



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, September 18, 2005, 10 a.m., Meriden-Markham Airport, Meriden

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September, 2005

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## Letter From The President

It's the fall season and our Chapter activities have really picked up. We recently completed repainting the tetrahedron. We recreated and painted the City name and Unicom frequency on the taxiway at MMK and we conducted a highly successful annual picnic at the airport. Our next planned activity is providing support to the Meriden Aviation Commission's Open House on Thursday, September 15th. This will be followed by our fall Young Eagles Rally on Saturday, October 1st. Busy, busy, busy, but fun, fun fun!

Our planned trip to Mattituck has not received the support we anticipated with only 22 paid supporters for the bus trip. I believe that the remaining timetable will not permit us adequate time to "fill the bus" with outside people and still be able to coordinate the event properly. As a result, I believe that we should attempt to reschedule the trip to Mattituck for next year (Mattituck Aviation has no other available weekends this year). With better advance planning on our part, we would be able to accommodate all interested Chapter members and also coordinate outside participation with other EAA Chapters. This will obviously be a discussion item for our next Chapter meeting. Refunds

of participant's money will be available at our next meeting.

November is rapidly approaching. This means that we will need to hold an election for Chapter officers for the coming year. We are always seeking "new blood" for the various positions. New ideas are what keep our Chapter flourishing and what better way to get your ideas into action than becoming a part of the team. I encourage you to consider offering your support by letting me know of your interest and availability. I can be reached at (203) 272-9346 for any questions you may have regarding our Chapter or it's operations.

Lastly, I want to congratulate Brett Pilkerton upon earning his "wings" and getting his Private Pilot License. Brett was a former Young Eagle participant and is now a fellow EAA Chapter 27 member

and an active pilot. What pride we should all feel for our Young Eagles program and its reinforcement of Brett's dream of flight. Our Chapter has flown over 1,100 kids and who knows how many seeds we've planted.

I look forward to seeing you all at our September 18th meeting.

—Jim Simmons



The newly re-day-glo'ed tetrahedron



L-R: Bob Ryan, Bob Brown, Chan Schiller

Jim Simmons photos

## Member Profile: Bob Spaulding

I ended up in the flying game not because of a strong desire to “soar with the eagles,” but rather due to an error by the US Navy. I was graduating from the University of Rhode Island in 1970, and for the graduating college classes of that time, the Vietnam War was very much a reality to be dealt with. It was also the first year of the draft lottery—I was number 100. Since I was an oceanography major, I thought it didn’t make much sense to pack a rifle around in a jungle. So the plan was to join the Navy and spend a couple years driving a big boat. That would give me some time to brush up on my French, then leave the Navy to join Jacques Cousteau’s crew and spend a career as an oceanographer.

It didn’t work out that way. My Navy Officer Candidate School paperwork was lost as it made its rounds in the Washington BUPERS organization. I had to re-apply. Because my initial OCS interview was conducted by a Navy pilot, I happened to have an application package to Navy Aviation Officer Candidate School. Now in the tail end of winter in my senior year and number 100 beginning to get close, I applied to AOCS. The tests went fine, passed the flight physical, and within a month of applying, I was notified that shortly after graduating from school I was to report to NAS Pensacola, FL to start flight training.

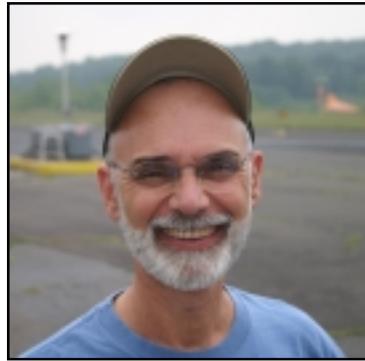
In those days, all Navy pilots began their training in T-34s. We soloed in around 12 hours and finished primary training with about 35 hours of time including aerobatics. During primary, we made our selections for advanced training...jets (fighters), multi-engine (transport and maritime patrol), or helicopters. What you ended up with depended on how well you did in primary and the “needs of the Navy”. I did well enough to qualify for whatever I wanted. I chose helicopters because of the close association with oceanography. Helicopters were the backbone of the Navy’s anti-submarine warfare capability, and there were plenty of Russian submarines which needed to be tracked.

