

APRIL, 1987



# CHAPTER 27 NEWSLETTER

APRIL, 1987 ISSUE

Meetings Held on the Second Sunday of the Month at Meriden-Markham Airport, Meriden, CT

## JUST PASSING BY

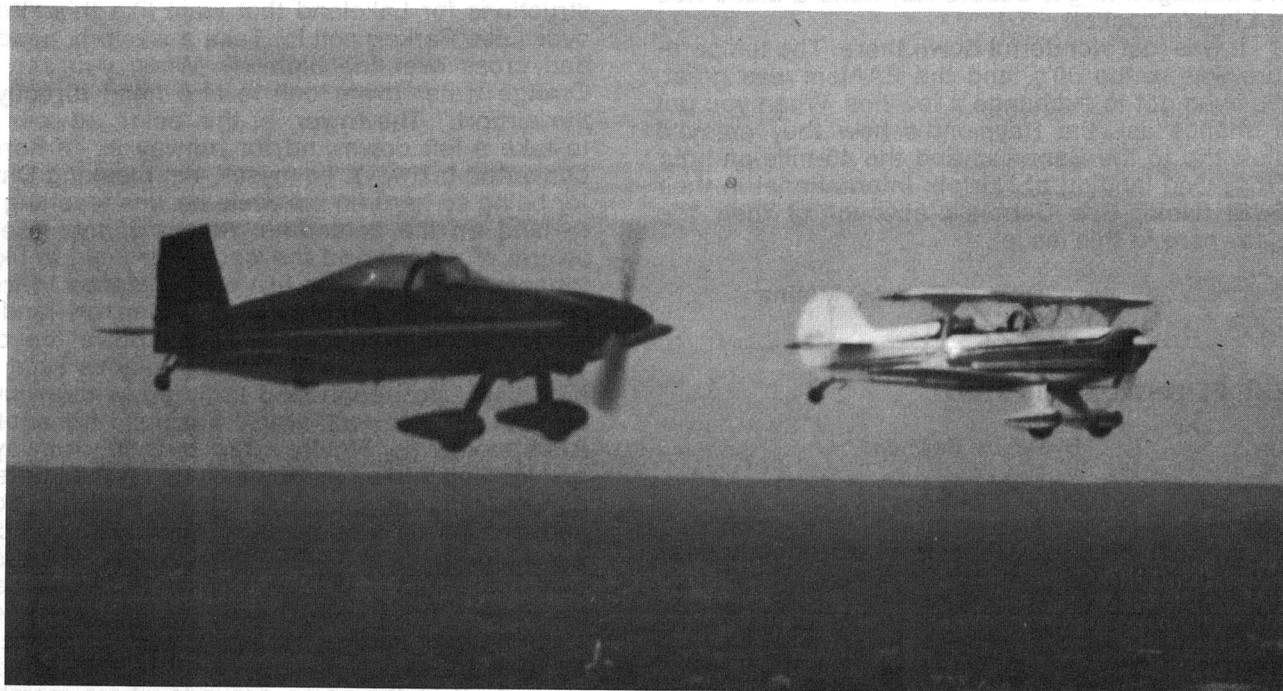


Photo shows Dan Culhane in his Thorp T-18 about to pass Jim Simmons in his Skybolt somewhere over the Long Island Sound shoreline. Both aircraft are scheduled to make this year's Oshkosh trip.

## APRIL MEETING SCRUBBED!

Due to the fact that MMK Airport is conducting the AOPA Flight Training Clinic this week-end we are unable to use the classroom for our meeting. Therefore, our April meeting will be postponed until next month.

## ATTENTION: RETURN ALL VIDEO TAPES!

Please return any videotapes which belong to our EAA Chapter at our next meeting. We would like to revise our listing of exactly what videotapes are available for our membership and this can only be done accurately if everyone cooperates. So please check your videotapes to see if you have any which belong to us and return them at our next meeting.

## ELECTRICAL SYSTEM INSTALLATION SEMINAR

During our next EAA meeting Jim Simmons will be conducting a seminar on basic electrical systems for aircraft use and their installations. Jim plans to review each component of a typical installation and offer his suggestions on how and where they should be installed. Whether you're currently building or just refreshing your knowledge of aircraft electrical systems, this should be a very interesting seminar.

## AVIATION SAFETY EXPO '87

New England Region's premier aviation event will be held at Bradley International Airport on May 30 and 31. If you're planning to drive to this event there is ample parking at the Hamilton Standards parking lot with shuttle buses to Bradley. If you're planning to fly—ask some of those who flew in to last year's Expo!

## LETTER FROM THE PRESIDENT:

Greetings to all! As you can imagine, we are still basking in our most recent suntan. The Gauthier's and I had a most enjoyable trip in the Bonanza, which started, oddly enough, on Friday the 13th in a snowstorm.

