



Uncontrolled Airspace

The Newsletter of EAA Chapter 1310

January, 2018

Website:

<https://www.eaa1310.org>

Chapter Phone Number:

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President:

Jack Hilditch

Vice President:

Glenn Lees

Secretary:

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Treasurer:

Fred Goff

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Skylark Airpark (7B6)

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For member contact info

Log in with your 1310 ID:

login.microsoftonline.com

Next Meeting

Saturday, January 14th, 2017 – 10:00 A. M.

Lower Pilot Lounge at Skylark Airport

Next Event

Sunday January 14

**Joint EAA 1310 / Conn. Flight Club / Skylark Airpark
Holiday Party 5:00 P.M.**

USS Chowder Pot IV Restaurant

165 Brainard Road, Hartford

Dress is casual

2018 Membership Renewals

Renew your chapter membership through the online store at <http://www.eaa1310.org/store>, or mail a check payable to EAA Chapter 1310 to the address at the bottom of this page. We'll get your membership card back to you.

Save the hassle of renewing every year, and save some money. We now offer a 3 year membership for \$60. Save \$15.

Chapter Clothing

New chapter logo T-shirts, sweatshirts and hats are in, and will be available at our next meeting and event.

Purchase items online at our [store](#).

Credit cards can now be used for purchasing memberships and clothing at our meetings and events.

President's Message

Happy New Year,

Thank you for the opportunity to help guide chapter 1310 this year. As with any organization, ours comes with collaborative goals and efforts to achieve them so your participation is crucial to success. This year promises to be a busy one for the chapter. Getting our hangar built in 2018 is at the very top of our 'to-do' list. We need your skills and participation to get it done.

We have talked about having chapter projects to work on for many years. Usually those are in the form of building or restoring aircraft, but not always. One obstacle that often came up was where to work on the project. The agreed upon solution was build a hangar. A couple of years ago we made some steps toward our hangar goal by moving steel and preparing the site footprint for construction. This year I am hoping we can come together as a group and finally get our hangar built. It will take member commitment to pitch in on the many tasks facing us. For example, we already own much of the structural steel required to build the framework but still need one truss structure and the rear wall steel components. We can pay to have those components built commercially or save money by using some of our skills to complete many tasks (like cutting angle iron and dry-layout of the trusses) ourselves.

The following is a partial list of what we need to do and what you might want from the chapter. If you see something on it that you would like to take on, by yourself or as part of a group, please speak up at the first chapter meeting Saturday, January 13, 2018.

One year plan (2018)

1. Member engagement
 - a) What do our members want from the chapter? (Interesting speakers, shorter business meetings, more ice cream, free 100LL?)
 - b) What do we think will get more than the 'usual suspects' involved in chapter activities?
2. Hangar
 - a) Site prep
 - b) Steel prep for welding final truss & wall structures (purchasing, cutting, layout, dry assembly, etc.)
 - c) Work parties to cut wooden purlins to final dimensions
 - d) Hangar layout (electrical, lighting, tool placement, heating, etc.)
 - e) Signage (including fund raising billboards)
 - f) Finance
 - g) Insurance
 - h) Engineering
 - i) Legal
 - j) Management plan for the completed hangar
3. Events
 - a) Are we happy with what we accomplished during 2017 and before?
 - b) Are we dissatisfied with how we organized and/or handled prior events?
 - c) What do we think could use improvement?
 - d) Since we want to make progress on the hangar this year, are we doing too many, too few or just enough events?
 - e) Are we reaching the audiences we want to reach (fund raising, community building, etc.?)
4. Goals
 - a) Hangar (how much can we actually build this year?)

- b) What work on the hangar can chapter members perform that will build engagement (get members to feel like they have some 'skin in the game'?)
 - c) Catalog and maintain chapter resources (storage box door, roof, lighting, cooking gear, etc.)
 - d) Better and/or more interesting speakers?
5. Other Stuff
- a) This is an open topic for anything you feel we are missing or should address.

I hope to see you at the meeting.

