



# GREATER HARTFORD EAA CHAPTER 166



April 2007

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## President's Message *by Ken Benson*

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Greetings All!!!... I am writing the Presidents Message early this month. I'll be at Sun 'n Fun and out of computer range during the time I'd normally do it. There may be things that will come up during my 'out of pocket' time that I'll include in the May newsletter or I'll have Al put out a special notice...

First, I've found a source of name tags. You will see a photo of the one I had made up for me on page 2. Mark Gosselin made name tags for the Chapter when he was in the area. Now that Mark has moved there are a number of new members that have not received their name tags or members that have lost or would like their name tag replaced. Please send me a note at [starshinefarm@msn.com](mailto:starshinefarm@msn.com) or call me at 860-642-6185 and I will order you one. If you are a new member the name tag is courtesy of the Chapter. If you are asking for a replacement the cost is \$4.00. I will have the name tags at the next meeting.

As a reminder we have a Young Eagles Fly-in at Brainard on May 12<sup>th</sup>. Larry Gagnon will be coordinating that event. Details about food and support will be worked out the beginning of May. Also we are planning a Fly-out to Chester Airport to be hosted by Craig McBurney of Connecticut Corsairs. Craig is hosting a Veterans Day event on Saturday, May 19<sup>th</sup> and he would like to hold our event at the same time. This would conflict with the Young Eagle rain date but we will work out the conflict as the time approaches.

Again a reminder to contact you Congressional representatives on the proposed FAA increase in user fees. If these fee increases are instituted it will make general aviation more expensive and out of reach for many. There has been several email going around that detail the procedure and provide draft letters. Please use them or go the Chapters, EAA or AOPA web sites for the information. We have to make our voice heard!!! The airline lobbyists have the ear of Congress and are pushing for the fee increase.

One last item I'd like to draw your attention too. The April AOPA Pilot cover had a picture of the Sky Arrow LSA. This is the aircraft I am building except I am building the certified weight version. I realize I am seven years into a two year project but articles like this and trips to Sun 'n Fun rejuvenate my motivation. And all the encouragement by the Chapter members helps a great deal. That's what I love about this Chapter.

I'll fill you in on Sun 'n Fun at the April 29<sup>th</sup> meeting... Ken Benson

### Next Meeting

**April 29, 2007, 7:30 PM PWA CUSTOMER TRAINING CENTER**

**Program:** John Shade will introduce **John Clark** who will make a presentation on aviation weather.

**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.



NAME BADGE

**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) 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****April**

Checking Account:	\$4,038.19
Deposits: Dues,	\$10.00
EAA new member program	\$ 417.00
<b>Total Deposits:</b>	<b>\$ 427.00</b>
Checks: stamps & env.for 2005	\$ 44.07
'06 decals	\$ 29.94
<b>Total bills:</b>	<b>\$ 74.01</b>
Balance in Ck	\$ 4,391.18
Petty Cash:	\$ 00.00

Plus decals, & etc.

**Chapter Scholarship Fund ACCOUNT**

Balance:	\$1,934.38
Deposits: Flightstar,	\$100.00
McCullen	\$400.00
Bills: DAR expenses	\$0.00
<b>Balance:</b>	<b>\$2,434.38</b>

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.

## Secretary's Report *by Aaron Gleixner*

*Russ Beers took notes in the absence of Aaron.*

Meeting was called to order at 7:33pm by President Ken Benson.

Guests were: Speaker Fred Frasier from Whelen Engineering, S. Lamont McEvitt, Mike Koczera owner of Skylark Airport, and Rick from Chapter 27, on the EAA Board of Directors.

Progress reports: Russ has finished pulling wires through the long conduit for is Glastar Sportsman project and will have a Tech Counselor (Greg Prentiss) visit along with Larry Gagnon to inspect before wing close-out. Larry Gagnon reported he is busy wiring the instrument panel on the RV6A project, and is amazed at the many antennas this plane will have. Moe is moving forward with the Seawind project, having some issues with the rudder pedals and their blueprints not matching reality. He assures us the factory is working to make everything right. Norm Graham is working a 1941 Taylorcraft, working on the panel details, electrical and transponder.

