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Simsbury Airport Supports General Aviation

As you look out over the scene at the Simsbury Fly-In, you are seeing a good representation of what's known as "General Aviation". You have probably heard that term before, but if you are like most people, may not know exactly what it means. So let's begin with a simple definition: General Aviation (GA) is everything in aviation *except* the airlines.

Aviation begins – literally – with flight training. Aviation, including the airlines, simply could not exist if it were not for the training provided at GA airports like ours. Flight schools generate new pilots, some of whom then obtain advanced pilot ratings and move on to fly for the airlines. Others find jobs in the aviation business, filling roles as pilots, mechanics, or administrators. Still others use flying for recreation. A vital part of Simsbury Airport's services is Future Flyers of Connecticut, our own flight school.

GA Airplanes Used Widely for Business Purposes

Many GA pilots use their aircraft, or rent aircraft, for business purposes. The airlines serve only the 600 or so larger airports in this country. This is a fraction of the 5,200 airports that business people can use to reach those other locations with ease and



PHOTO: PHIL WORLEY

Pilatus PC-12 executive/corporate Turboprop can seat up to nine passengers in comfort and cruise at 280 kts with 1,500 nm range. It can readily operate out of Simsbury Airport as it did at the 2008 Fly-In, above.

convenience not available via the airlines. Of course, GA pilots also use the larger airports, too, to avoid the hassle and delays that can occur with airline travel. At Simsbury Airport, we have a number of pilots who use their airplanes as a vital part of their business operation.

Business aviation is a major economic contributor wherever it flies. On virtually every day, charter and corporate airplanes and helicopters arrive at Simsbury Airport from other airports to carry passengers to and from this area to conduct business.

Some of the most dramatic scenes we see on TV involve the use of GA aircraft in emergencies. We
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New England Air Museum

Fall Events

OCT 4 – 50TH ANNIVERSARY CELEBRATION/FAMILY FUN

OCT 18 – OPEN COCKPIT DAY

NOV 8 – WOMEN TAKE FLIGHT

NOV 27 – VISIT WITH SANTA & BEHIND THE SCENES TOURS



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EAA Chapter 324: Fly-In Co-Sponsor

The Simsbury Fly-In is co-sponsored each year by Chapter 324 of the Experimental Aircraft Association. Chapter 324 is the Simsbury-based unit of EAA, one of more than a thousand such groups throughout the world.



PHOTO: MARK RANSTEAD

Early evening takeoff with "show smoke" added

EAA is the national association for people who build and fly homebuilt aircraft, as well as those who restore older airplanes. Formed in 1953, it provides a wide range of technical and training services,

information exchanges, aviation advocacy with lawmakers, and a monthly magazine. More than 170,000 people are EAA members worldwide.

EAA also sponsors the Young Eagle Program. Through this program, chapter 324 has the opportunity to introduce the joy of flying to any local youth with an interest in aviation. We will be holding another event soon. Check our website or stop by our booth for more info on future Young Eagle events.

A number of EAA members are based at Simsbury Airport. Their homebuilt aircraft include two RV6As, an RV8, a Pitts Special, a Lancair Legacy, and a Zenith. Under construction, are two RV9s, a Lancair Legacy, and a Sonex. Simsbury is also home base for two beautifully restored Piper Cubs, and an award winning Aeronca. Look for them on display today.

Our local EAA Chapter welcomes anyone who has an interest in aviation, especially those who are building or restoring aircraft. Our experienced members offer hands-on support and an active social life. This year our chapter, along with other local chapters made it possible for a Young Eagle to attend the EAA Air Academy held at Oshkosh. Our summer meetings

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Mark's Auto Parts – A Major Sponsor of the 2009 Simsbury Fly-In

Yes, our event is called a “Fly-In”, and yes, we began 24 years ago by displaying only aircraft. But we have grown into a major car show as well. In 2008, over 350 autos were on display, along with 220 aircraft of all types. We are now one of the very few combined car and airplane shows anywhere in the country.

This year we are pleased to welcome Mark's Auto Parts as a major sponsor. Their key role is to manage the auto portion of our Fly-In. Mark's is located at 22 Russell Rd. in East Granby, and provides a wide range of used and recycled auto parts for the local market.

