

**APRIL, 1992**



# **CHAPTER 27 NEWSLETTER**

**APRIL, 1992 ISSUE**

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

## **SKYBOLT PROGRESS**

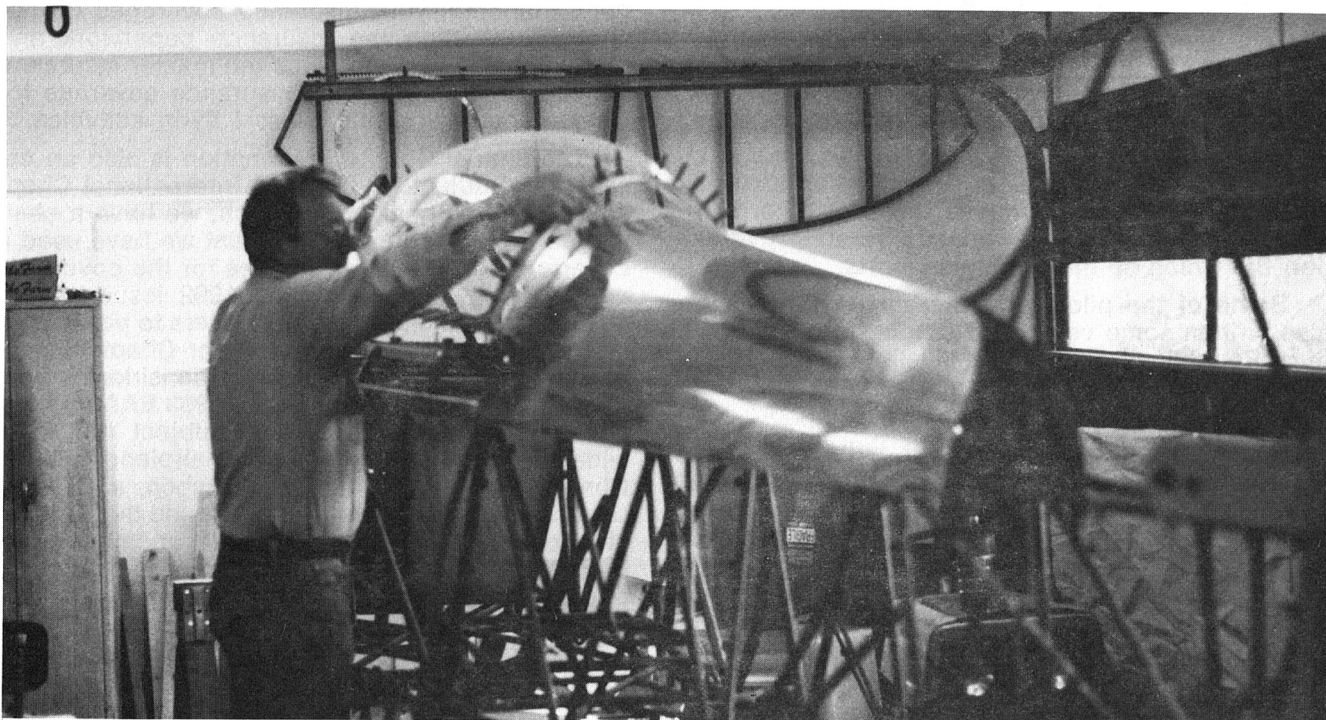


Photo shows Jim Simmons fitting the canopy on his Skybolt project in his new workshop (garage). Jim is coming right along to date and figures another year and a half to completion. Incidentally, if anyone has a line on a 260 engine by all means get in touch with him.

## **NEXT MEETING IS SUNDAY, APRIL 12**

The April meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, April 12, 1992. Time 10:00 A.M.

### **APRIL PRESENTATION**

This month's meeting will feature Larry Folsom and his prop carving video. He will also answer your questions on carving your own propeller.

### **RV FORUM**

The Fourth Annual RV-Forum-Seminar was held on April 3rd and 4th in Frederick, MD. Last year 240 persons attended. This year over 300 RV3, RV4, RV6 and RV6a enthusiasts attended. Many speakers were there including the FAA; an EAA representative; many manufacturers of aviation products related to homebuilts and the designer of the RV series of planes, Dick VanGrunsven. Many types of demonstrations were given, ranging from riveting, painting, making jigs and fixtures, test flying and weighing your plane to determine CG limits. About 15 RV's were in attendance, with many of them giving rides that were raffled off to the lucky winners.

Jeff Davenport

**REMEMBER—IT'S APRIL 12 IN THE LOUNGE AT MMK AIRPORT—TIME: 10:00 A.M.**

## LETTER FROM THE PRESIDENT:

Well, folks, spring is here but it sure doesn't feel like it.