Regards,

Jack Hilditch

President

EAA Chapter 1310

EAA Chapter 1310, Monthly Chapter Meeting Minutes

Date: December 9, 2017

Meeting was called to order at 10:01 by Jack Olsen, Chapter President

13 Members, 0 Guests present

Progress Reports

- Bill Kulle: Tiger Moth is coming along. Billy still waiting for wires.

Routine Business

- Secretary's Report: Accepted as printed.
- Treasurer's Report: Total: \$23,987.04
- Donation Status: No new donations.
- Property: No change
- Membership: 45 Members

Old Business

- Hanger Report: Jack Hilditch was not present to give a report. Jack Olsen reported Shaw Jacobbocio should have the first draft of the contract ready this week.

- QB Christmas Party: The QB's were pleased with the party. Glenn did a great job organizing and managing. The participants like the way we served the food.

New Business

- Folding Chairs, Dishes, Silverware: Some of our folding chairs are starting to break and we could use some new ones. Also, it was obvious with the QB dinner, that we should consider getting hard dishes, glasses and silverware.
- B-17 Fund Raiser: Jack Olsen proposed researching bring in the EAA's B-17 as a fundraiser at Westover or possibly Barnes. The B-17 has a big draw and has the potential to generate a lot of funds. There are a lot of logistics to consider and the event would require security and donations for fuel.
- Jack Olsen's Thank You: Jack thanked the chapter members for giving him the honor to serve as chapter president for the past two years.

10:32 End of business meeting, and meeting was adjourned.

Treasurer's Report as of 12/31/17

MAIN ACCOUNT GROSS BALANCE	3,908.56
PAY PAL ACCOUNT BALANCE	948.67
20 Month 1.55% CD Matures 7/17/19	20,025.33
TOTAL ALL BALANCES	24,882.56
RESERVED BALANCE	
Witkin Memorial Fund	2,359.52
TOTAL GENERAL BALANCE	22,523.04

Income; QB Xmas Party, soda, 1310 Holiday Party Ticket Sales
 Expenses; EAA National Dues

Last Summer at Oshkosh

I'm finally getting around to typing up some of my notes from the seminars I attended at Oshkosh last year.

The first one I'll write about is one on growing a chapter.

The speaker was David Leiting, Chapter Outreach Specialist for EAA.

The items David suggested that chapters do to increase, and retain members are:

Activities

We already do many activities that are food related, such as breakfasts and lunches. Perhaps trips or visits to area aviation events would be well received.

Member Milestones

Identify and congratulate members who have been with the chapter for a long time.

A Chapter hangar should be a place to hang out.

Since the plans for the hangar include a workshop and aircraft storage, David also recommends that it have an area for social gathering.

Always recruit new members.

This should be a task for everyone; not just the officers. I suggest we have our business cards available to take at every meeting and event.

Welcome new members

David recommends that chapters should have someone should be designated to be a greeter. When someone new arrives, get their information, and then have the greeter introduce them to the group. That avoids the uncomfortable situation of having the new member speak in front of a bunch of unknown people.

Name tags.

Members should wear their name tags at meetings and events. There are very few (if any) members who know each and every other member.

Sell the chapter when new people show up.

Give a brief description of the chapter's activities. Each chapter has unique activities.

Follow up with a Thank You letter to new members.

Invite them to the next activities and invite them to participate.

David had some other information from analyzing the chapters.

Saturday mornings and Tuesday and Thursday evenings are the most popular times for meetings.

EAA can send an email to area members 10 to 14 days before an event. Up to three a year per chapter. They can also send us a data file with the mail addresses for EAA members in our area if we want to send a mailing to invite them to attend an event or become members.

Connecticut Airport Authority Looking at Outsourcing General Aviation Airport Operations

Excerpted from *Hartford Business Journal* January 8, 2018

The Connecticut Airport Authority is considering outsourcing operations of three of its five general aviation airports in an attempt to save money and narrow multimillion-dollar losses on the facilities.

