

**AUGUST, 1992**

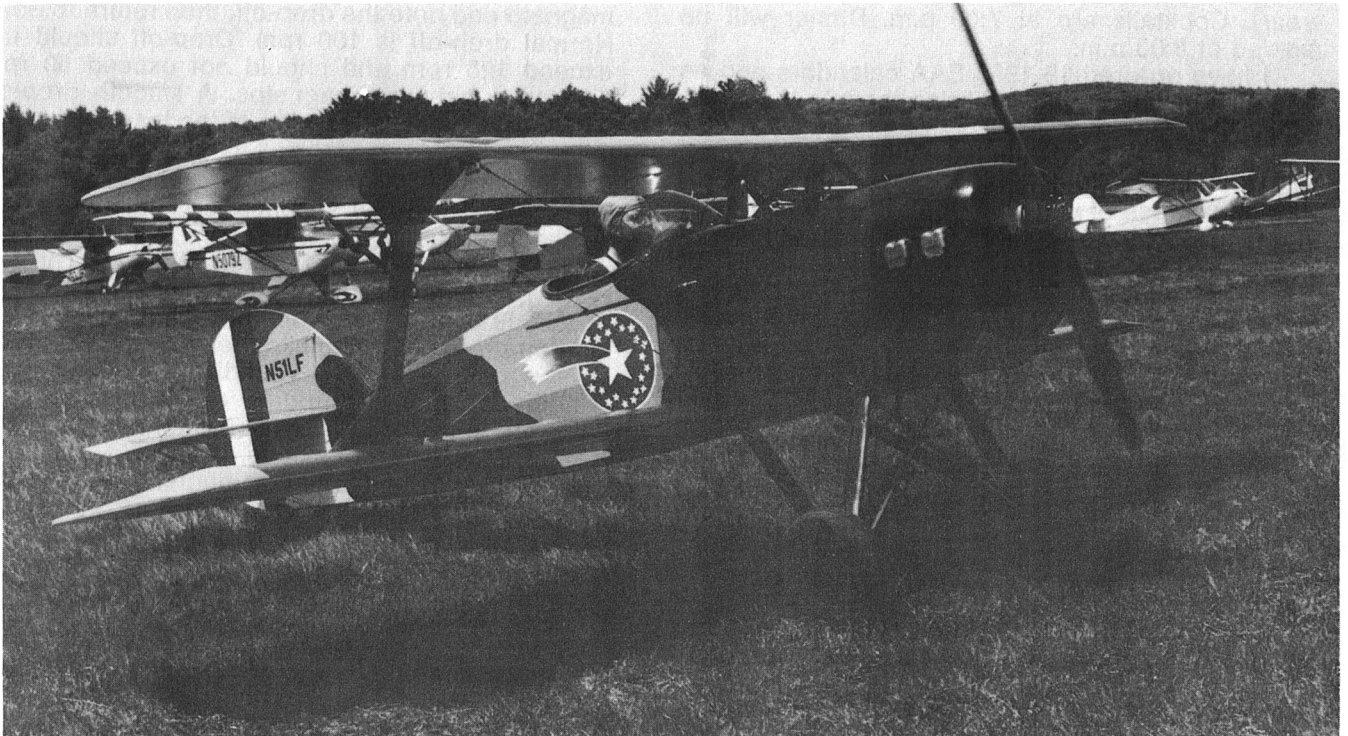


# **CHAPTER 27 NEWSLETTER**

**AUGUST, 1992 ISSUE**

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

## **AIRY COCKPIT**



The weather at the recent Orange, MA Fly-In where this photo was taken was just right for this kind of fair weather flying. Picture shows Larry Folsom and his Boredom Fighter just as he arrived at the Fly-In.

## **NEXT MEETING IS SUNDAY, AUG. 9 AT PICNIC**

Due to the fact that our usual second Sunday EAA Chapter 27 meeting date coincides with our annual picnic, it was decided that a short business meeting would be held at the site of our picnic on Sunday, August 9. Incidentally, as our picnic will be held at Wadsworth Falls, (same place as last year) we are including a map of the area on the back of this newsletter.

