

Experimental Aircraft Association Chapter 27 News

October
2013

Update from the Kira:

Kira is doing well and has finished basic training for the Navy; she is currently awaiting the start of training for aircraft mechanic. She says she misses everyone and cannot wait until she can come back and visit.



Letter from the President

October 2013

With the engine back in my Cessna and the last maintenance tasks nearing completion; my thoughts have turned to getting the machine back into flight status. In rather convoluted streams of thinking, most likely brought on by the anticipation of a few cross country destinations, the cost of fuel has captured my attention. Indeed, we are most likely doomed to an economic fate that will be driven in no small manner by the effects of inflation...that is, of course, unless our esteemed body politic is content to shoot itself in the foot by allowing a default on our national debts and push the country in the recessionary direction. Regardless of the antics of Washington, I, for one, anticipate that the cost for the \$100 hamburger will only be going up as the price for AVGAS continues to rise.

The CEO of Continental, Rhett Ross, recently made the comment that the global aviation community has made its decision regarding fuel preferences: Jet A and MOGAS; however, the US market steadfastly refuses to acknowledge it. Some emerging market countries already have difficulty getting an adequate supply of AVGAS. Yet, we continue to search for an elusive 100LL option. Many voice the opinion that eventually a replacement will be found, but it won't be affordable. Hence, the interest in MOGAS. AVweb offers that, on average, MOGAS is about \$1.40 cheaper than AVGAS and, if your airplane burns less than 10 GPH and you fly more than 50 hours a year, the annual savings are about \$700...not too shabby. But the big alphabet organizations have not pushed the issue for a variety of reasons, not the least of which is resistance by FBOs to install the necessary tankage.



Next meeting:
Sunday October
20th

Meeting will be held
at Meriden Markham
Airport at 10am

**If you are getting the
newsletter in the mail
and are interested in
receiving it sooner by
email, please contact
me at
Newsletter@eaa27.org**

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But other events have come to pass that may reverse MOGAS's fortune. Lycoming bulletin SI 1070 approves a long list of engines that may be operated using MOGAS provided the fuel meets octane and vapor pressure requirements, along with not containing ethanol. A new company call Airworthy Autogas intends to distribute this exact fuel...one that 80% of the piston fleet can burn. I'll be standing in line as I'm just as tired as the next guy watching the inexorable climb in fuel costs. Hopefully, the MOGAS movement will continue to grow as it has outside of the US.

See you at the next meeting.

Stay safe, Bob

Meeting Minutes: August 18, 2013

Officers: President Bob Spaulding called the meeting to order at 10:00. Officers present: Bob Spaulding, Mark Scott, Bill Jagoda, Rick Beebe. There were 24 attendees. There were 3 visitor, Larry Robinson who is a former member, and Bruce and Vicky Greenleaf who flew in from the Danbury area in their SeaRey.

Membership: Lauren is going to send a mailing to lapsed members to encourage them to rejoin.

Treasurer's report: Bill reports a balance of \$2485.61 at the end of July. We received \$961 in memory of Maury Libson which we're going to use for a memorial projector and screen for our room.

Director's report: Rick Beebe reports that AirVenture was generally considered a success despite the lack of military participation.

EAA AIRVENTURE OSHKOSH 2013 FACTS AND FIGURES

Comment from EAA
Chairman Jack Pelton:

"First, it was a safe AirVenture, which is always our top priority, plus we were blessed with a week of nearly perfect weather. We also met a number of other objectives this year, including reconnecting with our volunteers and members on the grounds, upgrading the food concessions and options, and providing more value and activities throughout the day for attendees. We also had a tremendous amount of aviation innovation brought to Oshkosh."

Attendance: Very comparable to 2012 with more than 500,000 in total estimated attendance

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

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Comment from Pelton: "We overcame some big challenges this year, including a lack of current military aircraft participation, to produce an outstanding event. Attractions such as Jetman, the Terrafugia flying car and the screening of *Disney's Planes* – which drew a record 15,000 people to the Fly-In Theater – were the most visible draws this year. But people come to Oshkosh for their own individual reasons, and there was a nearly unlimited supply of unique experiences throughout the grounds. We also received reports that many exhibitors had record sales, showing renewed optimism and enthusiasm in the aviation community."

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,335 – including 867 homebuilt aircraft, 858 vintage airplanes, 337 warbirds, 130 ultralights, 92 seaplanes, 27 aerobatic aircraft and 24 miscellaneous showplanes.

Commercial exhibitors: 821 (record total)

International visitors registered: 2,115 visitors registered from 64 nations, with Canada (562 visitors), Australia (257), and South Africa (187) the top three nations. (NOTE: This total includes only non-U.S. visitors who register at the International Visitors Tent, so the actual international contingent is undoubtedly larger.)

Media: 914 media representatives on-site, from five continents.

What's ahead for 2014? Comment from Pelton:

"There are some big aviation anniversaries next year, including the 100th anniversary of the start of World War I and the 75th

anniversary of the jet engine. In addition, we'll build an airplane in seven days with the 'One-Week Wonder' project in which all attendees can participate. And, of course, there will be plenty of additions for activities that can happen only at Oshkosh."

Young Eagles: We flew 17 more Young Eagles since the last meeting for a to-date total of 63 this year. Our next YE rally is October 12, with an October 18 rain date. Fran collected names of pilots and ground volunteers at the meeting. If you want to volunteer, contact Fran or just show up! 9am – 3pm.

Phillips 66 has a new Young Eagles program. Get their new credit card and their new Wings Points card. From September 1 to December 31 you'll get \$2 per gallon fuel rebate and triple points for Young Eagles flights.

Tech Counselor's report: Dave Pepe reported on rising prices for our clothing items so we may need to look for other sources. Meriden has postponed the RFP for a new FBO because they feel the decreased population here plus the expenses would not be enticing to a new FBO. They might try break up the project into sections, i.e. a flight school, a mechanic.

Mike Zemsta looked at Steve Socolosky's project. Lycoming released a list of their engines that are approved for unleaded fuel, 95U (which is 100LL without any lead). It's for Europe only right now.

Kevin Minckler showed off an aluminum Velcro-attached mount that holds 3 GoPro cameras onto the strut of a Cessna or on a

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landing gear. \$125 from wingitmounts.com. Mark Scott showed off his drop-light which is a narrow fluorescent one that fits into small places in the plane. It's useful to hold close to surfaces when you're painting. By looking at the reflection of the light itself in the paint he can judge the right amount of paint.

Jim Simmons has an agreement with the

2013 Events

- Annual picnic and open house – September 7
- Simsbury Fly-in – Sunday, September 15
- Boy Scout merit badge training
 - Saturdays, September 28, October 5, final at the YE rally
- Fall Young Eagles rally – October 12
- EAA's B-17 "Aluminum Overcast" is making local visits:
 - HFD – September 20-22
 - OXC – October 4-6
- Holiday Dinner—Saturday, January 11, 2014

Eagles Flights: Mark Scott took a couple over to Fishers Island.

Holiday Dinner: Tentatively planned for Villa Capri again on January 11, 2014. But the location is not set yet. Because it's in January we're still debating whether to have gift giving.

airplanes, passed the House of Representatives 411-0. It now heads to the Senate.

Small Airplane Revitalization Act, which makes it easier for manufacturers to develop enhancements for existing certificated

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

2013 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? _____



EAA Chapter 27
C/O Lauren Dubois
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