The CAA's negotiation with Dulles, Va.-based AFCO AvPORTS Management LLC involves Hartford-Brainard, Waterbury-Oxford and Groton-New London airports and could include a phased-in operations contract. Negotiations do not include Danielson or Windham airports, where the CAA has no day-to-day staffing and already outsources basic maintenance, including snow removal, to third-party contractors.

The proposal also does not include Bradley International Airport.

"One of the things that we struggle with at our general aviation airports, as do most general aviation airports across the country, they typically don't operate in the black," said Kevin Dillon, the CAA's executive director. The five general aviation airports reported cumulative operating losses, excluding depreciation, of about \$3 million in fiscal 2016 and \$2.7 million in fiscal 2017, according to CAA figures.

The main area to achieve savings is labor, which is impacted by the high costs of fringe benefits for state union contracts, Dillon said, projecting more than \$1 million in annual savings with a private operator.

There are 16 full-time equivalent employees at the three general aviation airports represented by four labor groups, most of them, 11, by the maintainers union, or NP-2, whose responsibilities include airfield maintenance such as snowplowing and grass mowing.

Republican state Sen. Toni Boucher, co-chair of the General Assembly's Transportation Committee, said fringe benefit costs make it hard for Connecticut airports and other agencies to compete, adding it may make sense to privatize the airports' operations.

"I haven't studied it in-depth," Boucher said of the airport proposal, "but the state of Connecticut is in very serious financial condition, so any movement to try to restructure costs could prove helpful in this very difficult time."

Democratic state Sen. Tim Larson (East Hartford), who also is executive director of the Tweed New Haven Regional Airport Authority, knows AvPORTS well: It has managed all aspects of Tweed New Haven since 1998. Larson is the only Airport Authority employee at the airport; all others are AvPORTS workers.

"They're a great operation," Larson said, praising the company's affordability, service and flexibility, including waiting to get paid by the Airport Authority, which, due to state fiscal issues, had not yet received a \$1.5 million state subsidy in late December to help pay AvPORTS.

The CAA's Dillon emphasized that the Airport Authority would continue to manage the airports if AvPORTS were hired.

Locally, AFCO AvPORTS operates Chicopee Municipal Airport (Westover) Mass., Republic (Farmingdale, N.Y.), Rhode Island Airport Corp. (for five general aviation airports in the state) and Teterboro (N.J.)

New England Air Museum Announces February School Vacation Activities

February School Vacation Week Activities at New England Air Museum



Let your imagination soar at the New England Air Museum this holiday season! The museum is offering an exciting array of family fun activities during February School Vacation Week, Monday February 19th through Friday February 23rd. Explore three giant exhibit hangars filled with over sixty historic aircraft, and experience the wonders of flight through hands-on activities including daily hands-on Build & Fly Challenges, interactive Flight Science Demonstrations, computerized Flight Simulators, and Open Cockpit Experiences in historic aircraft. Visitors can also take to the skies at the museum's Virtual Flight Center using advanced, three screen yoke and pedal flight simulators. The Virtual Flight Center is open to visitors ages 10 and older and a \$5.00 fee person fee applies for a 30 minute flight. In addition to these daily activities, the following special events are being scheduled. Visit our website for updated information.



In addition to these daily activities, the following special events are scheduled:

Monday, February 19: Balsa Wood Airplane Workshop

Build and fly a balsa wood model airplane with our expert aeromodelers! This workshop is for children ages 3 and older. All children must be accompanied by an adult, and there is a \$5.00 cost per model kit.

Tuesday, February 20: LEGO Flying Machine Contest

Children ages 3-13 can construct flying machines using the Museum's collection of LEGOs. Winners will be awarded prizes in three age categories, and participants need not be present to win.

Wednesday, February 21: Parachute Drop

Learn the science of parachutes while building and launching a weight bearing parachute.

Thursday, February 22: Frisbee Fun

Discover the similarities between Frisbees and airplane wings and create a paper plate Frisbee to take home.

