



## President's Message *by Ken Benson*

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Greetings every one!!!!...Spring is coming...so the calendar tells me, if not the thermometer. Those of you that are aviators, that being most of us, need to think about getting the rust out...of our flying skills that is. Many of us haven't flown since last year. Trying to get back in the olde slick winged beauty with March cross winds and April showers may not be the smartest think to do solo or with passengers, with rusty flying skills and cobwebs on the airplane. I suggest the FAA Wings program. You do three flights with an instructor and attend a FAA safety course and it's good for a Bi-annual review and more important it provide a safe environment to regain skills and knowledge that may got atrophied over the winter months. Joe Gauthier comes to mind as an excellent rust buster.

Speaking of Joe, the following came from the EAA Hotline: *"EAA representatives were in Bend, Oregon, last week attending an amateur-built Aviation Rules Committee (ARC) meeting held at Epic Aircraft. Joe Gauthier, member of the EAA Homebuilt Aircraft Council, joined Earl Lawrence, vice president of EAA government and regulatory affairs and ARC co-chair, as the committee worked on policies for certification of amateur-built aircraft."*

We'll try to get Joe to give us a briefing on this at our next meeting....

If you have been following the EAA, AOPA and the NBAA news or the newspapers, the FAA is pushing a revised funding program that would hit general aviation by an increases fuel tax, service charges to enter controlled airspace, and other air traffic control fees. Opposition to these onerous fees should come loud and strong from the general aviation community. I have extracted from the AOPA website some guidance on how to contact the Congress while these fee changes are still in committee discussion:

- Introduce yourself by describing how you use your pilot certificate.

*Continued on page 2*

### Next Meeting

**March 25, 2007, 7:30 PM PWA CUSTOMER TRAINING CENTER**

**Program:** John Shade will introduce Jeff Argersinger representing Whelen Manufacturing.

**Directions:** Enter PWA at the Silver Lane entrance, Exit 58, off of I-84. Take next left after UTC Research Center to Customer Training Center.

## President *continued*

- Express your opposition to the ridiculous fuel tax increase in the FAA plan by explaining what effect the tax on avgas going from the current 19.4 cents per gallon to 70.1 cents per gallon would have on your flying. (For turbine fuel users, the tax would escalate from 21.8 cents per gallon to 70.1 cents per gallon.)
- Urge them to reject the Bush administration's request for air traffic control user fees for any segment of aviation by explaining that this is a major step toward privatizing the ATC system, placing it in the hands of FAA bureaucrats and the airlines by diminishing, and ultimately eliminating, congressional oversight of the nation's air transportation system. By the FAA's own admission, the system provides the world's safest airspace and handles more than six times the traffic of the next largest air traffic service organization.
- While the FAA claims that the changes are needed because the current financing system is "broken," share with your representative that, based on projections using Office of Management and Budget data, the FAA can be funded using the existing system of aviation taxes. The radical changes proposed by the FAA are not needed to keep the U.S. aviation system vibrant and successful. Conclude by asking if they will agree to oppose this plan and work with AOPA and others in the general aviation community to develop a reasonable and balanced plan for financing the FAA and modernizing the air traffic control system

One last item, I'd like to remind everyone that Chapter golf shirt, jackets and other wear is available through Greg Prentiss [gregprentiss@hotmail.com](mailto:gregprentiss@hotmail.com) from [www.queensboro.com](http://www.queensboro.com). Queensboro has our logo and will put it on what ever shirt, jacket, etc. you would like. I suggest you go to the Queensboro website to see all they have available. Once you've decided on what style, color and size you would like beam Greg a note and he'll collect the orders. When he has a sufficient number he will place the order and deliver the finished goods to a meeting or a mutually agreed location. With the AOPA National Conference coming up this fall in Hartford I'd sure like to see Hartford Chapter well displayed at the festivities.

That's all I've got for now....clear skies and soft breezes...  
Ken Benson, President....

## News and Bulletins

The EAA SportAir Workshop program is returning to the Northeast with several special workshop programs. These popular courses are being held at the Frederick Municipal Airport, Frederick, Maryland, hosted at the EAA Chapter 524 Aviation Education Center.

