

Unrestricted Airspace

August 2009

The Newsletter of EAA Chapter 1310



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CHAPTER LEADERS

President: Paul Dowgewicz

Vice President: Jack Hilditch

Treasurer: 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

The next meeting will be Wed. 12 Aug 2009

We will be reviewing the calculations done for the C/G results for Bob Martin's Spacewalker..

We will have a presentation on the Stewart Systems Aircraft Finishing process

UPCOMING EVENTS

**Corn Roast & Cookout - Plus Ride the Trolleys
1/2 Price**

Sat. 15 August 11:30 AM - 2:30 PM

We get the freshest corn available. Picked the

morning of the event. Hot dogs and hamburgers with fried onions, plus chips & soda. All you can eat for a \$6 donation.

We'll also take our guests over to the end of the runway trolley stop where you can see the museum and ride for 1/2 price at the [CT.TROLLEY MUSEUM](#)



Sat. 19 Sep 2009 10:00 AM - 3:00 PM

Chapter 1310/166 Young Eagles Day at Skylark



The pilots of EAA Chapters 1310 and 166 will be offering free airplane rides at Skylark Airpark to people ages 8-17.

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Sun. 20 Sep 2009 7:30 AM - 3:00 PM
The 24th annual Simsbury Airport Fly in and Car show.



The largest aviation event of its kind in New England. Over 200 display aircraft and 350 display autos. Antiques, Classics, homebuilts, light sport, ultralight, small warbirds. Skydiving, flyovers, formation flight demo, dealers, rescue demo, live music, wide TV and FM coverage, breakfast, lunch, judging, trophies. Always lots to do and see.

Contact: Joe Bellino

Phone: 860-308-0040

[The Simsbury Airport -- The Simsbury Fly-In -- 4B9](#)

Sat.-Sun., September 19-20, 2009
Five EAA SportAir Workshops
Daniel Webster College, Nashua, NH
Boire Field (ASH)

93 Perimeter Rd, Nashua, NH, (West of I-93, about an hour from Boston)

- **What's Involved in Kit Building**
- **Composite Construction**
- **Fabric Covering**
- **Electrical Systems & Avionics**
- **Sheet Metal**

The overview is short and not expensive, the last four take all day both days, and cost \$289 to EAA members.

These are given to small groups and provide materials you get to keep and hands on instruction.

Contact: Mark Forss

Phone: 800-967-5746

Details:[Sport Air Workshops](#)

Also see the absolute best event search at [eaa.org: EAA - Aviation Calendar of Events](#)

President's Message

There's some good, and some bad going on in aviation lately. The crash in the Hudson River corridor could cause some restrictions. Hopefully the time it takes the NTSB to release their report will allow the dispersal of knee-jerk reactions from politicians. On the good side, it looks like interest in aviation is still going strong despite the recession. Attendance at airshows throughout the country is up, and at the EAA Convention, it was up about 12%. On Friday of the show they used parking lots that haven't been used in years. On a down side, it seems a lot of the interest was due to the heavy planes instead of the innovative ones. I left before the show on Saturday, but some comments I've read say that it was far from the best they put on. In the past, the Friday and Saturday shows have been the biggest of the week. I've been posting information on the chapter's blog, and have a few more items to post there. We're also sorting through a lot of photos and video clips to post. The weather looks good for our corn roast on the 15th, so hopefully we'll have a great crowd turn out. It's usually our biggest event of the year, so get all your friends and family out to the airport.

CHAPTER SECRETARY'S MEETING MINUTES

MINUTES FOR EAA 1310 8 July MEETING

The meeting was called to order at 7:05 by chapter president Paul Dowgiewicz.

The minutes of the June meeting were approved.

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The Treasurer reported a beginning balance in June of \$7199.38. Expenses were \$457.49 and Income was \$305.50 for a net loss of \$151.99 resulting in a balance of \$7,047.39 at the end of June.

Paul reported several of the news items coming up at Oshkosh

He also obtained a cash register for free which we will try out at the corn roast in August instead of the cash donation jar.