At this month's meeting we will discuss the aircraft registration fee as opposed to property taxes.

Also, the issue of weigh scales as discussed at last month's meeting.

Larry Folsom is going to show us his video on prop carving and answer some of your questions. This a very interesting subject if any of you are thinking of carving your own.

Well, I'll see on the 12th at 10:00 A.M.

Jim

### AIRCRAFT REGISTRATION BILL UPDATE

To date, Jim Simmons has received an answer to his letter to Representative David O. Thorp of Cheshire regarding the proposed Aircraft Registration Bill which he thoroughly supports.

Some of the pilots at Waterbury-Oxford have also written some very good letters to the Waterbury Republican newspaper illustrating the long-term advantages of the bill such as improving the business climate and creating more jobs.

So, when you get around to it, write your representatives in Hartford and let them know your opinions on the Aircraft Registration Bill.

Frank Williams, our visitor at last month's chapter meeting had a very good letter which could be used in corresponding with your elected officials. He also included a complete list of all districts in Connecticut listing the addresses of both senators and representatives.

### COMPUTER CONTROLS CONFUSE SOME PILOTS

Computer screens are replacing old-fashioned dials and switches in modern airplanes, but many pilots are used to those dials and switches and may be easily confused by computerized systems, researchers at Ohio State University report.

David Woods and Nadine Sarter questioned 135 airline pilots who are experienced at using computerized controls. They found that even among this experienced group, two-thirds expressed surprise at some of the things the system did in some situations. Almost half said they still don't understand all the modes and features of their computer-control systems.

The problem, Woods said, is that the computers aren't easy for pilots to use. They provide so much information on a screen that pilots often find they spend more time sifting through the computer routine than paying attention to flying the plane.

"This problem is an important one to solve," Woods said, "because human error remains the main culprit in airplane accidents."

## 1992 CHAPTER STATUS REPORT AND INSURANCE PAPERWORK

The response from EAA, IAC, Antique/Classic, and Ultralight Chapters for the 1992 EAA Chapter Status Report and insurance paperwork has been tremendous. As of January 24, 1992 we have received 697 Chapter Status reports and 670 Chapters have submitted their insurance application and premium. In the past, we have had difficulties obtaining this information on a timely basis. This year, however, the response has been outstanding—great job everyone!

The Chapter Status Reports are important to ensure your Chapter remains in good standing with the Chapter office. If your Chapter is not in good standing, your insurance coverages do not apply. Submitting the insurance paperwork and premiums allows us to place the master insurance policies providing liability insurance coverage for Chapter non-flying and Class I fly-in activities.

The annual Chapter information is also an essential ingredient for the **1992 International Chapter Directory**. Speaking of which, we have a challenge for all Chapters. In the past we have used a collage of EAA Chapter patches for the cover. We are currently completing the 1992 issue and in 1993, we would like all EAA Chapters to participate in a photo contest. Any Chapter or Chapter member may submit their photos for consideration as the cover or inside pages of the **1993 EAA International Chapter Directory**. The subject matter is wide open. The picture can be an airplane in flight, Chapter members during a workshop, a Chapter picnic, all of the members in or around the Chapter clubhouse, or one of the Chapter member's airplanes. Use your imagination but please submit the photos by December 1, 1992.

### MARCH ATTENDANCE REPORT

Ed Schinitis, Jr.  
Erwin Hauer  
Jim Simmons  
Charles Maxted  
Harry Carl  
Fran Uliano  
Don Whelan  
Frank Podgwaite  
Sean Legace  
George Anderson  
Frank Mlynick

C. D. Olsen  
Dennis M. Sullivan  
Jeff Davenport  
Frank Williams  
Bob & Sheila Seemann  
Debbie & Chuck  
Raymond  
Ed Morris  
Jim Rowley  
Pat Manning  
Herb Bullock

### EAA CHAPTER OFFICERS FOR 1992

**President—Jim Rowley: 237-7179**  
**Vice President—Stephen Daniel: 268-1738**  
**Secretary—Ed Schinitis: 237-2869**  
**Treasurer—Pat Manning: 274-5240**  
**T. Consultant—Dennis Sullivan**  
**Newsletter Editor—Herb Bullock: 272-8007**

## FROM THE CHAPTER OFFICE

In the November issue of **MonthlyGram**, we reprinted a letter which had been sent to all Chapters concerning Chapter records and other pertinent topics. It is interesting how timely that article is today. The Chapter office received comments about that letter which has stirred some thoughts and suggestions.

We would like to address one particular item in the letter that has received many comments from the Chapters. This issue concerns Chapter and EAA membership.