ELSA Repairman / Inspection Certification March 23-25

Van's RV Aircraft Assembly April 14-15

Fabric Covering June 23-24

Electrical Systems and Avionics August 18-19

Here's a summary of each course:

### **ELSA Repairman Inspection Certification - March 23-25.**

Earn Your FAA Repairman / Inspection Certificate for your E-LSA Airplane. This weekend workshop, approved by the FAA, will allow you to obtain a Repairman/Inspection certificate for your airplane certificated in the Experimental Light Sport Aircraft (E-LSA) category. After successfully completing this FAA certified instruction, you may do the annual condition inspection of an airplane you own certificated in the E-LSA category. Duration 2 1/2 days. Tuition is \$299 for EAA members.

### **Van's RV Aircraft Assembly - April 14-15**

If you are thinking about building a Van's RV aircraft, or have taken the steps to order a kit, this workshop will prepare you with the skills you need to successfully complete your project. The weekend workshop consists of a majority of "hands-on" practice. In addition, other topics will be discussed including tools required, workshop requirements, engine and propeller selection, flight-testing and more. Duration 2 days. Tuition is \$319 for EAA members.

### **Fabric Covering - June 23-24**

This session will instruct you in the techniques of fabric covering certified or experimental aircraft. Using the Poly-Fiber Covering System, the class will cover DC-3 ailerons. All steps are demonstrated and practiced, including preparation, gluing the fabric, shrinking, rib

stitching, taping and spraying. Repair procedures will also be discussed and practiced. A large portion of the class is hands-on work. Duration: 2 days. Tuition for EAA members is \$259.

### Electrical Systems - August 18-19

The Electrical Systems, Wiring, and Avionics course will cover the following subjects: Antenna mounting, coax cable installation, wiring of radio systems, soldering and crimping components, alternator and electrical system requirements, installation of electrical systems, etc. You will learn proper soldering techniques and have the opportunity to practice. You will complete several hands-on practice projects designed to reinforce the items discussed in the classroom portion of the course. Duration: 2 days. Tuition for EAA members is \$289.

Can't attend these sessions? Additional workshops are scheduled for Frederick and around the country. Check the Workshop Schedule page at: [www.sportair.com/schedule.html](http://www.sportair.com/schedule.html)

If you are interested in registering for these classes or would like more information, please call 1-800-967-5746 or go to [www.sportair.com](http://www.sportair.com) to register online or obtain additional details.

### TOOL FORM EAA CHAPTER 166

EAA Chapter 166 Members. This form is intended to compile a list of tools that chapter members would be willing to loan other members of Chapter 166. The logistics of all loans would be the responsibility of Chapter members. Please provide completed forms to Aaron Gleixner ([gleixner7@wmconnect.com](mailto:gleixner7@wmconnect.com)) or at any meeting for compilation and distribution to Chapter members.

Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
Street Address and City: \_\_\_\_\_

List of Tools and Brief Description Available for Loan:

- 1) Example – HobbyAir Positive Flow Respirator System for Painting
- 2) Example – Engine Hoist for Mounting of Engine
- 3) Example – Compression Tester for Lycoming Engines
- 4) Etc

## Treasurer's Report

### EAA Chapter 166

#### Treasurer's Report February

Checking Account:	\$ 4,111.56
Deposits: Dues	\$ 144.00
Total Deposits:	\$ 144.00
Checks:	
Club fees	\$ 138.93
Plaque	\$ 78.44
Total bills:	\$ 217.37
Balance in Ck	\$ 4038.19
Petty Cash:	\$ 00.00

Plus decals, & etc.

#### Chapter Scholarship Fund ACCOUNT

Balance:	\$ 1,834.38
Deposits: J. Dill	\$ 100.00
Bills: DAR expenses	<u>\$ 0.00</u>
Balance:	\$ 1,934.38

Duly reported by Dave Armando, Treasurer

## CLASSIFIED

**FLIGHT INSTRUCTION:** All types of general flight training and check rides by a CFII. Flexible arrangements. Joe Gauthier (860) 635-4058.