Even though I was about to enter helicopter training, my fixed wing flying was far from

over. After leaving T-34s, it was on to the T-28, my favorite airplane. With a big R-1820 motor pushing over 1400 hp it was an absolute blast to fly. Following a transition to the machine and soloing, we went through more aerobatics, followed by basic and radio instruments, and formation flying. I finished T-28s with about 100 hrs in it and 135 hrs total time. Helicopter training was next, beginning in H-57 Jet Rangers followed by the UH-1 Huey. I finished flight training and earned my wings in October, 1971 with the grand total of 235 hrs.

For the next 12 years, I was in several squadrons with the same purpose: chasing Russian subs. I flew various versions of the H-2 (made by Kaman in Bloomfield, CT) and the Sikorsky H-3. In between sea duty tours, the Navy sent me to graduate school for an advanced engineering degree and that opened the door to the next phase of my flying career. I left the operational Navy to join the Naval Air Systems Command (NAVAIR). That’s aircraft procurement, test and evaluation. Because of my operational background and education I received a set of orders to Sikorsky Aircraft to help monitor the active government contracts and to fly the acceptance test flights for the military helicopters being produced. I did that for four years, flying several types of H-60s, H-3s, and the 3 engine H-53Es.

As my tour at Sikorsky was coming to a close I was offered the opportunity to choose a slightly different path. That was to leave the Navy and work for Sikorsky as an engineer with the intent of transferring to the pilot’s office. It was an easy decision and I started work as a Sikorsky engineer in July, 1983. Less than a year later I jumped to the pilot’s office and started my next career in flight test. Over the next 20 years, I served as the project pilot for a number of H-60 derivatives, started flying S-76s, and worked on the now cancelled RAH-66 Comanche helicopter. Along the way I had the opportunity to be part of the



development of fly-by-wire flight control systems, advanced cockpits, night vision systems, new rotor blades and FADEC engine controls. The culmination of my Sikorsky career was serving as the first chief project pilot for the S-92, a 26,000+ lb ma-

chine designed to the latest FAR Part 29 standards (the helicopter equivalent of Part 25 which Boeing, Airbus, etc are certified to.) As a test pilot nowadays, this was a once in a career opportunity...to be involved with the design and certification of a new machine from the initial drawings to getting the FAA ticket at the end of the flight test program. I did the maiden flight in December, 1998 and finished the FAA IFR certification in December, 2003. With my job complete, I elected to take an early retirement two months later.

On the day of my last flight in a Sikorsky helicopter, my wife and I drove out of the Sikorsky Development Flight Test Center in West Palm Beach, FL and went directly to Indiantown airport, a small grass strip. A friend was waiting for us with his Waco UPF7. As I slipped on the cloth helmet, I couldn’t help but feel that my flying career was about to take another turn. It wasn’t long before I did a few loops and rolls, marveling at the magic an open cockpit biplane can work on one’s soul. I haven’t flown a helicopter since and I feel I’ve come full circle to that very first flight in a T-34.

Today I’m a chemist and helping run a small company producing medical test equipment. I’ve dusted off my fixed wing credentials, learned to land a J3 Cub in a crosswind (that was to restore humility), done some aerobatics in a Decathlon, and I try to fly a Grumman Tiger whenever possible just because the world looks so much better from the air. One of these days I’ll either build or buy something...definitely aerobatic.

So that’s where I am 35 years and 6480 flight hours from NAS Saufley Field in Pensacola. And I sure am glad that whoever lost that first application to OCS did so. My French is lousy anyway.

## August Meeting Minutes

August 21, 2005

The August meeting of EAA Chapter 27 was called to order at 10:05 a.m. by the President, Jim Simmons. All Officers were present.

Four new visitors introduced themselves; welcome to Don, Al, Bill and Bob.

This month, forty members signed the roster as well as seven guests.

**Treasurer's Report** (Bill Jagoda): Bill's report covered the past two months of financial activity for the Chapter. The current general fund balance is \$1,437.33.

**Technical Counselor's Report** (Dave Pepe): Dave reported visiting four chapter member aircraft projects this month. An announcement was made that Van's Aircraft has a new light sport aircraft in development.

**Bulletin Board** (Chris Kohler): Check out the bulletin board to see pictures of aircraft breaking the sound barrier and the unique phenomena that occurs at the point of going supersonic.

