airventure.org



DITCHING 101

During the past year, my flying had taken me out over water more than I was comfortable doing so, when I saw an FAA Safety Seminar last fall about ditching, my wife (also a licensed pilot) and I decided to attend. Although I was familiar with the procedures for ditching an aircraft, I figured a little refresher couldn't hurt. When we got there, we found out that the subject of the seminar was egress from the aircraft once the ditching was accomplished. A company that specializes in training people for underwater egress gave the seminar. Although initially disappointed, since I figured all you had to do was unbuckle your seatbelt and go through the door, I found the seminar very enlightening and thought I would like to share this information with the members of the Chapter. This may be obvious to some, but it wasn't to me so there are probably a few who could benefit from reading this article. The company has a generic cabin dunker in a heated pool that they use for training purposes. The generic cabin can be configured to emulate a specific aircraft, though none as small as we fly. The point of this is that they are professionals who take their job very seriously. Some of the important points that I took away from the seminar are as follows:

1. Taking your seatbelt off is the last thing you do. Only after you have completely oriented yourself and are ready to exit should you unbuckle your belt. Remember, if you are upside down, when you open the door there will be an inrush of water. Don't try to fight it. If you have prematurely removed your seatbelt you may be washed to the back of the cabin and spun around. Not only have you needlessly expended energy, you are now even more disoriented than before.
2. Panic and disorientation are the biggest problems. If you end up a ditching floating on top of the water, right side up, you will have no problem. If the plane flips over or

starts to sink then you must remain calm and re-orient yourself. You may think you know your airplane, but in poor visibility and the confusing effects of buoyancy you may have trouble getting to the door or helping others out the door. The trainers recommend that you keep your eyes shut because the water is often contaminated with fuel or hydraulic fluid. Here is where there is an apparent difference of opinion. The following comment was made by Bob Spaulding: "In my Navy training we were taught to keep our eyes open. If you can see daylight it will help in orienting yourself to where the surface of the water is. It becomes a judgment call whether the water is contaminated enough with fuel or oil requiring you to protect your eyes. Losing the ability to see is a major contributor to panic and disorientation. It's one reason why Navy training requires blind-folded egress practice. The British Royal Navy does a similar thing with all the lights turned off in the swimming pool building. My experience in many dilbert dunker training sessions during my Navy/Sikorsky careers is that seeing makes the process a whole lot easier. The training school primarily deals with large complex aircraft who perhaps have a greater tendency to contaminate the water than the small planes we fly." For myself I will probably opt for Bob's solution although each scenario has to be judged on its own merits.

3. Injury at the moment of impact can impede your efforts. Always wrap your thumbs around the back of the wheel alongside your fingers. Accident investigations have revealed a common injury to the pilots, two broken thumbs from trying to brace themselves with the control wheel. Unbuckling your seatbelt, opening a door and inflating a life vest can become monumental tasks with the shock and disability of broken thumbs. Hitting your head on the panel is also a serious concern; you

may have to do all of this while you are still dazed from the impact.

4. When you are finally ready to unbuckle your seatbelt it is critical that you maintain your orientation until you are out of the aircraft. Do this by holding on to something familiar like the top of the instrument panel until you feel the door. Never lose your orientation. At all times keep one hand on a part of the aircraft that will allow you to maintain your orientation. This is absolutely critical.

5. If you have passengers in the back of the aircraft that need help, get yourself out the door first. You can't help them if you are short of air or become unconscious. It's just like in an airliner when they tell you to get your oxygen mask on first before helping others. It's important to thoroughly brief your passengers on emergency egress procedures before the flight. Some aircraft have alternative means of escape. For example, if one cannot open the sliding cockpit of a Grumman Tiger/Cheetah, it is possible to go over the back seats into the baggage compartment and release the baggage door from the inside. Passengers will know that only through preflight briefing and demonstration. Another thing: many times it won't be possible to open doors or windows until the aircraft is mostly filled with water. Obviously this heightens the panic factor as the thing is sinking and filling. The over-riding thought is to leave the aircraft NOW. Patience may be the key to successfully getting out. Again, maintaining orientation is critical during this phase of the egress process.

6. Forced ditchings may afford little time (maybe just seconds) to plan what to do upon water entry. But being at a high altitude when it becomes necessary to ditch allows much greater time to think about what to do once the aircraft is in the water. Altitude is your friend. Use this time wisely. Have an egress plan worked out with your passengers. Clean up the

continued on page 4

Death is just nature's way of telling you to watch your airspeed

Challenge, accomplishment, skills... homebuilding is good for your mental health.—Lauran Paine, Jr.

Ditching 101, continued from page 3

cabin. You are going to impact the water and loose objects will fly. The situation is bad enough without sustaining a needless injury from being hit by things in the cabin. Don't forget about the Mayday call. This may be critical to survival if going into cold water without exposure gear. There have been many successful ditching events where no one has survived due to succumbing to the elements.

I have probably forgotten some other points, but these are the ones that left an impression on me. These are lessons learned from accident investigations or by watching the reactions of individuals in the training tank. Unfortunately, most trainees don't do too well on their first dunk. They also showed us one

video where a helicopter went down in three feet of water—one of the crew didn't get out. Disorientation, injury, who knows? It can happen. I will continue to fly over water like I do now in my single engine plane and I think that this seminar has definitely increased my chances in the event of an unlikely ditching. It's the training you hope you never need.

The author wishes to acknowledge the contributions of Bob Spaulding who reviewed the article prior to publishing it in the newsletter. Bob also felt that the subject of what to do after you exit and are in the water would be a good discussion; perhaps a healthy subject for a meeting

—Rick Reavely

The deadline for submission of materials for the next newsletter is August 10, 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: _____

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Email address: _____ Receive Newsletter via: Email Paper

EAA Membership No: _____ Expiration date: _____ Pilot rating held: _____

Do you own an aircraft?: _____ Make & Model: _____ Registration No: _____

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