EAA Chapter 27 Newsletter February 2019

President	*Mark Scott*
Vice President	*Dave Rich*
Secretary	*Rick Beebe*
Treasurer	*Bill Jagoda*
Newsletter Editor	*Joe Bogacki*
Membership	*Bob Spaulding*
Young Eagles	*Brian Rechtiene*

Tech Counselors Dave Pepe, Mark Scott & Mike Zemsta

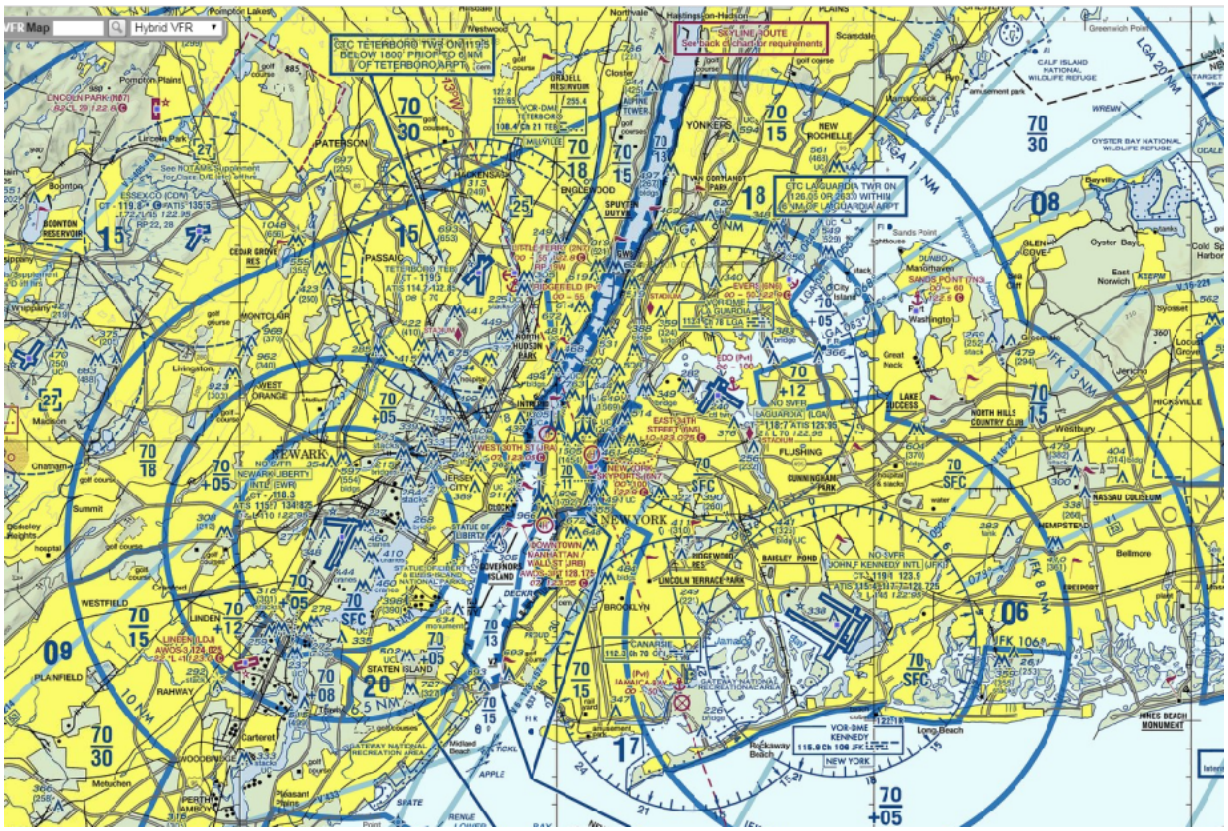
Our Web Site: www.eaa27.org

Next Meeting Meriden Airport,

10am, February 17th

Flying the Hudson River VFR Corridor

Steve Sokoloski will be discussing the ins and outs of flying this spectacular route



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President's Message

Sometimes people ask me what the advantages are of owning and flying a homebuilt airplane. One big advantage is you will most likely be flying something WAY newer than what you can affordably buy. Old planes come with age related issues. For a clear example of an older plane misfortune see the proposed Piper AD information provided towards the end of this newsletter. Owning a homebuilt is not for everyone but if you are thinking about it please attend a meeting and talk to homebuilt plane owners. To that end the chapter is planning of running a seminar on the EAA, and homebuilt airplane building and flying. Hopefully we can enlighten EAA members and non-members about experimental amateur built aircraft and all the resources EAA provides.