**Chapter Membership** (Mike Okrent): The Chapter currently has ninety paid members.

**Website** (Rick Beebe): The Chapter has a great website that continues to attract new members; please take a look at the work that has been done to the site at [www.eaa27.org](http://www.eaa27.org). Send any comments or suggestions to Rick. Please get your aircraft/project picture to Rick for the website and you will be registered for the raffle being held at this year's holiday party.

**Newsletter** (Rick Beebe): The President requested fifty-fifty raffle winners to draft personal profiles of themselves for the newsletter; type something up and you'll be crossed off the hit-list. We can all support the newsletter by submitting pictures, articles, event information or anything that may be of interest to the membership.

**Young Eagles Report** (Fran Uliano): Fran reported that forty-four young eagles have been flown in 2005, bringing the total to

1,112 flown over the course of the program. Fran reminded everyone that the official age for young eagles is eight to seventeen years old. Fran also announced that October 1, 2005 will be the date for the Fall Young Eagles Rally.

**Airport Improvement Projects:** Now that the airport is back in full operation, the chapter is moving forward with plans to organize improvement projects. The president will be contacting volunteers regarding the repainting projects.

**2005 Chapter Events:** Mike & Patty Zemsta announced that the Chapter Picnic will be held on September 10, 2005 at the north hangar. Preparation for the event will be on September 9th.

Bob Spaulding and Rick Bernardi reported that twelve pilots have signed their airplanes up for the "Share Our Planes" day event. The subject was discussed and it was decided to proceed with the event informally in conjunction with the chapter picnic on September 10.

The Fall Young Eagles Rally will be held on October 1, 2005.

A bus trip to "Mattituck" has been tentatively scheduled for October 15, 2005 (see details below in old business).

The Chapter Christmas Party will be held on December 11, 2005 at the Hawthorne Inn.

**Old Business:** Congratulations to Rick Beebe regarding his election to the EAA Board of Directors. Rick will be in Oshkosh a lot this year and will update the membership once he knows what Committees he is appointed to and the duration of his service.

The president will send a follow-up letter regarding the "Mattituck" bus trip scheduled for October 15th. Mattituck will present a seminar on engine rebuilding from 8 a.m. to 3 p.m., then a tour of the car museum from 3 p.m. to 4 p.m. A side trip to local shopping areas may be arranged for those not interested in the presentation at Mattituck.

**New Business:** An 'Open House' is being held at MMK on September 15, 2005 to celebrate the re-opening of the airport. Chapter 27 members have been invited to help support the event by its coordinator, Paul Merola.

An offer has been made by Earle Stetson to conduct a 'SuperFlite Covering' presentation on November 20th, in the form of a seminar or powerpoint presentation, depending on the level of attendance.

Congratulations to Charles and Joan regarding their wedding plans in September.

The winner of the 50/50 raffle this month was Don Turecek.

**Seminar Presentations** (Max Lopez): Thanks to Steve Hackett from Stellar Avionics in New Haven for his presentation regarding installation of avionics systems.

Next months seminar will be given by Bob Spaulding: "Is there life after 100LL?"

Meeting adjourned at 12:15 p.m.

—James Pepe, Secretary

## Julie Clark To Appear At Simsbury Flyin - 9/25

As reported in the last newsletter, the Simsbury Flyin is Sunday, September 15 from 7am to 4pm. The organizers are excited to report that they have just arranged to have famed airshow performer Julie Clark and her T-34 at the FlyIn. Julie has performed at aviation events throughout the world, including annually at Oshkosh. They are hoping to obtain a waiver from the FAA for Julie to perform her usual aerobatic routine. Even if they are unable to obtain the waiver, Julie will still be at the event, will demonstrate her aircraft, and you will be able to meet with her, obtain autographs, and take photos.

If you needed another reason to attend the Simsbury FlyIn, this is it !!

## Rotax Owners Cautioned About Using Improper Coolant

The FAA has issued a special airworthiness information bulletin (SAIB) to alert owners and operators of Bombardier-Rotax 912 A, 912 F, 912 S, and 914 F series engines about using the proper type of coolant. Using the improper type of coolant can result in a loss of coolant and overheating when the engine is operated at cylinder head temperatures above 120 C, said the FAA. The affected engines are installed on certificated airplanes like the Diamond DA-20 and on many experimental and light sport airplanes. Specifics of SAIB ne-05-84 can be found at: <http://www.faa.gov/aircraft/safety/alert/SAIB>.