The Secretary's report was approved as published in the last newsletter.

The Treasurer's report was also approved as published in the last newsletter.

### Old Business:

Still looking for input to Aaron's Chapter Tool List. If you have tools that you would allow Chapter members to borrow, contact Aaron.

Coffee and donuts will be served before meetings now. It was discussed and decided that we should have a 20 minute (or so) social portion to the Meeting/Gathering from 7:15 to 7:35pm prior to the meeting (so the coffee doesn't get cold).

### New Business:

May 12th will be our Young Eagles event. Larry will be coordinating the number of pilots needed as we get closer to the event and know how many kids will be attending.

Walt Johnson is battling cancer. A card was circulated expressing our well wishes.

A new source for Chapter name tags was located in Lebanon, CT, near Ken Benson. Those needing their first (free) name tag were encouraged to sign up at the meeting. If you lost your name tag, a small donation was requested to cover the cost (about \$4).

Greg Prentiss is still coordinating Chapter apparel. Let Greg know if you need anything. Go to the website <http://www.queensboro.com> to see what is available, as they have our logo and can add it to just about anything.

The upcoming battle over FAA funding was discussed. All members are encouraged to write to your Congressmen to express your opposition to the higher fuel taxes and user fees that have been proposed. Joe Gauthier indicated that EAA has a link on their website [http://www.eaa.org/govt/user\\_fees\\_eaa\\_briefing.html](http://www.eaa.org/govt/user_fees_eaa_briefing.html) that has all the important talking points for you to craft a persuasive and well-written letter. This is very important issue, and we must all do what we can to ensure these fees and taxes never get implemented.

Joe Gauthier gave a short briefing on his recent trip to Oregon to discuss Homebuilding Rules. Present at the meeting were representatives from the FAA, EAA, Van's, Glasair Aviation, Sonex, and others. The goal was to help draft a clearer interpretation of the so-called "51% Rule". In the eyes of the FAA there is "way too much" commercial assistance going on that threatens to make the FAA take some action in the future to prevent some individuals from essentially fraudulently obtaining an Experimental airworthiness certificate and the resulting Repairman's Certificate. Those at the meeting in Oregon have been trying to craft a document that will preserve what legitimate homebuilders do and prevent any possible onerous FAA intervention. Speak to Joe if you have any questions.

Reminder that the May Fly-In is at Chester airport to view the CT Corsair project.

John Shade then introduced our speaker for the night, Mr. Fred Frasier from Whelen. Fred has 45 years in the aircraft lighting business between Grimes and the last 28 years at Whelen. He gave a nice presentation of some of Whelen's newest LED products that have just been manufactured in the last month or so. These include a new A600 combination position light (red/green and white, along with a strobe unit) that is better and brighter than the old technology. Alas, the strobe units are still conventional flash tubes, and it will be a few more years

*Continued on page 6*

## Construction Corner *by Greg Prentiss*

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

Twenty-five years ago, a junior in high school, I was out cycling and noticed an ultralight perched on a hill in someone's front lawn. I'd heard of ultralights but seeing one up close near home was intriguing. The idea that people in my own community owned them sparked an obsession to find a way to get one. I bought a book that outlined the construction process of the Mitchell Wing and set out to convince my parents that if I converted half of the garage into workspace I could finance the project on my part time job. I didn't get the backing I needed (permission to take over the garage) and as a high school kid I probably couldn't afford it on funds from my part time job. Conclusion? The time just wasn't right.

There had been other times since then that the thought of building and flying my own airplane consumed my thoughts temporarily but eventually the idea was reasoned away like a passing wave of ambition. I figured I would need more money, more workspace, and more knowledge, more everything. I felt like I would really do it, just not now. I should wait until the conditions are right.

