

EAA Chapter 27 Newsletter June 2020

<i>President</i>	<i>Mark Scott</i>
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<i>Newsletter Editor</i>	<i>Joe Bogacki</i>
<i>Young Eagles</i>	<i>Brian Rehtiene</i>

Tech Counselors Dave Pepe, Mark Scott & Mike Zemsta

Our Web Site: www.eaa27.org



Our Next Meeting is June 28, MMK, T Hangar 6

**June Meeting Presentation: Mark Scott Will Talk
About The RV-12 Flight Test Program**



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President's Message

Yea, we are flying! Sorry it took so long to certify but it was worth it. Now in the air I was able to reflect back on the project. We accomplished a lot. There was a lot of learning all around. We had 20 kids participate for a total of 2501 hrs and 16 adults mentoring and helping at 3018 hrs. I know a number of kids went on to technical and aerospace related educations. In particular Kylie sent me an e-mail saying she just finished her first year at RIT as an aerospace engineering major. Our chapter and the City garnered lots of praise for the program as well.

The next step is to get the flying club established and actively flying at MMK. In the meantime, I will fly off the remaining few hours, get Dave Rich checked out, then we can start giving rides!

Regarding the meeting, the vast majority of respondents to my query favored a meeting held with appropriate distancing in one of the new T Hangars. If we can find a projector, we will have a short presentation with the talk. We always have poor turn out on Father's Day, hence the change to the fourth Sunday, the 28th, for better attendance. Let's hope for some nice weather.

Teens to Flight RV-12 Build Program

Finally, in the air May 14th!



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The big event this month of course is the first flight of our RV-12 project plane. If you have not seen it there is a link to a first flight video on our chapter web site. As of June 3rd, we have five flights and 3.6 hrs on it. It is really fun to fly. The controls are very responsive and the visibility is superb. We have been working on roll and yaw trim issues as well as a stall warning horn problem. However, as of the last flight it looks like those are rectified. The wheel pants are on now too. We are seriously looking for club members. We will talk more about what we have learned in flight test at the meeting. I think you will find it interesting. (Mark)



Memberships Available

Fly cheap with the latest in aviation tech.
5 gal/hr fuel burn and no more "steam gauges"

The club will own a newly built RV-12 which is a light sport category airplane suitable for both light sport and private pilot training.

The RV-12 is equipped with a modern 4 stroke Rotax 912 ULS and Dynon Skyview HDX with synthetic vision, EFIS and EMS.



We will be structured as a CT 501c(7) not for profit, non-stock corporation. Membership will assume officer roles and manage the club, including; oversight, scheduling, maintenance and finances.

If interested, please contact either Mark Scott (203.988.3197) or Dave Rich (860.638.9087) for details.

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Tech Counselor Tip

We found the RV-12 had a heavy left wing on its first flight. Apparently, lots of Van's aircraft are out of roll trim on their first flight. They recommend using a hand seamer to gently squeeze the trailing edge of the light wing. I have tape on mine at the right to minimize scratches. We did this on our RV-7A. We were not sure if it was a fluke or not but it worked. We did it again as part of the RV-12 roll trim solution and it worked even better. We had to re-rig the ailerons as well and we will talk about that at the meeting. In any event this squeezing the aileron method really works. I will explain the aerodynamics involved at the meeting. (Mark)



MMK Hangars and Construction

Hangars

Hangar construction is smartly moving along. We took some overhead pictures May 30th. The electrical in the mid ramp hangars is being finished up. They dug up a large amount of pavement on the north ramp in preparation for the fuel pump move. They



paved in front of each T hangar. The foundations for the two new large box hangars are poured and structure is being erected. And the footings are being poured for the row of south box hangars. That row is quite long, more than twice the length of the T hangars. (Mark)

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The fuel shutdown to move the pumps is scheduled to begin on Monday, June 22 at 7AM and expected to be back up and running by Thursday June 25 at noon.

Chapter 27 Events 2020

Young Eagles 6/14 cancelled

Chapter Picnic 9/19 at MMK

Holiday Banquet 01/09/2021 at Manor Inn Southington, CT

What do you have to share during these not so ordinary times?