In addition, Mark's has years of experience in organizing car shows. Its Monday night “Classic Cruises” are the largest in New England. The aircraft portion of our event is the largest Fly-In in New England, and the inclusion of Mark's makes our event truly the biggest in this part of the USA.

Mark's Cruises have been operating since 1995. A staff of over 35 volunteers labors from early morning to late night to get their 15 acre site ready for the many autos on display. It's the best gathering of car lovers in

continued on page 5

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New England. Many types of cars appear, including antiques, classics, and special vehicles. Parking and admission are free. Cruises feature lots of great food: burgers, chili, pizza, hot dogs, soda, water, coffee, and desserts. It's a wonderful family event.

A great way to learn about Mark's Cruises is at www.markscruisenight.com. There you can find the schedule of events, listings of current and past trophy winners, links to other sites of interest, vehicles for sale, and special events. You can also call Mark's at 860-653-2551. And, of course, any of the folks from Mark's who are at the Fly-In would be glad to talk with you about their services or their Cruises.

The Simsbury Airport cordially welcomes Mark's to our event!



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Meet Bo & Touchdown Aviation

If you stop by Simsbury Airport on almost any week day, you will be greeted by a friendly German Shepherd by the name of Blade. His owner is Bo Procaccini, the highly experienced manager of Touchdown Aviation, our maintenance facility.

Bo has an A & P license and an IA (Inspector Authorization) rating to go with a wealth of background in aircraft repair, having worked in the field for over 22 years in places such as Florida, the Bahamas, the Central U.S., and at the former Johnnycake Airport



PHOTO: PHIL WORLEY

Bo Procaccini with visitors from Canton Nursery School

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Bo and Touchdown Aviation *continued from page 6*

in Burlington. He is now an established fixture at Simsbury Airport. His clientele includes many aircraft owners from around the area, as well as those based here.

Bo brings an additional advantage to his profession: he is an experienced 2,500+ hour aviator himself, with ratings as a Multi-engine, Commercial, Tailwheel and Instrument pilot. He has conducted ferry flights to the Bahamas. As a result, he sees airplanes from the pilot's point of view, and understands the need for quality and safety based on first-hand experience. Bo also holds a Bachelor's Degree in Aviation Science.

Touchdown Aviation is able to handle a wide range of aircraft mechanical work, including repair, annual inspections, pre-sale inspections, aircraft detailing, and even ferry flights. Those of us who have seen Bo work know that he is demanding and quality-oriented. That's what pilots expect in their mechanic.

Simsbury Airport is proud to have Bo as part of our family...and Blade, too. Please consider Bo when you have the need for virtually any kind of aircraft mechanical work. **Special Notice:** Until the end of 2009, Touchdown will provide a 10% discount on Annual Inspection flat rates. Call 860-651-5090 for more information.

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Town of Simsbury Considering Acquisition of Airport

For several years, the Town of Simsbury has been carefully considering whether to acquire Simsbury Airport. An aviation consultant was hired, using Federal and State funding, to conduct an initial study. At present, the Simsbury Economic Development Commission is reviewing the matter.

We strongly support acquisition by the Town. Here are some of the reasons.

On average, two airports close each month. Once closed, they never return. All of us feel the impact, because the result is that more and more airplanes are crowded into fewer and fewer airports. Air traffic delays are already a problem, and airport congestion makes the problem worse. Airports are a major contributor to economic development in their communities. But this is true only for airports whose future is assured. Airports like ours that are privately owned are subject to closure.

Businesses shy away from investing at airports whose future is in doubt. Town ownership assures the airport's future, and opens the door to economic development.

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EAA Chapter/324 *continued from page 3*

are held at the airport on the first Wednesday of the month at 6:00 pm and include a barbeque and plane rides. During the other months,



chapter 324 meets at 7:30 pm at Simsbury Airport on the first Wednesday of each month.

Chapter President, Mark Cigal, extends an offer to visit and find out first-hand what EAA is all about. For more information, please visit our website at www.eaa324.org.



