



EAA Chapter 166 Greater Hartford, CT



EAA 166 Newsletter

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Next Meeting

Sunday January 25, 2009

at the P & W Customer Training Center

Meeting starts promptly at 7:30 PM (19:30)

Please try to be on time as we have to accommodate P & W security

This month's program is:

Norm Graham will provide a
program on his flight test experiences



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.

Presidents' Messages

Outgoing President's Message

Hi All!!!!....Well it's the end of one administration and the beginning of a new administration....No, I'm not talking about Washington, I'm talking about our Chapter. The Annual Meeting elected Aaron Gleixner as the 2009 Chapter President. I could not think of a better leader to pick up the reins as President. Aaron served as Secretary for two years, has been active in the Chapter for many years, recently attended the EAA Leadership Workshop at Oshkosh, is flying his RV-8 and is working on a RV-10. Who could ask for better credentials!!!!....

I have every confidence that the Chapter will support Aaron with as much enthusiasm as you did me over the years. Having been Vice President or President since 2001, with only a year break in 2003, it will feel strange not to be planning a meeting or writing a Presidents Message each month. I must say I am looking forward to being able to sit in the audience and enjoy the presentations and speakers now.

I want to thanks each and every one of you for the support and friendship you have shown me over the years. You have taught me a lot. Not only in the construction of a homebuilt aircraft, but of the generosity and sharing of yourselves in helping me with the conduct of Chapter business. I truly believe I have made life long friends within Chapter 166.

2009 will offer many challenges and opportunities for the Chapter. I am sure we will continue with our very successful Young Eagle program in partnership with Chapter 1310. Sun 'n Fun and AirVenture lay ahead for us. The AeroScholars program from Headquarters offers a follow on to the Young Eagles flight. We will be hearing more of this program in the future. I'm sure the FAA and Washington bureaucracy will offer us challenges as they did in 2008 with 'user fees' and '51% rule changes'. I am confident that Joe Gauthier will keep us up to speed on such changes and how to properly address them.

In closing I would like to wish you and your family a Happy Holiday season and a Happy New Year....and remember airspeed, altitude and brains, two of which are always needed to complete a successful flight...

Best regards,

Ken Benson....

Incoming President's Message

Happy New Year. I hope you all had an enjoyable and relaxing holiday. Starting this month, I will be taking over as president of the chapter from Ken Benson. I want to take this opportunity to thank Ken for his leadership over the past few years. During this period we had a number of great chapter events, and a record number of airplane

completions. In addition to myself, John Shade will be staying on as Vice-President, Dave Armando as Treasurer, and Russ Beers will be the new Secretary. Alan Cross will remain as web editor, and Jack Hilditch as newsletter editor. Larry Gagnon and Greg Prentiss have agreed to remain as Technical Counselors, while Joe Gauthier will remain as both Technical Counselor and Flight Advisor. If you have any questions throughout the year, feel free to give one of us a call or send an email.

The board of directors meeting was held this past Saturday to plan out the chapter events for the year. The annual meeting will remain the last Sunday of the month. Two chapter fly-ins are planned, both will be at the Windham airport this year. The dates are May 16th and October 3rd. For Young Eagles, both events will be joint events with Chapter 1310. The first will be at Brainard on June 13th, the second at Skylark in the fall. Mark your calendars for November 13th for the annual banquet. The turnout at the Chowder Pot last year was strong, and the feedback positive, so the plan is to have it there again this year.

In order to better understand the needs of this chapter, we will be conducting a survey over the next month of all chapter members. Hopefully, it will be an online survey with paper as backup for those who need it. I would ask that every member take the time to fill out this survey. It will only take a minute, and the results will allow us to target speakers and events of greatest value to the membership.

Starting with the January meeting, we will also be conducting a drawing at the meeting. Tickets for the drawing are free, but you must attend the meeting to get a ticket. There will be a number of tools and other items available to win each month. At the annual banquet, all the tickets will be used for an additional drawing. So the more you participate in the monthly meetings, the better your chance of winning. As with any EAA chapter, the level of activity is a direct function of membership involvement. I encourage each of you to attend our monthly meeting at a minimum, and get involved in other activities. I'm excited to be your new president, and look forward to a great 2009 for the Chapter.

Aaron

Chapter Update Request

As part of our efforts to bring chapter information up to date, we would like to update member aircraft images on the chapter website. You may have sold an aircraft or changed the paint job or built a new aircraft so please help us out. Please send updated photos to Al Cross afcross@comcast.net for the website and copy Jack Hilditch wmjack@t3cs.net for the newsletter archives.