Andy Roberts flew Lance Portman's Glastar from Chester, Connecticut to Sauk-Prairie, Wisconsin. Lance, who lives in California, bought the plane in New York in November. I got the plane to Chester where it could be made ready for a cross country flight.

It was a spur of the moment flight. On Monday night it looked like there might be a two day weather window beginning Tuesday May 26th. Low ceilings were forecast to lift by 10 am. We know how that goes. I didn't get airborne until 12:30 under 1100' overcast. I knew if I could get to the NY line, ceilings would lift so off I went. First stop was Penn State University airport KUNV. Flying during a pandemic: New York approach was quiet. The fuel truck was not available but the seldom used self service pump a mile away was. No tower at another airport. No coffee or water fountains operating at FBO's.

An interesting moment: Cruising along at 136 kts true at 4500', the forward upper door latch on the passenger side opened. The forward upper section of the door opened 4 inches. It would seem impossible given the hinges are on the forward side. My compliments to the engineer that designed the door to hold with only two of the three latches. Air pressure was putting such tremendous stress on the remaining lower latch I feared it would bend, the door blow out and damage the tail. I needed to close the door. The autopilot was unusable because the EFIS artificial horizon was on vacation. I slowed to 65 kts, put on flaps and with 2 hands was able to close the door but not enough to engage the latch. Using my trusty Swiss army knife, I was able to lever the latch to engage.

Next stop was Findley, Ohio KFDY. ADS-B In is a great. I was diverting to another airport due to a line of storms but was able to see Findley was opening up and made it in at 5:10 pm and 4.5 flight hours for the day. Findley is a small town with 6000' runways courtesy of Marathon Oil whose headquarters are in Findley. I stayed at the Hancock, a classic renovated hotel. The excellent restaurant was open! I enjoyed indoor dining for the first time in months - filet mignon and beer. I felt I earned it. I was aviating that day.

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The next day, the first stop was De Kalb, Wisconsin DKB. It was hot. The FBO man was interested in the Glastar so we went for a look. I asked if De Kalb was a WWII air-



field given the long runways. He said no but it was the site of a top secret project during the war - a drone aircraft that carried a 2000 pound bomb. An operator in another aircraft flew the drone using radio control and a television camera mounted in the drone. It was made of wood and tubing from the Schwinn bicycle company, locat-

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ed nearby. 200 drones were built. Parts of the TDR-1 drone are in a hanger next to a P-51 if cared to take a look - Well, yes!

I landed at Sauk-Prairie in Prairie-Du-Sac at 1:00 central time after 3.4 hrs of flight time for the day. I turned the plane over to Dan Dudley, a well known Glasair A&P and CFI. Total time 7.9 hrs. Lance received transition training from Dan and then flew to San Martin, CA E16 near San Jose. Lance entrusted his plane to me for months. Amazingly, Lance and I have never met. That is the spirit of aviation. (*Andy Roberts*)



1984 Steen Skybolt Restoration

Jim Simmons had a surprise this past month when he was contacted by Claus Vad a Danish gentleman. Clas restored Jim's original 1984 Steen Skybolt. He shared several videos that are worth watching. You'll see all the workmanship involved with the restoration and then watch it fly. After watching the videos Jim said, "Obviously I love them since they have brought back some great memories of my building and flying experiences."

<https://vimeo.com/354499025>

<https://vimeo.com/409416252>

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Other News

TANGO FLIGHT IS COMING TO BASSICK HIGH SCHOOL IN BRIDGEPORT

Tango Flight has selected Bassick High School in Bridgeport Connecticut to build and fly an RV-12 aircraft.

Tango Flight is a high school program that provides students with the opportunity to build and fly their own RV-12 aircraft. Bassick High School, with the support of the Board of Education, has been chosen to be the beneficiary of this fully funded hands-on program that is scheduled to launch in the Fall of 2020.