**WANTED:** Seasoned Aviators - Do you remember that special adult that fostered your interest when you were young? We have a thriving Civil Air Patrol squadron that meets on Friday nights at Brainard. If you want to volunteer your time just once, or on a recurring basis, please contact Jeff Dill at 860-295-8372 (home), (860) 985-4315 (cell), or [dillfamily@sbcglobal.net](mailto:dillfamily@sbcglobal.net).

## Airport Sale to the State

On Monday, February 26, 2007, the State Legislature, Transportation Committee, held a public hearing that allowed Friends Of Sikorsky Airport and others to speak on HB 5339. This is the bill introduced by Representative Keeley from Bridgeport. It is co-sponsored by Bridgeport's Senator Bill Finch.

The bill is to have the State of Connecticut take over operation and ownership of Sikorsky Memorial Airport.

While the bill has no mention of the State buying the Airport from Bridgeport, unfortunately, this seems to be what the City wants. The only dollar amount mentioned was by the mayor of Stratford who said that Bridgeport wants \$18,000,000 for the Airport and that Stratford would like to buy the Airport to either operate it as an Airport or decertify it for other use.

While there were about a dozen speakers against the State taking over the Airport, there were only THREE speakers supporting the bill.

The AOPA Northeast Representative, Craig Dotlo, spoke for AOPA and supported the bill, along with another bill that would give the State the power to buy any public use privately owned airports if they were about to be closed for other developments.

The Chief Pilot for UTC spoke in favor of the bill.

I spoke for FOSA in favor of the bill. My testimony is attached to this email. I hope you will read it and offer your support by writing and calling your state reps and state senators.

A representative from the National Business Aviation Association (NBAA) was not at the public hearing.

The Connecticut Post newspaper has an editorial supporting the State taking over the Airport. There is currently no link from [www.CTPost.com](http://www.CTPost.com) (<http://www.CTPost.com>) for this editorial but below are links to other articles that have appeared in the Connecticut Post. One of the articles is about a T-Hangar project that is planned for the South Ramp.

([http://www.connpost.com/fastsearchresults/ci\\_5311827](http://www.connpost.com/fastsearchresults/ci_5311827))  
 ([http://www.connpost.com/fastsearchresults/ci\\_5277121\\_](http://www.connpost.com/fastsearchresults/ci_5277121_))  
 ([http://www.connpost.com/fastsearchresults/ci\\_5253750](http://www.connpost.com/fastsearchresults/ci_5253750))  
 ([http://www.connpost.com/fastsearchresults/ci\\_5306540](http://www.connpost.com/fastsearchresults/ci_5306540))

I hope you will realize that our Airport is facing significant hardship and possible closure, if the State does not take over operations. I have stated our case as clearly as possible and voiced my opinion about what happens if Stratford gains control of the Airport.

David Faile

## Secretary's Report *by Aaron Gleixner*

For the February meeting there were two guests present. The chapter's very own Dave Armando was the featured speaker, sharing his flying adventures in Moab Utah in his Kitfox.

There were a number of progress reports discussed. Norm Graham continues making progress on the Taylorcraft, working on the panel, instruments, and mounting of radio antennae. Dave Armando is just getting started on the RotorWay Exec helicopter kit that arrived at his door. Larry Gagnon is busy with both the RV's, doing a tire and brake upgrade on the 6, and mounting the instruments in the 6A.

The secretaries and treasurers report were accepted as published. There was a discussion on the chapter tool list. I am in the process of trying to compile a list of specialty tools owned by various chapter members that they would be willing to lend to others in the chapter. This could include purchased tools such as painting or crimping tools, or homemade tools such as a bucking bar made to set one rivet in a tight spot on an RV. So far I have received only one response. If you want to participate, please send me an e-mail with your list to [gleixner7@wmconnect.com](mailto:gleixner7@wmconnect.com), or simply write your list on a piece of paper and give it to me at a meeting.

One final item that was discussed is the format of our monthly meeting. A recommendation was made that the format includes a one hour program, followed by 30 minutes of socializing with coffee and donuts. This will provide an opportunity for chapter members to discuss their projects, and share lessons learned. It was agreed we would try the new format and see how it goes.