## **PILOT IN UNPLANNED LANDING**

BURLINGTON—The pilot of a lightweight plane forced to make an emergency landing on Route 4 helped direct traffic around the wreckage after the plane went off the road.

James Snyder, 47, of New Haven was flying his 325-pound Challenger plane above Nepaug reservoir when the engine suddenly lost power. He glided toward Route 4, making a perfect landing.

As he coasted down the road, Snyder was forced to pull to the right to avoid hitting an oncoming car. The right wing clipped a utility pole, spinning the plane around and crushing the front of the fuselage.

Snyder refused medical treatment and helped direct traffic minutes after the crash.—**From AP**

**MEETING WILL BE HELD AT PICNIC, AUG. 9**

## LETTER FROM THE PRESIDENT:

For those of you that didn't attend last month's meeting let me update you. We discussed the Tweed static display Fly-In on September 13th. If anyone is interested in displaying their aircraft contact me so I can make the necessary arrangements.

Mr. Mlynick briefed us on the Christmas dinner which is going to take place on November 7th. The dinner choices are on a form in this newsletter. Please fill out how many and what choice of dinner and return with checks payable to Frank Mlynick no later than October 25. Also don't forget the grab bag which is always good for a few laughs. The dinner will be held at My Cousins Place on North Main St. Ext. in Wallingford. (Same place as last year). Cocktails are at 7:00 p.m. Dinner will be served at 8:00 p.m.

I have ordered 15 1993 EAA calendars and as soon as they come in I will bring them to the meeting.

Our picnic is scheduled for August 9th at Wadsworth Falls in Middlefield. A map has been provided for those of you who don't know where it is. If you are going to be there, please contact me by Aug. 5th and let me know what you can bring. Hot dogs, hamburgs, soda and condiments have been spoken for. We need salads, desserts, etc. **DON'T BE BASHFUL—PARTICIPATE!**

Also, next year dues will be taken from December 31st to January 31st. When you pay you will receive a membership card, dated that you are in good standing for that year.

I will see you at the picnic.

Jim

## TECHNICAL NOTES

Why are "mag checks" done the way they are?

You are taught to first warm up the engine sufficiently so that it doesn't stumble when you advance the throttle. You also don't want to overheat the engine, so you should limit the amount of time at idle, head the aircraft into the wind for sufficient air cooling, operate with a "Full Rich" mixture for evaporative cooling, don't exceed some 2200 rpm or so while on the ground, etc. These cautions make simple common sense.

Why then do you run up the engine to some 1800 rpm to do the mag check? Of course the oil pressure that you check at the same time won't read in the green band unless you run it up, but whatever has that to do with the mags? Surely if one of them is bad, the engine will stumble just as well from a lower rpm, won't it?

It turns out that additional factors, other than the ignition system, affect magneto drop-off. These are load-power output, propeller pitch and mixture strength. The important thing is that the engine runs smoothly because magneto drop-off is affected by the variables listed above. Make the mag checks in accordance with the following procedures. (Taken from the 0-360 Avco-Lycoming Oper-

ating Manual. See the appropriate manuals for your engine or airframe).

(a) (Controllable Pitch Propeller) With propeller in minimum pitch angle, set the engine to produce 50-65% power as indicated by the manifold pressure gage. Mixture control should be in full rich position. **At these settings, the ignition system and spark plugs must work harder because of the greater pressure within the cylinders. Under these conditions ignition problems, if they exist, will occur. Mag checks at lower power settings will only indicate fuel-air distribution quality.**

Note: Aircraft that are equipped with fixed pitch propellers, or not equipped with a manifold pressure gage, may check magneto drop-off with engine operating at approximately 1800 rpm.

