

APRIL, 1993



CHAPTER 27 NEWSLETTER

APRIL, 1993 ISSUE

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

ICE COLD PARKING



Photo shows Fran Grieco and his Skyhawk parked on the ice at Alton Bay, Lake Winnepesaukee, NH. EAA Chapter 917 holds its annual pancake breakfast here every year in February, usually two times. This year's first date, however, was snowed out.

NEXT MEETING IS SUNDAY, APRIL 18

The April meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, April 18, 1993. Time 10:00 A.M.

NEW HELICOPTER PILOT

Brian Seemann, son of Bob and Sheila Seemann, recently received his helicopter license. He is a private pilot and flies regularly in the Los Angeles Basin

FLIGHT CURB POSSIBLE AFTER COLLISION

NIAGARA FALLS, NY — A fatal collision between two sightseeing helicopters has prompted a hearing on permanent flight restrictions to control the crowded airspace above Niagara Falls.

The Federal Aviation Administration plans a public hearing in Niagara Falls, NY.

Two sightseeing helicopters, each carrying four people, collided near the Niagara River over Niagara Falls, Ontario, last Sept. 29. One helicopter crashed, killing all four aboard. The other landed safely in a parking lot.

REMEMBER—IT'S APRIL 18 AT MMK AIRPORT—TIME: 10:00 A.M.

SECRETARY'S REPORT

(February Meeting)

EAA Chapter 27 meeting was called to order by President Frank Mlynick at 10:06 A.M.

Treasurer Pat Manning's report on the financial standing of Chapter 27 was read and accepted by the membership.

There was no secretary's report as he was lounging in sunny southern surroundings during the month of January. (Actually, it rained or was cloudy twenty-five of the twenty-eight days we were there.

First order of business:

Hand out materials of catalogues and dates of local flying events were read and passed around.

There was some discussion about the change of tax structure proposed by some members of the flying community. Presently aircraft in Connecticut are subject to a property tax that is collected by the city or town where they are hangared or tied down. The tax is based on the "blue book" value of the aircraft. The new proposal is to have the state levy a registration fee on each aircraft and eliminate the local property tax. For many this would mean a savings of hundreds of dollars. Very much aware of the cast of the political mind, many members can't believe there isn't some catch in the change that they will find out about in the future.

Meeting Program:

Presenters Joe Page and Jeff Davenport.

Joe discussed the building of his RV-4 which has just been completed and flown after three and one-half years of work. That he is still happily married bears witness to his diplomatic abilities as well as his craftsmanship.

The discussion was especially meaningful to me and two other members who are in the process of building RVs. It is very gratifying to hear about mistakes made, confusion about what parts of the plans are supposed to mean and self doubt about cutting or drilling something that may turn out to be a major flub. When we look at the excellence of the finished aircraft, we tend to overlook the pain, worries and fears that are part of every project.

Jeff explained the setting up and painting of his RV. What we, the audience, soon perceived was that meticulous planning and a methodical approach to every aspect of painting was what Jeff utilized when he painted his plane. Just creating the clean and dust free environment in which to paint was a project by itself. Jeff also emphasized the need to protect yourself from fumes and minute paint particles that can possibly damage the lungs. This is especially true today when there are many exotic paints on the market that are extremely potent. Like Joe, some of us may decide to have our plane painted rather than tempt fate.

The long question and answer period which caused the meeting to last until past 12:30 aptly

showed how well the presenters, Joe Page and Jeff Davenport, did their job.

Another positive result of the program was the action taken on a suggestion to form an RV builder program in this area. I called Van's Aircraft and they are going to send me a listing of all builders in Connecticut as well as the format used by other builder-programs in other states. Obviously, any builder of a metal aircraft could benefit from a group such as this.

Secretary Charles Maxted

METAL BONDING

from the Monitor Newsletter, Editor Ronald Wright

From the experience of sailplane designer Dick Schreder, who has probably experimented more with at-home bonding than anyone else in the homebuilt community; he writes, "When we first started using adhesive bonding we quickly discovered that all of the products we tested were too brittle, too weak, non-waterproof or promoted corrosion. We finally discovered Hysol® Ea9410, and have not had any problems in the ensuing thirteen years . . . I have about a thousand flying hours on the prototype HP-18, which has bonded wings and tail surfaces. All control surfaces and flaps are bonded with no rivets in ribs or trailing edges. Sixteen feet long flaps on each side of the fuselage are deflected 90 degrees from the inboard ends, and limit terminal velocity to 100 mph in vertical approaches to landing. Although such maneuvers scare observers on the ground, none of the four feet flap sections have come unglued to date."

TOOL TIPS

from Alex Sloan, Technical Counselor, Florence, AL

Alex lost his good rivet gun to theft and replaced it with an "air hammer." The principal difference here is the cost. The air hammer is \$12.95 but the trigger is either off or on and does not have a feature where you can accelerate or decelerate as a rivet gun would. Our EAA maintenance chief, Daryl Lenz, believes that this might be okay on #5 rivets, on #4 it would depend on touch and he doesn't believe it would work on #3's. However, it is a valid suggestion for those who are interested in saving money and have some experience at riveting or can develop it.