## Construction Corner *by Greg Prentiss*

*This month's contribution is written by Glenn Thomas as he describes his approach to building a Pietenpol Air Camper.*

### Designing Your Own Jigs

After deciding to build a Pietenpol Air Camper I spent many a night reading over the plans, becoming familiar with the design, and thinking about how I would approach the building of each group of parts. I decided that the wing ribs would be a good place to start and that I would make the world's finest ribs by taking my time making a good jig. I figured that if I shot for "finest in the world" I would end up with good quality, airworthy, and at the very minimum, ribs that are the finest in Storrs, CT. T-88 requires little or no clamping pressure so I decided that I would have better control over the pressure by devising a clamp that gives me fine-tune capabilities to setting clamping pressure. I'd been advised that gussets tend to slide out of place in clamping scenarios, so that factored into the clamp design as well. I'm only a couple of ribs away from being done with the whole 32-rib collection and my jig has worked well for me. This type of system would work for anyone building ribs for a wooden wing.

Clamps are an alternative to using nails or staples. My feeling is that if T-88 requires little or no clamping pressure, you have no way of determining the pressure using anything other than a clamp. Too much pressure results in a starved joint, which may appear strong but bond weakly. Once T-88 has cured, all of the strength of the joint comes from the glue, which is why the nails/staples are often removed. The clamp offers better control over pressure, eliminates the time nailing (stapling is quick), eliminates the time removing fasteners (nails or staples which leave behind holes) and does nothing to disturb or split the natural grain of the wood. People have been using the time proven method of nailing and stapling for years, but I feel as my project, I have the latitude to engineer anything that gives me piece of mind that I have made the very best part that I can. The time up front on the jig has more than paid for itself in time saved fussing with nails and the clamps are made from simple, economical hardware from a hardware store.

### A look at the clamp...



The reason gussets move is because the pressure from a clamp is likely applied at some angle. I decided to try to build a clamp that applies force perpendicular to the gusset. Cutting a piece of 1" x 1" aluminum angle bracket into 1" lengths allows the arm to be supported at a fixed height at one end which also behaves like a hinge. At the other end is small bolt that can be adjusted to make the arm parallel to the jig and perpendicular to the gusset.



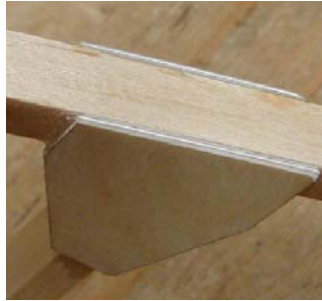
To inhibit lateral movement of the arm, a groove in the arm mates with the top edge of the bracket and creates a fairly rigid hinge. The arm is made from Home Depot paint sticks. Pressure is controlled with a wing nut over a #90 spring on a 1/4" x 4 1/2" carriage bolt permanently fixed to the jig. Since each of my 15 gussets are unique, I made pressure plates out of aluminum plate roughly 3/32" thick to match each gusset and use those to ensure even distribution of pressure over the entire gusset rather than allowing the small bolt to be a single focal point of pressure. Once the pressure has been dialed in, you leave them in place while the glue sets and after full cure, simply lift and turn the clamp out of the way to remove the rib from the jig.

*Continued on the next page*

## Jigs *continued*

The jig ensures uniformity of truss members and easy removal of the rib when the clamps are turned  $\frac{1}{4}$  turn.

Gussets are intentionally made to overhang the profile of the rib, to be trimmed flush with a router. A flush trim router bit makes easy and precise work out of finishing the top and bottom of the rib. Once trimmed the gussets all look very clean. After destroying a few mock joints the method was determined as strong as it is neat looking.



Happy rib building!

Glenn may be reached at <http://www.flyingwood.com>

# CALENDAR OF EVENTS

## Meetings

March 25	April 29
May 27	June 24
August 26	September 30
October 28	

**No Meetings**  
July, December

## Events

Young Eagles	HFD	May 12
	Rain Date	May 19
Fly-Out—Chester	CT Corsairs	May 20
Fly-Out	TBD	July 14
	Rain Date	July 15
Fly-In	HFD	Sept 15
AOPA Conference	Hartford	Oct 4,5,6
Fly-Out-Flight Design	Woodstock	Oct 13
Annual Meeting	TBD	Nov 10

**Chapter 166 Website: [www.eaa166.org](http://www.eaa166.org)**  
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