

AUGUST, 1991



CHAPTER 27 NEWSLETTER

AUGUST, 1991 EDITION

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

X-C PREP FOR A BD-5J



Due to the fact that the Coors Silver Bullet is a jet and consumes copious quantities of fuel, the aircraft is dismantled and placed in a trailer after each show performance for its cross country journey to the next airshow. Photo shows tailfeathers and left wing already removed after completing its routine at the recent Pratt & Whitney Airshow.

NEXT MEETING IS SUNDAY, AUGUST 11

The August meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, August 11, 1991. Time 10:00 A.M.

HOPPE'S GUN OIL

From an unidentified Technical Counselor, we received the tip if you want to keep clean fuel injection nozzles, Hoppe's Gun Oil, which I believe is also known as Hoppe's No. 5, is better than MEK to clean fuel injectors.

WHEN PILOT YELLS FORE, WATCH OUT!

LAURENS, IA—When pilot Bill Watts yells fore, golfers run for cover.

The municipal golf course and the municipal airport share the same turf in this northwest town of 1,600 residents. The sole runway cuts a 155-foot swath out of the center of the course, affecting play on seven of the nine holes.

"Whenever I come in to land, I make a little pass over the runway and circle once. The golfers seem to get it. They'll stand over to one side," Watts said.

One of the ground rules of the course is that airplanes have the right of way and Watts said he has never had any close encounters.—AP

REMEMBER—IT'S AUGUST 11 IN THE LOUNGE AT MMK AIRPORT—TIME: 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hi,

Time sure does fly. Summer is almost over. The kids go back to school, the leaves change, and the days get shorter. Our flying will suffer with the cooler weather and the lack of light.

But, fear not, we have the Meriden Airshow coming in September. "Sponsored by the Meriden Police." We will need volunteers to help with our booth. This will be an excellent chance to approach the general public and let them know all about us EAAers.

The State Fly-In is set for our meeting date, Aug. 11th, and is to take place at Groton, CT. Due to an oversight on my part "I APOLOGIZE." We will still have our meeting that date, but since this is **OUR** Fly-In, our meeting will be short and sweet. Then we can go to the Fly-In. Some of us aircraft owners have empty seats, so don't be shy to ask for a ride.

Our picnic should take place by the end of the month and we will let everyone know in advance of the date and place. Either the 18th or the 25th.

Well, got to go. Remember, don't miss the State EAA Fly-In.

See Ya,
Ken (Cowboy)

AIR STATION AIMS TO KILL COYOTES

OAK HARBOR, WA—Navy planes have struck them while taking off. Joggers have been chased by them. They have even approached toddlers.

Now the Navy is shooting them.

Coyotes on the Whidbey Island Naval Air Station are out of control, said base spokesman Howard Thomas. "They present a real hazard to aircraft landing or taking off," he said.

Fed up with the island's burgeoning coyote population, the Navy began shooting the predator canines last week, using a tape recording of a dying rabbit's scream as a lure.

Security officers have killed about a dozen coyotes, and the Navy hired a trapper from the state Department of Agriculture to kill coyotes near homes on the base, about 45 miles north of Seattle.

DOCTOR, DOG KILLED IN GLIDER ACCIDENT

WEST ARLINGTON, VT—A 62-year-old retired doctor and his dog were killed recently when their glider crashed in the mountains near the New York border.

Robert Orth, of Warren, VT, and Stamford, CT, and his dog were killed in the 3:30 p.m. crash, Vermont State Police in Shaftsbury said. The glider began its flight at the Warren-Sugarbush Airport.

Authorities do not know if the crash was caused by operator error, a mechanical malfunction or a medical problem. They did say there was no evidence of foul play nor any evidence of alcoholic beverages being involved.

CALENDAR OF EVENTS

AUG. 10—BURLINGTON, VT—Airshow.

AUG. 10 & 11—MT. WASHINGTON, NH—Camping, Saturday Nite Dance.

AUG. 11—GROTON, CT—2nd Annual Statewide EAA Fly-In. For more information contact Joe Gauthier (203) 635-4058.

AUG. 11—BARRE, MA—Tanner-Hiller Airport Pool Party. Sponsored by the Rhode Island Pilot's Association. All pilots welcome.

AUG. 16-18—GENESEEO, NY—National Warplane Museum, Six of Diamonds, CAF, and lots of warbirds!

AUG. 23-24—SUSSEX, NJ—Sussex Airshow.

SEPT. 8—STORMVILLE, NY—Fly-In.

SEPT. 22—MERIDEN, CT—Meriden Police Airshow.

STRUCTURAL FLYING WIRE FAILURES

It was reported that a stainless steel flying wire installed on a currently manufactured biplane failed during flight. The cause of this failure was a fatigue crack initiated by a small region of pitting corrosion on the wire leading edge. Such flying wires, also referred to as streamline tie rods, serve as primary load bearing structure by bracing the wings of most conventional multiwing aircraft. These wires conform to FAA-accepted hardware standards such as, but not limited to, Army-Navy (AN) Aeronautical Standard numbers 674, 675, and 676.

Fatigue cracks in flying wires can be initiated by various forms of discontinuities such as corrosion (pitting, rust, etc.), nicks, cuts, bends, and scratches deep enough to catch a fingernail. Once a discontinuity occurs, the strength of the flying wire becomes degraded and repair is almost impossible. It is very important that flying wires installed to support airplane primary loads be cleaned and inspected for discontinuities on a regular, frequent basis.

The FAA Certification Office recommends that this be done at least monthly or, in the case of a marine environment, at least once a week. Inspecting the flying wires during preflight is also recommended. If any discontinuity is found, the flying wire should be replaced before further flight. Coating the flying wires with oil or wax will help prevent corrosion.

