

# Unrestricted Airspace

April 2009

## *The Newsletter of EAA Chapter 1310*



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### CHAPTER LEADERS

President: Paul Dowgewicz

Vice President: Jack Hilditch

Treasure: Dave Christman

Web Editor: Paul Dowgewicz/Charlie Falke

Newsletter Editor: Charlie Falke

Events Coordinator: Susie Williams

Young Eagles Coordinator: Jack Hilditch

Membership Coordinator: Jack Pelkey

### CHAPTER 1310 MEETINGS

Sun and fun is late, so we will have a meeting

**Wednesday 8th April.** We will discuss any outstanding chapter business, and afterwards have a **Movie Night**

### UPCOMING EVENTS

(See also the Secretary's Minutes for more events.)

#### **Saturday 21st March**

We have planned a Pancake Breakfast on Saturday April 18th from 8:30 to 11:00 AM. Fly or drive over for hot pancakes and real maple syrup, sausage and scrambled eggs. Juice, coffee and

milk also available. All you can eat, still only \$5 donation.

### President's Message

Well Robertson Airport appears to be saved. The town has voted to become the owner of the airport, and it will remain an airport for the foreseeable future. I believe that the large turnout at the polls was a direct result in the good face the aviation community put on at the open house and at the public hearing.

Reporters from the Plainville Citizen and New Britain Herald were provided rides along with many rides under the Young Eagles program. Both reporters wrote favorable articles about the day.

Links to the articles can be found on our blog <http://blog.eaa1310.org>.

Jack Hilditch did a wonderful job coordinating the request to hold a Young Eagles rally at the open house on short notice. Thanks to Chuck Cohen, Alan Witkin, Mark Horan, and Bill Kulle from our chapter who together flew 49 of the 95 kids that day. Thanks also go out to the our members who helped out on the ground: Fred Goff, Peter Russell, and Bob Martin escorted kids to the flight line. Mary Lebig took photos of all the flights, Charlie Falke was in charge of the CAP cadets who handled security.

Additional flights and ground support were provided by members of Chapters 166 in Hartford, 324 in Simsbury, 334 in Groton, and 27 in Meriden. We also had support from Judy Roy of the New England Air Museum. We'll be having our next Young Eagles rally at Brainard Airport on June 13th. We should be back to our usual number of rides that day.

The area chapters have begun to work together well. With nine chapters in this small state, pooling our resources makes sense.

On a disappointing note, Chapter 1208 in Stratford has suspended activity. They couldn't find three members to be their vice-president, treasurer or secretary. With three new people serving our chapter as officers this year, it's great that we have such support running the chapter, and

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volunteering at our events.

After the Robertson purchase, there will only be five privately owned-public use year round airports left in Connecticut: Simsbury, Chester, East Haddam, Elington, and of course Skylark. Unfortunately, the leaders of the town of East Windsor have stated they have no interest in having the town own the airport. We should be look for opportunities that would create a situation that will result in the long-term operation and improvement of Skylark Airpark. The February AOPA Pilot magazine had an article on page 24 about a group that was formed to purchase an airport in Missouri. They are looking to recoup their investment by developing the surrounding land as an industrial park. Skylark probably can't have much development take place, but there may be other prospects for the local airport, possibly state operation, or Federal funds, which we are told by Jim Adams of FAA can be obtained by private owners as well as public ones, as happened at Northampton, MA. We will continue to work with Mike looking for opportunities.

### **CHAPTER SECRETARY'S MEETING MINUTES**

#### **MINUTES FOR EAA 1310 14 March, 2009 MEETING**

The March 14, 2009 meeting was held in the Skylark Pilot's Lounge.

Paul Dowgewicz called the meeting to order at 10:07.

Seventeen members were present.

The January and February minutes were approved as published. The Secretary had nothing new to report.

The Treasurer reported that last month's balance was \$6941. Income was \$371, expenses were \$300.29 – net increase \$70.71 leaving a starting balance this month of \$7012.11.

The Membership Chairman re-ported that membership is at 35, with 3 non-renewals this year.

Paul Dowgewicz reported on the following upcoming events:

Our Pancake Breakfast is next Saturday, March 21. Neil Witkin at Robertson asked for help on the same date for an open house there. He would like to have a Young Eagle day from 10:00 to 2:00. They want volunteers at Robertson by 9:00 A.M. so we'll begin the breakfast at 8:00 to accommodate the volunteers who are going to Robertson.

