



CHAPTER 27 NEWSLETTER

DECEMBER, 1986 ISSUE

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

LET'S GO, DAD!



Newest member of the aircraft owner-pilot's group is David Flood I shown above in the process of pre-flight- ing his newly acquired Varga Kochina airplane at Meriden-Markham Airport. Seated in the cockpit waiting for her first ride in her Dad's craft is Dave's daughter Jennifer.

NEXT MEETING IS SUNDAY, DEC. 14

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, December 14, 1986. Time—10 A.M.

MEMBERSHIP DRIVE BEGINS FOR 1987

Once again it's that time of year when we ask our members to renew their membership by paying the very nominal annual dues of \$10.00. As a result of our treasury being in great shape, we can hold our membership fee at this low figure. Please complete the attached form and forward it along with your payment to our treasurer. Thanks for your continued support.

"THE EDGES OF AMERICA" PHOTO PRESENTATION

John Faulkner of our neighboring EAA Chapter 166 opened his "Edges of America" exhibit on November 16 at the Paul Mellon Arts Center in Wallingford. Some 73 photographs are on display at the center and anyone who hasn't seen them yet has until January 4, 1987 to view an excellent presentation of life in America as seen through John's camera lens.

In addition to the wall mounted photos a collection of slides are shown in a continuing display.

Refreshments served on opening night included a cake in the shape of the United States and appropriately decorated was baked by Jim DeAngelo, whose artistry in aircraft building is well known in this area.

REMEMBER—IT'S DEC. 14 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

Our club had a fine turnout for the election of officers at our November meeting. I would like to extend my congratulations to each of the new officers and we all wish you success in your efforts for our chapter. Our new officers are: (* returning to office)

President—George Molina
Vice President—Ed Morris
Secretary—Dave Flood
Treasurer—* Sheila Seemann
Technical Consultant—* Ed Dunn
Newsletter Editor—* Herb Bullock

I'm confident that we can look for these people to provide the leadership which our chapter needs to function.

As I leave the office of president after enjoying two fine years, I would like to remind all members that the officers provide the leadership, but, they need your support to get results. I don't mean financial support. They need you to offer to assist with your time and talents to have functions reach a successful completion. They will need your ideas, your feedback, your efforts to keep our chapter growing and providing the kinds of programs and functions we enjoy. Pitch in when you see an opportunity to help. You'll feel better for it.

I would just like to say that I have certainly enjoyed the camaraderie and wish our chapter continued success.

Happy Flying!

Jim Simmons

RELAY FROM "FLYING WIRE" (Chapter 339's Newsletter)

OVERHEARD: From our very own "Barbara King" via the 99's November Newsletter, "Chatter."

"Oakland radio, this is 4974 Romeo. Could you give me the correct time? Over." 4974 Romeo, this is Oakland radio, please say type of aircraft, over." "Oakland radio this is 4974 Romeo. Why do you need aircraft type to give me the correct time? Over." "4974 Romeo, this is Oakland radio. Well, if you are a Lear Jet, it's 14:33:15; if you are a Cessna 182 it's a little past 2:30; if you are an Ercoupe, it's mid-afternoon; if you are a Cessna 150, the big hand is on the six and the little hand is on the 2 and if you are an ultra-light, it's Tuesday."

NOVEMBER ATTENDANCE REPORT

Jim Simmons	Stephen Daniel
John H. Bielinski	Hugh B. Sullivan
Don Whelan	Tim Lauder
Herb Bullock	Ed Peters
Steve Paradise	David R. Flood I
Ed Morris	Jennifer J. Flood
Les Mercer	David R. Flood II
Carl K. Eaton	Jeff Davenport
Fran Uliano	Jim Rowley
David Peters	Dave Hax
Ed Dunn	

DUANE COLE'S AEROBATIC VIDEOTAPE TO BE PRESENTED AT OUR DECEMBER MEETING

The famous aerobatic airshow performer and instructor, Duane Cole, has prepared a videotape demonstrating the correct way to perform many aerobatic maneuvers. The video demonstrates how the maneuver should be performed from the observer's perspective as well as viewing the same maneuver from the cockpit. We believe that you will find this videotape fascinating and entertaining.

HIGHWAY BECOMES RUNWAY

NORTH SMITHFIELD, RI—Route 146 was converted from a highway to a runway to allow a single-engine Cessna to take off, one day after the plane was forced to make an emergency landing during a flight from Pennsylvania to Massachusetts.

Traffic was halted about 2 p.m. while the four-passenger plane rolled down the middle of the road and lifted off for Norwood to complete a trip that began in Lancaster, PA, the night before and almost ended in tragedy.

Pilot Richard Riley, 34, of Allston, MA, was forced to land the plane when one of his two fuel tanks ran dry. Route 146, the chief artery between Providence, RI, and Worcester, MA, is crossed by numerous bridges and power lines and parts are unlit, but Riley managed to find a clear half-mile stretch and make a perfect landing.

Riley and his three passengers, Martha Mason, 35, and Barbara and Christopher Linkiewicz of Foxboro, MA, were not injured.

"He was together and decisive," Mason said of Riley. "He looked down and said, 'Let's do it.'"

Once on the ground, the four hopped out and swung the tail of the plane out of the roadway while a car came to a halt behind them.

Riley then restarted the engine and taxied back along the side of the road about 100 yards and parked in a weigh station.

"There was one car coming behind us and she stopped," said Barbara Linkiewicz. "They were a little unsettled about having a plane come out of the sky."

Chris Wray, a service manager for Wiggins Airways at Norwood Airport, checked the plane and refueled it. One of the gauges inside the plane did not register the low fuel level during the flight, he said.

After receiving clearance from local and state police, the highway was closed briefly and Riley taxied up the northbound lane and took off without incident.—Associated Press.

