



EAA Chapter 166 Greater Hartford, CT



EAA 166 Newsletter

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Next Meeting Sunday May 25, 2008

at Ken Benson's Starshine Farm

This month's program is:

Wet Sanding a Sky Arrow in preparation for repainting
Featured events will include consumption techniques for burgers, hot dogs and various chilled beverages. Expert advice will be available on stress relief practices for use during the development of a perfect tan.



President's Message

Presidents Message

A Great Good Day to All of You!!!...I'm coming off quite a high. The Young Eagle event we had on Saturday was probably one of the best the Chapter ever ran. We flew 34 Young Eagles. What was more satisfying was the fact that our Chapter and the Skylark Chapter 1310 worked together to make it happen. We got weathered out on our first attempt on the 10th. You couldn't have asked for better weather on Saturday morning. The wind picked up a bit in the afternoon but by and large the Young Eagle had perfect weather for their first flight. What impressed me the most was the cooperation and focus the two chapters showed in working together. Chapter 1310 provided over half the aircraft used for the flights. Paul Dowgiewicz from 1310 worked with Judy Roy from NEAM in computer generating the YE Certificates. We had a dozen members split between the chapters working the ramp, signing the YE in and escorting them to the aircraft. Safety was never compromised and traffic control was like a ballet. On behalf of the Chapter and myself I'd like to especially thank Larry Gagnon, Jack Hilditch and Judy Roy from NEAM for putting the event together and providing the leadership. What really impressed me the most is how all workers stepped up to the assigned task and went about their duties in a professional, competent manner making sure the YE had an event they would remember for a lifetime.

If you came to the airport on Saturday you may have noticed the construction on the south end of the airport. This will be the new home for Connecticut Aero Tech. This is where the Aviation Mechanics School at Danielson will be relocating. Here's a shot of construction taken two weeks ago.



The school is planning to open in November. My guess is more like December. The school now has a two year A&P program. It used to be three. Our Chapter has had a significant input into the school. Three Chapter members sit on the advisory council: myself, Norm Graham and Larry Carlson. The new

school will have a profound effect on the local aviation community. For the Chapters stand point there will be a source of technical expertise in our backyard. Special program

on composites, electrical and welding are planned. The local aerospace companies will have a source to provide certified training to their employees. Some of this will be at night where Chapter members can also take advantage. Beyond the educational opportunities the school at the airport will provide further impediment to those that want to industrialize the airport property...and we may have an alternate meeting place for our meetings.

One of my Pratt & Whitney colleagues had a friend, Joe Riek, who built the 2004 Cavalier, pictured below:



Joe passed away and now his family would like to sell the aircraft. It is undergoing an annual at Westfield. I believe the family is asking \$18,000 for the aircraft. You can see the aircraft and its specs on the web site: <http://mysite.verizon.net/chris.riek/> or you can contact Mary Riek at 860-653-3896.

Finally, the Sunday meeting will be out at my farm. The invitation is to all Chapter members to come and join me for a sanding party. A home built aircraft is supposed to be for the education and recreation of the builder. I learned that, one, I can't weld and two, I can't paint...at least Aerothane. I ended up with a bunch of orange peel on the fuselage, nacelle and rudder of my Sky Arrow. Larry Gagnon recommended a Wet/Dry Chapter sanding party. We will start the activities around noon. Along with the appropriate aerospace tools and equipment to do the sanding, I will provide hot dogs, hamburgers, soda, beer and all the trimmings for those joining in the festivities. Rain or

shine...we can do it outside or in the hangar. We will plan to have a regular meeting around 6:00 pm for those that can't make the wet/dry event....and will have a hamburger or two available. If you can make it beam me a note at starshinefarm@msn.com or call me at 860-642-6185 so I know how much grub to have on hand. I appreciate all the help and skill sets I can get to correct my egregious error.

Remember a check ride ought to be like a skirt. Short enough to be interesting, but long enough to cover everything....

