



EAA Chapter 166 Greater Hartford, CT



EAA 166 Newsletter

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Experimental Aircraft Association Chapter 166

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Next month's meeting will be held on
Sunday April 25, 2010
at the P & W Customer Training Center

Chapter 166 member Steve Sevigny has generously agreed to describe his experiences in a recent deployment with the Air National Guard to Middle East War Zones



New directions to the CTC (map & text)

There are new traffic patterns in place on the P & W East Hartford campus. You cannot exit the way you came in if approaching the CTC from I-84 or Silver Lane.

Inbound from I-84: Follow the **Yellow** arrows to the CTC
Leaving for I-84 (East & West): Follow the **Red** arrows past Cabelas
Leaving toward the South: Follow the **Blue** arrows to Main Street.

Young Eagles



EAA YOUNG EAGLES
FREE FLIGHTS FOR KIDS
8 - 17 YEARS OLD

SATURDAY
MAY 8, 2010
9:30 AM - 2 PM

AT CONNECTICUT AERO TECH SCHOOL
500 LINDBERGH DRIVE
BRAINARD AIRPORT
HARTFORD, CT

HOSTED BY EAA
CHAPTERS 166 & 1310

FOR FLIGHT RESERVATIONS
EMAIL LARRY GAGNON
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WWW.EAA1310.ORG/YE
WWW.EAA166.ORG

PARENT OR LEGAL GUARDIAN
MUST ACCOMPANY YOUNG EAGLE
TO EVENT

WWW.YOUNGEAGLES.ORG

The chapter will be holding a Young Eagles event on May 8, 2010 with 1310 at the new CT Aero Tech aviation maintenance school near the Brainard tower <http://www.cttech.org/cats/>. The school will be holding an open house that day so there will be plenty to see and do for everyone. Final details are being worked out and it looks like a great event.

We are particularly interested in making sure that girls are encouraged to come out and become Young Eagles. If you know any Girl Scout leaders please encourage them to visit the national Young Eagles site www.youngeagles.org for information about the program.

We still need aircraft, pilots and ground volunteers to help out so if you are available please email Jack or Larry ASAP.

Directions to CT Aero Tech can be found at this link:
<http://www.cttech.org/cats/directions/directions.htm>

A map to Lindbergh Drive can be found here:
<http://tinyurl.com/y5ypr9r>

The school is at the very end of Lindbergh Drive near the control tower (almost directly under the words "Hartford-Brainard Airport")

(NOTE: The F4U Corsair pictured above [will not be flying at this event](#)).

Upcoming Events

Southern New England EAA Chapter Event Planning Worksheet (Ongoing - version 4 - events still being added)

Date or Dates	Rain Date	Organization	Event
4/25/2010		EAA Chapter 166	Monthly meeting (CTC) Safety Seminar (Skylark) - Scary Things That Happen in an Aircraft and Why! - FAASTeam Representative Nina Anderson just returned from Sun N Fun where she presented this exciting program. She will guide the audience through the evolution of an accident and teach us a new way to think of controlling the error chain. Program Manager Jim Adams will review recent accident stats and changes to FAASafety.gov and the WINGS program. Don't miss the cookout at 1pm sponsored by EAA Chapter 1310.
05/01/10		EAA Chapter 1310	
5/8/2010		EAA Chapters 166 & 1310	Young Eagles Flight Day (Brainard)
5/8/2010		New England FAA & Daniel Webster College	New England Aviation Safety EXPO - Daniel Webster College - Nashua, NH
5/15/2010		Hampton Fly Market	Hampton Falls, NH - Hampton Airfield (7B3)
5/30/2010		EAA Chapter 166	Monthly meeting (CTC)
06/04/10 - 06/06/10		Joint Effort	Boy Scouts Centennial Jamboree (Hebron Fairgrounds) Young Eagles Rally (Meriden) This is a Thursday - (date is from the chapter 27 website)
6/12/2010		EAA Chapter 27	
6/12/2010	6/13/2010	EAA Chapter 1035	Young Eagles Rally (Danielson)
6/19/2010		EAA Chapter 166	Fly-In (KIJD) Bus trip and grandstand tickets to New Jersey (Near Ellis Island) – Contact Paul Dowgewicz, Chapter 1310 by cell phone at 860-930-9999
06/20/2010		Red Bull Air Race Trip	
6/26/2010	6/27/2010	Rhode Island Airshow	Thunderbirds - Kingston, RI Airshow
6/27/2010		EAA Chapter 166	Monthly meeting (CTC)
7/10/2010		EAA Chapter 1310	Cookout (Skylark)
8/14/2010		Joint Effort	Bradley Aviation & Space Day (CT ANG & NEAM)
07/26/10 - 08/01/10		EAA National	Air Venture - Oshkosh
8/14/2010		EAA Chapter 1310	Corn Roast (Skylark)
8/21/2010	8/22/2010	Westfield Airshow	Thunderbirds - Westfield, MA Airshow
8/29/2010		EAA Chapter 166	Monthly meeting (CTC)
9/19/2010	9/26/2010	EAA Chapter 324	Simsbury Fly-In
9/25/2010	10/2/2010	EAA Chapter 1310 & 166	Skylark Young Eagles