Currently, we have over 130,000 EAA members supporting this sport aviation organization. Approximately 35 percent of all EAA members belong to an EAA Chapter. This means 84,500 EAA members are not currently participating in an EAA Chapter and approximately 45,500 EAA members belong to local EAA Chapters. Yet we know from reading Chapter newsletters that there are Chapters who are not enforcing the required EAA membership. This issue was brought to a head a few years ago when then Chapter Executive Director and Assistant to the President, Jerry Walbrun wrote to the Chapters. Paul and Tom have also written about the importance of supporting EAA and requiring that all Chapter members also belong to EAA. In fact, during a discussion, one comment likened it to being a citizen without paying taxes to support services provided by the government. Although no one perceives EAA membership dues as taxes, EAA does provide supports to the Chapters and many other activities to protect our freedom of flight. For some reason, EAA members who once belonged to EAA and joined an EAA Chapter have chosen to drop their EAA membership yet have remained Chapter members. We know the Chapters have had a difficult time enforcing this requirement and some Chapters have simply given up trying. This topic will be addressed at the upcoming Chapter Advisory Council meeting.

It is an important issue because without 100 percent support of all Chapter and non Chapter EAA members, EAA cannot provide services to the membership that are necessary to protect the freedoms we enjoy today and to make sport aviation successful. Nothing is free—we must pay our dues to support the cause.

Your input on this issue is important. We would appreciate hearing from you.

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### "FALL FESTIVAL OF FLIGHT"

The EAA East Coast Fly-In Corp. will sponsor a Fly-In at New Castle County Airport, Wilmington, Delaware on September 26 and 27, 1992. "Milestones in Aviation" will be the theme. Expect 800 aircraft. Award-judging Saturday and Sunday. Forums, parade of flight, fly-bys, exhibits, vendors, aviation celebrities, pancake breakfast, fast foods, Saturday dinner. Mode C waiver and no-radio procedure.

For info packet Contact EAA East Coast Fly-In Corp., 2002 Elnora St., Wheaton, MD 20902-2706. Phone 301-942-3309.

## CALENDAR OF EVENTS

**JULY 31-AUG. 6—OSHKOSH, WI—EAA** Oshkosh '92. For more information call (414) 426-4800.

**AUG. 16—GROTON, CT—CT State Experimental Aircraft Association Fly-In.**

**SEPT. 6—WINDHAM, CT—EAA Chapter 166 Fly-In.**

**SEPT. 13—STORMVILLE, NY — EAA Chapter 130 Fly-In.**

**EAA CHAPTER 27 PICNIC—Date and place TBA.**

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### FAA PLANS NEW DE-ICING PROCEDURES

WASHINGTON—Prompted by the crash of a USAir passenger jet at La Guardia last month, the Federal Aviation Administration promised to have new and effective de-icing procedures in place by next winter.

The pledge came at a House transportation panel where the FAA was accused of ignoring a 1987 warning that its de-icing rule was not working in some cases.

Accident investigators have yet to officially determine the cause of the March 22 crash of a USAir Fokker F-28 commuter jet that took 27 lives.

But they are looking at the possibility that new ice formed on the aircraft's wing during a 30-minute runway wait following its second de-icing. That could have robbed it of lift and caused it to crash.

Chairwoman Barbara Boxer, D-Calif., said that over the last decade there have been two dozen air crashes in the United States in which icing was a factor. She said that together they claimed 134 lives.

But she contended that because European airlines use a de-icing fluid with longer staying power, there have been no accidents involving ice during the same 10-year period.

Associate FAA Administrator Anthony J. Broderick said, "By next winter we will have interim operations in place that will assure that we do everything we can immediately."—**Associated Press**

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### FOR SALE

**INSTRUMENTS FOR SALE**—1 cylinder head temperature gage \$20; 1 exhaust gas temperature gage \$20; 1 20 lb. fuel pressure gage \$40; 1 Chevy Spectrum alternator with built-in regulator (new) \$150. Chuck Raymond (203) 929-2552.

**1982 FORD V6 GRANADA ENGINE**—3.0 Liter, 232 cubic inch, aluminum head, 30,000 miles. \$350—Charles Maxted, 272-4922.

**AIR PROGRESS MAGAZINES**—Also large assortment of antique and model aircraft magazines—1960's vintage, make offer—235-2169.

**WANTED—O-200 ENGINE**—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

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

## **1992 EAA CHAPTER 27 MEMBERSHIP FORM**

Please fill in the following form and mail with your dues to: **PAT MANNING, 340 PLATT ROAD, WATERTOWN, CT 06795-1731.** (Dues are \$15.00 per year. Make checks out to Pat Manning).

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 .....

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