EAA Chapter 324 members enjoying a hangar barbecue under a full summer moon

PHOTO: MARK RANSTEAD



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Airport Supports GA *continued from page 1*

PHOTO: BOB SCATA, STATE OF CT



Helicopter sling-lift horse rescue drill conducted at Simsbury Airport by Connecticut's State Animal Response Team

have all seen the firefighting airplanes and helicopters dropping fire retardant on forest fires – a risky business, but extremely valuable when other methods can't be used. During floods, helicopters are used to lift people from housetops, saving many lives as they did in New Orleans during Hurricane Katrina. Most of us are aware of the valuable medevac services provided locally by Hartford Hospital's Life Star helicopter, and by similar life-saving operations at cities

across the US. Though it is not widely publicized, many aircraft are used as "air ambulances" to fly patients for emergency medical care. Some of these flights are donated by aircraft owners and corporations that make their airplanes available for this use.

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24th Annual Simsbury Fly-In

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SCHEDULE OF EVENTS

8:00 – 11:00 am	Pancake Breakfast	
7:30 – 11:30	Airplane & Antique Car Arrival	
9:00	Fly-Over, Extra 300S – Ed Jepson	
9:45	Skydivers – Don Chamberlain	
10:00 – 11:00	FAA Wings Seminar – Jim Adams (see page 24)	
10:30	Fly Over, Pitts S1 – Don Chamberlain	
11:00	RV Formation Fly-Over – Yankee Clipper Squadron	
11:00 – 12:00	Seminar, <i>The Aging Pilot</i> – Dr. Robert Dodenhoff (see page 24)	
11:00 – 2:00	Show Aircraft and Antique Car Judging	
11:15 – 2:00	Burger/Hotdog Lunch	
11:45	Skydivers – Don Chamberlain	
12:00 – 1:00 pm	Seminar, <i>Learning to Fly</i> – Steve Smith (see page 24)	
12:30	Life Star to land	
1:00 – 2:00	Seminar, <i>Building Your Own Airplane</i> – EAA Chapter 324 (see page 24)	
1:30	Awards Presented	
2:00 – 3:00	Seminar, <i>Light Sport Aircraft Buying & Flying</i> – L. Mancuso (see page 24)	
3:00	Aircraft Departure	

TOTAL AIRCRAFT (HFD)

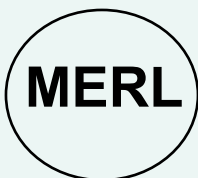


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Joe Bellino Is Long-Time Fly-In Chairman

Today you are likely to see a very busy guy driving around the airport in a golf cart with "Air Boss" on his shirt, making sure our event goes smoothly. That would be Joe Bellino, who has chaired the Fly-In for the past eleven years. He jokes that he was appointed to the Chairmanship because he was late for a meeting. In his first year, he recalls that the Fly-In attracted perhaps 30 airplanes and about 50 spectators. Under Joe's leadership, the Fly-In is one of the largest aviation events in New



Joe with TV reporter at 2006 Fly-In

England. Joe is a long-time member of the Simsbury Volunteer Ambulance Association, and that group often practiced extrications from wrecked autos. Joe felt that it would be useful for our spectators to see that activity, so it has become a standard feature of our show. A Simsbury resident, Joe is a licensed Professional Engineer, a retired Air Force Colonel with 30 years of service, and holds Commercial, Instrument, and Multi-Engine pilot ratings, as well as an A&P aircraft mechanic's license. Our hats off to Joe for his success!

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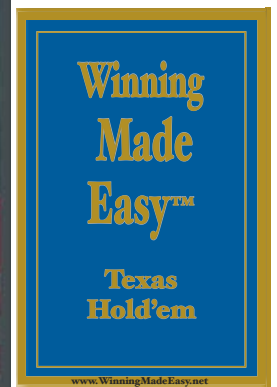
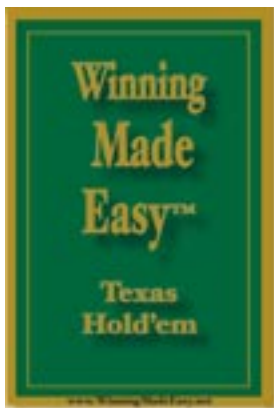
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Town Considers Acquisition *cont. from page 12*



PHOTO: PHIL WORLEY

Federal & State Governments Would Fund 98.75%

Both the Federal and State government want to keep our airport open. Public funding for airport acquisition covers all but 1.25% of the purchase costs. Our airport, along with its open space and wetlands, can be acquired for very low cost to the Town. A nearby example is Plainville, which is acquiring

continued on page 23

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Town Considers Acquisition *cont. from page 22*

Robertson Airport with \$7.4 Million in FAA and State funding.