Friday, February 23: Straw Rocket Launch

Are you a rocket scientist? Test your skills by building and launching a straw rocket. How far will your rocket fly?

All activities are included with the price of admission except where noted.

The New England Air Museum is open daily from 10:00 a.m. to 5:00 p.m. Memorial Day through Labor Day. The museum is closed on Mondays during the winter season with the exception of holidays and during school vacation weeks. Admission is \$15.00 for ages 15 to 64, \$14.00 for seniors 65 and up and \$10.00 for ages 4 to 14. New England Air Museum members and children under 3 are admitted free. For more information and directions to the museum, please visit www.neam.org or call (860) 623-3305.

Get Free Updated Logbook Endorsement Stickers

Visit www.asa2fly.com, then select the Resources tab. ASA's free Endorsement Labels have been updated to reflect Advisory Circular (AC) 61-65G which provides guidance for pilot applicants, flight instructors, ground instructors, and examiners on the certification standards, knowledge test procedures, and other requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 61.

The PDF format of these labels provides a simple and fast way for instructors to issue required FAA endorsements to their students. Each contains pre-written endorsement language with fill-in-the-blank spaces for instructors to enter the details. Instructors may use a PDF reader to fill in the blanks and complete the endorsement electronically or they may be printed out and filled in with pen. Formatted to print on Avery Labels #5163, or compatible 2" x 4" labels

Aviation at the Consumer Electronics Show

The Department of Transportation has a significant interest in this year's CES with the upcoming autonomous driving cars becoming a reality. The FAA is also at the show looking show that technology can be expected to be applied to aircraft. Secretary Elaine L. Chao will be giving a keynote presentation tomorrow. You can follow the contents of the presentation at the FAANews feed on Twitter.

NextGen Air Traffic Control

I believe by now, everyone with an aircraft knows about the ADS-B mandate coming up in two years. Transitioning from a RADAR based to a GPS based tracking system isn't the only thing changing. At Air Route Traffic Control Centers, and Terminal RADAR Approach Control facilities, there are software and hardware upgrades to improve air traffic efficiency. One of those is Time Based Flow Management.

TBFM uses time instead of distance to help controllers sequence air traffic. Compared to the traditional miles-in-trail process to separate aircraft, TBFM provides a more efficient traffic flow that reduces fuel burn, lowers exhaust emissions, and increases traffic capacity.

TBFM uses the capabilities of the legacy Traffic Management Advisor (TMA), a tool for planning efficient flight trajectories from cruise altitude to the runway threshold. It has the ability to sequence and schedule aircraft, taking into account aircraft types and flight characteristics. It is used to maximize capacity at select airports and terminal radar approach control (TRACON) facilities without compromising safety. It is operational at all 20 domestic en route centers, the facilities that control air traffic between the end of an aircraft's departure procedure and the beginning of its arrival procedure.

Improvements in TMA's trajectory modeler and time-based metering, which help air traffic controllers regulate traffic flow by directing aircraft to be at a specific location at a specific time, optimize arrival flow. TBFM enables en route controllers to deliver aircraft that are more evenly spaced to TRACON controllers.

TBFM's primary features are:

Departure Scheduling

Enables traffic managers to control arrival times more efficiently at destination airports by adjusting departure times at originating airports

En Route Departure Capability

Enables traffic managers to adjust departure times for more efficient integration of flights into the en route stream

Airborne Metering

Generates a scheduled time over a certain point; controllers can use vectoring, holding, or speed directives to deliver aircraft at the scheduled times

Arrival Management/Situational Awareness

Shares runway demand projections, route assignments, and arrival progress so that traffic managers can adjust routes and spacing to manage air traffic flows more effectively

TBFM, through the Ground Based Interval Management–Spacing (GIM-S) tool, also calculates speed advisories for the En Route Automation Modernization displays so controllers can efficiently manage flow, and position each aircraft at the correct place and time to initiate an Optimized Profile Descent (OPD) more than 100 nautical miles from arrival airports that support them.