Tech Counselor Tip

How many times have you dropped something small like a screw deep into a little crevice, like between your engine cylinders or the bottom of the fuselage? If you have and do not want the head ache of tearing things apart to retrieve it get one of these. What is it, it's a flexible grabber tool. It cost less than $10 and if you use it once it is worth it. You press the button on the top and three little claws open up on the bottom. With dexterity you can pick up all kinds of things. It is flexible so you can reach around things too. I end up using mine about once a year and am so grateful to have it.

Teens to Flight RV-12 Build Program

We are still working on FAA registration paperwork and club formation. An advertisement for the Spirit of Meriden flying club has been circulated. We are starting to get some responses. The plan at the moment is between five and ten members. It will be run similarly to the Silver City Flying club which has been in existence at Meriden Airport since the late 1940's. Please contact Dave Rich or Mark Scott if you are interested in joining. In the meantime we are working of various paint schemes.

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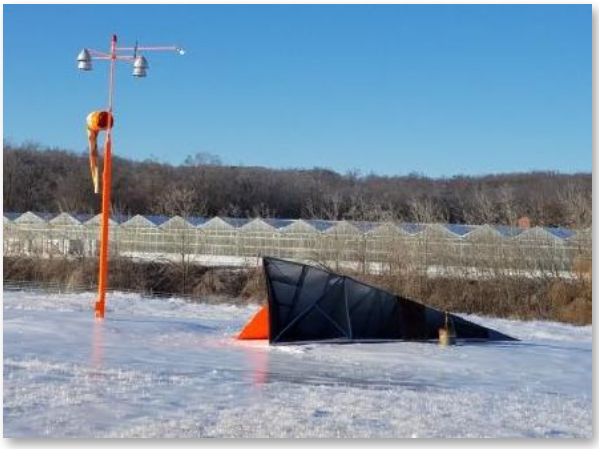
Chapter 27 and MMK Airport Activities

The airport is selling so much fuel the pump button panel is wearing out! As of early February it was illegible. Constance is ordering a new panel cover. She also has a new electronic display to replace the fading one.

The wind T fell victim to weather again. The ice accretion from the late January storm, which canceled our chapter meeting, appears to have upset its balance. It ended up rolled over on its side and bent the vertical fin. The support post also broke. United Concrete graciously agreed to repair it like they did last time and was completed on the 4th.



After

Young Eagles - no winter news looking forward to the spring

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Other Information

There is a significant proposed Airworthiness Directive (AD) out on Piper aircraft wing spars. Because of the significance the entire Aero-News.net article is provided below.

Stems From A Fatigue Crack Found In The Lower Main Wing Spar Cap On A Piper Model PA-28R-201

The FAA last month proposed an AD for multiple Piper models after receiving a report of a fatigue crack found in the lower main wing spar cap on a Piper Model PA-28R-201 airplane. An investigation revealed that repeated high-load operating conditions accelerated the fatigue crack growth in the lower main wing spar cap. In addition, because of the structural configuration of the wing assembly, the cracked area was inaccessible for a visual inspection. Model PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-235, PA-28R-180, PA-28R-200, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-32-260, and PA-32-300 airplanes have similar wing spar structures as the Model PA-28R-201.

Airplanes used in training and other high-load environments are typically operated for hire and have inspection programs that require 100-hour inspections. We determined the number of 100-hour inspections an airplane has undergone is the best indicator of the airplane's usage history. Using the criteria in FAA Advisory Circular AC 23-13A, "Fatigue, Fail-Safe, and Damage Tolerance Evaluation of Metallic Structure for Normal, Utility, Acrobatic, and Commuter Category Airplanes," which ***you can find here****, the FAA developed a factored service hours formula based on the number of 100-hour inspections completed on the airplane. A review of the airplane maintenance records to determine the airplane's usage and the application of the factored service hours formula will identify when an airplane meets the criteria for the proposed eddy current inspection of the lower main wing spar bolt holes.*

Only an airplane with a main wing spar that has a factored service life of 5,000 hours, has had either main wing spar replaced with a serviceable main wing spar (more than zero hours TIS), or has airplane maintenance records that are missing or incomplete, must have the eddy current inspection. The FAA said that the condition, if not addressed, could result in the wing separating from the fuselage in flight.