9/26/2010	EAA Chapter 166	Monthly meeting (CTC) Taildragger & Vintage safety seminar (Skylark)
10/9/2010	EAA Chapter 1310	
10/24/2010	EAA Chapter 166	Monthly meeting (CTC) Annual Meeting / Dinner (USS Chowder Pot Restaurant)
11/19/2010	EAA Chapter 166	

In addition to this event, EAA National has a searchable calendar with more events that you can access here: <http://www.eaa.org/calendar/>

EAA Calendar Events listed within 100 miles of KHFD

http://www.eaa.org/calendar/eventlist.aspx?SearchState=&SearchCountry=&Zip_Code=06106&Miles=100&MilesType=M&AirportID=HFD&EventType=&EventTitle=&StartDate=&EndDate=

EAA Nall Report Concerns

AOPA Air Safety Foundation addressing EAA's concerns over errors

Joe Gauthier asked me to pass this along to the membership as it concerns all of us in the experimental aviation community.

For everyone's information, this is the statement that EAA objects to and the reason should be obvious. The center of the storm is the methodology used by FAA and NTSB in developing the base estimated flight hours. It appears that there is no real solid methodology in determining the hours and to make matters worse, the Amateur built hours were reduced this report making the statistic worse.

The statement in the Nall Report of greatest concern is in bold on Page 32:

<http://www.aopa.org/asf/publications/nall.html>

"Accidents in amateur-built aircraft are a major contributor to the overall non-commercial accident rates. In 2008, amateur-built aircraft had 27.29 accidents per 100,000 estimated flight hours, almost five times the rate of type-certificated aircraft, and their fatal accident rate of 7.00 was more than seven times higher."

Ron Wanttaja (EAA 275698) has been writing about homebuilt aircraft accidents for years. In his latest edition of [Examining Homebuilt Aircraft Accidents](#), Ron argues that it is the analytical methodology used, and how the Nall Report authors combine their source databases, that skew the report results. He goes on to point out that the definition used by the NTSB in its reports muddies the waters between "Homebuilt" and "Experimental". In short, the NTSB calculation used is based on data from the FAA **and** from the NTSB. That's all well and good, but because the two agencies use different definitions for the term "homebuilt", the Nall Report is effectively trying to compare 'apples and oranges'. EAA believes that this mixing of standards serves to tarnish Experimental/Homebuilt aircraft unfairly.

(You can download Ron's list of 2008 "Homebuilt" accidents, including each aircraft's certification, at <http://www.wanttaja.com/a2008.pdf> .) His article and analysis are well worth reading.

That being said, it serves us all well to improve our safety record. Safety starts with us and covers significant area, from construction techniques to material specifications to flight safety practices. We fly what we build so it really is down to us when it comes to safety. It would do well to remember the old carpenter's adage, "Measure Twice, Cut Once" when building and preparing our aircraft for flight. Be safe out there.

Oshkosh House Rental

Chapter 1310's president Paul Dowgiewicz asked me to circulate this announcement. For the past few years, several members of Chapter 1310 have rented a house about 2 miles from AirVenture. This works out to cost less than a hotel, but they need 5 to 7 people to make the cost reasonable to stay there. The owners charge \$300/night for up to 4 people. \$350/night for up to 8 people to rent the whole house.

The Oshkosh Convention & Visitor's Bureau maintains an online listing of private residences that are available to rent for that week. If 1310 chooses not to stay at this house, they need to let the owners know as soon as possible so it can be offered to other people.

Please let Paul know by Saturday the 27th if you want to be in on this. He can be reached by email at: PaulDow@eaa1310.org

Construction Corner - Joe Gauthier

Equipment Installation Problems - From EAA Safetywire Newsletter

Fuel Flow Transducer Installation.

The Pitts Model 12 homebuilt was substantially damaged during a forced landing following a loss of engine power after takeoff. The pilot stated he was flying the 23rd flight in this plane. Prior to the flight he topped off the fuel tanks. He said the preflight and run up were normal and the fuel samples were clean.