The Danbury Fly-In will be held Saturday the 11 th.

Eric Dixon announced a Light Sport Jamboree at Caldwell, NJ on July 17-18.

On July 19 there will be an Indian motorcycle rally at Hilltop Farm in Suffield.

A request was made to inquire about new clothing for the chapter. Bob Martin will investigate.

Jim Glista brought a guest, David Olson to the meeting. We provided David with a complementary six-month membership to EAA and the chapter.

A request was made by the Aero-Tech school in Hartford to hold our September Young Eagles event in association with an open house they're planning at Brainard. The members felt that it would be an imposition to ask families in our area to travel to Hartford for their rides. We will invite the school to display their promotional material at the September 15th event, and we would like to schedule our next event in the spring in conjunction with the school.

We discussed options for storage and a possible workshop. Allen McInnish and Paul prepared a document with several options. The document will

be sent to all the members for their input. We decided to investigate the 40' storage trailer option which could give us the future capability of adding a second trailer at a later date. Jim Glista will report back with pricing and configurations available.

Mike stated that he would like to discard the charcoal grill we used to use, along with the small propane grill on the patio. Mike would also like to have the chapter take over the ownership of the approximately 20 upholstered chairs Gloria purchased at the auction.

We adjourned at about 7:45 and began our educational demonstration.

We performed the weight measurements on Bob Martin's Spacewalker.

A pool was held to guess the weight of the aircraft.

We thank the members of Cheaper 166, especially Joe Gauthier, for the use of the scales.

Charlie Falke directed the crew to set up the measurements.

The main wheel scales were set up with ramps and a landing area past the scales and moved the plane onto that landing area. The tail wheel scale was set up with blocking to a height where the plane would be level when the wheels were moved back on the scales. We then pulled the plane back so the main wheels were on the scales, and the tail wheel sat on the blocking. The results were:

Left Front: 456 lbs., 45.1% of the total weight

Right Front: 468 lbs., 46.2% of the total weight

Rear: 89 lbs., 8.8% of the total weight.

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For a total of 1,013 lbs. Mike won the pool with his guess of 1,000 lbs.

Other measurements takes were:

Front axel to the datum – -1 9/16”

Tail wheel to datum – 173.5”

Center of fuel tank to datum – 6 1/2”

Oil filler to datum – 18”

Wing chord 54 1/2”

Charlie will report the calculations to Bob, and will provide the chapter with a demonstration on how the calculations were performed at the August meeting. Also at the August meeting, Gary Altenhein will lead a demonstration on the Stewart Systems aircraft finishing system.

<http://www.stewartsystems.aero>

AEROSPACE NEWS

The Augustine commission is close to presenting options for continued human access to space. The target to be done presenting options is the end of this month. There are still seven options, so the field is pretty broad. This may have significant impact on employment in Windsor Locks and elsewhere. [Augustine Panel is Down to Seven Options](#) | [AVIATION WEEK](#)

EAA NEWS



The restored Brown Arch



Aerial view of the show with White Knight II



Harrison Ford and Sully



Pete Russell and rare Comper Swift

Paul Dowgewicz, Pete Russell, Jeff Kamenetz, Allen McInnish, and yours truly Charlie Falke shared a rental house during Oshkosh. Many thanks for Paul Dowgewicz for working the house rental to fit our volatile schedules.

Paul has already written a bunch of content into the [Skylark Flyers Blog](#). I will add to it from my memory of what we saw and heard.

This was your editor's first trip to Oshkosh, and I was completely blown away. I have participated in Le Bourget, Farnborough, and ILA Berlin, and they don't hold a candle to it. We heard that the organizer of the Paris Air Show visited Oshkosh for the first time this year, and was astonished at the scope of the show when he saw it from the air.

