

Experimental Aircraft Association

Chapter 27 News

March
2014

Letter from the President

March 2014

Like the proverbial bad penny always turning up, user fees have returned. Much to the chagrin of the general aviation community, the 2015 Obama administration budget proposal has once again included a \$100 surcharge for each flight on most users of the air traffic system...the fifth year straight that this ridiculousness has been put on the coming fiscal year budgetary table. And, as has been the case in previous requests, piston-powered aircraft are (for now) exempt. This makes the proposed surcharge particularly onerous for those operating turbine-powered aircraft for commercial or private use. But, of course, we all fear that once the door has been opened, the application of a user fee to an ever expanding proportion of general aviation, i.e., the typical membership in an EAA chapter, may not be far behind.

According to figures published by organizations that assess the economic impact of various commercial activities, general aviation supports about 1.2 million American jobs, represents \$150 billion of economic activity each year, and is a vital asset to businesses of all sizes, farms and charitable groups across the country. Particularly in rural communities, general aviation supports commerce, agriculture, and critical services like safety, supporting disaster relief, firefighting, law enforcement and others. The aviation advocacy groups are

clearly in agreement that user fees would only serve to undermine the economic strength of GA. Rather than making flying more accessible and affordable, any form of a surcharge obviously raises the cost of flying and risks community efficacy and decline.

Needless to say, the aviation community letter groups (AOPA, NBAA, EAA, GAMA, and AAAA) have wasted no time in expressing opposition to the proposed fees. We hope and trust again that the collective outcry from all facets of general aviation continues to influence and pressure for the heretofore solid bipartisan congressional objection we have had in dealing with past proposals. See you at the next meeting.

Stay safe, Bob



Next meeting:
Sunday, March 16th

Speaker: Rick Beebe will be talking about electric vehicle motor technology in general as well as about how electric propulsion is making its way into light aircraft.

Meeting will be held at Meriden Markham Airport at 10am

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Tech report from Mark: When I was starting to work on my plane's plumbing I could not find any clear torque values for flared fittings. I know I wanted them tight but you have to be careful to not over tighten aluminum fittings. I finally found an article in the EAA tech counselor newsletter I would like to pass along here. In order to use a torque wrench on B nuts you will have to use crow's foot extensions.

Why is it Called "B" Nut?

I'm sure many of you have heard, and maybe used, the term "B Nut" when referring to an AN818 fitting. The question of why it's called a "B Nut" might have even crossed your mind. Well, here's the story.

The term "B Nut" goes back to the early days of standardization of aviation hardware for the military. For tubing and plumbing, the terminology that was adopted came from the leading supplier of aviation products at the time, the Parker Appliance Company. Parker published a book called "Maintenance of Aircraft Tubing Systems". I'm not sure when the first edition of this book was published, but I am aware of a "second edition" that was published in 1939, and the copy we have in the EAA library was published in 1943.

There is a section of this book titled "Flared Tubing Fittings". It is in this section that references to a "B Nut" are found. It is interesting to note that the AN818 coupling fitting commonly referred to these days as a "B Nut" is not actually a "B Nut". It is actually a "BT Nut". The AN819 sleeve that is used with the AN818 coupling is a "T Sleeve".

There is a "B Nut" mentioned in the book, and it is also used for flared fittings. However, the "B Nut" is a male thread nut that is made to be used in a matching female thread receptacle. This combination was called the "AC810 series fitting" and to my knowledge was not included when the move was made to the "AN" series fittings that we know today. The "BT Nut" and "T Sleeve" that became the

AN818 and AN819 fittings we use today were referred to as the AC811 series in the Parker book. In the 1943 edition of the book, the AC810 series (including the "B Nut") is referred to as "obsolete".

Whether you call it a "B Nut" or an AN818 fitting, you need to make sure to use the proper torque when tightening it. Use this table as a guide and pass this info along to builders when you make your Technical Counselor visits. Info on proper tightening torque may also be found in AC 43.13 and in the Standard Aircraft Handbook.

