



Website:

<https://www.eaa1310.org>

Chapter Phone Number:

860-281-1310

eMail:

info@eaa1310.org

President:

Paul Dowgewicz

Vice President:

Ron Masters

Secretary:

Jim Glista

Treasurer:

Paul Cappa

Newsletter Editor:

Paul Dowgewicz

Web Editor:

Paul Cappa

Membership Coordinator:

David Christman

Young Eagles Coordinator:

Chris Tarbell

Skylark Airpark (7B6)

Mailing Address:

EAA Chapter 1310
54 Wells Road
Broad Brook, CT
06016-9612

For member contact info

Log in with your 1310 ID at:

eaachapters.org

Next Meeting

**Saturday January 13 about 10:45 AM at
Skylark Airport and online**

Welcome out 2024 officers.

Planning for 2024 events

Discussion about the direction and purpose of the
chapter

VMC Club Meeting

Saturday January 13, 10:00 AM

This month's topic will be

Prepare for safe first flight

Presented by John LaRoche who has restored 24
airplanes - we will learn from his expertise to
guarantee a safe and successful first flight.

If attending online, you can sign up through the link
below. You can use that link even if you'll be
attending in person. Register with your Zip Code to
receive WINGS credit:

<https://meeting.eaa1310.org>

Next Events

No events are scheduled yet.

2024 Membership Renewals

Renew your chapter membership by mailing a check payable to EAA Chapter 1310 to 54 Wells Road, Broad Brook CT 06016. We'll get your membership card back to you.

Annual membership is \$25. Renew for three years for \$60. Save \$15.

The online store is temporarily out of service for an upgrade.

Thanks go out to all the members who have renewed.

Chapter Clothing

Chapter logo T-shirts, sweatshirts and hats are available at our next meeting and event.

T-Shirts ~~\$12.00~~ SALE \$6.00 (Only 1 Size XL shirt remaining)

Sweatshirts ~~\$25.00~~ SALE \$12.50 (M, L and XL sizes available)

President's Message

Now that we're starting another year, I think it's time to revisit the goals of the chapter. Last year our hangar parts were sold, so the goal of building a hangar was removed. We never put in the effort to do realistic fundraising to make the hangar possible or have defined purposes for using a hangar.

I want to get ideas from the members to find out what we would like to do as a chapter for 2024, and longer-term goals five years out. If all we want to do is hold safety meetings and pancake breakfasts, we probably don't need to be an EAA chapter. If we also want to take advantage of the resources of EAA to hold Young Eagle events, youth education programs, and share information on aircraft building and maintenance, then we should retain our EAA chapter status. Perhaps we can create a flying club.

The question I'm presenting isn't what the members would like to see done, but what would you like to participate in. EAA is an organization where you aren't just an observer; you should be involved in our activities.

This newsletter goes out to airport tenants as well as chapter members, so if there is some activity you think will encourage you to join the chapter, please let me know.

We will be discussing this at the January 13 meeting, or write to me at info@eaa1310.org, or call me at 860-281-1310.

Thanks,
Paul

EAA Chapter Leadership Boot Camp Coming to New England Air Museum

We're excited to announce an upcoming EAA Chapter Leadership Boot Camp hosted by EAA Chapter 166 at the New England Air Museum on Saturday, February 10, 2024.

This unique gathering location makes this a must-attend event for you as a chapter leader! Arrive early on Friday to visit the museum and experience all that the New England Air Museum has to offer.

Attending an EAA Chapter Leadership Training session is one of the criteria for Chapter Recognition! It may be just what your chapter needs to increase its Chapter Recognition score!

This FREE one-day workshop will help you grow your chapter and become a strong leader. We'll cover a variety of topics that are important to you including:

- Chapter activities
- Member recruitment
- Chapter marketing
- Social media presence
- Chapter management
- Media and public relations
- Fundraising

This is a great opportunity to network with other chapter leaders in your area. Arrive on Friday night to enjoy dinner with the chapters staff from EAA headquarters!

We'll talk about this more at the next meeting. You can register at <https://app.smartsheet.com/b/form/9b5a0b56671f435cb5ba9e6d6d576986>

FAA Safety New Login Requirements

If you haven't logged into the faasafety.gov web site since the middle of December, you will see that you need to create a new identification to access the site. US Government web sites are the targets of our country's adversaries, and have made the requirements more complex. Since the government is prohibited from using Social Security numbers for non-Social Security purposes, the FAA has contracted with a private company, My Access MFA, to provide a complicated identity verification in order for you to continue to use the system.

