

AUGUST, 1993



CHAPTER 27 NEWSLETTER

AUGUST, 1993 ISSUE

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

ANYONE FOR A BUD LIGHT?

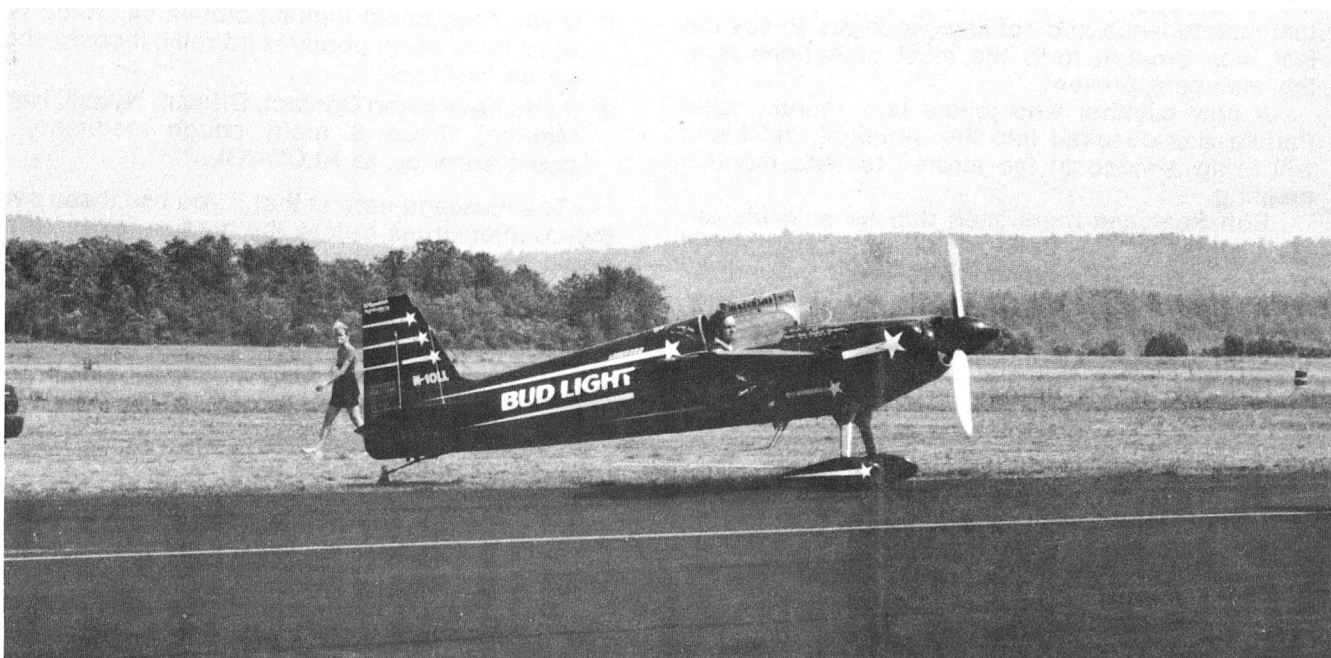


Photo shows Leo Loudenschlager in his Bud Light about to take off for another of his superb aerobatic routines at the recent Concord, NH Airshow. One wonders how he can withstand the many spectacular maneuvers of his act.

NEXT MEETING IS SUNDAY, AUG. 15

The August meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, August 15, 1993. Time 10:00 A.M.

SKYBOLT UPDATE

On a recent visit to the Simmons Aircraft Factory we would like to report that Jim has all the fabric covering done and is ready for the first of many coats of paint. Anyone for sanding?

RAY OF HOPE FOR JOHNNYCAKE AIRPORT

Johnnycake Airport in Harwinton, which has been closed since last Spring, may be in line for reopening according to information received recently.

A Burlington businessman, Richard Miller, has indicated he will buy the Hogan property, including the airport runway from the Hogan estate.

If the deal goes through, a group of pilots will endeavor to lease a number of acres from Miller which includes the 3400 foot runway.

In the meantime, Miller hasn't decided what he'll do with the property.

