



Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, March 17, 2002, 10 a.m., Meriden–Markham Airport, Meriden

February Meeting Minutes

President
Fred Caputo
860-673-1202

Vice President
Steve Socolosky
860-569-6385

Treasurer
Fred Dube
203-284-8642

Secretary
Dave Pepe
203-634-4457

Newsletter Editor
Rick Beebe
203-230-8459

Young Eagles
Fran Uliano
860-347-0412

Tech Counselor
Bob Burk
203-874-5247

The meeting was called to order by President Fred Caputo at 10:00 a.m. All officers except Dave Pepe present. Vice president Steve Socolosky took the minutes. Approximately 36 members were present.

Treasurer's Report: Beginning balance, \$2,806.53. Income of \$275.00, expenses of \$309.09. Ending balance of \$2772.44. The report was accepted as read.

Tech Counselor Report: Bob Burk was absent. Jim Maher updated us on the progress of his Dyke Delta. He's working on fiberglass panels now. Fred Caputo is helping out with an RV-8 that was damaged in a mishap.

Young Eagles: The EAA included a list of all EAA members who had flown more than 10 young eagles last year in the last issue of *Sport Aviation*. Fran noted that five of the eleven pilots from Connecticut were from our chapter. Way to go guys! So far in 2002 Fran has flown our only young eagle. Our goal remains at 110 for the year.

Education Center: No info on future hanger specs yet. Jude reports that we can expect disruptions—closed taxiways, relocated tie-downs—during MMK's runway maintenance program. He also reported that one of the Aviation Commission members suggested that maybe one of the existing FBO buildings could be donated to the chapter when the new FBO buildings are built.

Old Business: The chapter picnic will be Sunday, May 19. More details to follow. We're looking for a coordinator (hint, hint).

2002 Christmas Party. We agreed that the Yankee Silversmith was a good

place for the party. Maury Libson will inquire as to possible dates for this year's party.

New Business: A gift of thanks was presented to Jerry and Margaret Bass for their service to the chapter—a beautiful picture of them both taken by Maury Libson. Thank you Maury. And thank you Margaret and Jerry!

Fred announced a contest being sponsored by EAA headquarters selling raffle tickets. The person selling the most tickets wins a jacket. It wasn't clear if that was the most tickets in each chapter or not. Contact Fred if you'd like to participate.

He also talked about EAA Air Academy in Oshkosh, Wisconsin. The Air Academy is the longest continuously-run aviation camp in existence. Craftsmen, educators, pilots, counselors and aviation legends come together

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Mike Zemsta shows the difference between good wire cutters and bad wire cutters during his presentation of aircraft wiring basics at the February meeting.

April Meeting at NEAM

The April 21st meeting will be held at the New England Air Museum in Windsor Locks, CT, at 10:00, followed by a tour of the restoration building.

Cost will be \$6.25 per person (\$1.00 off the reg. \$7.25 admission)

Oshkosh Fares

Air fare discounts are now available for people traveling to AirVenture Oshkosh 2002 which will be held July 23-29 at Wittman Regional Airport in Oshkosh.

Be sure to refer to the proper file number when requesting the discounts:

- American (800-433-1790). 5% off published fares; 60 days in advance is 10% off during travel 7/10-8/7. Arrival cities Green Bay, Milwaukee and Chicago. File A6072AG.
- Delta (800-241-6760). 5% off published fares; 60 days in advance is 10% off during travel 7/13-8/5. Arrival cities Appleton, Milwaukee, Chicago (ORD and MDW) and South Bend, Ind. File 185511A.
- Midwest Express (800-452-2022). 8% off published fares; 60 days in advance is 12% off during travel 7/13-8/5. Arrival cities Appleton and Milwaukee. File CMZ1164.
- Northwest (800-328-1111). 5% off published fares; 60 days in advance is 10% off during travel 7/10-8/8. Arrival cities Appleton, Green Bay and Milwaukee. File NYQSS.
- United (800-521-4041). 5% off published fares; 60 days in advance is 10% off during travel 7/13-8/6. Arrival cities Oshkosh, Appleton, Milwaukee, Green Bay and Chicago. File 501ZR.

Other discount air fares may also be available. Contact the individual airline or your travel agent for the best savings.

March, 2002

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Experimental
Aircraft
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New Chapter Website

Chapter 27 now has its very own website: <http://www.eaa27.org/>. The site will give contact and meeting information to those who live in the digital domain. It also serves as a repository for back issues of the newsletter. Rick Beebe has donated the first two years of name and web hosting. He's also acting as webmaster and will keep the main page up-to-date.