About 2 years ago it started again. This time I'd become fascinated with a model of a nostalgic old plane, the Pietenpol Air Camper. As I learned more about the full-scale design, I found that the plane was made, years back, with me in mind. It was an all-wood design intended for builders with basic woodworking skills and could be built on a comparatively small budget. The difference was simple. This time I was committed. I had read quite a bit about the plane, networked with a community of builders and owners and then on my 42nd birthday, bought the drawings and promised myself that this time nothing would foil my plan to complete this enormous project. I identified and addressed 3 key concerns; space, cost and skills. Now a year into it, I know it will probably take about 5 years + at the pace I'm going but progress will steadily continue. I feel it's important to share that I have never undertaken such an interesting project and met so many likeminded people as I have over the last year. If you want to do this sort of thing, the sooner you act, the more your finished product will serve you.

## Space and Planning

I have a 2-car garage and a 12' x 8 foot shed and another small shop in my basement similar to the area of the shed. The garage holds 2 of our 3 cars and the basement is just a little too cluttered. The set of Tony Bingelis books (required reading) not only explain aircraft construction but also provide a number of good tips on maximizing workspace. I moved all the tools out to the shed and all the landscaping tools to a part of the garage. In the shed I have a drill press, band saw, table saw, jigsaw, router table, miter saw, bench grinder, 2 belt sanders, shop vac, steam chamber (for steam bending wood) and a wall full of hand tools. I made an electrical pigtail for the shed that allows me to run an extension cord out there without having to do any permanent wiring. I just plug the shed into the extension cord and I'm ready to go. Only 1 tool is on at a time and the fluorescent lights don't draw much current so this configuration works well. Initially I had difficulty with cords crossing every which way on the floor but an afternoon spent installing some outlets paid off in the time I save not having to climb over cords. I have plenty of room in there and have all the space I need for what I've done so far. I've made tables for jigs that fold into the wall and out of the way when the ribs are done and return the precious real estate to be used in other parts of the project. Although having a huge shop and every imaginable tool will make your life a lot easier, it's not an absolute necessity and if you don't have a lot of space, don't let that stop you. Small buildings have their virtues. On 8 degree winter nights you can heat the shop to 90 degrees in about 10 minutes with a small heater for a couple bucks a night!

Planning is important, especially with a small workspace. It's difficult to tackle multiple tasks at a time so I have planned on maximizing the space by building things in a specific order.

### 1. Wing ribs

- Can be built and stored in very limited space.
- Wing ribs are repetitive and time consuming. After making the 960 some odd gussets and building 32 ribs that have 45 – 60 custom fit pieces each you will have a pretty good idea if you're enjoying yourself. At this point in the project you are well situated to determine if you want to continue without a significant investment.
- I keep them in the house in my study as a constant reminder of what I've accomplished. I find I'm less disappointed with the slow progress if I can remind myself that I am making progress.

## 2. Tail Feathers

- Don't require a lot of space and can be completed fairly quickly.

## 3. Fuselage

- This, while a large piece of construction can be completed in only a month or so.
- Will tie up a large portion of the garage so scheduling later in project will minimize time in the garage (and possible damage).

## 4. Wing

- The wing is a large structure of fragile members. I want this to spend the least amount of time in storage.

## Cost

If you choose to scratch build from plans, the advantage over a kit is that you can search for the best prices on materials and buy them as you go. The costs over the first year were just over \$2000.00. If you broke that down into monthly payments it comes to about \$166 per month. I estimate the entire project will cost approximately \$10K to \$12K. I spent a good deal of my spare time over the last year working on setting up the shop, making special tools, jigs and wing ribs. The money for me is justified in the entertainment value alone.

## Skills

I feel confident in the area of woodworking. The plane I'm building is entirely made of wood (with the exception of metal fittings and control mechanisms). As I network with other Pietenpol builders I find a lot of them were attracted to the design because of its simplicity, strength and requirement for good woodworking skills. There is some welding which I will save until my welding skills have improved but the bulk of the work is in wood.