Happy trails,

Ken Benson, President

(Updated) Regional 2008 Calendar

EAA Chapter 1310

EAA Chapter 166

May

17th – Pancake Breakfast (Saturday)

17th 166 YE rain date (KHFD)

17 & 18 (?) – Hampton Fly-Market
(Saturday/Sunday)

Mini-Safety Seminar with flea
market/fundraiser

**25th 166 Meeting at Ken Benson's
Starshine Farm & Wet Sanding Party**

**31st FAA Mini-Safety Seminar and
fly-in at Skylark**

June

11th – Meeting (Wednesday evening)

14th – Pancake breakfast (Saturday) at Skylark coupled with an open house at the CT Trolley Museum – EAA 1310 will shuttle guests to the end of the runway where trolleys will pick up pilots & guests at for a ride to the museum, a tour and a trolley ride back to Skylark.

14th 166 Fly-In (KHFD)

Rhode Island ANG open house

29th 166 Meeting

Chapter 1310 is in the process of organizing a trip to Old Rhinebeck Aerodrome <http://www.olderhinebeck.org/> slated for August 9th or 10th, 2008. If any Chapter 166 members are interested in making the trip please let Jack Hilditch know via email or cell phone. If a sufficient number of members decide to make the trip we may rent a bus and leave the driving to someone else.

Local Knowledge - Windham - KIJD

The ramp at Windham (KIJD) has been repaved and sealed. Contractors are currently installing tie-downs and preparing to paint lines on the ramp (as of May 18, 2008). The ramp should be finished within the next two weeks. Fuel is available now.

Taxiway Bravo (18 – 36) is being extended to the end of 18 so there will eventually be no need to back-taxi 18-36. Contractors are currently installing storm drains, drainage pipes and wiring for lighting. The project is slated for completion within the next two months. Be alert for construction equipment on the field.

Reports

EAA Chapter 166 Treasurer's Report May 2008	
Checking Account:	\$ 3,944.46
Deposits:	\$ 000.00 dues
Total Deposits:	\$ 000.00
Total bills:	\$ 000.00
Balance in Ck	\$ 3,944.46
Petty Cash:	\$ 00.00
Plus decals, & etc.	
Chapter Scholarship Fund ACCOUNT	
Balance:	\$ 1,880.07
Deposits:	\$ 150.00 – Flt Str & DAR inspection
Bills:	\$ 467.18 DAR expenses
Balance:	\$ 1,562.89
 Duly reported by Dave Armando, Treasurer	

- *Our Treasurer has asked me to remind the following members that their dues remain unpaid.*

E. Allard, S. Beckett, S. Brown, W. Browne, P. Chudy, J. Cissel, T. Clark, T. Dale, D. Faile, W. Foley, N. Garvin, A. Johnson, R. Morin, J. Oliver, G. Prentiss, B. Pulford, G. Shubert, G. Simard, A. Simmonds, C. Steffens, J. Stevenson, W. Sweeney, G. Sweetman, G. Thomas, L. Turcotte, J. Urban, J. Vance, J. Watkins.

- *All those who have been tardy please send your \$16.00 in to Dave Armando, 1765 New London Turnpike, Glastonbury, CT 06033. Thank you.*

EAA Chapter 166
Secretary's Report
May 2008

For the April meeting, there were a number of guests present. The meeting started with around the room introductions and a status of the various projects in the chapter. It was nice to put names with some of the newer faces. A number of the newer members are building various versions of the Van's RV, so it shouldn't be long before we have a few more flying in the chapter.

Dr. Steven L. Peake, Technical Marketing Director for Park Electrochemical Corp. Waterbury, CT gave a talk on Advanced Composites Materials for Aerospace Applications. Steve's focus was on the chemical and structural considerations of composite use in aviation applications rather than on a 'nuts and bolts', step by step, 'DIY' concerns. Steve opened the floor for questions after his talk.

Members were once again reminded of the need for support during the chapter's Young Eagle event. Member response was positive and it looks like we will have sufficient pilots, planes and ground support staff.

Duly reported by Aaron Gleixner, Secretary

Young Eagles – Larry Gagnon

Weather knocked out the May 10th date so the event was held on May 17th at Brainard. We had a record turnout of 34 Young Eagles and volunteers from Chapter 166 and Chapter 1310. Young Eagles were drawn from the NEAM youth education program, an Enfield Boy Scout troop, the Granby Aviation program and several other sources. We would like to thank all the pilots and volunteers for a job well done. The breakdown was as follows: **10 Pilots; 20 Volunteers; 27 Young Eagle Boys; 7 Young Eagle Girls**



A Young Eagle family checks out the 'business end' of Mark Horan's J5A.