We are also considering a projects page for the website so if you are working on something that we aren't aware of and would like to have it posted, please send photos and a small descriptions of your project to both Al and Jack. Thanks.

Reports

EAA Chapter 166 – November/December 2008

Treasurer's Report

EAA Chapter 166

Treasurer's Report

January 09

Checking Account: \$ 4,066.52
Deposits: \$ 32.00 dues,
Total Deposits: \$ 32.00
Total bills: \$ 531.85 – Ken Benson; young eagles, awards, etc

Balance in Ck \$ 3,550.67
Petty Cash: \$ 00.00
Plus decals, & etc.

Chapter Scholarship Fund ACCOUNT

Balance: \$ 1,687.89
Deposits: \$ 00.00 – Flt Str & DAR inspection
Bills: \$ 000.00 DAR expenses
Balance: \$ 1,687.89

Duly reported by Dave Armando, Treasurer

If you have not paid dues to date as a courtesy to other members please remit. Thank you,

CHAPTER PROJECT COMPLETIONS THIS YEAR

2008 was a banner year for chapter project completions. I think those of us who are still logging away at the building process will have to try pretty hard to beat this year's tally of completions.

Dave Armando – Rotorway Exec 162f N13922 – Flying off Phase 1

Dave tells us that, as of 9/12/08 his project is considered to be an official helicopter by the FAA and he has begun flying off the Phase 1 program. Dave goes on to say that his Rotorway Exec 162f is complete except for paint. He is flying off the 40 hrs. with 28 hrs. done. N13922 is powered by a 4 cylinder, 150 hp Porche based engine. The first 25 hrs. have been maintenance intensive with initial adjustments, etc. but the program is settling in now. Dave says to check out his first flight on www.youtube.com by entering N13922

to see a couple of short videos or click here:
<http://www.youtube.com/watch?v=OnFTtw9B6cg>

Larry Gagnon, Tim Dale, Joe Gauthier and Preston Kavanagh –

The newest RV-6A in our chapter's fleet is now flying off Phase One and has so far been behaving very well, considering the weather of late.

Sandy Brown – WACO INF

Sandy was among the recipients of a completion plaque for finishing a very extensive restoration of his 1931 Waco INF powered by a 125 hp Kinner radial engine.

Bill Foley – Kitfox rebuild

Bill had offered to help replace the engine, should the need arise, in an aircraft he sold some time back. That offer came home to roost late last year so Bill spent the better part of the fall on the project which was completed on Nov. 14th, 2008.

Andy Olech – RV-7

Andy flew his new RV-7 to the gathering at Aaron's hanger in October and collected his completion plaque at the annual meeting.

Chapter Project Updates

166 has traditionally been a building chapter. We will probably be hard pressed to match this year's completions for a while, so I thought we should have an update on what is happening elsewhere in the world of chapter 166 projects. I sent out a request for progress bulletins and this is what came back. It appears we still have some depth on our building bench.

Howard Linker - Sonex

Howard reports that his SONEX tri-gear will be Aeroconversions (VW) powered. Into his fifth year on the project, Howard reckons he is about 50 percent complete. Howard is seen here working on his vertical stabilizer.



Russ Beers

Russ continues work on his Glastar Sportsman 2+2. Eventually N818RB will fly behind either a Superior or Mattituck Lycoming clone of an O-360.

Russ reports that the tail is complete, wings fully riveted; fuel tanks installed; Nav/Strobe wiring run to wing tips; fuselage shell largely done; doors trimmed and fitted; windows trimmed and bonded in place (except the windshield); Antennas installed (COM 1, COM 2, Wingtip VOR, Transponder - none external); wingtip halves bonded together and the nav / strobe lights (Whelen) are attached. Gear legs have been fitted and drilled for toe, gear leg fairings created, and brake flanges attached.

Russ is currently working the fuel system. An Andair Right/Left/Off/Both valve is in-hand and plumbing will continue when he gets back from NY after Christmas.

John Ciolino – RV-8

John tells me he is still plugging away on his RV-8. He just finished installing the tail--HS, VS, elevators and rudder and hooked everything up. They all move the way they are supposed to. John has the empennage fairing mounted and is currently working on the upper and lower gear leg fairings.

Ken Benson – Sky Arrow

The Sky Arrow, 1450, S/N 127, N963JB is about 50% complete. The fuselage was sanded this summer to remove a 'less than perfect' paint job. I'm now looking for a shop/professional to repaint the fuselage and wings. I am building up the instrument panel. I was able to acquire a certified panel from an aircraft that was being parted out. I'm installing the UPS racks and wiring the comm./nav system using the Approach Quick connect (not really so quick) wiring. Once the fuselage is painted I'll run the wiring and install the engine. The Rotax 912S has been updated with all the current Service Bulletins and is ready to mount. Any one got recommendations on a good paint shop I can trailer the fuselage to...

