



# GREATERT HARTFORD EAA CHAPTER 166



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## President's Message *by Ken Benson*

### Experimental Aircraft Association Chapter 166

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Happy Fall All!!!!...This has got to be the best time of the year for flying...clear skies, calm winds, colorful foliage...and no bug splatter on the windshield...Who could ask for more....

We've had a great summer. AirVenture and the Reno Air Races for the big out of town events. Here at home the AOPA Convention the beginning of October. The Chapter had a great get-together for the fly-in AT Brainard. The morning weather was below minimums for many of us and when the clouds broke the winds came up...but about 20 members and their families came and enjoyed the hamburgers and hot dogs prepared by that dynamic team of Shade and Gleixner. Also thanks to Bill Foley for working with the airport management on securing aircraft parking, though it was not used.

*(Continued on page 2)*



*Hilditch photo*

### AN EVENING WITH CONNIE NAPPIER

#### Next Meeting

**September 30, 2007, 7:30 PM PWA CUSTOMER TRAINING CENTER**

**Program:** John Shade will introduce Joe Kuberka who will make a presentation about his experiences as a tour guide aviator.

**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.

## 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 (aarongleixner7@sbcglobal.net) 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

## PRESIDENT

October 13th we've got the fly-out to Woodstock Airport. Joe Gauthier was able to work his charm on Tom Pegniny to get the OK for a visit to Flight Design USA and see Flight Design CT. Should be a great trip!!!!...Plan on a tail gate lunch...If you are flying in, make a low pass before landing. There may be model airplanes flying and we wouldn't want a mid-air.

Finally our Annual Meeting will be November 9th at the State Armory Officers Club. The atmosphere and food is great. The Activities Committee is working out the details for the speaker. The reservation form will be out shortly. And remember the Annual Meeting includes the election of chapter officers for 2008.

That all I got from here at the pointy end of the airplane...

Ken Benson, President...



*Hilditch photo*



*Hilditch photo*

## AUGUST CHAPTER MEETING



*Cross photo*

## FLY-IN

## EAA CHAPTER 166 FLY OUT

## FLIGHT DESIGN

## WOODSTOCK AIRPORT

## WOODSTOCK, CT

OCTOBER 13, 2007

10:00 TO 16:00

With the aid and assistance of Joe Gauthier the Hartford chapter has arranged for a fly-out to Woodstock airport to visit Flight Design USA, see the Flight Design CT and learn more about the aircraft and the Light Sport Program from Tom Pagniny. We will plan a tail-gate lunch with peoples name starting with H to W bring some type of desert and A to G bring a salad or entrée...

If you are flying in please make a low pass before landing. Model airplanes may be flying that day also at the airport.

Here's a great opportunity visit one of Connecticut's airplane establishments that is recognized internationally as a leader in the light sport aviation field...

Hope to see you at Woodstock...

Ken Benson, President

EAA Hartford Chapter 166

## Treasurer's Report September 2007

Checking Account:	\$ 4,210.51
Deposits: Dues,	\$ 00.00
Total Deposits:	\$ 00.00
Donation to Connie Nappier	\$ 200.00
Total bills:	\$ 200.00
Balance in Ck	\$ 4,010.51
Petty Cash:	\$ 00.00
Plus decals, & etc.	

## Chapter Scholarship Fund ACCOUNT

Balance:	\$ 1,655.07
Deposits: Flightstar,	\$ 25.00
Bills: DAR expenses	\$0.00
Balance:	\$ 1,680.07

Duly reported by Dave Armando, Treasurer

## Secretary's Report *by Aaron Gleixner*

*A Secretary's Report was not received for the month of August.*

## 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.

## Construction Corner *by Greg Prentiss*

*This concludes an article presented last month by Jack Hilditch. This month Jack discusses his findings and conclusions.*

### The Powder Coating Debate. Part II

#### • Findings

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- Powder coating can be used, within reason, to provide a hard, durable surface coating for parts that are subject to abrasive usage.
- Powder coating cost is approximately equal to application of premium liquid coating systems.
- Powder coating will not expand to cover cracks that open up after the coating is applied.
- The item being coated must be completely bare of any paint, dirt, oil, or any other substance. To achieve this, media blasting equipment is typically used. If it is not possible to media-blast the parts, cleaning must be done with chemicals or by hand. The items are then baked to remove any moisture from the metal. After all materials have been stripped off, the item is treated with a degreasing solution to help prevent corrosion.
- Pre-treating steel tubing prior to powder coating is a viable method of preventing oxidization by chemical dip immersion using a chromating and/or phosphating process. Another option is Aluma-Sealing, more commonly known as metalizing or aluminizing. It is a process of applying melted aluminum to steel by flame spraying onto metal parts, giving the metal a complete aluminum seal to prevent it from rusting.
- According to Olympic Powder Coating, Aluma-Seal is the perfect surface preparation for powder coating. It makes powder coating bond 6 to 10 times better to its surface, providing the most durable "no-rust" finish possible on steel. Ideally, for high rust environments, they recommend two power coats over Aluma-Seal, one primer coat and a top color coat.