Once again, we saw some old friends and some unusual incidents. Bob Healey, one of the Air Show Performers stood his Pitts S-2 on its nose, as he tangled with Leo Loudenslager's wife's car. Gordon Price was there with his Ultimate 10-200. Kermit Weeks flew his recently restored P-51 during the air shows, and his girl friend, Linda Myers, had her new Modified Stevens Acro Laser there. We managed to get Debbie Raymond a static ride in Linda's cockpit.

It was just wonderful down there. The temperature was in the 80's, and the EAAism was great. We even got to exchange a few lies. When you get a chance ask the Raymond's how they enjoyed their trip to the Bahamas and the 45-mile-an-hour crosswind landing at Norfolk International in their T-18! (Note: See Debbie's account of their trip elsewhere in this issue).

**George Molina**

## THE FLIGHT OF T-18 31BD

*By Debbie Raymond*

We took off at 6:22 A.M. from BDR and headed S.W. along the Connecticut coastline at 1,500 feet. We cut inland at Greenwich and headed toward the G.W. Bridge. We flew down the Hudson River well below the TCA at 800 feet. We were cruising along at about 175 m.p.h. and past the early morning rush hour traffic. I pointed out the Statue of Liberty and Chuck gave a new heading toward the twin towers and the Verrazano Narrows Bridge. The sky was pink-gray and the thrill of the long trip ahead was exciting—how I loved what I was doing! Once clear of the NY TCA we climbed but found low ceilings—so we leveled off at 2,000 feet. Then we encountered snow showers and had to weave around them. After 3 hours of this we broke out into sunny weather in southern Delaware. We climbed to 3,500 feet and faced strong headwinds so we went back down to 1,500 feet. There we had bad turbulence so back up we went. It's better to take a lower ground speed than to suffer through bad turbulence. We flew down the Virginia peninsula and fueled up at Accomack. Off again over the Delaware Bay and Norfolk, Va. We cut inland across Cape Hatteras, N.C. and then back to the coast at Myrtle Beach. The headwinds were getting stronger and one of the loran ground stations is out of service so we ended up chasing VORs. While over Myrtle Beach Air Force base we realized that we weren't going to make our next fuel stop and headed inland to Conway Municipal. Soon we are off again along the coast. Some time later we found ourselves over the S.C. and Georgia swamp. At 3,000 feet we could smell the muck. I said a silent prayer that the engine wouldn't quit.

These swamplands stretch out as far as the eye can see. Our loran is picking up a new set of stations so we dial in the L.L. to a VOR in Jacksonville, FL that is in the middle of Craig airport. When we arrived our loran was indicating that we were over the VOR but no airport! We looked down and even saw the VOR. We called Craig tower and they gave us directions. After we landed we were told that the VOR station had been moved and our data book still had the old coordinates.

We took off from Jacksonville and out across the state on a heading to Lakeland. After flying over miles and miles of farmland in brilliant sunlight we arrived at Lakeland. The air show was still in progress so we landed at Plant Airport. At Plant Airport we were given a copy of pattern instructions for Lakeland that went like this "When over Lake Parker, call in. Take a westerly heading and cross over the highway. When you see the Orange water tower call in and head directly to the airport." The tower, at this point, advises me to take a left downwind for runway 9L (a narrow converted taxiway). To myself, I'm thanking Chuck for being so hard on me while he was teaching me to land on the centerline. Ahead of me I see a swarm of planes and the controller sounds like a tobacco auctioneer. So in I came—planes in front, planes in back, planes leapfrogging on landing. As my mains are about to touch down the controller says "Don't land, I've got planes right behind you." So I continued to fly down the runway at 90 m.p.h. two feet over the ground for another 2,000 feet or so. Finally I flew onto the runway. A fast landing and a hump comes up on the intersection and I'm briefly airborne again. Finally I'm down and dozens of ground controllers are frantically waving directions. I taxied to my assigned tiedown and proceeded to unload. I heard my name being called and turn to see George Molina. We quickly cleaned up the plane and find ourselves surrounded by admirers of our T-18. Shortly we are being hustled off to the camp grounds where members of our local EAA Chapter have campers and are barbecuing food. We spent the next three days watching air shows, looking at exhibits, going to forums and attending nightly entertainment. At this point I decided to take a day of beach and surf at Fort Lauderdale. Early the next morning we took off with Chuck at the controls. There were sigmets for wind shear and turbulence. I navigated the plane to Lake Okeechobee where things got worse. At this point we were over the swamps and I could feel the greasy sausage that I had for breakfast making its way up. So I grabbed my

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## EAA CHAPTER 27 OFFICERS FOR 1987

**President—George Molina**

**Vice President—Ed Morris**

**Secretary—David R. Flood I**

**Treasurer—Sheila Seemann**

**Technical Consultant—Ed Dunn**

**Newsletter Editor—Herb Bullock**



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windbreaker and barfed into a pocket. Chuck threatened to feed me to the alligators if I didn't come up with a new heading. He had his hands full with me and the turbulence. We landed at Okeechobee where I cleaned up. Next we landed at Fort Lauderdale Executive. After lunch and a beautiful day at the beach we flew back to Lakeland, Chuck at the controls. The weather started to turn bad and we raced back an incoming rain system. We had one more day of air show activity. That night we decided to fly to the Bahamas.