There are many other things we could use the web site for. Some possibilities are: current membership listings, current flying aircraft, current projects underway, tools available for loan to members, books available for loan to members, tips & techniques, and event photos. Other suggestions are welcome. But Rick doesn't have time to maintain all these things and he's looking for volunteers to take over one or more sections. So you know a little about web pages, or are willing to learn, and would like to take responsibility for some part of the web site, please contact Rick at rick@beebe.org or 230-8459.

Another benefit that comes with the web site are some generic email addresses. Can't remember Fred's email address? Just send the message to president@eaa27.org and he'll get it. The addresses we've set up are:

Officers:

- president@eaa27.org
- vicepresident@eaa27.org
- secretary@eaa27.org
- treasurer@eaa27.org

Committee chairs:

- youngeagles@eaa27.org
- tech@eaa27.org (tech counselor)
- newsletter@eaa27.org

Next month!



I'm from the Government and I'm here to help...

State Representative Robert Ward of the 86th district and State Senator Louis Deluca of the 32nd district have submitted House Bill 5028 to the general assembly. It's called *An Act Concerning the Investigation and Prosecution of Acts of Terrorism*.

It primarily defines "Act of Terrorism" and adds language to existing parts of the State Statutes so that they include acts of terrorism as an offense and defines punishments for such acts. However, section 16 of the bill singles out flight schools and students for needless and potentially onerous attention. This section unfairly implies that flight schools are veritable terrorist training camps and it adds an unnecessary burden to the schools, students and the Aviation Commissioner. If you agree, please send your concerns to your elected officials.

The relevant section of the bill reads:

Sec. 16. Section 15-41 of the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2002):

The commissioner may perform such acts, issue and amend such orders, and make and amend such reasonable general or special regulations and procedure and establish such minimum standards, consistent with the provisions of this chapter, as [he] the commissioner deems necessary or appropriate, and which are commensurate with and for the purpose of protecting and insuring the general public interest and safety, the safety of persons receiving instruction concerning, or operating, using or traveling in, aircraft, and of persons and property on land or water, and to develop and promote aeronautics in this state. The commissioner shall adopt regulations in accordance with chapter 54 with respect to individuals receiving flight instruction in this state. Such regulations may include establishing a registration requirement for individuals receiving flight instruction in this state and may specify the documents required to be presented prior to receiving flight instruction in this state. No regulation of the commissioner shall apply to airports or other air navigation facilities owned by the federal government within this state.

The proposed additions are underlined. Proposed deletions are in brackets.

You may read the whole bill online at: <http://www.cga.state.ct.us/2002/tob/h/2002HB-05028-R00-HB.htm>

—Rick Beebe

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to share their knowledge with youth ages 12-18 in week-long workshops during the summer. The Academy is well-equipped with workshops, aircraft collections, flight simulators, restorations-in-progress and actual flight experiences. For more information check their website at http://www.EAA.org/education/youth_programs.html

Jim Maher proposed that we should make a donation to get Ed Morris' name on the "Wall of Fame" in the EAA Museum. He believes it will cost \$350. The motion was accepted. Jim will coordinate.

A motion was made to should set up a building fund so the people who want to donate toward the Education Center actually have a place to put their money. The motion was accepted but nobody volunteered to take

charge of setting the fund up (hint, hint, again).

We had a make-shift 50/50 raffle, as the tickets are still missing. Don Turecek was the winner.

Seminar: Mike Zemsta gave a talk and demonstration on electrical wiring methods and material. He covered many areas including:

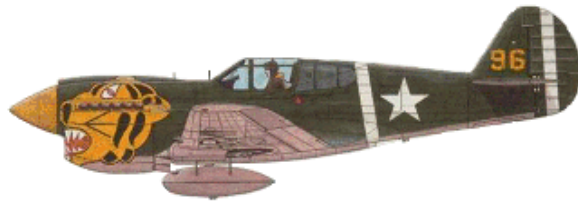
- Tools: wire strippers and crimpers
- Wire types and sizes
- Termination
- Contactors: starter and master
- Alternators
- Regulators
- Grounding
- Aircraft Spruce: a great resource
- Keep your wire bundles away from the magnetic compass

Great job Mike!

—Steve Socolosky

Nutmeg Soaring Association to move

After forty-six years, the Nutmeg Soaring Association lost its lease on what may be the last suitable soaring site in Connecticut. Unwilling to accept the demise of the club, a group was formed to locate a permanent home. After a long search, they found a home just over the border in New York. The Association is purchasing the airport in Freehold, New York, designator 1I5. They expect to begin operations there early in April. The airport is 25 miles southwest of Albany, or 342° and 42nm from the Pawling VOR (PWL). They'd love to have you visit this summer and they're looking for members. For more information contact John Boyce at 203-393-1225 or via email at jboyce@snet.net.