You will also need to own a cell phone with messaging capability, and install an authenticator application in order to use the system. Since your phone number is usually kept with you for life,

that number is now more identifiable to you than your SSN, and is easily linked to information about you in other databases.

The FAA has a seven-page document to explain the process of creating a new registration at <https://myaccessreg.faa.gov/registrationhelp>. Among the steps in the process you will have to scan a government photo ID, and then send them a photo of yourself to verify that you are the person applying for the login.

The site claims that your verification information will be discarded once you are approved, but the My Access company will still have the data about you that they used to provide the verification.

Once your ID is approved and you can begin the login process, you will need to create a password. It now has to be at least 12 characters in length

Contain at least 3 of the 4 types of characters:

- Lowercase English letters

- Uppercase English letters

- Numbers from 0 to 9

- Special characters, such as ! @ # \$ % ^ & * () _ + { } : " < > ?

- Not be one of your previous 2 password(s)

The password also has to be changed at least once every 90 days. Since most pilot users to the system don't need to log in very often, you can expect to have to change your password every time you log in.

Homebuilders Week – Online Event Starts January 22

An online opportunity to learn about building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building your own aircraft as possible in five days. We start on Monday, January 22nd, 2024, and end on Friday, January 26th, 2024. Each day, we offer six live webinars back-to-back, starting at 11:30 am central time and running every hour and a half until the last session at 7pm central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek

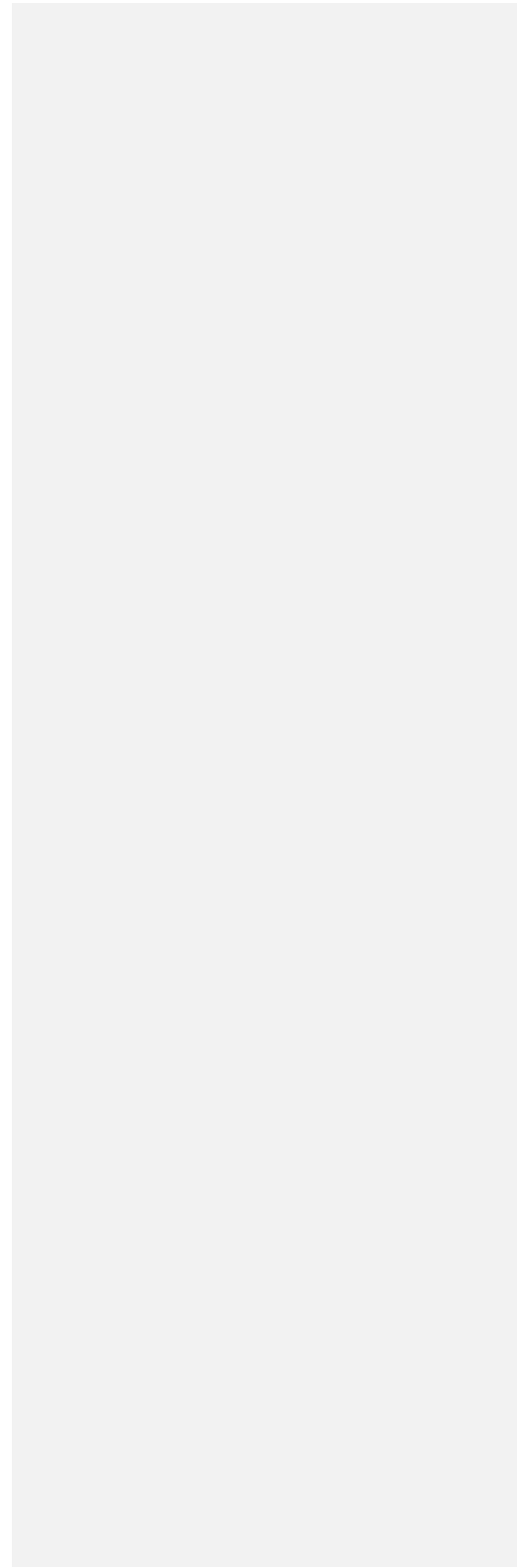
The topics cover a wide variety of areas of interest to anyone curious about building their own aircraft. We try to make sure there is something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA president Jack Pelton lined up on our anniversary date, January 26th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.

