



# Ceiling Unlimited

The Newsletter of EAA Chapter 1310

## May 2011

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### The Next Meeting - Wednesday May 11, at 7:00 PM

A representative from Eastern Technology Corporation in East Hartford will do a demonstration on magneto timing with their Model E50 Aircraft Timing Light, and E25 Aircraft Timing Indicator. Visit their web site at [www.easterntech.com](http://www.easterntech.com) for more information on their products.

### Next Event – Young Eagles Day at Brainard May 21 9:00 AM – 1:00 PM

We'll be providing introductory flights for kids 8-17 years old. This event will be held in association with the Connecticut Aero Tech School open house.

Contact Jack Hilditch if you'll be able to fly that day, if you can help on the ground, or if you have any kids who would like to take a flight. We ask that if a kid has flown previously under this program, that they bring along another person who is new to Young Eagles flights.

Visit our web page at [www.eaa1310.org/ye](http://www.eaa1310.org/ye) for more information.

### Block Island Fly-Out Monday July 4

A Fly-Out to Block Island is in the works. Bogdan Gutowski has done quite a bit of preparatory work for this event, and has created a form that will be available on the chapter web site to reserve a spot. Also provide information on the form if you have extra plane seats, or need a ride.

The day will include breakfast at Bethany's Diner, watching the parade, the fireman's steak fry, and a day at the beach.

If you need a copy of the information sent to you, call the chapter phone number, and we'll get a copy out to you.

### AOPA Town Hall Meeting Thursday June 2

Join Craig Fuller, President and CEO and Cirrus Aircraft for a Pilot Town Hall Meeting at The New England Air Museum. Hear the latest aviation news including the exciting events and programs for the 2011 AOPA Aviation Summit. Check out their unique display of aircraft and exhibits and meet with fellow aviators. New England Air Museum  
6:30 PM - 8:30 PM

## President's Message

Hello Aviators!

Once again the air is filled with that sweetness to mark the beginning of the warm weather flying season. We have a lot activities planned for the summer and I hope to build on the success of former chapter leaders to move us forward as a group.

May 21st is our first Young Eagle flyout of the year and I expect it to be a great success from the enthusiasm show by those involved. We have made several new purchases of kitchen equipment to enhance and upgrade our cooking capability and are in the process of seeking other pieces of reasonably priced equipment to possibly add new items to our breakfast menu. Although we won't be a vendor at the AOPA expo, we gained valuable insight into the criteria to improve the processes for future events.

Our new trailer project is moving forward as we have sourced vendors for parts and have come up with a plan for its restoration. To that end Jack Hilditch has donated a couple of trucks for salvage and with the record steel scrap prices it should be more than enough to repair our trailer.

This year I hope to add more and interesting topics at the meetings and include other aviation organizations to our chapter events to see other perspectives of aviation.

As a first, The EAA chapter leaders of Connecticut are now meet quarterly to discuss combining schedules and pooling resources next year to plan a EAA flyout next year at Windham airport. The longer runways and ample parking will accommodate many aircraft that would otherwise be restricted from the Simsbury fly-in.

So let's finish up all those loose end projects and let's get ready for a great flying season

Chuck Drake

EAA President Chapter 1310

## April Meeting Minutes

### MINUTES FOR EAA Chapter 1310 April 13, 2011 MEETING

The April chapter meeting was held at Bob Martin's hangar. We had about 44 members and guests attend. A cookout preceded the meeting. Bob Welch had the foresight to put up the canopy which was needed for the drizzle.

The Treasurer reported that we had income of \$230 for March from a cookout and member dues.

Due to the seminar, chapter business discussions were tabled until the May meeting.

The meeting was a Experimental and Light Sport Aircraft Safety Seminar. The program is meant to familiarize the audience with the aspects of certification and operation for Experimental Amateur built, Experimental Light Sport aircraft (ESLA) and Special Light Sport aircraft (SLSA).

After an introduction by Jim Adams and Peter Lindberg, Joe Gauthier provided the main presentation. He looked at case studies of accidents to learn about the cautions of not getting proper transition training and instruction prior to operating, as well as maintenance and construction considerations.

The accident rate is too high for such a small segment of the aviation community. Backup parachutes should not be counted on to be 100% reliable. Overloading and improper weight and balance calculations are a large factor in recent accidents

LSA need a pilot operating handbook. Make sure one is obtained from the manufacturer. Experimentals don't need one, but some manufacturers do have a version available.

### Connecticut Aircraft Taxes

Dean Saucier, NBAA Regional Representative, reports that the OFFICIAL word from the state of Connecticut is that Governor Malloy's budget does NOT include the provision for aircraft taxed as personal property nor does it include the repeal of the maintenance tax exemption which is to be voted upon today. Thank you to Governor Malloy, the Legislative Aviation Caucus and legislators for realizing the adverse economic impact this would have had on the Connecticut economy and the aviation industry in Connecticut. Thank you to all who contacted their legislators as well.