Torque Specification Guidelines		
Nut Size	Minimum Torque ¹	Maximum Torque ¹
-02	50	80
-03	70	105
-04	100	140
-05	130	180
-06	150	195
-08	270	350
-10	360	430
-12	460	550
-16	700	840
-20	850	1020
-24	900	1080
-32	1800	2000

¹Torque values are shown in inch pounds for aluminum fittings.

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Women of Aviation week

March 3-9th was Women of Aviation week, and in a brilliant attempt to promote aviation, pilots and airports worldwide stepped up and provided flights to women of all ages, holding Fly-It- Forward events. There is no final number yet, but many pilots are posting photos online of bright smiling faces of the women and girls who stopped at their local airport and were given a chance to fly. These events each year are growing, and more and more airports are looking to take part, we already give similar flights participating in Young Eagles, so I think it's time to Fly-It-Forward.

For more information check here: <http://www.womenofaviationweek.org/>

(Photos by Lauren Dubois)



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Meetings are the
3rd Sunday of the
month at 10am at
Meriden Markham
Airport

Meeting Minutes: February 16, 2014

Officers: President Bob Spaulding called the meeting to order at 10:10.

Officers present: Bob Spaulding, Mark Scott, Bill Jagoda, Rick Beebe. There were 14 attendees. Andy Ellwood introduced himself as a new member. He

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flies out of Chester airport. Attendance was probably light because of last night's snow storm.

Membership: Lauren reports 4 new members. She's been manning a booth at the New England Air Museum on open cockpit days handing out brochures. There's a session today and one next Thursday.

Treasurer's Report: Bill Jagoda reports a balance of \$1880.97 at the end of January.

Tech Counselors Report: Dave Pepe reported some service bulletins on Van's RVs including cracking of the horizontal stabilizer and elevator spar

(<http://www.vansaircraft.com/public/service-rv6.htm>). Vans has a doubler kit to beef up the area. The NTSB did exam a crashed RV-7 and determined that cracking was not a factor in that crash. If you have a Van's RV, look at their website.

The town may be replacing the north hanger with four box hangers.

Mark Scott showed a charge cable he built for his plane. It has an aircraft power plug on one end and battery clips on the other. The commercial one from Aircraft Spruce is \$170. He bought the parts individually and saved \$100. In other news, he received his certificate of airworthiness for his Bearhawk two weeks ago. Congratulations Mark!

Headquarters Update: Rick Beebe reported on the EAA/FAA Summit which is held every January in Oshkosh. More than a dozen top FAA managers and officials went to the Aviation Center for the 10th annual winter recreational aviation summit. There is no other aviation organization that has the FAA's senior leadership travel to talk about key aviation issues.

Sean Elliott reports that topics from throughout all of EAA members' interests were addressed. Those included electric propulsion for ultralights and light-sport aircraft, ultralight flight training barriers, additional qualified pilots during homebuilt flight testing, ADS-B incompatibility, warbirds operating limitations, and more. This winter summit also allows EAA to develop a checklist of issues for follow-up with the FAA in the coming weeks and months, including at Sun 'n Fun and at AirVenture.

"One Week Wonder" project unveiled for AirVenture 2014

This week EAA officially announced the upcoming One Week Wonder building project to the aviation and national media. The project during AirVenture 2014 will be located in the "Four Corners" area that includes the EAA Welcome Center and will allow Oshkosh attendees to participate in the building of a Zenith CH 750 aircraft kit. The purpose of the project is to showcase homebuilt aircraft as an accessible and affordable way to get involved in aviation. The news has already been featured this week on the popular CNET website and in the aviation media that comes to Oshkosh each summer.

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“Miracle on Hudson” Presentation online

The Jan. 16 “Miracle on the Hudson” presentation by Jeff Skiles that drew more than 400 people to the AirVenture Museum is now available online through Wisconsin Public Television. A public TV crew had recorded the presentation for airing on WPT’s “University Place” series within the next two months. The presentation is also now available at <http://wpt.org/programs/university-place>.