The next morning we flew to Fort Lauderdale International in formation with George and his Bonanza. After landing we loaded up with flotation gear. We received departure clearance and I am off to the Bahamas. The loran coordinates don't make sense so we tracked out a VOR radial. We passed over the Florida coastline and looked out to sea. Part of me wanted to turn 180 degrees and part of me said to continue on. The overcast is lower than the forecast and we lost all VOR reception. The both of us looked over our shoulders and saw no land in back and no land in front—"Oh Lord the ocean is so big and my plane is so small—I hope I have taken the right heading and that crosswinds won't blow me out to sea."

After a while the VOR needle starts to jump and then the Freeport VOR starts to come in. Ahead we think we see a coast line—or maybe it's a cloud shadow over the water. Ten minutes later we are over the coast of Grand Bahama. We passed over another large expanse of water to our destination on Treasure Cay Island. No controllers here—just announce your intentions, pilots taking care giving their positions. We landed and tied down the T-18 and trucked off to customs. A custom officer was yelling, "Who is the pilot of 31 Bravo Delta?" He does this three times before he realizes it is this 105 pound woman saying "Me." While passing through customs I befriend an owner of a 310 Cessna twin. Later that night we are having cocktails on his large fishing yacht.

Early the following morning we were walking in soft white sand, picking up shells and looking for a spot to snorkel. For lunch we ate at a Sunday church barbecue that the congregation gave—boy was the food good! Then we went back to the beach where we rented a paddle wheeler and paddled way off the beach. Later we nearly exhausted ourselves getting the paddle wheeler back.

We decided to leave the island late in the afternoon. After getting airborne, we had a little trouble opening our flight plan because the distances are so great. But the people are very patient. As we flew over Freeport International we had a ground speed of over 200 mph. This sparked up the curiosity of the tower controller. He wanted to know all about the plane. His first remark was, "Is that one of them Barracudas?" He was constantly scolding errant airline pilots—maybe being a woman helps.

As we left the Grand Bahama coast the ceiling began to drop and we faced the open sea again.

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## CALENDAR OF EVENTS

**APRIL 25-26—WASHINGTON, DC**—Seventh Annual Tour, National Air & Space Museum, Paul Garber Facility. Contact Margaret Scesa 301/345-3164.

**MAY 3—WARWICK, RI**—EAA Chapter 501 Fly-In. Trophies and awards.

**MAY 1-3—CLEVELAND OH**—3rd Annual Air Racing History Symposium. Contact Jim Butler, Society of Air Racing Historians, 36250 Lake Shore Blvd., #518, Eastlake, OH 44094.

**MAY 8-10—MONTGOMERY, NY**—Mid-Hudson Regional Aerobatic Contest sponsored by IAC Chapter 52. For category Sport thru Unlimited. For information contact Montaine Mallet, Mudry Aviation, Ltd., Dutchess County Airport, Wappingers Falls, NY 12590. Phones 914/462-3724 (H) or 914/462-5009 (O).

**JUNE 5-7—MAYTOWN, PA**—Annual Pennsylvania Aerobatic Championships sponsored by Susquehanna Valley IAC Chapter 58. Basic thru advanced. Registration and practice begins on the 5th, flying on the 6th. Convenient hotels and restaurants. Hangar space available. For information contact Bob Jones. Phone 716/367-5659 or Dick Schauss 717/898-1976 (H) 717/948-8719 (O)