This proposed AD would require reviewing the airplane maintenance records to determine the number of 100-hour inspections completed on each installed main wing spar and using the number of 100-hour inspections to calculate the factored service hours for each main wing spar. This proposed AD would also require inspecting the lower main wing spar bolt holes for cracks once a main wing spar exceeds the specified factored service hours and replacing any main wing spar when a crack is indicated. This proposed AD would only apply when an airplane has either accumulated 5,000 or more hours time-in-service (TIS); has had either main wing spar replaced with a serviceable main wing spar (more than zero hours TIS); or has missing and/or incomplete maintenance records.

The cost to replace the wing spar, if necessary, is estimated to be $8,260 for parts and labor.

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In its comments on the proposed AD (linked below), Piper recommends that the FAA convert it to an SAIB.

Piper says that unnecessarily removing the wings or wing attachment fasteners on this large quantity of aircraft causes a high potential for unintended damage which will then lead to a new safety concern for the FAA, Piper and the tens of thousands of owner operators flying the aircraft. As this damage would create a continued operational safety issue it is imperative that the model series be reduced by limiting the scope of the inspections to a smaller, more relevant representative group.

Piper contends that, similar to the original AD 87-08-08 which was ultimately rescinded by the FAA, the inspections proposed by this "interim" NPRM AD will again show that no cracks will be found in the subject areas based on analysis and test data and potentially introduce an "unsafe condition". As such, this NPRM AD activity is not warranted due to the misuse of the regulatory approach, deficiencies of the proposal's technical merit, excessive economic impact factors and overly broad expanse of aircraft currently proposed. It's a lengthy comment document, and recommended reading for any owner or operator of one of the affected aircraft.

Proposed Piper AD

Federal register.com
<www.federalregister.gov/documents/2018/12/21/2018-27577/airworthiness-directives-piper-aircraft-inc-airplanes>

Engine TBO

There are always many questions when owners and operators are approaching engine TBO. This article from "Aircraft Maintenance Technology AMT Your Engine is Approaching TBO: Now What? By Joe Escobar on March 13, 2006" helps to answer a variety of questions one may have, also included is a reference to Lycoming Service instruction No. 1009BC "Time Between Overhaul (TBO) schedules"

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<https://www.aviationpros.com/home/article/10383772/your-engine-is-approaching-tbo-now-what>

<https://www.lycoming.com/sites/default/files/SI1009BC%20TBO%20Schedule.pdf>

CAPTAIN ROGER VICTOR - AN AVIATORS MUST WATCH

Can skip Ad
<https://www.youtube.com/watch?v=QgyLEE2TA-I>

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ADS-B Questions

There still seems to be questions on ADS-B this FAA link explains many of them in detail <https://www.faa.gov/nextgen/equipadsb/> and specifically where it will be required>; <https://www.faa.gov/nextgen/equipadsb/research/airspace/>

If you fly in this airspace you must be equipped with ADS-B

Airspace	Altitude
A	All
B	Generally, from surface to 10,000ft mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C veil up to 10,000 feet MSL (i.e.- SEA, CLE, PHX)
C	Generally, from surface up to 4,000ft MSL including the airspace above the lateral boundary up to 10,000ft MSL
E	Above 10,000ft MSL over the 48 states and DC, excluding airspace at and below 2,500ft AGL
	Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nm of the coastline of the United States
Airspace within 30 nautical miles (Mode C veil) at all Class B locations from the surface up to 10,000 feet MSL	

Any airspace that requires the use of a Transponder today will on January 01, 2020 also require aircraft to be equipped with a Version 2 ADS-B Out system. This can be either a 1090ES (DO-260B) ADS-B system or a UAT (DO-282B) ADS-B system.

For aircraft operating above FL180 (18,000 ft.) or to comply with ADS-B mandates outside the United States, you must be equipped with a Mode-S transponder-based ADS-B transmitter. For aircraft operating below 18,000 ft. and within the United States ADS-B rule airspace, you must be equipped with either a Mode-S transponder-based ADS-B transmitter or with UAT equipment.