<http://www.olympicpowdercoating.com/modules.php?op=modload&name=News&file=article&sid=14>

#### • Cautions

- Parts must be determined to be airworthy **prior** to painting or powder coating.
- Careful preparation is imperative to achieve a quality finish.
- Have all powder coating done professionally.
- Use common sense in where to use it (non mission-critical areas)

#### Conclusions

##### Environmental

Powder coating itself is often less environmentally adverse than liquid solutions. While many liquid finishes utilize solvents which contain pollutants known as volatile organic compounds (VOCs), powder coating does not and releases negligible amounts, if any, of VOCs into the atmosphere. Powder coating eliminates the need for finishers to buy costly pollution control equipment. In addition, most powder coating overspray that does not adhere to the part can be retrieved and reused. Although not always practical for many low-volume users, this can virtually eliminate the waste commonly found in liquid finishing processes. Environmental considerations may not determine whether powder coating is applicable for use on a specific part. They may, however, be factored into the selection process as aviation support businesses become more constrained by EPA regulations.

##### Options

Advances in the paint industry and EPA regulatory changes have led to an environment where water-based coating systems are finding more favor in the aircraft industry lately. Anodizing can also be used as a means of corrosion control and aesthetic enhancement but part size may be limited by anodizing tank capacity. There are alternatives to solvent based liquid and powder coating systems. It is well worth doing your homework as a buyer before committing hard cash to the project.

## Should you use powder coating?

You can see by the comments I received from various sources, there are as many opinions as there were in the hanger flying sessions that first got me interested in the subject. Powder coating has been around for a very long time and is well understood technically. The Air Force and other Armed Services are beginning to use powder coating in lieu of liquid barriers for three reasons, performance, cost and environmental concerns. Universal adoption, however, has not yet been achieved. Different governmental agencies are not yet accepting the technical findings of their peers, so what is OK in one branch may not be in another. This leads us full circle to whether the FAA will accept powder coating of parts on your aircraft. The short answer is it depends on the individual inspector and/or the policy (if one exists on the subject) at their FSDO. Powder coating can provide a solid, durable, abrasion resistant barrier coat alternative to traditional paint solutions. Remember, however, applying powder coating is dependant on the individual part and its use on the aircraft. I believe that North East Helicopters has it right when they said it is really down to using common sense when considering the application of powder coating on your aircraft parts.

*Jack Hilditch*

## BLUE GOOSE AVIATION

*Blue Goose Aviation offers tours and instruction in mountain flight principally in the Rocky Mountains of Colorado, Utah, Wyoming and Montana*

Joe Kuberka started flying in northern Minnesota in 1978. He then attended the University of North Dakota from 1979 to 1982 graduating with a BSPA in Aviation Administration and earning his Private, Commercial, Instrument, Instructor, Multi Engine and Glider ratings at the University. He joined and has been active with AOPA since 1979 and EAA since 1982. In 1983 Mr. Kuberka joined the United States Air Force and flew for 20 years as an Air Force pilot. He flew B-52 bombers, and KC-135 tankers for major weapon systems. He also spent two tours at the USAF Academy selecting which cadets would be Air Force pilots and teaching basic airmanship. Major Kuberka taught the mountain flying course to Academy instructor pilots and checked out as a Montana Mountain Search and Rescue Pilot. He also attended the Air Force Aircraft Accident Investigation Course and held a safety officer designation for over 10 years. Duties in this area lead to teaching numerous classes on cockpit resource management and risk management. Joe earned a Master of Aeronautical Science from Embry riddle Aeronautical University in 1994. During his entire Air Force career he maintained his civilian ratings and owned an aircraft since 1988. Continuing to increase his own knowledge of aviation he added an instrument instructor rating, glider instructor rating and sea plane rating to his license. He is an aviator with over 8000 hours that loves to instruct, while promoting safety to other pilots. Since retirement from the Air Force, Mr. Kuberka has developed a self flying guided mountain air tour allowing pilots to gain mountain flying experience while vacationing in the Rocky Mountains.

*Additional information may be found at [www.bluegooseaviation.com](http://www.bluegooseaviation.com)*