EAA CHAPTER 27 OFFICERS FOR 1987

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Vice President—Ed Morris
Secretary—David R. Flood I
Treasurer—Sheila Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

VIN FIZ FOLLOW UP

In our September newsletter issue we published an item about a transcontinental flight by Calbraith P. Rodgers in a Burgess Wright biplane dubbed Vin Fiz. Following is an account of a modern day duplication of that historic flight.

LONG BEACH, CA—(AP)—a pilot aiming to re-create the nation's first transcontinental flight touched down his flimsy biplane at his destination recently, ending a journey that took 57 days and 101 stops.

Some 150 people, many holding multi-colored balloons, were on hand to welcome modern day barnstormer James R. Lloyd at Long Beach Municipal Airport.

Asked about the most memorable part of his 4,000-mile trek, Lloyd said: "I just finished. Every time I close my eyes I come up with another little scene. In two months, I can tell you what the most memorable part was. My brain is reeling with it right now.

"I saw the whole country from 1,500 feet in an open biplane. I'm not ready to describe it and put it down yet."

Lloyd, who took off from Hoboken, NJ, had hoped to reach Long Beach by Halloween. He was 90 minutes late arriving primarily because the propeller of the Vin Fiz split when he landed at Pomona earlier in the day.

The 38-year-old IBM research engineer from Fishkill, NY, started the flight September 17, 75 years after Calbraith Perry Rodgers took off from Sheepshead Bay, NY. The trip took Rodgers 84 days. He also crashed 15 times, and had to spend three weeks in the hospital before finishing in Long Beach.

Lloyd stopped in the same 76 places, adding 25 of his own along the way. Along the way, he flew with a flock of Canadian geese, crash-landed in a bean field and got caught in a web.

"Flying spiders. I'd never heard of them until I flew into them over Illinois. At one time, I landed and the plane was just draped in spider webs," Lloyd said.

He said he wanted an aeronautical adventure, and wanted to give Rodgers some long-needed attention.

He dressed up like Rodgers, flew a plane similar to Rodgers and made the trip courtesy of Armour Food Co. of Chicago, Rodgers' sponsor.

But there were some differences. Rodgers was followed by a railroad car carrying his wife, Mabel, and a mechanic. Four months after finishing the journey, Rodgers was killed when he crashed a plane near Long Beach. His widow married the mechanic.

Lloyd's crew, including chief Jack McCormack, accompanied him in a van and a rental car. His pregnant wife, Susan, made the trip, but four months from now, the Lloyds say they'll be back in New York, not riding over Long Beach.

Lloyd admitted "it felt really good to be done with the flight finally."

CALENDAR OF EVENTS

MARCH 15-21—LAKELAND, FL—Sun 'n Fun EAA Fly-In. Where Spring Is In The Air. Contact 813/644-2431 Mon.-Fri., or P.O. Box 6750, Lakeland, FL 33807.

MAY 1-3—CLEVELAND OH—3rd Annual Air Racing History Symposium. Contact Jim Butler, Society of Air Racing Historians, 36250 Lake Shore Blvd., #518, Eastlake, OH 44094.

JULY 31-AUG. 7—OSHKOSH, WI—35th Annual EAA Convention. Never too early to start making your plans!

PITTS AEROBATIC CLUB FORMING

All eligible pilots must have 200 hours tailwheel and 5 hours in type. There will be four members in the organization with approximately a \$4,000 investment. If you are interested in being a partner in this exciting aircraft contact John Faulkner at (203) 265-6002, evenings.

NEW ENGLAND MID-WINTER CONFERENCE DINNER MEETING

Saturday, January 31, 1987

SHERATON INN & CONFERENCE CENTER
Boxborough, Mass. (Exit 28 off I-495)

GUEST SPEAKER, PAUL POBEREZNÝ

This conference has been organized to give our NEW ENGLAND chapters an opportunity to become a closer knit unit, to offer a learning experience and to create greater identification with the National EAA.

A block of rooms has been reserved for EAA members who may wish to stay overnight. You may make your own hotel reservations by calling (1-617-263-8701) and identify yourself with the EAA conference.

FOR SALE

PIPER COLT—500 SMOH, Ceconite, in annual. (203) 283-4440, evenings.

PAZMANY PL4-A—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500, Chuck Bouffard, (802) 655-0220 evenings.

'46 LUSCOMBE 8A—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

KR-2—Airframe in excellent condition. No engine, no radio. Was flying for two years, \$3,000. Also Revmaster 2100D engine, new. complete, still packed, \$3,000. Contact Jeff Friedman, (718) 523-5330.

EAA BIPLANE P-2—Continental 85-F, 250 hours airframe & Majored engine. Fresh annual, "SHARP" — Always hangared! \$8,500—(203) 272-3830.

STINSON 108-2—165 Franklin, heavy case. Less rudder, cowl and prop, \$3,000. Ed Morris (203) 265-6236.

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HERB BULLOCK

1315 Meadow Road

Cheshire, CT 06410

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Please fill in the following form and mail with your dues to: **BOB SEEMANN, 89 EARL AVENUE, HAMDEN, CT 06514.** (Dues are \$10 per year).

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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WIN FIZ FOLLOW UP

In our September newsletter we published an item about a transcontinental flight by Caldwell P. Rodgers in a Burgess Wright biplane dubbed Win Fiz. Following is an account of a modern day duplication of that historic flight.

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He said he wanted an airplane that was reliable and wanted to get the most out of it. He wanted attention.

But there were some differences. Rodgers was followed by a railroad car carrying his wife, Mabel. Rodgers was killed when he crashed a Food Co. of Chicago, Rodgers' sponsor.

Lloyd admitted "I felt really good to be done with it. I felt really good to be done with it. I felt really good to be done with it."