**JUNE 6-7—CHICOPEE, MA**—Westover AFB Open House and F/V Race.

**JUNE 13-14—NO. ANDOVER, MA** — EAA Chapter 136 Merrimack Valley Annual Bean Bust.

**JUNE 28-29—WILKES-BARRE, PA**—Air Show and F/V demonstration.

**JULY 31-AUG. 7—OSHKOSH, WI**—35th Annual EAA Convention. Never too early to start making your plans!

## FOR SALE

**PIPER COLT**—500 SMOH, Ceconite, in annual. (203) 283-4440, evenings.

**PAZMANY PL4-A**—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500, Chuck Bouffard, (802) 655-0220 evenings.

**'46 LUSCOMBE 8A**—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

**STINSON 108-2**—165 Franklin, heavy case. Less rudder, cowl and prop, \$3,000. Ed Morris (203) 265-6236.

# **FLIGHT OF T-18 31BD**

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After dodging low clouds, I decided to climb over the broken overcast. What a thrill it is skimming and dancing over clouds at 180 m.p.h.—the sensation of speed is dizzying. Fort Lauderdale International has picked us up about 40 miles out and vectored us in. It is so nice to hear a voice out in the middle of the ocean. We landed and went through customs. We decided to head north until dark. Three quarters of an hour into the flight we ran into dense smoke from a forest fire. We went down and down to where visibility improved. I was following I-95 at 300 feet altitude. When it cleared we flew until dusk. That took us to Daytona International. The tower teased me by saying that I couldn't tie down for the night. Early the next morning we took off and headed for Georgetown, SC. The air was smooth and visibility was excellent. Along the route we were constantly in contact with clearance delivery—They all wanted to know about the plane as we passed out 172s, Pipers and a few Bonanza's

After Georgetown we ran into a line of clouds and turbulence. I decided to climb above the overcast. Twenty minutes later the clouds began to close in so I picked a nice hole and spiraled down. Norfolk International came up. When we switched to tower the unmistakeable voice of George came in. "Is that you Deb?" "George," I yelled back. George had just landed and asked the tower for permission to talk to me. "Deb, the turbulence and the gusty crosswinds are bad." Thanks, I needed that for my confidence. From that time on I was no longer 31 Bravo Delta—I was "Debbie" to the tower. "OK, Debbie, now make a 180 degree turn. Turn right. Debbie." and so on. Every airliner in the world now knows Debbie. We taxied up and parked next to George's Bonanza. Joe Gauthier and his wife are waiting for us. We were all amazed at the chance meeting and had a fun lunch together. We took off and visibility was unbelievable. We talked to George all the way back to NY. At Sandy Hook, NJ we ducked under the NY TCA and then three miles off the coast we went down to 300 feet over the water. Then we passed between the TCA and an ARSA and headed for BDR. Chuck topped off the T-18 and left for Oxford and I left in the car. That night I felt tired for the first time in a week and fell into a coma.

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APRIL 25-26—WASHINGTON, DC—Severn Air Show  
 Fort Detrick Air & Space Museum, Paul G. Davis  
 Facility, Contact: Margaret Brown 202/545-3184

MAY 3—WARRICK, RI—EAA Chapter 501 Fly-In  
 Trophies and awards

MAY 1-3—CLEVELAND, OH—6th Annual Air Racing  
 History Symposium, Contact: Jim Butler, Society  
 of Air Racing Historians, 38320 Lake Shore Blvd.,  
 44130, Lakewood, OH 44130

MAY 2-10—MONTGOMERY, NY—Montgomery Ho-  
 gans, Airfield Contest sponsored by IAC  
 Chapter 52, For category 3, open to unlimited  
 For information contact: Monty Mallet, Muddy  
 Aviation, Ltd., Dutchess County Airport, Wapping  
 Ave. Falls, NY 12530, Phone: 518/482-8009 (O)  
 or 518/482-8009 (H)

**HERB BULLOCK**  
 1315 Meadow Road  
 Cheshire, CT 06410

JUNE 2-7—MAYTOWN, PA—Annual Pennsylvania  
 Aerobics Championships sponsored by EAA  
 Chapter 58, For category 3, open to unlimited  
 advanced. Registration and practice begins on  
 the 5th, flying on the 6th. Convenient hotels and  
 restaurants. Hangar space available. For infor-  
 mation contact: Bob Jones, Phone: 717/667-8836  
 or Dick Schaefer 717/667-1876 (H)  
 717/667-8719 (O)

JUNE 5-7—CHICOPPEE, MA—Westover AFB Open  
 House and Fly Race

JUNE 13-14—NO. ANDOVER, MA—EAA Chapter  
 138 Merrimack Valley Annual Meet

JUNE 26-28—WILKES-BARRE, PA—Air Show and  
 Fly-In

JULY 31-AUG 7—OSHKOSH, WI—50th Annual EAA  
 Convention. Make plans now to start making your

## 1987 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **SHEILA SEEMANN, 89 EARL AVE.,  
 HAMDEN, CT 06514.** (Dues are \$10 per year).

Name ..... City ..... Phone .....  
 Street ..... State ..... Zip .....  
 Current EAA No. .... Pilot Rating Held .....  
 Do you own an aircraft? ..... Make and Model ..... Registration No. ....  
 Do you have a project? ..... How much completed .....

Meetings Held on the Second Sunday of the Month at Meriden-Markham Airport, Meriden, CT Unless Otherwise Noted

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