

Experimental Aircraft Association

Chapter 27 News

June
2014

Rick and his Lightning aircraft in their new home in Omaha, Nebraska!

Congratulations Rick! Happy flying!



Next meeting:
Sunday, June 15th

Speaker: Mark
Scott will be talking
about preparing for
a first flight in a new
home built.

Meeting will be held at
Meriden Markham
Airport at 10am

Letter from the President

June 2014

The costs involved with aircraft ownership and operation have been the subject of discussion in the EAA and AOPA for some time now given the effects of inflation and price tags of airplanes and parts. Among other issues, the financial status quo for general aviation has deteriorated to the point of compromising the overall health of the industry...and the well-being and vibrancy of the industry directly affects safety. To address this concern, the 14 CFR Part 23 Reorganization Aviation Rulemaking Committee (ARC) was chartered by the FAA Administration to study and recommend fundamental changes to Part 23 small airplane certification. A year ago, as part of that study, the ARC recommended a new airplane certification category: Primary Non-Commercial (PNC).

What is PNC? To summarize:

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Primary Non-Commercial is a proposed registration category for light aircraft. PNC would allow owners of personal aircraft to maintain and operate them under a much lighter regulatory regime, saving thousands of dollars and potentially making legacy aircraft much safer.

Some of the key benefits of PNC registration would include:

- Use of non-certified (non-TSO) avionics and instruments
- Use of non-PMA parts
- Owner-performed maintenance and modifications. Modifications may be made without approved data. Some modification would require Phase 1 testing as would be the case with an E-AB airplane.
- Annual condition inspection by A&P (IA not required)

The restrictions and limitations on PNC would include:

- No commercial use whatsoever (including rental)
- FAA certified training course required to do maintenance...essentially qualify for a repairman's certificate

Essentially, PNC would allow owners of older (20 years+) light aircraft to operate them under rules similar to those that currently govern Experimental - Amateur Built (EAB) aircraft. The intent of the category is to reduce the level of FAA maintenance and alteration requirements to a level more appropriate for a privately operated airplane while simultaneously improving safety and reducing owner costs.

There really isn't anything new or novel in this proposal. The PNC category borrows regulations and procedures used to certify and operate other categories of aircraft. Indeed, Transport Canada has already instituted the equivalent certification category (Canadian Owner maintenance class) with success; the data indicates that this class has been fully successful in maintaining (and in some cases enhancing) the safety of the Canadian GA fleet.

Is this in our future? I certainly hope so. See you at the next meeting.
Stay safe,

Bob

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Meeting Minutes

May 18, 2014

Rick Beebe was out; Mark Scott took notes in his absence.

For a technical counselor report, Mark Scott discussed his first two flights on his Bearhawk. He will give a more detailed presentation at the June meeting.

Bob Spaulding discussed Air Venture program highlights including the USAF Thunderbirds, a celebration of the 50th year of the Breezy, the Boeing 787 will be back, and the 2000 ft wall of fire. Bob relayed the fact that the EAA is working with the FAA to amend Experimental amateur built aircraft testing flight rules. The proposed change is to allow two qualified pilots during phase 1 testing. This would allow a more experienced pilot to accompany an owner/pilot on early flights. Given that the first 10 hours are statistically the most dangerous period of time this would appear to be a good change.

Dave Pepe said the four box hangars for the north end of the airport have been approved. Construction is scheduled for September. Discussions are ongoing with the city about cutting trees on the approach end of runway 18. October 18th is the MMK fly in which is being called the Public Services Exposition. Bob Spaulding is participating in planning meetings. The chapter needs to coordinate with local CAP on handling aircraft movements. The chapter also needs at least three experienced builders to perform aircraft judging.

Fran said there were six to nine kids available for young eagle flights on May 31. Venture Crew 169 may also have kids interested in taking flights. The EAA says the parent of a child taking a young Eagle flight can sign the waver form and be covered on a young Eagle Flight. The Chapters next Young Eagles Rally is scheduled for June 14th.

Several airport improvement projects were discussed. Taxiway frequency and airport name painting is scheduled for June 17th. The chapter has suggested paving blocks for the picnic table area. No final decision or date has been set. Constance the Airport Manager expressed the need for an "Office" sign by the door. Mark Scott is making a sign.

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Meetings are the
3rd Sunday of the
month at 10am at
Meriden Markham
Airport

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Fran Uliano was fortunate enough to receive an aerobatic flight with Sean Tucker, EAA national Young Eagles coordinator as a thank you for more than 300 Young Eagle flights. An in cockpit video of the flight was shown during the break. Thereafter we had a presentation by Bob McGuire on how the CAP performs search and rescue operations.

Anyone wishing to send in their 2014 chapter Dues, here is the form, please fill it out and send it 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

Deadline for submitting material for the next newsletter is the 2nd Saturday of the month

2014 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*)

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