What about ongoing operating costs for the Town? If the Town were to operate the airport in the same way as many other municipal airports, the ongoing budget impact should be zero. How is this achievable? By leasing the airport operation to a professional "Fixed-Base Operator (FBO) that would run the airport and pay virtually all expenses. The lease fee would be set at a level that covers all of the few costs incurred directly by the Town (for example, legal costs). As a result, the Town's costs would be covered, it would require no staff additions, and would not be directly involved in airport operations. Overall airport governance would be achieved via an Airport Commission, staffed by volunteers, along the lines of other Town Commissions such as Planning. This method is in successful use at smaller airports around the country.

The benefits? Retention of a unique Town asset. Economic development potential. Transportation. Recreation. Open space preservation.

We ask for your support in keeping our airport open. It is a great asset for the Town, and for all of the Valley.



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Aviation Seminars at the Simsbury Fly-In

For the first time, the Simsbury Fly-In will feature seminars on subjects of interest to aviators – or potential aviators. Seminar Location: Along the fence next to Wolcott Rd. Each seminar will be led by a subject-matter expert(s), and will be about one hour in length. Everyone is welcome to attend. And there is no charge. Reservations are not required.

10 AM - FAA Intro To FAA Safety & Wings (Location: Seminar Tent)

Jim Adams and Al Schnur present an FAA Safety Program that focuses on the new Wings program and the FAASafety.Gov website. Wings credit given for attendance.



11 AM - The Aging Pilot—An AME's Perspective: (Location: Seminar Tent)

Aviation Medical Examiner Dr. Robert Dodenhoff will comment on medical issues and certification for the older pilot. A great source of info for anyone with concerns about FAA medical certification.

Noon - Learning to Fly—What's Involved? (Location: Seminar Tent)

Steve Smith, Owner of Future Flyers of Connecticut. This is a seminar for anyone who is considering learning to fly. It will describe the knowledge and practical experience requirements, and describe a typical lesson. Costs and time requirements will be discussed.

1 PM - Building Your Own Airplane (Location: EAA Booth along fence)

By EAA Chapter 324. This seminar will feature an actual airplane under construction, and point out what is involved in selecting an airplane to build, how it's done, sources of help, flight testing, and costs.

2 PM - Light Sport Aircraft Buying and Flying Tips (Location: Seminar Tent)

Lou Mancuso, Light Sport Dealer. In this session, Lou will discuss the new Light Sport rules, regulations, and flight training, and describe the features to look for when buying one of these aircraft.

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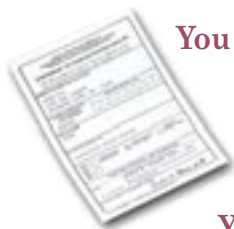
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Future Flyers of CT, LLC, the flight training school based at Simsbury Airport, has been in operation since February 2006. The school features modern aircraft like the Liberty XL2, a 2-passenger trainer and an upgraded Cessna 172, 4-passenger, aircraft. Both aircraft are IFR certified and feature GPS moving map displays for the latest in navigational guidance.

Future Flyers of CT offers courses from Private Pilot to Airline Transport Pilot. The staff of flight instructors have extensive personal experience in flying and teaching and will tailor programs to each student's specific needs.



Designated FAA Examiner Royal Griffin, left, congratulating FFCT graduate Ian Melville after he successfully completed the FAA Practical Test for a Private Pilot Certificate on July 27, 2009.

continued on page 29

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Future Flyers of CT *continued from page 26*

Co-owner and Chief Flight Instructor, Steve Smith says: "We've all come from an industry/commercial work background and know the demands that work schedules and family place on busy people. Our programs are custom designed to fit your schedule and include the latest training technology for home study opportunities."

For information about Future Flyers of CT contact Steve by phone at 860-819-3717, or email: futureflyersct@gmail.com.

The Simsbury Flying Club operates the Simsbury Airport and presents the annual Simsbury Fly-In. Proceeds from the Fly-In support the continued operation of this public-use airport to the benefit of General Aviation and our community. Simsbury Flying club officers

and directors are: Bill Thomas—President, Bill Closs—Vice President, Beth Brown—Secretary, Joe Bellino, Royal Griffin, Dale Matheson, Doug Melville, and Brad Thomas—Directors.