The TRACON tour was canceled because supervisors can no longer give tours – they must be given by controllers. This means that tours are normally only available between hours 9:00 to 5:00. Bob Martin will talk to his son and see if he could give us a Saturday tour.

We'll have an EAA 1310 meeting on April 8<sup>th</sup> at 7:00 P.M.

There is a Pancake Breakfast scheduled April 18<sup>th</sup>.

AOPA is having a seminar at the high school May 20. We will move our Safety Seminar from May 31 to June 6 to avoid too much bunching. Jim Adams is lining up an insurance investigator to speak. We have room for one more speaker, and Paul asked for suggestions.

June 13<sup>th</sup> (rain date June 18<sup>th</sup>) there is a joint Young Eagles at Brainard.

July 18 Bradley is having a Space and Aviation day. They have asked to have us bring some

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general aviation planes over there. They will be parked on either the Embraer or National Guard ramps.

Our Corn Roast is August 15th.

September 19th there will be a joint Young Eagles at Skylark.

September 20<sup>th</sup> is the Simsbury Fly-In.

October 10<sup>th</sup> is our Tail Dragger Fly-In.

The Trolley Museum director offered to partner with us for a ½ price admission day at the Trolley Museum.

Paul picked up the end flaps for the club tent.

We discussed sending a card to Mike.

Paul reported that the Stratford EAA chapter has dissolved.

Jack Hilditch presented an article about a low cost \$1500 hanger.

Paul asked about people interested in housing at Oshkosh. Four people signed up and there is room for more. Contact Paul if you are interested.

There was discussion about the 12,500 pound TSA rules and how they impact the airports we fly into – any with commercial service. There could be a big negative impact.

We talked about any interest in club clothing – hats, jackets, patches, etc. Bob Martin has used Bristol Lettering in the past.

Jack Hilditch gave an overview of the Young Eagles program at Robertson next Saturday. He suggested a “one sentence answer” to the question of, “Why are you involved?” The answer is, “To introduce local kids to general aviation and to the

many local options for aviation training in nearby schools.” He talked about the parallel nature of future issues for Robertson and for Skylark.

Charlie Falke gave a presentation of the ELT changeover and the many issues involved.

Paul Dowgewitz gave a presentation of determining RPM from sound. (It worked)

The meeting was adjourned at 11:45.

### AEROSPACE NEWS

> **We did it!** Robertson was saved. See many details in the president's message. It was reported that the turnout was so much greater than expected that they ran out of the automatic ballots and had to resume with old fashioned ones and count them by hand. The measure for the town to buy the airport carried by more than two to one. <http://www.bristolpress.com/articles/2009/03/21/news/doc49c59bac10393411327754.txt>



Future Pilot

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Wing Walker



Very Happy Camper

> Some lunatic stole a 172 in Canada and flew it to the US, wandering in altitude and course, and landing when he was nearly out of fuel. F-16s quickly intercepted him, and he acknowledged that he had seen them, but disregarded their signaled instructions, and presumably also that they were deciding whether they should kill him or not. :-)

<http://www.guardian.co.uk/world/2009/apr/07/stolen-plane-canada-f16s-missouri>

[http://www.eaa.org/news/2009/2009-04-07\\_norad.asp](http://www.eaa.org/news/2009/2009-04-07_norad.asp)

> Next big news is defense secretary Gate's announcing the proposed 2010 defense budget.

This includes some good news and some bad news for Connecticut.



F-22 Raptor

Bad news is the cancellation of the Pratt F-119 powered F-22 fighter after 187 airplanes, vs. an original plan, long ago, of 600+. But Gates also proposes to accelerate the F-35, which is also Pratt powered, and will be operated by most NATO countries and produced in much greater numbers, *we hope*.