## Over the Airwaves

Bob Miller, ATP, MCFI, is a long-time flight instructor from Buffalo, New York who publishes a web-based bi-weekly newsletter on all things aviation. "Over the Airwaves" is read by pilots and aviation enthusiasts from around the world. Its aim is to promote flight safety, encourage students and new pilots, and to build enthusiasm for aviation in general.

Using stories drawn from real-life (many from his years of instructing) and great graphics, he pulls no punches in describing what's wrong with much of today's flight instruction, today's pilots, and today's regulations. He also pulls no punches in lauding what's right with them as well. Originally published for a Western New York pilot's group the newsletter has reached around the world. You're sure to find something to make you a better pilot or a better instructor.

The newsletter is free and is published on the web at <http://www.rjma.com/flight/website/airwaves.htm>

You can also sign up for free email notification when new issues come out. I've been getting it for about six months now and I highly recommend it.

—Rick Beebe

## AOPA, Connecticut Urge Pilots To Help Secure GA Airports

AOPA's Airport Watch Program works. That's what a letter from AOPA and the State of Connecticut will remind the state's pilots and airport managers. In a letter mailed today, AOPA President Phil Boyer and James Thomas from the Connecticut Department of Emergency Management and Homeland Security reminded all Connecticut pilots that, "It is up to all of us to monitor our surroundings and look for ways we can prevent negative events from happening. We each need to do our part to diminish the concerns that every small airplane and small airport could be a terrorist threat." AOPA and the state have endorsed two simple security procedures that will enhance airport security: Securely lock your aircraft (ask others to do the same) and use AOPA's Airport Watch Program (<http://www.aopa.org/asn/watchindex.shtml>). This message—that each aviator, aircraft owner, and airport manager is responsible for airport security—applies to all pilots across the country. See AOPA Online (<http://www.aopa.org/whatsnew/newsitems/2005/050908ct.html>).

## MMK Repainting Projects Completed

On Friday, September 9th, EAA Chapter 27 members gathered to repaint the name of our airport and its unicom frequency on the newly repaved taxiway. In addition, three fresh coats of Day-Glo paint were applied to the tetrahedron. The volunteer team consisted of: Fran Uliano, Bob Brown, Chris Kohler, Rick Bernardi, Bob Spaulding, Bob Ryan, Richard Merrill, Chan Schiller, Stan Chaffin and Jim Simmons. It took 3 quarts of Day-Glo to complete the tetrahedron and 25 gallons of paint for the name and frequency marking.

While it took a significant amount of effort to complete these projects, we have already received many compliments on the success of the work. Thanks to all who volunteered their time for our 'host' airport improvement projects.

## Garbage Salad

This recipe is from East Europe originally, but it welcomes adaptations. My Great Aunt called it "Garbage Salad," but it apparently has a more dignified name in its homeland. This is a quickie version and you can use either one or two pounds of vegetables depending on need.

**Ingredients:** Mixed vegetables—frozen, containing corn, green or yellow beans, carrots, green peas. Beets—canned, or fresh and cooked (1 large can for 1 lb veges, 1 large can, and 1 small can for 2 lbs. If fresh, 4 beets for 1 lb, at least 6 for 2 lbs. Size of beets vary in the stores, so this is based on relatively small beets.) Fresh celery, four stalks chopped up per pound of Mixed Vegetables. 1 onion, medium, chopped, per pound of Mixed Vegetables. If you want less onion taste, 6 stalks of scallions, per pound. Olive oil. Vinegar—rice, cider, or plain. Mayonnaise. Salt, pepper and a bit of sugar.

**Directions:** Cook 1 or 2 lb package of frozen vegetables. Do not overcook. Undercook to the package directions. As the vegetables cool, they will complete the cooking time. Drain, and chop beets to slivers or halves. Fresh beets will add an additional flavor to the salad. Mix the vegetables, beets, celery and onion.