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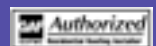
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Airport Supports GA *continued from page 15*

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Almost any weekday morning and afternoon you can hear our own Mike Alan giving traffic information on WTIC AM. He’s “our own” because Mike is based here at Simsbury Airport. As you travel across the country, you will find air traffic reporters like Mike keeping cities alert to emergencies and suggesting alternate routes around tie-ups. This is yet another service that GA provides to all of us.

In many cities, you can also find the police using GA aircraft, especially helicopters, to patrol their areas of responsibility, and to react to crimes and emergencies. Another little known but vital task for GA helicopters is patrolling pipelines and power

continued on page 31

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Airport Supports GA *continued*

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GA Provides Over One Million Jobs

All told, there are 651,551 licensed pilots in the US, most of whom fly in the General Aviation category. They fly 167,600 GA airplanes. The economic and social benefits of GA are very significant. It is estimated that as many as 1.3 million people work in jobs directly related to GA. The economic benefits to both the local and national economies are measured in the billions of dollars, including the manufacture and maintenance of aircraft and their equipment, servicing, charter services, and taxes paid by aviation. And speaking of taxes, the services provided to GA – for example, air traffic control – are funded by GA itself via taxes on aviation fuel. GA is self-supporting.

The next time you drive by Simsbury Airport, or see a small plane in the sky, we hope you will remember that we are part of a major activity – General Aviation – that provides all of us with many economic, safety, transportation, and recreational benefits. We want our airport to continue in operation “forever”. Your support will make that dream a reality. Thanks for attending the 24th annual Simsbury Fly-In.



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And now, while other car companies scramble to find ways to protect themselves in this uncertain economic climate, we're focusing on a way to protect you.

We call it the Hyundai Assurance.² Finance or lease a new Hyundai, and if in the next year you experience a loss of income, we'll let you return it to us with no impact on your credit. It's the same kind of thinking we had a decade ago when we pioneered the 10-year/100,000-mile warranty.³ Then it was to show the faith we have in our cars. Today, the Hyundai Assurance shows our faith in our customers. That they'll be with us in the better times ahead.

So, do we have what it takes to become the next great car company? That question is best left in the hands of the over 30 million people worldwide who have bought a Hyundai to date. People who know we don't just promise to build the strongest line of cars in the world, we promise to build the strongest line of trust. Find out more at HyundaiUSA.com.

¹Electronic Stability Control (ESC) is meant to enhance conscientious driving habits and is not a substitute for safe driving practices. ²Hyundai Assurance is valid on any new Hyundai model financed or leased for up to one year after purchase. Hyundai Assurance is only available at participating dealers. Restrictions apply. See your participating dealer for details. ³See your dealer for LIMITED WARRANTY details. Hyundai is a registered trademark of Hyundai Motor America. All rights reserved. ©2009 Hyundai Motor America.

Aircraft Flying Today



Extra 300

Owned and flown by Ed Jepson. This is one of the most successful aerobatic aircraft in the world, and is a frequent competitor in international events. Its 300 Horsepower Lycoming engine can move it to speeds of up to 200 miles per hour, and a rate of climb of 3,300 feet per minute. The Extra is a very nimble and responsive aircraft that requires a highly competent pilot to take full advantage of its aerobatic capabilities.



Yankee Clippers Formation Demonstration

The *Yankee Clippers* consist of three RV-8s and one RV-4 homebuilt aircraft. The Clippers have been performing close-formation flying for over two years. The Clippers pilots, with many thousands of hours total experience, are Mark Cigal, former USAF Instructor Pilot and now flying for American Airlines; Dave Rogers, owner of Color Concepts printers with 130 hours formation experience; Scott Jordan, former B-52 pilot and now a corporate pilot and Tom Clark, UTC Engineering Manager with 38 years flying experience.



Pitts S-1 Biplane

Owned and flown by Don Chamberlain, the Pitts S-1 is the first of a long line of aerobatic biplanes designed by Curtis Pitts. For many years, these airplanes dominated aerobatic competition. Now superseded by more sophisticated designs, they are still one of the most enjoyable airplanes around. The S-1 is small, only 15-1/2 ft long with a wingspan of 17 ft. It weighs just 650 lbs. empty. The normal cruise speed is 154 mph and it can climb at 1,700 to 2,600 ft/minute depending on what engine is installed.

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