REMEMBER—IT'S AUG. 15 AT MMK AIRPORT—TIME: 10:00 A. M.

SECRETARY'S REPORT

The July 12th meeting of EAA Chapter 27 was called to order at 10:10 Sunday morning at MMK.

The treasurer's report and the secretary's June minutes were accepted as presented.

The first order of business was the presentation of the mail received by the president during the month. There were ads from various pilot supply businesses, notices from Owl's Head Museum and the New England Air Museum and a notice of a summer sale from Connecticut Avionics.

There was a lengthy discussion about an idea brought forth by the chapter president, i.e. building a club sponsored ultralight aircraft. Some questions touched upon were cost of an ultralight, where to build, ownership, responsibility for eventual maintenance and liability. Needless to say the last item brought forth the most objections from the members present.

A new member who joined last month, Abel Padilla, has checked into the ultralight, JM-1 and will bring a video of the aircraft to next month's meeting.

Bob Seemann mentioned that he sold his aircraft within a few days of his ad appearing in Trade-A-Plane. The buyer came, went around the patch with Bob, paid his money and flew away. Bob is now looking at a Lear jet as he also won the Half and Half.

The vote to move the meeting to the third Sunday of the month was approved by an eleven to three margin. The August meeting will be the THIRD Sunday of the month.

Ed Morris, who has been a fixture at MMK for a good number of years, has based his plane elsewhere. Like the forty of fifty before him, he is a casualty of the new managerial philosophy of having an airport without airplanes and pilots. One wonders what the value of the new security fence can be?

Secretary Charles Maxted

FUEL EFFECTS ON EPOXY

It appears that straight av-gas or mo-gas does not post a significant problem with cured resins. However, the current problem with mo-gas is the "oxygenated fuels" containing methyl alcohol or methyl tertiary butyl ether (MTBE). These substances may attack the resins. The main problem with mo-gas is the uncertainty of whether the fuel is free of these additives. For instance, in Arizona oxygenated fuels are sold from October 1 through March 31 during the winter season.

JULY ATTENDANCE REPORT

Frank Mlynick
Ed Schinitis
Harry Carl
Stephen Daniel
Charles Maxted
Robert Young

Abel Padilla
Erwin Hauer
Bob & Sheila Seemann
Ed Morris
Pat Manning
Herb Bullock

FAA SAFETY BULLETIN

Before your next flight physical exam, which might require a blood test or drug test, consider the following:

- If you've taken Advil, Nuprin, Mediprin, or Motrin it could show up as MARIJUANA.
- If you've taken Nyquil, Vick's Inhaler, Diet pill, Heat/Asthma medicine, or many nasal sprays, it could show up as AMPHETAMINES.
- If you have taken tonic water, or herbal tea, it could show up as COCAINE.
- If you have taken Banadryl, Soma, or Norflex, it could show up as METHADONE.
- If you have taken Dilantin, or Phenobarbital, it could show up as BARBITURATES.
- If you have taken Vick's Formula 44, Tonic Water, or have eaten poppy seed rolls, it could show up as HEROIN.
- If you have taken Contact, Dristan, Nyquil, Hall's Menthol Drops & many cough medicines, it could show up as ALCOHOL.

The message here is that if you use these over-the-counter drugs before the medical exam, there could be some very serious charges against you because of your head cold. There could be a lot of reactions by the FAA to some of these things, and it would not only delay renewal of your medical, it could cost a lot of time, money and written statements from doctors to get this straightened out.

SELF LOCKING NUTS SUBJECT TO ROTATION

There is an advisory circular on this very subject, AC 23.607-1. What it mentions is that the FAR section 23 requires that no self-locking nut may be used on any bolt subject to rotation and operation unless a non-friction locking device is used in addition to the self-locking device.

EDITOR'S NOTE: I've seen a landing gear axle nut of the self-locking type on a 5151 recently and I also saw a self-locking nut on a Pitts with a Haigh tailwheel that had come off at Oshkosh '92. This is an important fact for Technical Counselors to remember when looking at aircraft. If there is rotation involved, and the bolt is essentially an axle, it is essential that no self-locking nut be used in that application.