Tom Pandolfi to speak at March Meeting

Our guest speaker at the March 17 meeting will be noted American Volunteer Group—Flying Tiger historian Tom Pandolfi. He has the largest private collection of AVG Flying Tiger memorabilia in the world which he started collecting when he was a kid. Later, in U.S. Army in Thailand and Burma, he saw some items and discovered that the Flying Tigers are still considered national heroes there. That renewed his interest and he started collecting again. He's been collecting full-time for about the last 9 years and tries to remain in contact with the original Flying Tigers at least once a year.

The Flying Tigers were the only American fighting force opposing the Japanese effort to conquer China at the beginning of World War II. They were only in existence for a

year, and only in air combat for seven months. But during those seven months they racked up 299 kills and 153 probables with the loss of only 4 AVG pilots in aerial combat. To this day that record has never been surpassed! Of the original 317 members of the Flying Tigers, only 44 are still alive. 14 of those are pilots.

They were led by Colonel Claire Chennault who personally trained every pilot with 70 hours classroom and 60 hours flying. He was a great tactician and a firm believer in air power being given the necessary supplies and resources. After they disbanded on July 4, 1942 he became a 2 star general and headed the 14th Airforce in the China, Burma, India theater.

Tom's website, **The Flying Tiger Museum** is online at <http://www.flyingtigersp40.com/>

EAA to Assist FAA in Providing Vintage Aircraft Data to Aircraft Owner and Restorers

The EAA Vintage Aircraft Association division will be assisting the FAA as the agency introduces and promotes new guidelines for releasing vintage aircraft design data. Such data is often critical for vintage airplane owners and restorers to maintain their aircraft.

FAA's new legal guidelines allows for the release of original aircraft blueprints and supplemental type certificates (STCs) for which ownership cannot be determined. After receiving requests for such data, FAA would search for the owners to obtain proper permissions. If no owners can be located, the agency would serve a 60-day "constructive public notice" to further search for owners. If none were discovered during that period, the design data would be released to the public under the Freedom of Information Act. Under previous rules, FAA was barred from releasing design data without express permission from the owners of that data.

"This is a very important change for vintage

aircraft owners and we appreciate FAA's response to this concern," said Earl Lawrence, EAA Vice President of Government and Industry Relations. "Under the former rules, vintage aircraft owners were in a 'Catch-22'; owners had to maintain and modify their aircraft according to approved data, but many of the original companies have long been out of business so no data was available. These new FAA guidelines break that logjam and make this valuable data available to vintage aircraft owners."

Aircraft data belonging to companies that are still in business or wish to safeguard their data for other reasons are still protected under the new guidelines.

The change in the FAA guidelines was hastened by assistance provided by the Vintage Aircraft Association (VAA), a Division of EAA. Last year, VAA's "Vintage Airplane" magazine printed a request from FAA seeking information on the owner of specific vintage airplane data. That plea

brought responses that allowed the proper permission to be obtained and the data released in time to assist owners of that aircraft.

"Vintage aircraft owners consistently strive to maintain their aircraft to the high standards set forth by the FAA, and having a national policy related to the release of previously inaccessible data will go a long way towards ensuring the future of these historic aircraft," said H.G. Frautschy, VAA Executive Director and editor of Vintage Airplane.

The new guidelines, approved by FAA Legal Counsel and the U.S. Secretary of Transportation, provide for notices to be posted in various publications, including Vintage Airplane. Exact procedures for conducting initial ownership research and serving "constructive notice" have not yet been established. EAA is working with the Freedom of Information Act Office and FAA Aircraft Certification Service to develop national policy to be adopted later this year.

*Life is simple.
Eat, sleep, fly.
Try not to die
all tensed up. -
Earthquake*

For Sale

- New Rivet Gun & Sets
- ca 160 Clecos—mostly 1/8 and 3/32
- Bucking bars, sheet metal clamps
- 4 Spruce spars, 1x6x14
- 1/4" cap strip—lots of it
- Misc. Scott brake parts
- 65hp Franklin, 0 SMOH w/extra cylinder & 2 connecting rods
- 2 props for 65hp Franklin

John Boyce
203-393-1225
jboyce@snet.net

The deadline for submission of materials for the April newsletter is April 8, 2001.

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? _____

*IN PIPERTUITY: -
flying a warrior
into a 40-knot
headwind.*



The Leader in Recreational Aviation

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c/o Richard Beebe II
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Hamden, CT 06514-1415
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*Meetings held on the third Sunday of the month at Meriden-Markham Airport,
Meriden, CT at 10am unless otherwise noted.*