F-35 Lightning II

Very likely Gates will be pressured by the congressional delegations in the 40 states that produce content for the F-22 to extend production until the F-35 ramps up. The Air Force had asked for 60 more F-22 airplanes. Also in this proposal, the C-17 line would shut down in a year or so, and the combat search and rescue helicopter, won by Boeing, would be canceled. The new Presidential Helicopter, as we predicted a couple of newsletters ago, would be canceled. This will be good news

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for Sikorsky, who will probably get a package of work to upgrade the existing machines with new main and tail rotor blades, transmissions, more modern cockpit and life extensions. The \$35B Tanker competition is still alive and will still be a competition. This could be good for Pratt who has engines on the Boeing 767 based offering. Gates is resisting Congressional pressure to split the order. This link points to a lot of other links:

<http://warnewsupdates.blogspot.com/2009/04/pentagon-budget-news-summaries-and.html>

> There is *\*still\** no NASA administrator. At this rate the acting administrator will have more seniority than the real one. :-)

> In case you feel like ignoring the warning about hazmats in your baggage, this is what can happen:



Nobody was killed, including the Colombian policeman whose grenade was in the baggage. The official word is that it was a smoke grenade, but looking at the photo, we don't think so. The plane is (probably was is more accurate) a turbine conversion of a C-47.

[http://www.avweb.com/avwebflash/news/GrenadeInBaggageDestroysBT67\\_199829-1.html](http://www.avweb.com/avwebflash/news/GrenadeInBaggageDestroysBT67_199829-1.html)

> An Airport in West Virginia got a million plus in Stim money!

[http://www.register-herald.com/local/local\\_story\\_096223525.html](http://www.register-herald.com/local/local_story_096223525.html)

### EAA NEWS

> **Sun 'n Fun Fly-In, Lakeland Linder Regional Airport, Lakland, FL (LAL)**

April 21- 26, 2009

<http://www.sun-n-fun.org/content/>  
[http://www.eaa.org/news/2009/2009-03-13\\_sunfun.asp](http://www.eaa.org/news/2009/2009-03-13_sunfun.asp)

> **Continental is doing flight tests with Unleaded AVGAS**, already in use in Europe. The fuel is

basically 100LL without the lead.

[http://www.eaa.org/news/2009/2009-04-02\\_fuel.asp](http://www.eaa.org/news/2009/2009-04-02_fuel.asp)



> **Sully and his copilot will visit Oshkosh!**

[http://www.eaa.org/news/2009/2009-03-26\\_1549.asp](http://www.eaa.org/news/2009/2009-03-26_1549.asp)

> **EAA Takes the LASP battle to the Congress**

[http://www.eaa.org/news/2009/2009-03-10\\_security.asp](http://www.eaa.org/news/2009/2009-03-10_security.asp)

[http://www.eaa.org/news/2009/2009-03-19\\_tsa.asp](http://www.eaa.org/news/2009/2009-03-19_tsa.asp)

> **User Fees held at bay for now.**

[http://www.eaa.org/news/2009/2009-03-09\\_userfees.asp](http://www.eaa.org/news/2009/2009-03-09_userfees.asp)

The following information is posted on the chapter blog.

<http://blog.eaa1310.org>

If you have aviation information you think would be of interest to the members, send an email to

[info@eaa1310.org](mailto:info@eaa1310.org) to request an account so you can post the information directly.

### CLASSIFIEDS- FOR SALE / WANTED



**For Sale or Partnership:** 1962 PA-22-108 Colt. Dual tanks, full night lighting (inc. strobe). Full cabin skylight (field approved). In 2001 @ 207 hours: complete airframe rebuild (with polyFibre w/Polytone) and Prop O/H. In 2007: New Lifetime Sealed struts and new main tires. Very pretty paint and numbers. Custom Fire Rated interior. Newer VAL COM and KT76A xpndr/encoder. Portable 2 place intercom goes with the plane. Full gyro panel (original AN style). STC'd B & C alternator & oil filter. Older Mattituck overhaul, 1540 SMOH. Electric (115VAC) Oil Pre-heater built-in.

Auto gas STC. All logs complete, all ADs complied with. Annual due in March 2010. Canopy and wing covers. More pictures at <http://www.trade-a-plane.com/clsfdspecs/820079> \$15900 or Best Offer 860-983-3221 or E-mail [jeff.kamenetz@hs.utc.com](mailto:jeff.kamenetz@hs.utc.com)

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### **Sennheiser Noise Cancelling Headset.**

Little used and in excellent condition. Original cost over\$800. Will sell for \$150.

**Dave Gosslin, 860-467-6050.**

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**Any EAA member in the Southern New England area is welcome to list aviation-related merchandise for sale or wanted on this page.**

**Send an eMail to [Chapter 1310 email](mailto:Chapter 1310 email)**

### WANTED

Articles, pictures, etc. for the news letter. You can Email them to me at [chfalke@cox.net](mailto:chfalke@cox.net) or mail them to me at:

Charlie Falke  
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