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

By Bill Marcy

Departed Kerrville for Denver with ceiling about 1500 feet, visibility about 5 miles, occasionally 3 or less, occasional scattered clouds at 1000 or less. Compass course 323 magnetic, 216 miles to gas stop at Snyder, Texas. There are no section lines, and darn few roads or landmarks leading northwest out of Kerrville, so about 20 minutes out, the chief navigator announced that we were no longer sure of our position. Turned on the new Magellan GPS receiver, which promptly announced that its batteries were low. Plugged in the backup battery pack, only to find that it had already been used and was also dead. Back to dead reckoning. Found that looking outside and trying to correlate with a map, it was nearly impossible to maintain the compass course, and after about 30 more minutes we gave up and started looking for an airport. Followed a highway north and found the town of Winters, with an unattended airport, about 20 miles off the course line. No marking pen in the navigation kit, so used a pencil to mark a new course following highways the rest of the way to Snyder, and from there past Amarillo to La Junta, where the visibility was finally good enough to fly direct again. Visibility was plenty good enough to follow the roads, and the deviation from the course line was seldom more than 20 miles until heading straight north from Amarillo to La Junta. The good news is, there was a tailwind component most of the way, so flying low was not much of a loss of time.

As a strictly VFR pilot, I find that I rely on outside references to help me hold to a compass course, and do not have the experience to keep on course simply by reference to instruments, especially with distractions like trying to figure out where I am. We learned three things from this experience:

1. Don't plan on flying direct in poor visibility. Plan to follow roads, rivers, and other good landmarks. Flying direct is for good visibility, which means a definite horizon, not just 5 miles.

2. Keep marking pens and a plotter in the navigation kit; you can never tell when you will need them to plot a new course.

3. Make sure your backup equipment, such as a battery pack, is in good order.

4. (This one I already knew): Don't count on electronic devices; they can give up just when you need them the most, and ALWAYS have a backup plan.

FOAM CORES AND FUEL

Rutan Aircraft has published warnings and called for inspection of all critical parts that use Styrofoam cores. While no accidents have occurred to their aircraft, the potential is very high. Effects on the core can seriously degrade the strength of components and can allow flutter to occur. Intrusions of solvents or even paint primer can cause core voids. Never use any solvent near a Styrofoam core. Seal the surface with epoxy/microballoons before painting. Make 100 percent inspection of all skins by feeling for voids and by coin tap.

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.

AUG. 15—EAA CHAPTER 279, Cranland, MA Fly-In breakfast. All you can eat for \$3.75 donation 8:30 a.m. to 11:30 a.m. Antiques, classics, homebuilts welcome. Fly, drive, walk or crawl but don't miss it!!

AUG. 27-29—21st ANNUAL SUSSEX AIR SHOW, Sussex, NJ. Gates open at 8:00 a.m. for more information call Paul Styger at (201) 875-0783.

AUG. 29—MERIDEN POLICE AIRSHOW, Meriden, CT. For more information call Sgt. Ceneviva at (203) 238-1911.

SAME ALTITUDE, CONSTANT BEARING, DECREASING RANGE—

means a mid-air is imminent. And the problem is?

By Ben Owen

The problem is constant bearing which means that the object is not moving in relation to you. This makes things very hard to spot. An excellent example of this constant bearing decreasing range can be related to cars. If we're coming up on an unmarked intersection and a car is coming from our right, it appears to us that it is not speeding up or slowing down. It's staying in the same viewpoint on the windshield . . . if you or he don't stop at the intersection, you will collide. This is the easiest way I've found to relate it to something we do more often than flying. The big problem again is, that the aircraft that's on a collision course will stay in the same spot on your windshield. If that spot on the windshield is covered by a steel tube or aluminum, you will not see that aircraft until he's at too close range to maneuver. This was proved conclusively in the mid-air collision between the light plane and the airliner in California several years back.

A friend of mine who flew the Concord had a habit of turning the controls to his co-pilot as soon as they were airborne, moving his seat up to the front windshield and spending his entire flight scanning. Not a bad idea for all of us to follow. Particularly when we're close to airports, where most collisions occur.

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.

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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