Traditional aircraft descents step through several intermediate levels, as if going down a flight of stairs. This requires engine speed changes at each altitude to maintain level flight. In an OPD, however, a pilot descends using a near-idle engine setting from cruise altitude to the final segment of flight close to the runway. The procedure cuts fuel consumption and aircraft exhaust emissions.

TBFM Today

TBFM is deployed to all domestic en route centers, selected TRACONs and towers, and many major airports. TBFM metering creates a time slot for fixed points along an aircraft's route. Controllers use speed advisories or vectors to direct an aircraft to cross points at allotted times.

Extended Metering creates additional metering points over longer distances for the arrival stream. Meter points can be coupled to other meter points. Longer distances between meter points reduce timing accuracy, so multiple shorter distances between meter points improve predictions of aircraft

arrival times. Delay can be allocated further upstream, prior to the top of descent, which can create a better opportunity for an OPD.

Adjacent Center Metering, which is deployed to 15 sites, provides time-based management capabilities to neighboring centers to better manage arrivals. It may extend in a radius as far as 300 nm.

The En Route Departure Capability tool schedules departures to pre-defined points in en route airspace.

TBFM is using Area Navigation (RNAV) route data to calculate trajectories for time-based management. In addition to the en route RNAV routes, the TRACON RNAV routes for Standard Instrument Departures and Standard Terminal Arrivals are being used to calculate the terminal component of aircraft trajectories. This improves predictions of aircraft arrival times.

TBFM Ahead

TBFM will extend its metering capability into the terminal domain with Terminal Sequencing and Spacing. It will have the capability to merge multiple streams when metering for closely spaced parallel runway operations. In conjunction with en route metering, this capability reduces the aircraft's time and distance flown by allowing runway assignments and sequencing information to be displayed to terminal controllers. Real-time updates consider factors such as meter points inside terminal airspace, previous arrival runway and sequence assignment, traffic, weather conditions, and runway spacing constraints.

For a short video that demonstrates the benefits of the system, visit

https://www.faa.gov/v_ondemand/TBFM_2016.mp4

2017 Local Aviation Event Schedule

Reoccurring Events

Chapter 1310 Meetings – 2nd Wednesday 7 PM April-October
2nd Saturday 10 AM November, January, February, March at Skylark Airport

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

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

Chapter 324 Meetings 1st Wednesday of month, 7 PM Simsbury Airport <https://www.facebook.com/eaa324/>

Chapter 1310 Events

Sunday January 14 – Annual Dinner, USS Chowder Pot Restaurant, Hartford 5:00 P. M. Casual dress.

Other Aviation Events for 2018

April 10 – 15 Sun'n Fun Fly-In, Lakeland Linder Regional Airport, Lakeland, FL
<https://www.flysnf.org/>
[USAF Thunderbirds](#), [DH-115 Vampire "Selene"](#), [MIG-17F - Randy Ball](#),
[AeroShell Aerobatic Team](#), [Team Aerostars](#), [Dan Marcotte Ultimate Biplane](#),
[Mike Goulian Extra 330SC](#)

June 9 – 10 Rhode Island Open House and Air Show, Quonset State Airport, North Kingston, RI
[USN Blue Angels](#)
<https://www.rhodeislandairshow.com/>

June 9 – 10 Old Rhinebeck Aerodrome, Rhinebeck, NY
Opening weekend <http://www.olderhinebeck.org>

July 14-15 Galaxy Community Council Great New England Air Show
Featuring the USAF Thunderbirds, Westover ARB, Chicopee, MA
<http://www.greatnewenglandairshow.com/>

July 23 – 29 EAA AirVenture Oshkosh, Wittman Regional Airport, Oshkosh, WI
www.airventure.org

August 25 Plymouth Air Show, Plymouth Municipal Airport, Plymouth, MA
<http://www.plymouthairshow.com/>

September 15 – 16 New York Air Show, Stewart International Airport, Newburgh, NY
[USAF Thunderbirds](#)

If you have a topic you would like to see covered in our monthly newsletter, please send a note to Paul at info@eaa1310.org