FAA’s ATC Charges

The NFL and Super Bowl organizers were not assessed air traffic operations fees for the increasing staffing and equipment levels needed for the massive influx of aircraft to the New York area for this year’s game. EAA has been working in good faith based on the FAA’s official ATO guidance, which states that the Super Bowl/NFL, NASCAR, and other major aviation events will all reimburse the agency for air traffic control costs such as overtime, backfill costs, and so forth. In 2013, FAA officials told EAA those costs were the reason AirVenture was required to pay an assessment for ATC support at Oshkosh. This was reported in AVWeb on last week, and EAA is investigating this through a number of channels.

Third class medical waiver

The third class medical waiver that AOPA and EAA filed more than a year ago has finally resurfaced and the FAA has said they’ll start considering it again. Two congressmen—Reps. Todd Rokita (R-IN) and Sam Graves (R-MO), part of the Aviation Coalition—have introduced a bill requiring the FAA to remove the medical requirement for pleasure VFR flights in aircraft weighing less than 6000 pounds, flying below 14,000 feet and carrying less than 6 passengers.

Young Eagles: Bob Spaulding reported on the current situation of the Young Eagles Rally insurance problem. We finally got the documentation from the city. In short, when we have our two official Young Eagles Rallies in the Spring and Fall, YE pilots must have City of Meriden listed as “additional insured” on their insurance. Any other times we fly kids, we don’t need that (but still need to do the EAA paperwork). Our goal for this year is once again 100 Young Eagles.

Airport Improvements: Rick Beebe supplied a new computer to replace the broken one at MMK. The CAP provided a new whiteboard in the room. The frequency needs repainting in the spring. The city would also like us to paint 3 transient parking spots. We may also install paving blocks under the picnic tables.

2014 Events:

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- Holiday Dinner – January, 2015, Villa Capri
- Young Eagles Rallies – June 14th and October 11th
- Meriden “Beat the Street” career explorers
- MMK Fly-in and Public Services Exposition – October 18th
- Annual Chapter Picnic – September
- Simsbury Fly-in and Car Show – September 14th

New Business

•Women in Aviation will be holding “Worldwide Week” starting March 3rd in College Park, MD.

•AOPA will be having a regional fly-in at Plymouth, MA (PYM) on July 12th

•Santa Monica has been trying to close the airport because of residential encroachment.

The city sues to close it. But the original language giving the airport to the city from the military included language that it would be an airport “in perpetuity.” The suit made it to federal court and the judge threw it out.

April Meeting move: The normal April meeting lands on Easter Sunday, so we’ll move the April meeting to April 27th.

Seminar: Jim Simmons gave a very engaging presentation about his trip around the country with his son. He spent three weeks flying from Florida to California and back. The presentation was well done, starting with the preparations he made and then illustrating each leg with maps and photos. Thanks Jim!

--Rick Beebe, Secretary

Gone West-

Unfortunately, we have lost another chapter member, Ray Morgan has passed away.

Raymond Basil Morgan, 85, of Cheshire, died peacefully on February 15, 2014 at The

Highlands Health Care Center. He was born on April 16, 1928 at Abcott House Clungunford, Shropshire, England. He is survived by his wife of 43 years, Mary Ellen Dein Martan Morgan. He is also survived by his brother's sons, Robert and Paul Morgan; his sister-in-law, Peg Knot

Ray and Mary Ellen Raymond were both pilots and kept their Cessna 172 at Meriden Airport. Ray was also fond of ice boating and his personal trademark is that he would always be seen wearing a necktie where ever he went.

(Thank you to Jim Simmons for providing this information.)

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Anyone wishing to send in their 2014 chapter Dues, here is the form, please fill it out and send it to EAA Chapter 27, c/o Bill Jagoda, 43 Derby Road, Rockfall, CT 06481
Dues are \$20.00 per year, due in January, make checks payable to: EAA Chapter 27

Deadline for submitting material for the next newsletter is the 2nd Saturday of the month

2014 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

(Dues are \$20.00 per year, due in January, make checks payable to: *EAA Chapter 27*)

Name: _____ Phone: _____

Street: _____

City _____ State _____ Zip _____

Email address: _____ Receive Newsletter via: Email Paper

EAA Membership No: _____ Expiration date: _____ Pilot rating held: _____

Do you own an aircraft?: _____ Make & Model: _____ Registration No: _____

Are you building an aircraft?: _____ Make & Model: _____ % completed? _____



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