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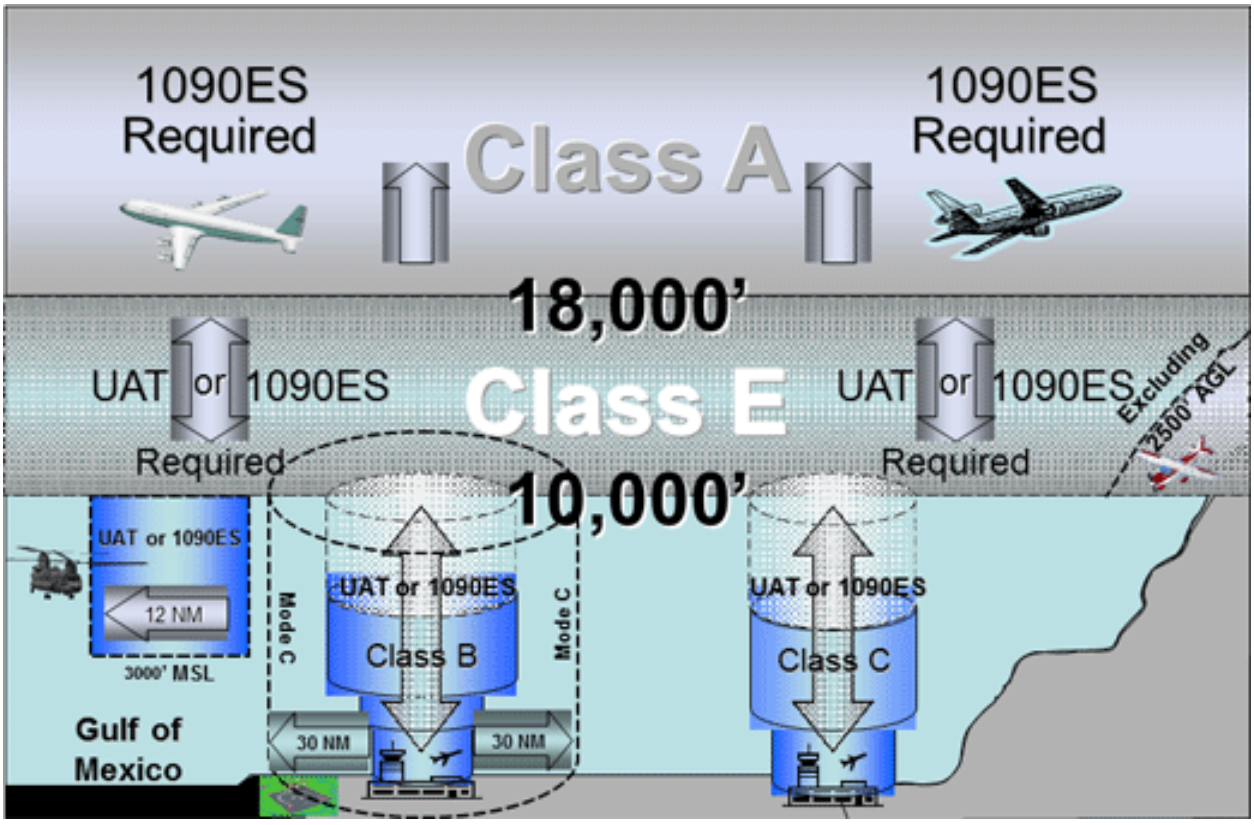

New England Air Museum

MEDIA CONTACT: Amanda Goodheart Parks, Ph.D., Director of Education
New England Air Museum agparks@neam.org 860-623-3305 x313

New England Air Museum Announces Women Take Flight Special Event

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WINDSOR LOCKS, CONN.,-

Women Take Flight at New England Air Museum

The New England Air Museum will hold its annual Women Take Flight event on Saturday, March 9, 2019 from 10:00 a.m. to 4:00 p.m. in commemoration of Women's History Month and in conjunction with Women of Aviation Worldwide Week. Visitors of all ages are invited to celebrate women's contributions to aerospace history through a variety of hands-on activities, special events, and lectures.