So, if you're like me, and this has been a lifelong dream, start making it happen today. You will soon fall in love with your project and carry it with you in your thoughts everywhere you go. The only regret I have is that I waited 25 years.

*More pictures on page 6 .....*

*Pietenpol photo Courtesy EAA  
Other photos by Glenn Thomas*

## Secretary's Report *continued*

in his opinion before we get LED's bright enough and compact enough to replace the high voltage strobe units we all use. He did share with us a few new items for projects like the HondaJet, that will use a LED-only landing light!! This unit (about 2" by 14" with a dozen or more LED's) was amazingly bright, drawing only a few amps.

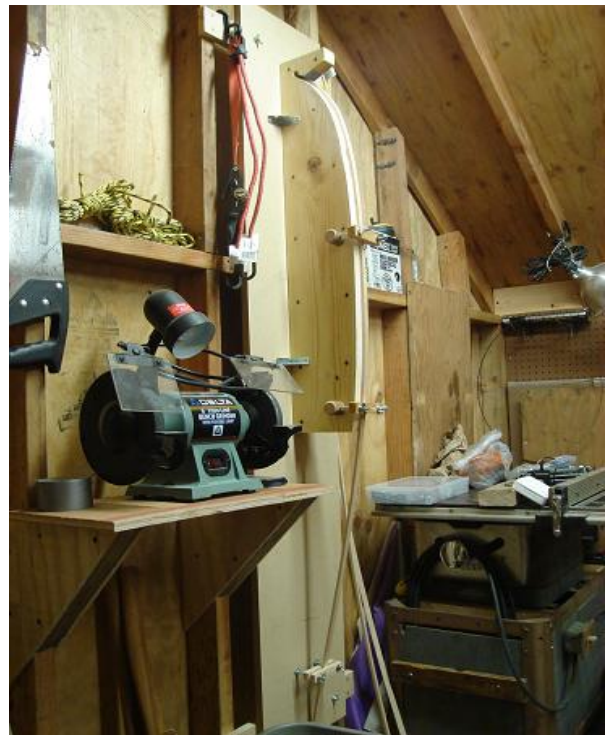
Meeting adjourned at 9:45 pm.

Russ Beers

## Wall Mounting Tools/Jigs Saves Space



## Fold Away Jig Tables Above Router Table and Bingelis Style Racks



## Return of the Video Library

She's back, bigger and bolder than ever! Yes, it's the Chapter 166 video lending library, now in a "netflixes" mode. Our chapter Web-Meister, Allan Cross, has added a listing of videos to the chapter website. Any and all of the titles are now available by mail. Simply send an email to the video librarian at [pbk3@hotmail.com](mailto:pbk3@hotmail.com), noting your selected title(s). Look to your mailbox, and then happy viewing! When you are through with the title, mail it right back in prepaid envelope, or bring it to a chapter meeting. All this courtesy of Chapter 166, your source for information on better flying.

And here's your opportunity to share - we have a fairly dry selection, and would like both to enlarge the collection generally and in some specific areas. The video library is looking for your contributions!

- classic flying movies. Flying Tigers, The Great Waldo Pepper, The Right Stuff. We're looking to add some entertaining general audience titles, and any movie featuring a flying boat should be included.

- DVD's generally - we are long on tapes, and need to grow the collection in the new standard. Anyone have a set of King materials on DVD?

- marketing pieces from the kit makers. We have materials on some of the older models, but not enough from the more current. Any Sportsman 2+2 materials to share? RV-10 or Lancair IV-P DVD's?

To add to the collection, please bring the contribution to the meeting or ping an email to the video librarian at [pbk3@hotmail.com](mailto:pbk3@hotmail.com). The new title will be announced in the newsletter and posted to the website listing.

Now if we could just figure out how to deliver the popcorn via email.....

Preston Kavanagh



**Pietenpol Air Camper**

EAA



**Small Shop Full Of Tools**

# CALENDAR OF EVENTS

## Meetings

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

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