



GREATER HARTFORD

EAA CHAPTER 166



October 2007

Volume 43, Issue 9

President's Message *by Ken Benson*

Experimental Aircraft Association Chapter 166

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Hi All!!!!...Its hard to believe that we're getting close to the end of the year...It has gone fast...If you look back it has been a very active and rewarding year.

First we have a top notch meeting place. The Pratt & Whitney Customer Training Center couldn't be a better 'club house'. Our benefactor, Laura Holmes, the manager of the CTC has been very supportive and encouraging. We had many excellent presentations at our monthly meetings. The credit goes to John Shade and his programs team. The presentation by the Tuskegee Airman, Connie Nappier is one of the most memorable talks we have had. Sun 'n Fun, AirVenture and the AOPA Convention were all spectacular events that many of our Chapter members attended... We had successful Young Eagles event, thanks to Larry Gagnon and weather curtailed the Fly-in at Brainard but the tailgate food made up for the lack of fly-ins. The Fly-Out to Woodstock, unfortunately got cancelled because of weather and previous commitments by a lot of the membership. This will be rescheduled in the spring.

(Continued on page 2)



AOPA 2007

Light Sport
Exhibit

Next Meeting

October 28, 2007, 2:30 PM — Bill Foley's Workshop

Program: Bill Foley will give a tour of his Ryan STA project.

Directions: See detailed directions inside.

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 (aarongleixner@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

The Chapter and the members have been recognized over the last year. In this newsletter is a note I received from Paul Poberezny on our newsletter and an article in the newsletter. The credit for the newsletter and the web site goes to Al Cross. Al has been the newsletter editor for at least the last twelve years if not longer...he was editor long before I became a Chapter member. Joe Gauthier received the Spirit of Flight Award from the Society of Experimental Test Pilots at AirVenture this year. This recognized Joe's spirit of research, development and flight testing.

Coming up on November 9th we have the Annual Awards Banquet at the State Armory Officers Club. This is a new location and a new menu. It promises to be a memorable affair with the election of 2008 officers, recognition of accomplishments and a note worthy program.

It seems out of place that I am wishing you a joyous Thanksgiving, Happy Hanukkah, Merry Christmas and Happy New Year when it is 70 degrees out side...but none the less Janet and I wish you all the best...

Ken Benson, President...

DIRECTIONS TO BILL FOLEY'S WORKSHOP

The next meeting will be a **Sunday afternoon** site visit to Bill Foley's Ryan STA restoration project located in Manchester, CT. The project is located in an industrial building housing several businesses. Look for a large orange circular sign with the letters **CFR** over the door.

Directions as follows:

From the West: I84E to Exit 60, right off exit. Move to the left lane and bear left at the split. Go straight at the second light on New State Road. Go straight at the light, at the stop sign, left on Hilliard St. through the esses, left at the second stop sign, all on Hilliard St. Take the second left, Canterbury Street, which is a short residential street. At the end turn right into the industrial driveway. CFR is at the near end of the building.

From the East: I-84W to Exit 63. right off the exit. Turn right at the second light onto SR83S, Follow 83S for nearly 2 miles, through a right and a left. After the railroad tracks turn right onto Hilliard St., Take the third right, Canterbury St. Loomis St. is at the end of Canterbury.

From the North: I-91S to Exit 35B onto I-291E. Take the Tolland Turnpike Exit. Go left off the exit. At the 3rd light turn right onto Adams St. Bear left at the first light. Turn left at the next light onto Hilliard St. Go left at the stop sign, through the esses, left at the second stop sign, all on Hilliard St. Take the second left. Canterbury St. At the end turn right into the driveway.