Joe Gauthier, Gabe Simard, Ray Garrutti and Carl Sahi - Glastar

We have been working on a Glastar for several years. It is now sitting on the gear with most of the flight surfaces completed. Next step is to get going on the interior, Instrument panel, door latches. Fuselage plumbing and wiring are part of that phase. Beyond that, an engine would be the next significant step. We hope to fly in early in 2010.

Bob Taylor – Pulsar

Bob says his Pulsar is coming along well. He is waiting for his panel to arrive from Aero Electric at the moment but they have been held up temporarily by GRT delays in releasing GPS modules. The following is a photo of Bob's nearly completed panel that should ship shortly.



Figure 1: Bob Taylor's new panel.

Special Thank You Message

I received a note from Bill Foley a few days ago. Bill said that he had recently finished an extensive aircraft rebuild project and returned from a trip to Uganda that had been postponed due to Cele's health. Bill asked me to extend the family's gratitude to the chapter for attendance at Cele's wake and our contribution in memory of her favorite organization, the EGA. We hope to see Bill at chapter events again soon and perhaps hear some updates from him in person.

Annual General Meeting and Holiday Party

41 members and guests gathered at the USS Chowder Pot restaurant in Hartford on November 21, 2008 for our annual chapter dinner, awards presentations and to hear our guest speaker, Bruce McGhie, author of the book *ASCENT: How one quadriplegic fought for a full life and soared.*



Figure 2: Guest speaker Bruce McGhie

ASCENT: <http://www.lymeline.com/news.php?viewStory=194>

Bruce explained that even simple elements in preparing for flight, that most of us don't give a second thought to, demanded significant planning for him. As we can see in the image below, Bruce is transitioning from his wheelchair into the cockpit. That exercise takes some effort but then what does one do with the chair sitting beside the fuselage? How does one perform a pre-flight?



Figure 3: Speaker Bruce McGhie getting into his glider.

There were no hand control systems for quadriplegic aviators because there were no quadriplegic aviators so Bruce decided to design his own system and get it approved by the FAA as one step in the difficult process of overcoming barriers. The drawing below shows the basic elements of the hand powered flight control system Bruce designed.

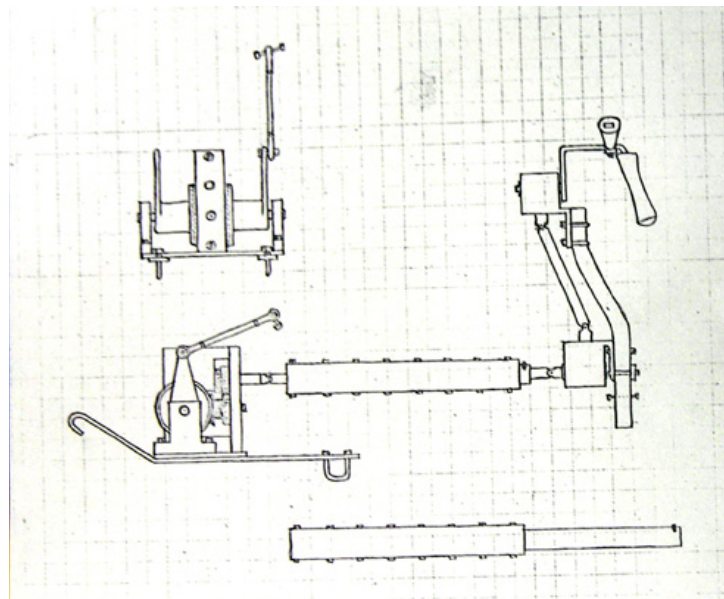


Figure 4: Bruce McGhie's design sketches for hand control system.



The design process took a while and certification by the FAA took longer. This is an early version of the system Bruce designed. The rudder pedals are to support Bruce's feet and not to control flight surfaces.

Figure 5: An early version of the hand control system.

As you can see from this photo, the system has gone through significant development. The pictured handles control flight surfaces and engine retraction on Bruce's self-launch glider.



Figure 6: A later version of the hand control system in Bruce's self launch glider.



Figure 7: Bruce checking the hand controls of his glider for function before flight.



Figure 8: Bruce, Sandy Brown, Dave Armando, Ken Benson and Mo Schwartzman (hidden) swap stories before dinner.