EAA Homebuilders Week coincides with the anniversary of the founding of the Experimental Aircraft Association in 1953. We have come so far since that first EAA meeting. Back then,

information on homebuilding was sparse and hard to come by. I know that if our founder, Paul Poberezny, was still with us, he would give us a big thumbs up for this effort to support the homebuilder.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, and Scheme Designers, Inc.

Visit www.EAA.org/HomebuildersWeek to sign up.





Homebuilders Week Schedule

January 22 - 26, 2024

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/22/24	Tuesday 1/23/24	Wednesday 1/24/24	Thursday 1/25/24	Friday 1/26/24
11:30-12:45	Building an Aircraft: What You Need to Know Charlie Becker	Composite Construction Basics Mark Fors	Amateur-Built Certification Process Joe Norris	Lies, Darned Lies, and Homebuilt Accident Statistics Ron Wanttaja	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MOSAIC Jack J. Pelton, Sean Elliott & Rob Hackman
1:00-2:15	Wiring Basics Dick Koehler	The Nuts and Bolts of Nuts and Bolts Kerry Fores	Building on the Cheap Ron Wanttaja	Lycoming Engine Installation Dave Prizio	Working With Wood 101 John Egan
2:30-3:45	Welding Basics: Gas & TIG Charlie Becker & Tracy Buttlie	Fabric Covering Basics Nate Hammond	Buying a Used RV Aircraft Vic Syracuse	Sonex Aircraft and AeroConversions Products Mark Schaible	Zenith Aircraft Kits & Plans Sebastian Heintz & Roger Dubbert
4:00-5:15	Sheet Metal Basics Jim Scott	Factory-Built to Homebuilt: What's the Difference? Tom Charpentier	Advanced Flight Systems Rob Hickman	Garmin Experimental Avionics Solutions Brad Brensing	Scratchbuilding from Plans: 90% Done and 90% to Go! Marty Feehan
5:30-6:45	Panel Planning and Wiring Marc Ausman	Dynon Avionics Michael Schofield	Flight Testing 101 Paul Dye	Propeller Selection for Homebuilts Steve Boser	Latex Paint: A Low-Cost Alternative Malcolm Morrison
7:00-8:15	Rotax 9 Series Installation & Operation Phil Lockwood	Painting Your Plane: DIY or Use an Expert? Craig Barnett & Ken Reese	Engine Break-In Mike Busch	Van's RV Aircraft Kits Greg Hughes	Common Builder & Maintenance Errors Vic Syracuse

Sponsored by



The FAA is seeking people suffering from "severe intellectual and psychiatric disabilities" to be air traffic controllers.

Excerpt from <https://johnlucas6.substack.com/p/bidenbuttigieg-dei-policies-endanger>

JOHN A. LUCAS

DEC 8, 2023

The country currently is in the throes of an epidemic of mass insanity and irrationality. The manifestations of the disorder are too numerous to cite, but the explosion of the DEI plague being pushed by the government, many businesses, and the intellectual pigmies in most of the media, must be included in any list of the most egregious.

There is a brand of this particular wokeness that is relatively unknown to the general public, but that is particularly irrational and dangerous. It is the Federal Aviation Administration's relatively young DEI mandates. These Biden/Buttigieg DEI commands now apply to the employment of FAA air traffic controllers in an insidious way, a way that threatens the safety of our skies and of anyone who flies.

First, just to be considered for possible employment, an ATC candidate must first pass a battery of seven tests covering numerical calculations, progressively difficult memory tests, problems involving rapidly changing image relationships, visual computer problems simulating collision avoidance, reading comprehension, logical reasoning, and a personality test.

By the time they finish their training, ATCs must be experts in a number of areas that affect safety. These include weather, types of aircraft and their characteristics, navigation and the use of multiple types of navigational aids, effective communications with pilots, and radio and radar operations. To ensure pilot and passenger safety, ATCs must be skilled in, among other things, math, including the ability to make quick calculations in a dynamic environment, problem-solving, effective communication, and split-second decision making.

The ATCs' ultimate responsibility is aircraft and pilot and passenger safety. That involves a myriad of tasks. In short, the ATCs' role is complex and stressful, sometimes requiring split-second life-and-death decisions. An error, inattention, or even hesitation can cost the lives of hundreds of people both in the air and on the ground.