This year's keynote speakers include Shaesta Waiz, Founder and President of Dreams Soar, Inc. In 2017, Ms. Waiz became the youngest woman to fly solo around the world in a single engine aircraft when she completed journey that took her to 22 countries in 145 days. Born in an Afghan refugee camp, Ms. Waiz is the first female certified civilian pilot from Afghanistan, and was the first person in her family to earn undergraduate and graduate degrees, both from Embry-Riddle Aeronautical University. Ms. Waiz will speak about her experiences at 11:30am and 1:30pm, and will be available to meet with visitors from 2:30-3:30pm.

Additional keynote speakers include Mary Anne Cannon, Vice President of Commercial Programs at Pratt and Whitney in East Hartford, Connecticut; and Kristi Fleischmann, Managing Director of Acrojet Aerospace Solutions in Stratford, Connecticut. With more than 29 years of experience at Pratt and Whitney across Engineering, Quality, and Operations, Ms. Cannon currently manages several Pratt and Whitney product lines including the PW4000, PW2000, PW6000, JT9D and JT8D engines. Ms. Cannon will speak about her career in aviation at 2:30pm, and will be available to meet with visitors from 1:00-2:00pm. Kristi Fleischmann's aerospace career began in the Air Force where she commanded missions in the C-141 and trained pilots in the supersonic T-38 Talon. She currently works to solve aerospace industry challenges using innovations in flight training with her company Acrojet Aerospace Solutions. Ms. Flesichmann will speak about her career in aviation at 12:30pm, and will available to meet with visitors from 11:00am-12:00pm.

Women Take Flight offers visitors the opportunity to meet women pilots, engineers, and industry professionals from the 103rd Airlift Wing of the Connecticut Air National Guard, the 439th Airlift at Westover Air Reserve Base, Bombardier Hartford Service Center, Collins Aerospace Systems, Kaman Corporation, Milestone C, New England Section of the 99s, Pratt and Whitney, Sikorsky Aircraft Corporation, Society of Women Engineers Hartford Section, TAC Air Bradley International Airport, University of Connecticut Storrs' Mechanical Engineering Department, the Wright Sister Engineering Club, Women in Aviation Connecticut Chapter, and the Connecticut Women's Transportation Seminar.

Women Take Flight will also feature hands-on STEM activities for children, flight simulators, and climb-aboard experiences in historic aircraft, including a Lockheed 10-A Electra— the same model aircraft that Amelia Earhart flew during her attempted around the world flight in 1937.

Women Take Flight is supported by Jet Support Services, Inc. Additional support is provided by Peerless Precision, Inc, a woman owned company, as well as the Sheraton at Bradley International Airport. Food and beverage will be available for purchase compliments of Kane's Market. The event is open to the public, and all lectures, events, and activities are included with general admission unless otherwise noted. Discounted admission is available for pre-paid groups of 10 or more with advance reservations. Additional information is available on our website at www.neam.org or by calling (860) 623-3305.

Women Take Flight will run from 10:00 a.m. to 4:00 p.m., and the museum will close at 5:00 p.m. Admission is $15.00 for ages 15 to 64, $14.00 for seniors 65 and up, and $10.00 for youth ages 4 to 14. New England Air Museum members and children ages 3 and under are admitted free of charge. The New England Air Museum is located in Windsor Locks, Connecticut, adjacent to Bradley International Airport.

*The **New England Air Museum** is the largest aviation museum in New England comprised of three large public hangars, outdoor exhibits, and more than 100 aircraft ranging from early airships and flying machines to supersonic jets and helicopter. NEAMs mission is to celebrate and preserve New England's air and space heritage. The museum offers special events and programs including open cockpits, flight simulators, and tons of hands-on family fun. The New England Air Museum is located on 36 Perimeter Road (off Route 75) on the North end of the Bradley International Airport in Windsor Locks, Conn. For more information please visit www.neam.org, call (860) 623-3305 or find us on Facebook.*

-END-

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Regional Activities

Chapter 1310 Meetings – 2nd Wednesday 7 PM April-October
2nd Saturday 10 AM November, January, February, March at Skylark Airport

Chapter 166 Meetings – Last Saturday of month 10:00 AM (Except July, Nov & Dec) at Hartford Jet Center, 20 Lindberg Drive, Hartford. http://166.eaachapter.org/