There was a definite grin on this Young Eagle's face as he exited Chuck Cohen's A-36 after his flight.



This Young Eagle shows his certificate to mom under Mark Horan's J5A wing but his sisters are not to be outdone. They have their cockpit poster and from the look on the little one's face, it won't be too long before she and her sister become Young Eagles as well.

Volunteers loading up Bob Taylor's Cardinal in preparation for a flight while dad takes some photos of the kids.





Mark Horan's J5A was a big hit with kids and parents alike. Mark ran pre-flight walk-arounds for the Young Eagles, before they went flying. This helped to expedite the flow of flights. Using the J5A for pre-flights also served to keep Young Eagles clear of active aircraft on the ramp while they learned about pre-flighting.

Paul Dowgewicz, EAA 1310 Secretary, and Judy Roy from the New England Air Museum handled Young Eagle registrations, Certificate printing and all other administrative details. The event would have been far less organized without their efforts.



Pete Russell directs Bill Pulford's Cherokee 6 on the ramp.

Linc Turcotte and a Young Eagle observe Ron Drachenberg checking the oil on his PA28-140 prior to a flight.



When she saw Aaron Gleixner's RV-8A, this Young Eagle pointed directly at it and said that was the plane she wanted to fly in. Looks like the beginning of a classic 'RV Grin' on her face to me.

Our volunteers really stepped up to the plate for this event. The flow was smooth and safety was first. John Shade collects administrative details while Linc Turcotte and John Ciolino stand watch. Aaron Gleixner supervises loading while the Young Eagle's dad sees how it all works.



The weather turned out to be sunny and clear with a little breeze making up as the day went along. In short, it was a perfect day to go flying. Both chapters would like to extend our sincere thanks to all those who made this event possible. You are the best.

Volunteers

Pilot	Aircraft	Chapter	Seats	N-Number
Chuck Cohen	A-36	1310	4 or 5	N6650M
Preston Kavanaugh	PA-12	166	1	N7608H
Rob Schaum	Cessna 172	166	3	N53323
Mark Horan	1940 Piper J5A	1310	1	N33078
Bill Pulford	Cherokee 6	166	4 or 5	N32RF
Bob Taylor	Cessna Cardinal 177B	166	3	N34655
Aaron Gleixner	RV-8A	166	1	N83AG
Chuck Drake	Cessna 172	166	3	N12766
Ron Drachenberg	P28-140	166	2	N7307J

Ground Support	Chapter	Assignment
Ken Benson	166	Line Boss
John Shade	166	Line & YE – Pilot - Plane records
Larry Gagnon	166	Young Eagle Coordinator -166
Pat Bergeron	166	Support
Dan Bergeron	166	Support
John Ciolino	166	Line
Russ Beers	166	Line
Lamont McEvitt	166	Line & Photography
Dave Chappeldane	166	Line & general help
Fred Goff	1310	Line
Linc Turcotte	1310 & 166	Line
Jim Wisnowski	1310	Support
Peter Russell	1310	Line
Paul Dowgewicz	1310	Registration
Jack Hilditch	1310 & 166	Young Eagle Coordinator -1310
Judy Roy	NEAM	NEAM Mgmt. & Registration
Mike Marshall	Boy Scouts	Boy Scouts
Stoddard Finnie	NEAM	Line
Scott McDonald	Granby School Aviation	Student management
Mike Egan	CAP	CAP Q&A

CHAPTER PROJECTS – RV-8 – John Ciolino

The wings are on....well, really just the left one. It went smoothly. Carol and I handled the whole thing. Giggles and grins all over the place tonight!

This image shows the left wing on the sawhorses.



This image shows it stuck on on the fuselage.

You have to look closely to see the difference. I couldn't get a good angle to shoot the pictures without being too close to the plane.

Construction Corner – Jack Hilditch

Finishing a Project that Someone Else Began – Part One

Taking On an Underway Project

Well, I've gone and done it now. I lurked on Barnstormers and Van's Air Force during the past couple of years. I read Trade-A-Plane from cover to cover and prowled local FBO bulletin boards whenever I could to find 'the right project' for me. The choices were as vast as everyone said they would be and the decision almost as difficult. I looked at many of "the usual suspects," plus a few more before settling on a Van's **RV-9A**.