Bruce McGhie in his glider before flight. The chapter would like to thank Bruce for sharing his story with us. It goes to show that obstacles, even seemingly insurmountable ones, can be studied and overcome if one has the will to do so and the fortitude to stick with the task, no matter how difficult it might seem. Hats off to you Bruce. Well done.

Interesting & Helpful Links

Chapter 166 member Ken Terrio's new EAA 'Homebuilder's Hints' video on Measuring Tips is featured in the latest eHotline newsletter from national HQ:

<http://www.eaa.org/video/homebuilders.html?videoId=4469075001>

Space Shuttle Endeavour – The Big Picture

http://www.boston.com/bigpicture/2008/12/round_trip_with_endeavour.html

A Little Non-Air-Show P-51 Flying

<http://www.sonicbomb.com/xv1.php?vid=p51&id=522&tttitle=The%20P-51%20Mustang&s=55&w=560&h=420>

The Dumigans – Three Generations of Canadian Aviation Photography:

<http://www.airic.ca/html/profile.html>

Russian Helicopter Developments

<http://www.mnweekly.ru/comment/20081010/55350512.html>

General Airworthiness Alerts

<http://www.auf.asn.au/airworthiness/index.html#alerts>

Home Heating Oil and Automotive Gas Price Finder

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

FBO Map – Fuel Prices <http://map.aeroplanner.com/tools/fbomap.cfm>

NO to USER FEES

Remember, the battle is not finished. There are some in Congress and the current Administration who are still trying to ram this unpopular legislation through. We have yet to hear what the next Administration will say on the matter either. Remember to contact your Senators and Representatives and voice your displeasure if the same old deal resurfaces after the election.



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... because we have not heard the end of this!**

NO TO LARGE AIRCRAFT SECURITY PROGRAM (LASP)

Greg Prentiss and Joe Gauthier asked that this notice from AOPA be circulated.

AOPA needs your help in countering the Transportation Security Administration (TSA) proposed rule that targets general aviation. The TSA has released its highly controversial Notice of Proposed Rulemaking (NPRM) entitled Large Aircraft Security Program (LASP). AOPA is asking for your support in communicating this message throughout the aviation community, and make your voice heard if you live near one of the locations where the TSA is holding public meetings.

AOPA members have made it clear in a survey and in comments to the Association that they are concerned by the attempt to make GA aircraft over 12,500 lbs. flown under Part 91 comply with the same security requirements as commercial carriers. This proposal includes a number of initiatives – flight crewmember criminal history record checks, watch list matching of passengers, checking passengers and baggage for dangerous weapons, and biennial third party audits of each aircraft operator. In summary, the proposed rule represents an unprecedented intrusion on general aviation because it would apply commercial standards to GA operations. AOPA also is concerned about the proposal because the TSA has provided no justification for setting the aircraft weight requirement at 12,500 pounds. The Association fears it could expand to all sizes of GA aircraft. Equally alarming is a requirement that aircraft operators use and pay for third-party auditors to perform a government function.

The TSA will be holding a series of public meetings to hear how the proposed rule will impact GA. The meetings – which will each begin at 9 a.m. local time (with registration starting at 8 a.m. local time) – will be held at the following locations:

- White Plains, NY, Jan. 6, 2009: Westchester County Airport (HPN), Building 1 Airport Road, White Plains, NY 10604
- Atlanta, GA, Jan. 8, 2009: Renaissance Concourse Hotel Atlanta Airport, One Hartsfield Centre Parkway, Atlanta, GA 30354
- Chicago, IL, Jan. 16, 2009: Crowne Plaza Chicago O'Hare Hotel & Convention Center, 5440 North River Road, Rosemont, IL 60018
- Burbank, CA, Jan. 23, 2009: Burbank Airport Marriot Hotel & Convention Center, 2500 North Hollywood Way, Burbank, CA 91505
- Houston, TX, Jan. 28, 2009: Hilton Houston Hotel-North Greenspoint Conference Center, 12400 Greenspoint Drive, Houston, TX 77060

Each speaker will be allowed three minutes to explain to TSA the impact of this rule. A representative from AOPA will be attending each of the meetings to be on hand to discuss this proposal with members.

Joe went on to say:

““A people who are willing to give up a little freedom for more security will soon have neither” goes a quote from Benjamin Franklin. The TSA certainly has to evoke those fears in all our hearts. They started with Part 135 operations, now they're down to Part 91 at 12,500 Lbs.... guess who that leaves next in line?”

Joe Gauthier planed on attending the meeting in White Plains January 6th. From media reports it was well attended. Please let us know if you were there and what outcome you think these meetings will have on the TSA proposal.