EAA CHAPTER OFFICERS FOR 1993

President—Frank Mlynick: 828-3529

Vice President—Ed Schinitis: 237-2869

Secretary—Charles Maxted: 272-4922

Treasurer—Pat Manning: 274-5240

Newsletter Editor—Herb Bullock: 272-8007

IT'S LETTER WRITING TIME!

The following letter can be used as a guide when corresponding with your elected officials regarding President Clinton's Economic Plan as it affects general aviation.

49 Hickory Lane
Huntington, CT 06848 Tel. 929-2552

Ref: Proposed increased taxes on aviation fuel
Federal registration fee on aircraft

Dear.....

I can't understand the logic for placing higher taxes on aviation fuel unless you expect me to tear out my gas engine and replace it with a steam engine or electric motor.

Also, I can't understand why you want to place a \$90 Federal registration fee in October '93 \$278 fee per plane by 1997. Aviation has already been devastated by liability laws. The whole fleet has been shrunk to less than 190,000 aircraft. Instead of producing thousands of aircraft per year we only produce a few hundred. Why don't you cut down the size of the FAA. After all there won't be anyone flying anymore. I can't understand why the Government comes after a hobby for tax revenue. Most of us are blue collar or middle class workers. Our hobby doesn't cost anywhere near the cost of boating or fishing for that matter.

I built my plane with my own hands and look forward to flying it for week-end recreation. All you people expect of me is to work, pay high taxes and sit home and watch TV. Well I am sick of it. If you are looking for ways to save money here are a few suggestions:

- 1 Get rid of the Area Control Facility (ACF)—**\$2 Billion**
- 2 Scrap the Microwave Landing System—**\$1.4 Billion**
- 3 Trim the Advanced Automated System (AAS)—**\$5 Billion**
- 4 Stop the Long Range Radar Replacement—**\$500 Million**

All of the above has been made obsolete by on board Ioran or G.P.S.

General aviation is dying because of product liability laws and policies set forth by a bloated FAA. Please don't hasten its demise by unnecessary taxation.

Regards,

FEBRUARY ATTENDANCE REPORT

Frank Mlynick
Ed Schinitis
George Anderson
Charles Maxted
Stan Solecki
Bob Ryan
Bob Pulford
Adam Kaczmarek
Rose Mazzotta
Jeff Davenport

Pete Wenk (Guest)
James Byron
Joe Page
Dave Hax
Stephen Daniel
Bob Burk
Pat Manning
Fran Uliano
Herb Bullock

CALENDAR OF EVENTS

APRIL 24—ORANGE COUNTY AIRPORT, NY—
Chapter 52 Fun Day. Practice flying, critiquing, practice judging and other programs of interest to IACers.

APRIL 18-24 — LAKELAND, FL — "THE GIFT OF FLIGHT"—19th Annual Sun 'n Fun EAA Fly-In and International Convention (813) 644-2431.

JUNE 19—FALMOUTH AIRPARK FLY-IN—Falmouth Cape Cod, MA. Join us Food, Fun & Flying on Saturday 12-4 p.m. Rain date is Sunday, June 20. Reservations required. For information call Betsy McCusker at 1 (800) 783-9017 or (508) 548-9017.

JULY 29-AUG. 4—OSHKOSH WI—41st Annual EAA Fly-In and Sport Aviation Convention. Wittman Regional Airport. Contact John Burton, PO Box 3086, Oshkosh, WI 54903-3086. (414) 426-4800. NEVER TOO EARLY TO START MAKING YOUR PLANS!

OCT. 9-10—FRANKLIN, VA., J. B. ROSE AIRPORT. EAA Chapter 339's 23rd Annual Fly-In. Judging, Awards, & Banquet planned; Camping & Motel available on site. Contact: Clint Dalton. Fly-In chairman, for info. at (804) 583-5018.

PROFESSIONAL AVIATION MAINTENANCE ASSOCIATION

There is an association strictly for mechanics with an interest in aviation maintenance known as the Professional Aviation Maintenance Association (PAMA). Their address is PAMA, 500 NW Plaza, Suite 809, St. Ann, MO 63074, (314) 739-2850. Dues are \$35 a year or \$20 a year to A&P students. They have a nice magazine and scholarship programs for A&P students.

FOR SALE

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

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-6584 for membership information.

RADIOS, ELECTRONICS — NARCO NAV11 overhauled, \$495; INSIGHT GEM, \$595; King KI208, \$375; KS Mixture Mizer (EGT) \$50; King KA42A Loop and SS Sense ADF Antenna, \$60. ROB (203) 375-9700 X3573.

I HAVE FOR SALE—Complete set of Wittman Tailwind B/P's with complete supplement for the 150 hp Mod's with new Wingtip Mod's. Brand new, never used. S/N is intact. Perfect condition. Price is \$150 for all. Call (203) 829-9400.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1993 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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