Choosing a Construction Medium

I spent a number of years racing, modifying and maintaining sailboats, so I am comfortable with steel, aluminum, wood and composite shapes. I also have a fairly solid knowledge about what materials hold up under adverse conditions such as during high-stress loading and saline environment (salt air). Fuselage form, hull fairness, air foil shapes, turbulence, rigging, low voltage electrical systems, communications sub-systems and instrumentation were not foreign topics to me. Their integration in an aviation setting, however, was unfamiliar turf.

Mission Matching - Basics

Matching my relatively low time skill set with aircraft performance eliminated many high performance candidates from the selection process. Insurability also factored into what I might choose. Form and design are prime movers in my consciousness. OK, I'll fess up. I have more than a few miles on this old carcass so I am drawn, naturally, to some older aircraft. For years I have thought that classic warbird designs like the **P-51**, **F4U Corsair**, **Bell P-39 AirCobra**, **ME-109**, **Hawker Sea Fury** and the **Spitfire** defined aircraft perfection for that genre. On the civilian side, I think Cessna's designers got their lines exactly right with the 310 series, from an aesthetic perspective. None of those favorites were influenced by maintenance costs or flying properties. I simply liked the way they looked.

Pure Sexiness

Let's face it, choosing an aircraft is influenced by many things, not the least of which is how it looks and, possibly more importantly, how one might look in the cockpit of that aircraft. With those images in mind, and knowing that I wanted to build rather than buy, it isn't a far stretch to see why I initially fell in love with several aircraft. Stelio Frati's gorgeous **F.8L Falco** <http://www.seqair.com/Falco/Falco.html>, George Pereira's beautiful **GP-4** <http://www.ospreyaircraft.com/gp-4>, the **Thunder Mustang** <http://www.thundermustang.com/index.html>, the **Turbine Legend** <http://www.innovativewings.com/Turbine%20Legend.htm> and the **Radial Rocket** <http://www.radialrocket.com/> beat any and all competition hands down (in my mind.) Unfortunately, shortly thereafter a reality check involving build cost, complexity, flying skills, resale options and operating costs put those pipe dreams into perspective. I initially succumbed to the old 'beauty first and the rest be damned' school of thought. I was not the first to do so and I certainly won't be the last.

Mission Matching - Reality

What did I want to do with the aircraft? Local flying, short cross country flights and aerobatics were interesting but what I really wanted to do is revisit the voyaging I so enjoyed at sea. I wanted to visit small, out of the way airports on my schedule and browse America at a considerably slower pace than afforded by the Interstate highway system or commercial air travel. I wanted to do it in reasonable comfort and be able to use newer technology, within reason, for better situational awareness and safety.

Composite, Wood or Aluminum?

My initial preference was either wood or composite (a combination of carbon, S-Glass, Kevlar & cored material). However, after a conversation with Joe Gauthier I began to look at aluminum more closely. Joe made a very good point when I brought up the idea of purchasing a Mustang II project I had located on line. Joe said that there were a number of chapter members with significant experience building aircraft from the RV line, but probably not too many with Mustang II experience. Being a first-time builder, and having joined two local EAA chapters specifically for the purpose of tapping into a local knowledge pool, Joe's point made sense. I would look more closely at what Van had to offer.

The Decision

How I finally arrived at the 9A was a mixture of curiosity and serendipity. Essentially I volunteered, on numerous occasions, to help on projects but found that asking, and being asked to help, were two separate things. Building, for many constructors, is an intensely personal experience to be pursued at the builder's pace and not driven by the presence of helpers. What did come out of my initial pleadings were two RV rides. Larry Gagnon was kind enough to give me my first RV ride in his 6, followed shortly by the indulgence of Aaron Gleixner who gave me a ride in his 8A. That was it for me. An RV was on the horizon, but which one? I loved the 8 but thought the 7A might be a likely first build candidate since it accommodated my larger (personal) airframe and the rivet hole pre-punching eliminated a significant possibility for an out of true airframe. As I looked for a likely candidate, I noticed that the competition for underway 7 and 7A projects was quite brisk. I then reviewed the 9 and 9A a little more closely since it seemed to match what I believe to be my preferred mission, fast, economical, cross-country flying with reasonable performance, good handling and no bad habits.