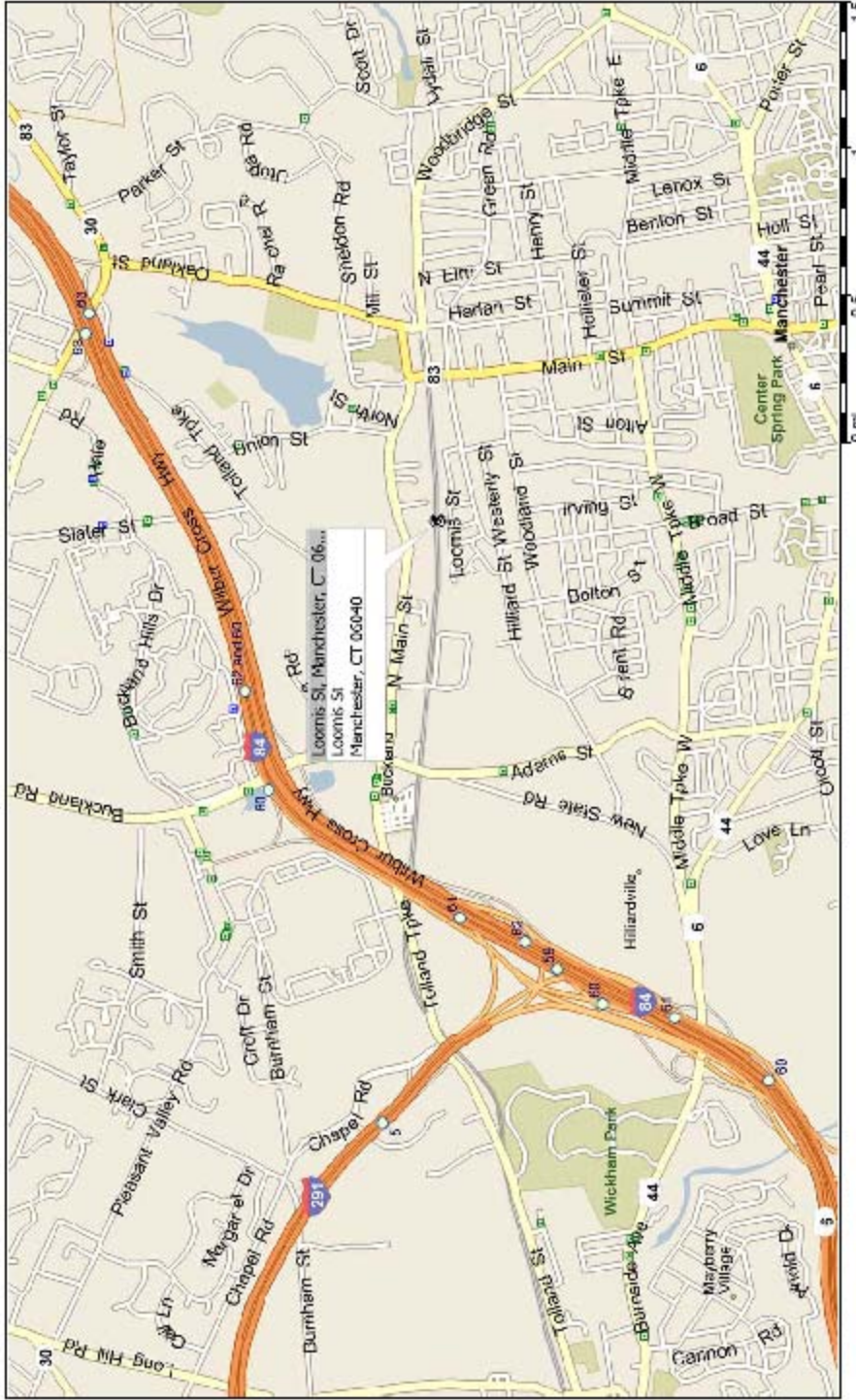
See map on page 3.

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.

Buckland, Connecticut, United States



Treasurer's Report October 2007

Checking Account:	\$ 4,010.51
Deposits: Dues,	\$ 0.00
Total Deposits:	\$ 0.00
Donation to Connie Nappier	\$ 200.00
Total bills:	\$ 200.00

Balance in Ck \$ 3,810.51

Petty Cash: \$ 0.00

Chapter Scholarship Fund Account

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

Balance: \$ 1,680.07

Duly reported by Dave Armando, Treasurer

Secretary's Report *by Aaron Gleixner*

Joe Kuberka from Blue Goose Aviation was the guest speaker for the September meeting. Joe discussed the challenges and pitfalls of mountain flying, including the impacts of density altitude on aircraft performance, along with human factors of high altitude flight. The impacts of altitude can be significant, so if you plan to do any flying out west, make sure you brush up on aircraft performance tables, weight and balance calculations, oxygen requirements, etc.