During climb-out from the initial takeoff and about 500 feet above the ground, the master caution light came on and a Fuel Pressure warning was displayed. The pilot immediately turned downwind. Soon afterward the engine sputtered. The pilot turned on the electric fuel boost pump but the engine did not respond. The engine quit when the pilot was approximately abeam midfield. During the landing the airplane bounced and came to rest beside the runway.

Examination of the airplane revealed a bent firewall and lower wing spars bent. The wing fuel tanks were ruptured and no fuel remained. Fuel captured from a gas line contained

small particles of an unidentified substance. The Floscan fuel flow transducer which was located upstream of the fuel filter was obstructed with an unidentified substance. The source of the substance was not located.

The airplane was homebuilt experimental, manufactured by the pilot. During manufacture the fuel flow sensor was installed upstream of the fuel filter. The pilot told the investigator that he installed the flow sensor upstream of the filter as depicted on the fuel schematic provided by the kit company. A kit company representative stated that the schematic was for reference only. He further stated that the builder was responsible for determining the location of the components per their desires and the installation instructions of each particular component. The notes section of the instructions for the Floscan 201B-6 state "The transducer should be mounted downstream of the fuel filter.

Each of us is responsible for making many of the decisions involved in constructing our amateur built airplanes. 1. Warning lights that flash as they detect trouble are good things. 2. At times, even the information that comes with the kits needs to be examined. When in doubt, ask. Common sense usually prevails.

Call for Help with the Aluminum Overcast Visit to Chapter 334

EAA Headquarters has picked EAA Chapter 334 in Groton to host the B-17 this year, Aug 30 to Sept 2, 2010. Bob Pulford was elected to be the Tour Stop Chairman. Bob would like very much to get Chapter 166 to help make this a successful event. If any members would be willing to serve as a co-chairman with Bob there would be a bonus of a FREE flight to the next location which is Somerset, NJ. If Chapter 166 would help 334 with the event, they will share the profits of this event.

Call for Construction Corner Authors

We are still in need of volunteers to pick up the slack for the available months (see below). If you would like to share some insights, tips or cautions please send me the month and topic of your choice and send me an email reserving the slot. . . C'mon guys, someone has to have some tips or tricks to share with the chapter. Thanks in advance

Jack

Month	Author	Topic
January		
February	Fred Stucklen	Sealing the canopy on an RV tip-up
March	Russ Beers	Mattituck Engine Build Seminar
April	Joe Gauthier	Equipment Installation Problems
May		
June	Barry Stoner	Radio Installations
July		
August		
September		

October	Ken Benson	Tbd
November	Greg Prentiss	Tbd
December		

Brainard Airport – Lindbergh Drive Repaving Project

Airport tenants have been notified by the State that ConnDOT is planning to repave Lindbergh Drive this summer. No official date has been set at this point. It is anticipated that the project should last 45 days. The scope of the project will involve milling the existing bituminous asphalt and overlaying it with a new layer of the same. It will also involve reworking the drainage system. Things will be a bit dustier this summer so it may be advisable to pay particular attention to your air and oil filters.

Classified

Landing gear from a 1946 Taylorcraft BC-12D.

Contact Charles Steffens at: CJSteffens@ATT.net or by phone at 860-633-9379

J-3 Parts

Jon Ciolino is cleaning out his shop after finishing his RV-8 and has a few items for sale. If anyone has a need you can contact John directly at 860-649-0096 or by email at johnciolino@comcast.net

J-3 tail feathers: rudder, L/R elevator, L/R stabilizer.

Used but in excellent condition. \$800.

J-3 Gas tank.

Original, has pinhole leaks that need repair. \$50.

J-3 wheel pants.

Wag-Aero fiberglass pants with axle extensions but no other mounting hardware. \$100

Hangar (or portion of) to rent for a Super Baby Lakes biplane

Greg Prentiss asked me to pass this along. If you can help, please contact Buck directly.

Do you have a very small piece of Hanger Space to rent? I'm hoping to rent a corner of a hanger for under \$150/month, starting within a month. The Plane is a Super Baby Lakes with a 16' Wingspan, 14' Long and <5' Tall.

Call 661-317-7559 or e-mail bsrhs@yahoo.com

- Buck Steele

Portable TIG Welder needed for a day

Dave Armando needs to borrow a portable TIG welder for a day. If anyone can help him out please contact Dave directly by email at rigusa@cox.net or by phone at (860) 633-4023.