### Newsletter Editor Needed

With the passing of Charlie Falke, the chapter is in need of a person to put together a newsletter. Please consider helping out, even if you think one could only be put out on alternate months, or even quarterly. We need to get the overall membership involved in preparing more articles too.

### Items for Sale

#### MONERAI GLIDER KIT

I've got a partially completed Monerai glider kit, started by my father years ago, and I'm looking to sell it. The main fuselage and tail boom structures are mostly completed. I have all of the parts and materials along with the plans and documentation. I'm looking to sell it for \$1000 or best offer. I am located in Connecticut and I'm also a pilot, but I just don't have the time to put into finishing this project.

If there is any interest, please give me a call or email.

Michael Gozzo

Phone: 860-235-1564

Email: [mgozzo@snet.net](mailto:mgozzo@snet.net)

### Volunteers for Chapter Projects

I attended a recent seminar at the Simsbury Library that discussed working with volunteers at non-profit organizations. The main point I came away with is that we should expand the invitations for people to help out at our events and projects beyond the members. There are probably a lot of people who can help us out, but don't want to become full members. There's no reason why they can't be part of our events, such as helping at breakfasts, Young Eagles events, or even doing some work for us like the trailer renovations. One particular task that needs to be done is to design and order some clothing with our logo. Since we are an educational public charity, the volunteers can take a tax deduction for mileage, but we also need to make sure they feel appreciated for what they will do for us.

Please ask around to see if you know of anyone who may have some extra time to give us a hand.

### News Briefs

#### Diesel Airplane Seeks Maximum Efficiency

John McGinnis of Kalispell, MT unveiled his highly unusual aircraft design in late April at the CAFE Electric Aircraft Symposium in California. "Synergy" compiles quite a few leading-edge aerospace ideas to create an efficient and roomy design. Most notable is the striking "double box tail" that reduces the induced drag, a byproduct of lift that slows an aircraft.

McGinnis told the Experimental Aircraft Association the design is capable of the “glider-like efficiency of a 46-foot wingspan packed into a much stronger 32-foot package.”

A full-size version of the airplane has not yet flown, but a one-quarter scale electric version has been flying for years. McGinnis hopes to eventually use diesel to power the airplane. The prototype is being designed around a 200-horsepower diesel engine that has been in development for many years.



Synergy has a wingspan of 32 feet and it has a total wing area of 144.6 square feet. With a gross weight of around 3,100 pounds, the design currently is shown with five seats.

Aviation history is filled with enthusiastic designs like Synergy, and few ever make it to full-scale prototypes. Fewer still make it into pilots' hangars. But unlike many predecessors, McGinnis has been careful not to build too much hype until he gets a prototype flying. He hopes the grassroots effort will have the

plane ready for a competition this summer.

McGinnis hopes to enter his airplane in the NASA/CAFE Green Flight Challenge this July. More than \$1.5 million dollars is up for grabs in the competition that stresses efficient and practical aircraft designs.

### **Crop Duster TV Series**

History Television, Canada, who broadcasts *Ice Pilots* is working on another series focusing on crop dusting pilots. Information on the program *Dust Up* can be seen at [www.facebook.com/dustupty](http://www.facebook.com/dustupty).

### **Enter to Win a Trip to Oshkosh**

Southwest Airlines is sponsoring a sweepstakes to win a trip to our annual Fly-In Convention. Register on a simple form at [southwest.com/Oshkosh](http://southwest.com/Oshkosh)

### **Air Force Stops Flying F-22**

The U.S. Air Force has stopped flying its fleet of F-22 Raptor jets because of concerns with the oxygen supply system onboard the stealth fighters.

Master Sgt. Pamela Anderson with the Command's public affairs office said Friday that the fleet is on stand-down because of "hypoxialike" events reported by some of pilots.

Since January, the Raptor fleet has been restricted from flying above 25,000 feet because of concerns with the oxygen supply system aboard the fighter jets.

Last November, an F-22 pilot was killed in Alaska when he lost control of his jet during a training exercise.

## From Sport Aviation 50 Years Ago

The following item was published in the May, 1961 edition of *Sport Pilot*. It's interesting since the last remaining combat veteran of WWI, Claude Choules died in Australia on May 5, at the age of 110.

### World War I Overseas Airman Reunion

Royal D. Fery, project officer of the World War I Overseas Airman Reunion, USAF Air Museum, Wright Patterson AFB at Dayton, Ohio contacted EAA Headquarters, via telephone and outlines a very interesting program.

A reunion of all World War I Airmen who flew in either England, France or Italy is scheduled at Wright Patterson AFB, Dayton, Ohio on June 24<sup>th</sup> through the 27<sup>th</sup>. A World War I airshow and flight demonstration is planned for the 25<sup>th</sup> and all members with Replica World War I or resored early day intique Bi-plane type aircraft are urged to contact Mr. Frey for details.

We certainly believe that this is a fine tribute to these World War I Airmen and we hope that you EAA men can be some assistance.

## Photos from Recent Events

### November Pancake Breakfast



### December Christmas Party



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