For further information, refer to Advisory Circular 43-4, "Corrosion Control for Aircraft."

EAA CHAPTER 27 OFFICERS FOR 1991

President—Ken Winiarski: 237-1839

Vice President—Jim Rowley: 237-7179

Secretary—Charlie Maxted: 272-4922

Treasurer—Debbie Raymond: 929-2552

T. Consultant—Jeff Davenport: 269-6745

Newsletter Editor—Herb Bullock: 272-8007

MACHINIST WORK FOR HOMEBUILDERS

Kenneth Winiarski
President, EAA Chapter 27
190 Park Drive
Kensington, CT 06037

Dear President Winiarski,

I'm a machinist who has a completely equipped machine shop and I want to work for aircraft homebuilders. The main machines in my shop are a Bridgeport CNC mill, a Bridgeport-type vertical mill and a precision 14" engine lathe.

EAA members will get a BIG discount on work I do for them on their project. I'm an experienced homebuilder myself and I know that a homebuilder wants the best work possible done on his airplane and wants the best price for it as well.

99% of all the jobs I do can be shipped UPS. UPS is probably the most reliable and cost effective way of getting parts delivered anywhere in this country.

There is a good local source for 4130 sheet and tubing and I also have a TIG welder and a co-worker who has 25 years of certified aircraft welding experience.

Please pass the word at your meetings and if possible, please mention my offer in the EAA Chapter 27 newsletter.

Thank you very much,

KENNETH NAGY

P.S. I've also done a lot of work on PSRU (Propeller Speed Reduction Units) and have a good source for "pick of the litter" Subaru engines from Japan. A PSRU can be custom built for your airplane and your propeller cheaper than it can be had from Wicks or whoever.

Kenneth Nagy
15903 Lakewood Blvd., #103
Bellflower, CA 90706
Telephone (213) 866-8496

NEW PROCEDURES FOR PRACTICE INSTRUMENT APPROACHES AT GROTON AIRPORT

The commissioning of the ASR-9 radar by Ocean Approach has improved their radar coverage in many areas.

They will now be able to provide radar services to aircraft requesting practice instrument approaches at the Groton-New London Airport.

Now, if you would like practice approaches at Groton, contact Ocean Approach on 125.75.

JULY ATTENDANCE REPORT

Ken Winiarski	Jim Simmons
Don Whelan	Richard Boes
Fran Uliano	Carl K. Eaton
Debbie Raymond	Maxted
Erwin Hauer	SiriDev Khalsa
Stephen Daniel	Bob Pulford
Frank Melynck	Pat Manning
Edward F. Schinitis, Jr.	Jim Rowley
H. Bullock	

SECRETARY'S REPORT FOR JULY

The July 13th meeting of Chapter 27 was called to order at 10:00 in the lounge of the Meriden-Markham Airport.

A picnic that members must fly to (Block Island, Fishers Island, etc.) would bar other members without transportation from attending. Thus, it was decided that the picnic should be within comfortable driving distance for the majority of the members.

Wadsworth Falls in Middlefield or Wharton Brook in Wallingford will be chosen. Both charge \$4.00 per car admission and both have fireplaces, grills and open areas for fun and games. Wadsworth Falls does have horseshoe pits and posts for volley ball nets which Wharton Brook does not. Keg beer is banned at both parks but you can bring bottle beer to the park.

Chapter 27 will supply meat, rolls and charcoal. Members hoping to attend will be contacted and asked to bring some goodie.

The Meriden Airshow will be held on September 22 and Chapter 27 will have a booth of some sort to sell our wares. We will need help from 10:00 A.M. to 5:00 P.M.

As a clarification for us who didn't know or had forgotten, all dues are collected in January. Applicants during the year will be charged \$6.00.

NEW BUSINESS:

There was a short discussion of the gear box assembly as presented in the past issue of the EAA magazine.

Kenneth Nagy of Bellflower, CA is a machinist who does work for homebuilders at, as he says, a big discount. His complete letter appears elsewhere in this issue.

Jim Simmons asked the members to read carefully the article in the current issue of Sport Aviation about a proposed new regulation that would bar us from working on the engine of our homebuilts even though a factory engine is no longer considered as such when placed in a homebuilt. The article will give particulars as to whom to write and where.

Carl Eaton won the 50/50 which should enable him to finish his home in Florida and invite us all down for Christmas.

There is \$1032.94 in the treasury so the picnic should be a blast.

FOR SALE

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

MISCELLANEOUS PARTS FOR SALE—0-290 Lycoming, 125 hp from GPU, torn down—Miscellaneous instruments—Skinny wheels, 500x300 narrow with brakes. Roger Cochran, 929-6057,

LONG EZ PROJECT FOR SALE—Bob Fisher. Winsted Precision Co., Winsted, CT (203) 379-2788

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

The July 1991 meeting of Chapter 27 was held on July 14, 1991 at 10:00 in the lounge of the Meriden-Markham Airport.

A special meeting was held on August 12, 1991 at 7:00 in the lounge of the Meriden-Markham Airport. The meeting was held to discuss the possibility of the members of Chapter 27 joining the EAA.

Chapter 27 will supply most rolls and charts. Members are asked to bring their own charts and rolls. The meeting was held to discuss the possibility of the members of Chapter 27 joining the EAA.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

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1991 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **DEBORAH RAYMOND, 49 HICKORY LANE, SHELTON, CT 06484.** (Dues are \$12.00 per year. Make checks out to Deborah Raymond).

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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