THE FAA'S DEI POLICIES

The FAA has eagerly embraced the extreme DEI strategies that are now oh-so-popular in "progressive" leftist and socialist circles. As this article will show below, it does so by seeking to employ people who are clearly less qualified than the general applicant pool. Less qualified, that

is, unless you believe that the average applicant suffers from, for example, a “severe intellectual disability.”

The FAA makes clear the tribes that it includes in the Diversity Nation: It touts that it specifically “targets” for “special emphasis,” in both recruiting and hiring, people with disabilities in “hearing, vision, missing extremities, partial paralysis, complete paralysis, epilepsy, severe intellectual disability, psychiatric disability and dwarfism.”

Wait. It gets worse. Such disabled applicants get even more special treatment because they are eligible for preferential hiring. The FAA calls this “On-the-Spot hiring.” That is exactly what it sounds like – the FAA admits that it is a “non-competitive hiring method.” They are eligible for this non-competitive hiring even if their intellectual or psychiatric disability is “severe.”

“The mission of the FAA involves securing the skies of a diverse nation. It only makes sense that the workforce responsible for that mission reflects the nation that it serves.”

But nowhere does the FAA explain how hiring ATCs with, for example, “severe intellectual or psychiatric disabilities” will enhance its mission of securing the skies, preventing catastrophes, and safeguarding the lives of pilots, passengers and others.

WHAT NOW?

Note that this article does not address or quarrel with equal opportunity for qualified persons in any job. For example, the process of lowering the employment barriers facing women, people of all races, and handicapped persons, and allowing them to compete for jobs previously closed to them, is one of the societal triumphs of our time.

But to cure past sins of wrongful and unlawful discrimination, the governing leftist “elites,” including the top officials at the FAA, have mainstreamed the idea that racial discrimination,

Our “elites” are so convinced of their own self-righteousness that they brag about it publicly and lay it out for all the world to see. In the case of the FAA, no contrary conclusion can be drawn from its published DEI policies and its practices. The unseen hands guiding Joe Biden and writing his executive orders, together with their obedient minions in the FAA, will continue with their present and future discrimination, if not restrained (or fired).

Local Aviation Event Schedule

Visit the eal310.org Calendar page for updated listings and more information about these events.

Reoccurring Events

Chapter 1310 Meetings – 2nd Wednesday of April – October at 7:45 PM
2nd Saturday of November – March at 10:00 AM

Commented [P1]:

Chapter 166 Meetings – Last Saturday of month 10:00 AM (Except July, Nov & Dec) at
Hartford Jet Center, 20 Lindberg Drive, Hartford. <http://www.eaa166.org>

Chapter 324 Meetings 1st Wednesday of month, 7:00 PM Simsbury Airport
<https://www.facebook.com/ea324/> <https://chapters.eaa.org/EAA324>

Chapter 27 Meetings – 3rd Sunday of month, 10:00 AM at Meriden Airport
<http://eaa27.org/>

Chapter 1620 Meetings 2nd Tuesday of the month, 6:00 PM, Barnes Airport Hangar 3,
111 Airport Rd. Westfield, MA. 01085 <https://chapters.eaa.org/ea1620>

2024 Aviation Events

April 9 – 14 Sun n’ Fun Aerospace Expo 50th Anniversary

Lakeland, FL
USAF Thunderbirds
<http://www.sun-n-fun.org/>

July 22 – 28 EAA AirVenture, Oshkosh, WI

Canadian Snowbirds
<https://www.airventure.org>

August 3 – 4 Great State of Maine Air Show

Brunswick, ME
USAF Thunderbirds

August 10 – 11 New York Air Show, Montgomery, NY

USAF Thunderbirds, Freccce Tricolori National Aerobatic Team of Italy
<https://www.oakgov.com/community/airports/open-house-air-show>

September 14 – 15 Green Mountains Aviation Field Days, South Burlington, VT

2025 Aviation Events

April 1 – 6 Sun n’ Fun Aerospace Expo, Lakeland, FL

US Navy Blue Angels

July 21 – 27 EAA AirVenture, Oshkosh, WI

September 6 – 7 Thunder over New Hampshire, Portsmouth, NH

US Navy Blue Angels
<https://thunderovernewhampshire.com/>

If you have a topic you would like to see covered in our monthly newsletter or photos that may be of interest to our members, please send a note to Paul at info@eaa1310.org