Finding the Project, Hasty Preparations & Bringing it Home

I was fortunate enough to find such a project on the web, within three hours of it being posted. The price seemed fair and the owner reasonable to talk to. After agreeing to a price, I sent off a deposit and arranged to fly south for an inspection. In the meantime, I contacted the AOPA Legal department, EAA Homebuilders department, several RV builders and informed my wife of my intentions. I hired a dumpster, finished cleaning out the garage (oops! I meant hanger), drew up a floor-plan based on measurements from the (then) owner, purchased lumber to build wing / empennage racks, organized my finances, flew to Orlando, drove to Ocala and shortly thereafter became the owner of an RV-9A project. I rented a truck, loaded the project and drove it home between ice / snow storms. This all happened within the span of three weeks.

I got to CT in time to (with the help of Paul Dowgiewicz from Chapter 1310) offload the project, construct the required racks, get the 'hanger' buttoned up and return the rental truck before another ice storm arrived.

Now what??

I had boxes of paperwork, tools, parts and assorted pieces to go along with a set of wings, a vertical and horizontal stabilizer, flaps, ailerons, rudder, landing gear, electronics and an engine. With all this 'stuff', where do I start? To avoid being overwhelmed, I tried to approach the task logically by breaking the project down into manageable sub-tasks. I began by reviewing all the paperwork and dividing it into sections where I thought it should live. This may sound pretty straight-forward until you realize that while wings, for example, are airframe components, they also contain electrical, rigging and plumbing elements, all of which could theoretically live in their own sub-sections. These elements include lighting, wiring, sensors, heating elements, pitot system components, fuel system flow and control, rigging, antennae and so forth. I began making lists and creating spreadsheets to manage the substantial array of information required for constructing the aircraft. My initial breakdown is as follows:

Primary Project Sections

- Check each piece of the project prior to loading it on the truck.
- Did anything appear damaged?
- Were the rivets within spec (as much as I could immediately see given the advanced state of sub-system closure on the project)?
- Did the project construction exhibit a normal state of care?

Material

- What did I have?
- Did it match what the inventory sheets said should be here?
- What, if anything, appears to be missing?

Plans, Logs and Notes

- What did I have?
- Did it match what the inventory sheets said should be here?
- What appears to be missing?
- What tasks are completed?
- Were there any mess-ups or re-dos in the logs?
- If yes, color code and tag them by degree of concern in the log for later physical inspection.
- See if the builder's log notes matched any that might be found on the full size construction plans.

Paperwork

- Obtain a notarized Bill of Sale

- Submit copies of the Bill of Sale and other required documents to Van's Aircraft, Inc.
- Change project ownership to me.
- Organize sales tax payment for the project purchase.
- Sub-System bills of sale, warrantee records and manuals.

Hang-ups, Dead Ends and Irritations

A&P Review

I made several calls to aviation maintenance shops in the Ocala area but was unable to find any A&P mechanic or A&P with an IA endorsement willing to even look at an experimental project. They were unanimous in their concern about insurance liability.

EAA Technical Advisor or DAR

I also made several calls and sent emails to several Florida chapters while looking at both a Mustang II project and the RV-9A. Again, I was unable to find anyone willing to conduct an on-site, pre-buy inspection.

AOPA Legal

I emailed and called the AOPA legal plan that I subscribe to. One of the services they actively advertise is pre-purchase document review. The AOPA national Legal Plan office referred me to a Connecticut attorney who supports their plan so I called and emailed him. When I received no response I called again and asked to speak to him. I explained that several weeks had passed and I was now time pressed. He asked me to send a copy of my proposed purchase agreement to his office and he would email the reviewed document to me while I travelled to Florida. I never heard back from the attorney, after our one call, nor did I ever receive notification that he even read the document I sent him. In short, my experience produced a dead-end and waste of time. My advice would be to make arrangements, well in advance of your transactions. It might also be advisable to consult your own personal attorney rather than an AOPA retainer.

(To Be Continued)

NO to USER FEES

Remember, the battle is not finished. There are some in Congress and the Administration who are still trying to ram this unpopular legislation through. Contact your Senators and Representatives to voice your displeasure.



To confront airline rhetoric and lobbying, every participant in general aviation must rally against user fees. For sample letters to send to Congress, visit www.EAA.org/govt/sample_letters.html.

To follow EAA's proactive advocacy on your behalf, visit www.EAA.org/userfees. Questions? e-mail govt@EAA.org Don't delay ... **Act TODAY!**