For 1 lb veges, add 1/2 cup of mayonnaise to enough vinegar and oil to reach 3/4 cup. A small dash of sugar and salt and pepper to taste. Do not be stingy on the pepper. For 2 lbs of veges, 3/4 cup of mayo, and vinegar and oil to reach 1 cup. You can use rice vinegar or other oils instead of olive oil. The recipe is receptive to additions, and variations. You can substitute sour cream for mayonnaise but use a little less. If you try it that way perhaps including fresh dill, and cucumber slices will be good, and diet and calorie helpful.

Mix well and serve.

—Joan Howell

## PICNIC SUCCESS!

On Saturday, September 10th, our chapter held its annual picnic at Meriden airport. We were blessed with excellent weather conditions and the support of numerous volunteers to make the event a success. Approximately 60 people attended the barbecue. Besides the hot dogs and hamburgers, many fine side dishes and desserts were provided by attendees.

In addition to good old fashioned EAA camaraderie, some flying activities happened with members sharing their airplanes with fellow chapter members. I know that rides were given by Tony Vallillo in his Thorp, Dave Pepe in his RV-6, Jim Simmons in his Skybolt and Mike Zemsta in his RV-6A. There may have been others as well.

A special thanks goes out to Mike and Patty Zemsta for coordinating the effort. Also a hearty thanks to Chris Kohler for providing the grill and other accessories and to Steve Socolosky for acting as chef. As has become the custom for many of our planned events, the voluntary support of many members made it enjoyable for all who attended.



Barbara Uliano and Betty Simmons. Didn't anyone ever tell you not to put your leg on the table, Betty?



Fran Uliano. Hmm, elbows on the table...



Chris Kohler tries Dave Pepe's RV-6 on for size.



Master Chef Steve Socolosky chars some burgers and dogs.

Rick Beebe photos

### Chapter 27's Newest Pilot.

It gives us great pleasure to report that Brett Pilkerton has recently completed his pilot training and has been awarded his FAA Private Pilot license. Brett is a former Chapter 27 Young Eagle and an active Chapter 27 member.

A hearty congratulations to Brett upon his success!

### Oxford Flying Club Seeks Members

Oxford Flying Club offers aviation camaraderie plus liberal access to two GPS-equipped IFR-ready, well-maintained PA-28-181 Piper Archers based at Waterbury Oxford Airport (OXC). Rate is \$92 per tach hour, wet. For more information call Tony at (203) 746-3336 or see [www.oxfordflyingclub.com](http://www.oxfordflyingclub.com).

### Raffle for Pix Update!

We have received the raffle prize which will go to someone who submitted pictures for use on our website. This is a "Substantial Prize" and the winner will be the envy of the chapter. Get your pictures in soon. Rick Beebe is tracking the photos submitted (up to a maximum of 5 per participant). Photos may be submitted via email, snail mail or in person at our chapter meeting. Get your photos in now!

**WISE-GRIPS:**  
Used to round  
off bolt heads.  
They can also  
be used to  
transfer intense  
welding heat  
to the palm of  
your hand.



## Bob Seemann 1938-2005

It is with deep sorrow that we report the passing of a friend and long time EAA Chapter 27 member, Bob Seemann on Monday, August 29, 2005. Bob and his wife Sheila were both pilots who enjoyed sharing their flight experiences and attending Chapter 27 meetings together. In the past they were proud owners of a 1949 Ercoupe.

Bob and Sheila were each diagnosed with cancer within weeks of each other. Sheila reports that Bob's passing was expected and that he had a smile for her before he went. Sheila is currently undergoing chemotherapy herself and we wish to extend her our best wishes for success with her treatment.

*The deadline for submission of materials for the next newsletter is October 6, 2005.*

### 2004 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 \$15.00 per year, \$7.50 after August, make checks payable to: *EAA Chapter 27*)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_ Receive Newsletter via: Email  Paper

EAA Membership No: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

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

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_

**Lost student  
pilot:  
"Unknown  
airport with  
Cessna 150  
circling  
overhead,  
identify  
yourself."**



EAA Chapter 27  
c/o Richard Beebe II  
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Meetings held on the third Sunday of the month at Meriden-Markham Airport,  
Meriden, CT at 10am unless otherwise noted.  
[www.eaa27.org](http://www.eaa27.org)