Learn more about Tango Flight at:

<https://www.tangoflight.org/>

If you have a skill and interest in supporting this program with your time (about an hour and a half a week), contact Aaron at: ahollander@firstaviation.com

From: David Faile <fosaemail@gmail.com>

TFR

Operating Tips for Bedminster TFRs 2020

Notice Number: NOTC0167

The Bedminster Presidential TFR will come into effect shortly. Any Airman operating in the area should copy and print or add to your EFB the attached document which tells you specifically how to safely operate through the New Jersey and/or Pennsylvania airspace. Additionally the TFR center will move on Saturday June 13 to

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the West Point, New York area and then return. *These TFRs generally will last weekends until early Autumn.*

It is the preflight responsibility of each Airman to check the NOTAMS through Leidos Flight Service to verify the exact airspace and times of movement. These TFRs can and do change quickly and impact many airports in New Jersey and around West Point, New York.

https://www.faa.gov/files/notices/2020/Jun/Bedminster_TFR.pdf

Pilot Groups Ask For SFAR Extension

Aviation groups have jointly asked the FAA to extend the terms of the special regulations (SFAR) that provided extensions for medicals and flight currency, among other things. SFAR 118 went into effect on April 30 and extended certain medicals due to expire between the end of March and the end of May until June 30. Biennial flight reviews due through the end of June were extended by three months with restrictions, and a grace period for instrument currency was extended through the end of June, again with restrictions.

Read more: <https://www.avweb.com/aviation-news/pilot-groups-ask-for-sfar-extension/>

Aviation News Marc Cook June 1, 2020

Drink Can Airplane Plans

B.C. Air has made all of its construction manuals free. Wayne Mathis, the force behind [B.C. Air](http://www.bcair.com) says, "It takes me about six weeks to design and build a model and put together a construction manual (averaging about four hours per day). He had been selling the manuals, in PDF format, for \$10 each, buy Wayne says. "With the world in such chaos, people losing their incomes and holed up in their homes with little to do other than listen to the bad news, I decided to make all the manuals available to everyone for free." There is a donation button on the page to encourage Wayne to keep making these available.

Visit <http://www.bcair.com>



New England Air Museum

The New England Air Museum is now open Thursday - Sunday from 10a.m. - 3 p.m.

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Regional Meetings

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

August 15 Corn Roast 11:00 - 1:30 PM
October 17 Fall Safety Seminar 10:00 AM - Noon
November 7 Pancake Breakfast 8:30 - 11:00 AM
December 12 Skylark Pot Luck Holiday Dinner

2020 Aviation Events

Check ahead for schedule changes

Old Rhinebeck Aerodrome, Rhinebeck, NY starting weekends July 4th
Saturday History of Flight Air Shows feature aircraft of the Pioneer, WWI and Golden Ages of Aviation. **Sundays - WWI Air Shows** highlight the first warbirds, but also include Pioneer and Golden Age machines. *Check schedule before making plans*
<<https://oldrhinebeck.org/ora-covid-fast-facts/>> <<https://oldrhinebeck.org>>

June 27 Mount Washington Fly-In & Air Show Whitefield, NH Scott Francis
<https://www.mountwashingtonairport.com/events/> -cancelled

July 21-25 EAA Spirit of Aviation Week - Virtual experience - There will be forums, discussions, interviews, video content, and archival pieces from the whole spectrum of flight and virtual expo with exhibitors showcasing products
<https://www.eaatogether.org>

August 8 Plymouth Air Show, Plymouth, MA - cancelled
Dan Marcotte, Mike Gouliau and Mitch Buckley. <http://www.plymouthairshow.com/>

August 29-30 New York Air Show Stewart Int'l Airport, Newburgh, NY
U.S.A.F. Thunderbirds <http://airshowny.com/>

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September 27th 2020 Sunday 40th Annual Simsbury Fly-in Car Show & Food Truck Festival Simsbury Airport Rain Date: October 4, 2020

Classifieds

MANY structural pull rivets left over from the RV-12 build. They are 1/8 dia, Gesipa LP4-3 with .093-.197 grip. \$5 for a 1/2 lb bag or about 200 rivets. That is about 80% less than similar Q rivets from Aircraft Spruce. Contact Mark Scott

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)

EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:
EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481
Annual dues are \$20.00 per year. Make checks payable to *EAA Chapter 27*

(Please print)

Name: _____ Phone: _____

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