The Bob Hoover talk was full of surprises. (see also the blog) Hoover turned out to have been in the Soviet Union at the height of the cold war, and was carefully briefed and debriefed by agents. While there, he got to know Gagarin and other Cosmonauts. He was invited to the USSR to reflect his own prestige back on Soviet aircraft accomplishments, and was invited to fly what later evolved into the MiG-21. He had scoped out the area around the airport, which was surrounded by a flood dike. He rolled the fighter inverted and ducked behind the dike, rolled upright, then flew around to the other side of the airport and re-appeared inverted on the runway centerline, but at the approach end. After landing, to loud cheers

from the crowd, he was arrested, so upset were the authorities at what they thought was reckless behavior on Hoover's part, not realizing that he never did anything without figuring out how to do it safely. Even his translator didn't know what was going on for while, but they eventually let him go.

We heard another talk by Cliff Robertson.



Cliff Robertson

Cliff read some pieces he had written about flying and life in general that I would call prose poetry. It's very clear he loves flying down to his toenails. Cliff talked about being an airport kid, called the airport a cathedral, and worked for weeks in exchange for some Cub time. "Cliff, go get your cushion" the pilot would tell him.

He was asked whether his character had died in the film "633 Squadron" and he said that that was a very good question, and it turned out that he thought that he hadn't died, but that the director thought that he had. He mentioned that Charles Lindbergh had flown one of his three Tiger Moths, and I wondered if it was 522R. (As far as I can make out so far it was 523R.)

Paul had arranged for tickets to the Chapter Leadership Breakfast on Saturday. We got there a but late, but we heard Tom Poberezny talk about the EAA cooperation with AOPA, and EAAs opening up to new demographics so that the membership don't continue to age. (Chapters should think about this, too! :-)) He talked about how the magazine will incorporate more links to

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online content. The Women Soar program was mentioned as one avenue. Aerobatic pilot Jill Young spoke about being encouraged by her mom not to be discouraged by males telling her what she should and shouldn't do. After the talk I heard her saying that she was surprised to be flying at Oshkosh, and to be asked for autographs.



Lt. Col. Jill Young, Pitts and A-10 driver

"Who'd want my autograph? I'm just a dork." I was surprised to hear her say that, and I was even more surprised when I found out later she's still in the active US Air Force as an instructor, and previously flew 50 missions in A-10s in Afghanistan.

There is nothing women can't do, and that's the message of the Women Soar program.

We went upstairs to the newly opened Founder's wing of the museum, and saw our chapter patch along with all the others. We were a bit surprised some patches were the size of pizzas!



EAA1310 Patch in the EAA Museum Founder's Wing

Not quite realizing what was going on, I mentioned to one of the docents that I missed the old logo, and asked if there were any plans to rehabilitate it. The docent grinned and asked "Why don't you ask Paul?" I went in the next room, and there he was, sitting in an easy chair.



An audience with Pope Paul

I waited for an opportune pause, and said that I missed the old logo. With considerable animation, he said "I miss it too. I was the only member of the board that voted against the new logo. I suggest you write to the president of EAA"

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He said some other interesting things. He was ambivalent about Oshkosh having become an airshow. He remembered when Aerobatic flying was regarded as a somewhat disreputable thing, "stunt flying" and that they would call it precision flying to make it more respectable. He talked about "Young guys trying to make a name for themselves" a bit ruefully. Somebody referred to it as an airshow, and he said "Convention!" A couple of times he said "Everything changes."

He shook all of our hands, and we thanked him in our various ways for what he has accomplished. Great guy.

On Sunday I went to the Memorial at the EAA wall. The guy who taught me to fly has been on the wall since 1997, and I had kicked in for it, but I had never seen it. They gave the most beautiful memorial you've ever been to, and Tom solemnly read the names. A missing man formation flew overhead. Then they gave a great benediction, "...It hurts because they were so good..." and every soul there wept.

A magic place, with thousands of airplanes, and half a million people, and no strangers.

I'll be back next year.

CHF

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

Sennheiser Noise Cancelling Headset.

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

Dave Gosslin, 860-467-6050.

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

WANTED

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

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