Interesting & Helpful Links

Security Notams and TFRs locator

<http://www.aopa.org/whatsnew/notams.html>

Google Earth 3D TFR locator

<http://airspace.nifc.gov/mapping/nifc/index.cfm?isNIFC=True>

How to Overlay Sectional Aeronautical Charts in Google Earth

<http://www.wikihow.com/Overlay-Sectional-Aeronautical-Charts-in-Google-Earth>

Digital - Airport/Facility Directory (d-A/FD)

http://www.naco.faa.gov/index.asp?xml=naco/online/d_afd

B.O.A.C. – (Better On A Camel) – Tales from the early days of international aviation

<http://betteronacamel.com/>

Connecticut AME Listings

<http://flightphysical.com/search/search6two.cgi?State=CONNECTICUT&Areacode=&Zip=&Lastname=>

A different kind of flying – Innovations at the America’s Cup – 200’ Wing Sails

http://www.nytimes.com/slideshow/2010/02/08/science/020910_SAIL_index.html?emc=eta3

Heads-up display advancements for pilots at the America’s Cup

<http://www.stuff.co.nz/sport/3311853/Hi-tech-glasses-boost-Americas-Cups-skippers-info>

UIUC Airfoil Data Site: (Courtesy S. Gills, Chapter 334)

<http://www.ae.uiuc.edu/m-selig/ads.html>

Aircraft Piston Engine Cooling Systems by Peter Law:

<http://www.enginehistory.org/Convention/2005/Presentations/LawPete/Cooling.pdf>

Tools on-the-cheap Soda Blaster for Carb Cleaning & Rebuilding

http://www.aircooledtech.com/tools-on-the-cheap/soda_blaster/

Cooling Aircraft Engines:

<http://www.experimentalaircraft.info/homebuilt-aircraft/aircraft-engines-cooling.php#>

Combating Carb Ice: (Courtesy S. Gills, Chapter 334)

<http://www.aopa.org/asf/publications/SB09.pdf>

Chapter 27 Newsletter

<http://www.eaa27.org/newsletter/oct-2009.pdf>

Chapter 1310 Newsletters

<http://www.eaa1310.org/newsletters.htm>

America from the Great Depression to World War II: Photographs from the FSA-OWI, 1935-1945 <http://memory.loc.gov/ammem/fsaallquery.html>

- enter search description, "Pratt and Whitney"
- select search or enter key
- explore aircraft engine manufacturing photos

Craftsmanship Museum

www.craftsmanshipmuseum.com/index.html

Pelican's Perch Aviation Library

<http://www.warmkessel.com/jr/flying/td/jd/index.jsp>

Very cool sheet metal techniques

<http://www.youtube.com/watch?v=CwvBqRRvu00>

<http://www.lazzemetalshaping.com/>

Trey Johnson's Amphibious RV-7

<http://www.youtube.com/watch?v=kj2aRT1eaQw>

Cutaway RV illustrations by Tom Johnson (excellent)

<http://www.vansairforce.net/graphics/Cutaway.pdf>

Alaskan aircraft recovery video – True homebuilders (courtesy of Ken Benson)

<http://www.optimaljet.com/OptimalJetHTML/mulchatnaHigh.htm>

Paper Pilot Certificates Expired March 31, 2010

- [Click here to obtain printed renewal forms](#)
- [Click here to email your renewal application directly to the FAA](#)

For more information click here:

http://www.aopa.org/members/pic/answers/2009/0905answers.html?WT.mc_id=090424epilot&WT.mc_sect=sap

To Join EAA Chapter 166

We welcome new members. Our membership application is on www.EAA166.org in the **Chapter Library** section.

NOTE 1: Chapter dues are \$16 and run for a calendar year (Jan-Dec) unless one signs up Oct thru Dec, in which case his or her dues are good for that period and carry thru the following year.

NOTE 2: If you are not already a member of EAA, our parent organization, it's easy to become one by calling (1-800-5646-322). Be sure to tell them you're joining EAA (national) as a prerequisite for membership in Chapter 166.

Be sure to send our newsletter editor, Jack Hilditch, wmjack@t3cs.net an email to be put on the e-mailing list ASAP while your membership application is in the snail-mail to our Treasurer! To join EAA (national) click <http://www.eaa.org/memberbenefits.html> or call: 1-800-JOIN-EAA.

2010 EAA CHAPTER 166 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:

**EAA Chapter 166, c/o Dave Armando
1765 New London Turnpike
Glastonbury, CT 06033**

(Dues are \$16.00 per year, due in January, make checks payable to: EAA Chapter 166)

Name: _____

Wife or Significant Other Name: _____

Home Phone: _____ Mobile Phone: _____

Street: _____

City _____ State _____

Zip _____

Email address: _____

EAA Membership No: _____ Expiration date: _____

Pilot rating(s) held: _____

A & P ratings held: _____

Do you own an aircraft?: _____ Make & Model: _____

Registration No: _____

Are you building an aircraft?: _____ Make & Model: _____

% completed? _____

Are you restoring an aircraft?: _____ Make & Model: _____

% completed? _____