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EAA Chapter 827

February 2011

PRESIDENT'S COLUMN

I was pleased with the 100% attendance at the Chapter's Board of Directors meeting on January 15 preceding breakfast and the regular monthly meeting. The board approved and adopted amended Chapter bylaws that are in compliance with guidelines established by national EAA, and also approved a \$100 donation to the Burgher Chapter Challenge Fund established by EAA through a \$100,000 matching grant for the purpose of supporting resources for local chapters.

The Chapter meeting on January 15 saw seventeen members and one guest in attendance. I would like to extend a welcome to all new members who have joined our ranks in the recent few months: John Canders (new newsletter editor), Curt Carter (new board member), Rick Eason, Randall Fairman, Jack King, and Doug Townsend.

Several of us went ski flying after the last meeting and enjoyed smooth air, and soft snow. It was like landing on a cloud. Seemed like everyone else was out on the lakes ice fishing, snowmobiling and just enjoying the nice day. Nineteen



attendees at the Miller's Field Men's Mess night on January 20 enjoyed camaraderie and Japanese cuisine prepared by Jeff Russell (Japanese Tarranyaki style tender sirloin, marinated chicken cutlets, Miso-Shiru soup with fresh Port Clyde Maine shrimp, tofu, and assorted leaf, Japanese fried rice, and other items that I'm not sure of the correct spelling).

Dennis Bradley invited me to fly with him to the Maine Aviation Forum at the Owls Head Transportation

Museum on Saturday, February 19. This event brings together about three dozen aviation related organizations, including the six EAA Chapters in Maine. You all received an email from me with highlights about that event. I will meet the President of Chapter 87, based in Bowdoin, who has contacted me about coordinating all Maine EAA Chapters for a grass roots fly-in on Saturday, June 4 to the Brunswick Executive Airport. This is an idea we discussed at the last meeting, and it would be neat to join up with all Maine-based EAA Chapters for this event.

And speaking of the new general aviation airport in Brunswick, when I was at Oshkosh this past summer I met Steve Levesque (Executive

See "President" on page 2.

Event Calendar

EAA 827 Annual Banquet:

Saturday, February 26, 2011, 6:00 PM, Hampden Snowmobile Club

Chapter Meeting:

Saturday, March 19, 2011, 9:00 AM, Miller's Field

Tour of Brunswick Executive Airport:

Saturday, April 30, 2011 (Details to follow)

“President” (cont. from page 1)

Director of the Midcoast Regional Redevelopment Authority) and Marty McMahon (Aviation Services Manager) who are key principals at Brunswick Landing in the redevelopment of the former Brunswick Naval Air Station. The airport will host a grand opening for general aviation aircraft on April 2. Steve and Marty have agreed to host Chapter 827 on April 30 for a field trip and tour of their facilities. More information will follow about that event. If you saw the February 2011 AOPA Pilot magazine, the Kestrel airplane (a composite turboprop) on the front cover is planned to be manufactured in facilities at Brunswick Landing. Alan Klapmeier, founder of Cirrus Aircraft, is now Chairman and CEO of Kestrel Aircraft and will be a speaker at the Maine Aviation Forum I mentioned earlier. The prototype airplane was on display at Oshkosh last summer.

I look forward to seeing you at the Annual Banquet and other upcoming events.

Dan



A Call for Volunteers
Chapter 827 Needs Your Help!!



Chapter 827 needs volunteers to plan, or present, an educational program for upcoming Chapter meetings. I suggest that two or more members team up to plan and organize a program for the meeting dates below. Examples of possible topics include: weather, A&P maintenance updates, Civil Air Patrol, Medical issues & sport pilot rules, Bangor aviation museum, current update on Wagabond project, police/safety/medical aviation (border patrol, forestry service, state police, LifeFlight), etc. I'm sure you can think of many more topics of interest.

I would like programs to be planned at least one month in advance of the meeting so we may provide timely communications to members. Please indicate which meeting date or event you prefer to help with.

March 19 - Open

April 16 - Open

April 30 - Dan Coffey is planning this event. A visit to Brunswick Executive Airport, formerly Brunswick Naval Air Station for a tour and presentation. More info to follow.

May 21 - Open

June 11 - Open - International Young Eagles Day. Tentative date for a joint venture Young Eagles event with the Belfast EAA Chapter at the Belfast airport. Work with Peter Webb who is organizing for the Belfast Chapter (338-6706).

June 18 - Open

July 16 - Open

Aug 20 - Open

If you are interested in volunteering, please e-mail Chapter President Dan Coffey at coffey18L@roadrunner.com.

Special thanks go out to the following members who volunteered to help with set up and clean up for the Annual Banquet: Doug Townsend, Dennis Bradley, Jeff Russell, and Ed Steltzer. Many hands make light work.

Men's Mess Night
January 20, 2011
Miller's Field



**International Learn
to Fly Day**

(from <http://www.learntoflyday.org> &
<http://www.eaa.org>)

International Learn to Fly Day (ILTFD) will be held on May 21, 2011. It was announced at EAA AirVenture Oshkosh 2009 as an effort to increase interest in flying and to encourage the aviation community to get others involved in aviation.

The EAA is asking the entire aviation community to participate; from individual pilots to flight schools, from flying clubs to aviation organizations, from FBO's to the rest of the aviation industry. Everyone is encouraged to get involved on International Learn to Fly Day.

More than 270 events are already scheduled, but there's always room for more. A Learn to Fly Day event doesn't have to be elaborate. It can be as easy as taking someone for an orientation ride or inviting someone out to the airport for the day. With a little more planning, you can host an airport open house or a pancake breakfast that's open to the community. You may even want to set up a display in your local mall or other venue to help share the spirit of aviation.

For more information, ideas, and promotional materials, visit EAA's International Learn to Fly Day website:

<http://www.LearnToFly.org>

Emergency Tool Kit

Brian Lee (EAA 149802), EAA Chapter 441, Kent, WA

Recently, I found myself stranded at an airport with an engine which would not start...and me without any tools. I do have an “airport” tool bag packed and ready for those times when I’m going to work on the airplane, but at 25 pounds, I don’t carry it along if I’m just going on a short flight. After trying to undo safety wire with my fingernails and a pocket knife, I resolved to assemble a small number of “essential” tools which I would leave in my flight bag—so they’d always be available when I am flying. I sat down and deliberately considered what the bare essential list of “what it takes to get home” items might be, then assembled a kit. Your list might be different, and you might argue about the “essential” nature of some of it, but it works for me. Here’s my list:

- 4-in-one screwdriver
- adjustable pliers
- adjustable wrench (which will open wide enough to fit spark plug caps) (mine is attached to a Leatherman tool)
- spark plug wrench (deep well socket and breaker-I chose a slider rather than a ratchet for weight considerations)
- wire cutter
- safety wire pliers
- magnifying inspection mirror
- magnetic pick-up tool
- awl/dental pick
- small file
- small flat blade screwdriver
- hex wrenches: 5/32” for avionics; 0.05” for setscrews on knobs
- assortment of #8 and #10 screws, nuts, and washers
- assortment of cotter pins
- assortment of zip ties
- safety wire
- electrical tape

(and, yes, there’s part of a roll of duct tape which lives in the baggage compartment)

I dug around in the basement and found a scrap of canvas which my wife had left over from another project, spent a couple of hours with her sewing machine (you can tell I’m no tailor), and the result is a convenient if not pretty kit which fits neatly in the side pocket of my flight bag. At 3-1/4 pounds, it does add a bit of weight, but the peace of mind is worth the extra weight.



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