(b) Switch from both magnetos to one and note the drop-off, return to both and switch to the other magneto and note the drop-off, then return to both. Normal drop-off is 100 rpm. Drop-off should not exceed 125 rpm and should not exceed 50 rpm difference between magnetos. A smooth drop-off past normal is usually a sign of too lean or too rich mixture.

Do not operate on a single magneto for too long a period; a few seconds is usually sufficient to check drop-off and will minimize plug fouling.

Finally, a reason that makes sense . . . The elevated rpm and rich mixture combine to stress the operating conditions within the cylinders such that ignition problems will make themselves evident on the ground, before you discover at altitude, conditions which are equally stressful and where the more unpleasant aspects of ignition faults can make themselves obnoxious.

If you have some question nagging at you, seek help from one of your tech counselors, your local A&P, school or library. Don't be put off or accept just any answer. Someone knows WHY and you deserve to know also. — **From EAA Chapter 407 Newsletter.**

## POSTSCRIPT

Some years ago I served at a flight-training unit. The student pilots were renowned for finding fault with their aircraft where none existed. One entry in the servicing log of an aircraft read: "Unfamiliar noise heard from port engine."

The mechanic who had worked for several hours and found no fault added the words: "Engine run for fours. Noise now familiar."—Contributed by C. E. Fennell

### 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**

## PRODUCT REVIEW: RST KITS

### From October Coupe Capers

In particular, their intercom and headphone kits.

Headphones: Very sturdy parts produce an extremely rugged and comfortable headphone. It has some 26 decibel diminution of aircraft noise. The bass response is a little weak in the ear pieces, but the sound is as clear as can be enjoyed from a sound system that could be put in an aircraft.

The electret microphone is the clearest I have heard.

The directions for assembling these headphones could be clearer by including a diagram or two, but it is not too difficult to figure out. Just take care that the polarity is correct in plugging in the microphone.

The cost is \$85.00 each for headphones.

The RST 442 intercom is a 2-piece intercom, which, for \$85.00, has every feature of every intercom you can buy—including all of the wires and plugs and cockpit cluttering things. The solution to this problem shall be addressed later.

This intercom is the clearest intercom I have heard—even though others are very good and at least twice as expensive.

There are two reasons for using these kits. The first is they can be sold for less than half the price of similar units. They are as good as any completely built unit you can buy. The second is the ease with which their design and installation can be adjusted to the unusual needs of the owner.

In order to enjoy these advantages, the buyer has to put these kits together. In consequence of having not paid the money for a factory to do it, they are not unreasonably difficult to solder and assemble, but time must be taken to do it very carefully. It probably took me less time than usual to build mine—I've had such practice dating back to my teen-age years.

It is advisable to allow several hours of uninterrupted time to solder together the intercom circuit board. The directions are very easy to follow for the RST 442 intercom. But it is tedious. There are 35 resistors, 16 capacitors, 4 transistors, 2 diodes and 2 integrated circuits. They supply the solder. You need a fine pointed soldering iron to solder the miniscule joints.

Assuming the reader has the bravery to take on the project, it is best to solder each piece one at a time, checking it twice, and marking it off on the directions with a fountain pen. If a mistake is made here it will be horrendously difficult to figure out why it does not work later.

I spent eight hours slowly, inexorably laboring over mine, taking care to neither heat damage parts (especially semiconductors) and not to leave a cold solder joint. Then I departed from the directions quite radically and wired it my own way so that I would have stereo sound in the headphones from the cassette and television in my airplane with normal radio sound in both headphones.

If you do not have a good result, there is no factory or unions or communism to blame. Therefore, follow the directions and do the labor you are not paying someone else to do, correctly.

## CALENDAR OF EVENTS

### AUG. 9—EAA CHAPTER 27 PICNIC.

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

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

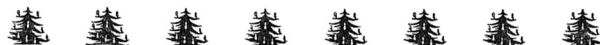
**SEPT. 13—STORMVILLE, NY**—EAA Chapter 130 Fly-In.