There were a number of progress reports discussed during the meeting. Russ Beers is working on his wings, trying to get to a number of tough rivets. Larry Gagnon is working the canopy of the RV, with the panel installation complete. Moe Schwartzman continues progress on the Seawind, making some reinforcements for crossover pulleys. Congratulations to Jell Dill who placed 2nd at the recent Simsbury fly-in.

For new business, the annual Chapter 166 awards banquet is scheduled for Friday, November 9th, at the State Armory Officers Club. The social starts at 6:00, and tickets are \$30 per person. If you are interested in attending, please mail your check, along with your name and entrée to Dave Armando no later than November 1.

Construction Corner *by Greg Prentiss*

This month's contribution is by Moe Schwartzmann

Misc. Tools and Instruments

In building my Seawind for the past nine plus years, I have found or been told of many tools that solved problems that all kit builders encounter. I will cover just a few of the most helpful.

A. Mason's String

1. For use with a string level - obvious!
2. Can be used to tie parts together while glue sets.
3. Used between pulley brackets to confirm location of brackets and clearance of cables on brackets.
4. Determining distances between parts such as tubing, heating duct, fuel & brake lines, wire length.
5. "Fishing" wire and cables in difficult places.
6. Making circles "any diameter" as well as arc's.

B. Dremel Tool with flexible shaft and Rotary Cutter attachment.

1. Drill pilot holes in difficult locations.
2. Small cut off wheels for cutting little parts.
3. Small sanding drums to cleanup interior holes.
4. Rotary cutter for cutting any shape in most materials.

C. *Permagrit* Sanding Tools. I have mentioned these before and just love them. Ten years and they are still the best!

D. Belt and Disk Sander - 6" A Must Have Tool

1. For sanding and shaping parts - cleaning rust and painted parts.

E. Band Saw

1. For cutting and rough shaping parts, metal, wood, fiberglass, whatever. A time saver - use beeswax on the blade when cutting aluminum.
2. Excellent for making Templates before cutting your one and only part from the factory kit.

F. Level's - laser - mi sc. lengths - digital read

1. Most are accurate to one tenth of a degree.
2. Mounted on tri-pod (Craftsman) saves hours of time when leveling your plane as well as mounting the sub-assemblies to the plane.

G. Duct Tape - get good tape fabric backed

1. Use it for just about anything - holding nuts, bolts, washers, when there is no helper around.
2. Holding parts together before drilling, screwing, gluing, etc.
3. Protecting parts from scratching, paint, dirt, etc.

I will continue my list in future articles. If you get stuck or need some extra help, call me. Moe cell # 860-604-7583



Experimental Aircraft Association

Paul H. Poberezny
Founder
Chairman of the Board

September 22, 2007

Mr. Ken Benson
President, EAA Chapter 166
33 Oliver Road
Lebanon CT 06249

Dear Ken,

I certainly enjoy EAA Chapter 166's newsletter and the many fine articles contained in it. I also noticed the article "Amateur-built category must be preserved" by Dave Sakrison. I have been well aware of the 51% rules from the beginning of the amateur-built movement, having worked with the Department of Commerce, CAA and FAA, and with all the fine gentlemen who helped me with our fledgling movement back in the early '50s. It was pretty clear what we could and could not do under what we called the 51% rule, or at least a person had to build (not assemble) half of the airplane. It was only when commercialism in the movement that the problem began and interpretations by some FAA folks, as well as individuals and small companies, and in turn building more than half the airplane. In my letter to the Chapters not too long ago, I mentioned this problem – which we could lose the 51% rule or the privilege that we all earned through safety, dedication, innovation ... if we did not reasonably comply with it. I note other groups who, way back then, did not support me and now have come forth in the movement attempting to solve the problem. I have not been on any committees or asked to be part of the ongoing process/communications. However, good or bad, we certainly do have a lot of fine flying airplanes as many members call them not homebuilts, but assembled airplanes and it has certainly been important to the growth of general aviation.

Please give everyone in the chapter my very best regards.

Sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny
Founder and Chairman of the Board

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CALENDAR OF EVENTS

Meetings

October 28
November 9 - Annual Awards Banquet

No Meetings
July, December

Events

AOPA Conference	Hartford	Oct 4,5,6
Fly-Out-Flight Design	Woodstock	Oct 13
Annual Meeting	Hartford	Nov 9
State Armory Officers Club		

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