Chapter 27 Meetings – 3rd Sunday of month, 10 AM at Meriden Airport http://eaa27.org/

Chapter 324 Meetings 1st Wednesday of month, 7 PM Simsbury Airport
https://www.facebook.com/eaa324/

Chapter 1620 Meetings 1st Wednesday of month, 7:30 PM Barnes Airport Hangar 3, 111 Airport Rd.
Westfield, MA. 01085 aircrafttech7583@gmail.com

Chapter 1310 Events

Saturday March 23 8:30 – 11:00 AM
Pancake Breakfast
Enjoy our hot pancakes, sausage, scrambled eggs. Plus fruit cup, coffee, tea, juice.
Saturday April 13 9:00 – Noon
Chapter Cleanup Day
Let's help out and get the airport looking good for the flying season.
May 10:00 AM – Noon
Spring Safety Seminar and Cookout
Topic and date to be determined
Saturday August 17 11:00 AM- 2:00 PM Annual Corn Roast and Cookout
We get the freshest corn available. Picked the morning of the event. Also hamburgers and hot dogs off the grill.
Saturday September 28 10:00 AM – 1:00 PM Young Eagles Flights
We will be providing complementary introductory flights to kids 8 – 17 years old.
Saturday October 19 10:00 AM – Noon
Taildragger and Experimental Safety Seminar
Topic to be announced.
Saturday November 2 8:30 – 11:00 AM
Pancake Breakfast
Enjoy our hot pancakes, sausage, scrambled eggs. Plus fruit cup, coffee, tea, juice.

2019 Aviation Events

April 2 – 7 Sun'n Fun Fly-In Lakeland Linder Regional Airport, Lakeland, FL
US Navy Blue Angels http://www.sun-n-fun.org/
Sat. June 1 (Rain date June 2) 8:00 AM – Noon Pancake Breakfast – Kline Kill, NY
Presented by EAA Chapter 146 We put on a great pancake & egg breakfast, and a fun time is guaranteed. http://www.eaa146.org
Weekends June 15 – October 20 Old Rhinebeck Aerodrome, Rhinebeck, NY

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Classifieds

RV-7A 1/3 Share at MMK Airport

RV-7A 1/3 SHARE AT MMK AIRPORT • $32,000 • FRACTIONAL OWNERSHIP OFFERED • 2008 Van's RV-7A hangered at Meriden Markham Airport, CT (MMK). 500 Hrs TT, Sliding Canopy, Superior XP-IO-360-E1AD2, Sensenich 727M8S9-1-85 fixed pitch prop, Dynon D-180 EFIS/EMS, OAT, Garmin 296 GPS, Garmin Xponder GTX327 with GDL-82 ADSB out, ACK 406 ELT, Garmin SL40 Comm, PM 3000-4 intercom, electric flaps, TruTrak AP, Anti-Splat strut, dual brakes, Stratus 2S with iPad mount, full interior. Currently 2 partners with ownership as an LLC. Contact Dave Rich or Mark Scott (203-988-3197) • Contact David Rich, Owner - located Glastonbury, CT USA • Telephone: 8606389087

Pair of Airhawk 7.00 x 6 tires and inner tubes, 85% tread remaining, in excellent condition, $150.

B&C 60 amp alternator. Less than 250 hours, works great. $175.

Mark Scott (mwscott2@comcast.net)

Whelen Strobe System & Wing Tip Navigation Lights***($350 obo)

*Power Supply Whelen Model *= HDACF (Priced on ACS for $420)

http://www.aircraftspruce.com/catalog/elpages/whelenpowersupplies.php?clickkey=13887

Wing Tip Position Light (Red Model = A600-PR-14V) (Priced on ACS for $484)

Wing Tip Position Light (Green Model = A600-PG-14V) (Priced on ACS for $484)

Complete kit is $1362 on ACS

Details on ACS here for the full kit: http://www.aircraftspruce.com/catalog/elpages/whelena600strobe.php

I'll include the wiring instructions / manuals booklet and connectors. You'll just need to buy wire and pins to make the system work.

Contact Rick Beebe, rick@beebe.org <mailto:rick@beebe.org> or 203-623-3744