**SEPT. 26-27—WALLKILL, NY**—Chapter 474 Fly-In, Kobelt Airport. Trophies awarded to the best registered aircraft in each class.

### JULY ATTENDANCE REPORT

Jim Rowley  
Al Prinz  
Frank Mlynick  
Rick Batchelder  
C. Maxted  
George Anderson  
Fran Uliano

Stephen Daniel  
Stan Solecki  
Bob & Sheila Seemann  
Don Whelan  
Dave Hax  
Edward Schinitis  
Herb Bullock



### EAA CHAPTER 27 CHRISTMAS PARTY

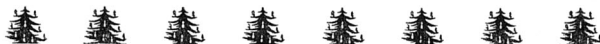
The EAA Chapter 27 Christmas Party will be held on November 7, 1992 at My Cousins Place Restaurant, 809 North Main Street, Wallingford. Please select your dinner choice from this form and mail your check made out to Frank Mlynick no later than October 25, 1992.

- ☐ **Prime Rib—\$18.95**
- ☐ **Baked Stuffed Shrimp—\$18.95**
- ☐ **Chicken Cordon Bleu—\$15.95**

**DINNER MENU:** Wild Rice, Green Beans Almondine, Carrot Cake and Coffee or Tea

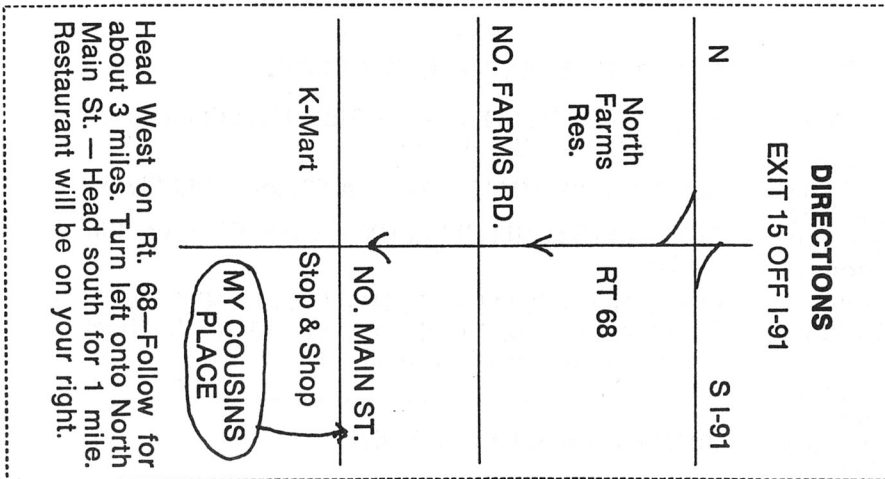
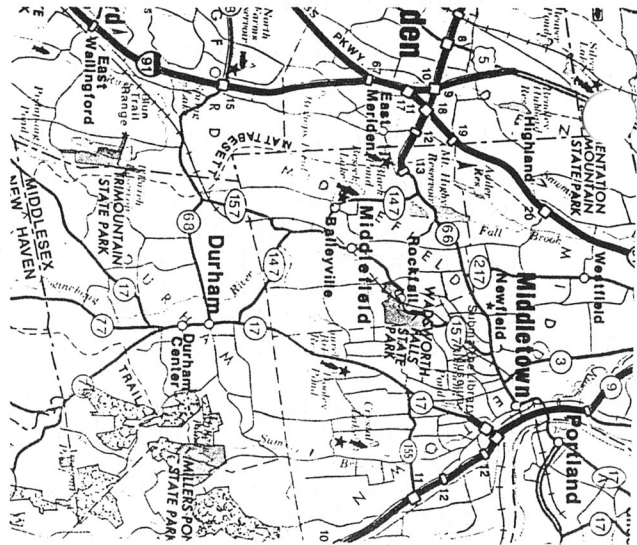
#### SEND TO:

**FRANK MLYNICK  
71 PARK DR.  
KENSINGTON, CT 06037**



### 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.



**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 .....