



CHRISTMAS, 1987



CHAPTER 27 NEWSLETTER

DECEMBER, 1987 ISSUE

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

ERCOUPE ON THE MOVE



The Seemann-Bullock Ercoupe finally got underway recently. Above photo shows Bob Seemann taxiing the aircraft to the run-up area at Lakeside Airport on November 25, 1987. However, after a short flight an oil leak was discovered in the kidney-shaped oil tank of the Continental 85 resulting in the loss of several quarts of oil. As of this writing it is being repaired so it will be several days before it will be flying again.

NEXT MEETING IS SUNDAY, DEC. 13

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, December 13, 1987. Time—10 A.M.

DECEMBER PROGRAM

Once again our monthly program will feature the expertise of Ed Morris in a presentation of working with fiberglass molds. So, if anyone is contemplating the fabrication of fiberglass parts, don't miss his words of wisdom.

CONCORDE TO VISIT THE EAA CONVENTION

The Concorde is coming!

After meeting with a representative of Columbus World Wide Travel of London, Experimental Aircraft Association officials confirmed that a British Airways supersonic Concorde will visit Oshkosh next summer.

Convention Chairman Tom Poberezny said that EAA officials have also talked to Air France about the possibility of bringing its Concorde to the 1988 convention as well.

He said the British Concorde will arrive at Wittman Field on Friday, July 29 or Saturday, July 30 and will stay until Tuesday, Aug. 2.

"While it is here, there will be local flights like last time," Poberezny said. "The number, the time, the length and the cost still have to be worked out."

REMEMBER—IT'S DEC. 13 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.



LETTER FROM THE PRESIDENT:

Hello Once Again!

Well, here we are about to turn the page on 1987. As I write this letter I cannot help but think of all the good things that Chapter 27 has accomplished this year.

Nineteen hundred and eighty-seven saw a lot of activity from our Chapter. IE; monthly meetings, two local fly-ins including participation at the MMK Airshow, Sun 'N Fun, Oshkosh, a series of nearby fly-ins and of course our Christmas Party.

Our association is extremely strong thanks to a lot of people. A hearty welcome to our most recent members: Chester & David Fudge, Lawrence Folsom, Randy Hartigan, Wayne Harrison, Alan Hine, Adam Kaczmarek, Dotsie Lecours, Jerry Murphy, Charles Solyn, Norm Gavin, Lou D'Agostino, Dominec Valerie and Billy Mueller.

A personal note of thanks to our board members who made this year possible: Jim Simmons, Herb Bullock, Bob and Sheila Seemann, Jeff Davenport, Jim Rowley, Ed Morris and Dave Flood. Thanks, I appreciate your help!

Also, a special thanks to our complete membership for showing tremendous solidarity and togetherness when it was needed to show our combined strength. Thanks, Joe Gauthier, for your special help.

As we celebrate this holiday season, let us continue to share our brotherhood and joy of aviation with everyone.

PS: Our Chapter has invited Hal Schnerr and guest to our Christmas party.

Best of the Holiday Season to all of you!

Merry Christmas
and
Happy New Year

George Molina

PRIVATE PLANE LOBBY IS POWERFUL IN CONGRESS

WASHINGTON—When Rep. Charles Schumer submitted legislation to ban private planes from using large airports during crowded morning and evening rush hours, he didn't expect what awaited him the very next morning.

"I came into my office and the phones were ringing off the hook and there was a three-inch thick pile of telephone message notes," the New York Democrat said.

Schumer, whose proposal was overwhelmingly rejected by the House, had stumbled headlong into the wrath of the private plane lobby.

In a year in which lawmakers and the public have been preoccupied with air safety and airline service problems, the small plane lobby, led by the 260,000-member Aircraft Owners and Pilots Association, has been more active than usual.

They have had some successes, such as quashing Schumer's effort, but they have spent much of their time watching Congress as warily as a cat eyes the dog next door.

"Someone in politics, unless they have a good

background sense of the aviation industry, is spring-loaded to believe all the wrong things," said Webster B. Todd, Jr., an AOPA senior vice president.

The problems the airlines have been suffering "are somehow blamed on (small planes) wanting to use the airspace and cluttering up the world," he complained.

The owners and pilots of the nation's 220,000 private planes, which easily outnumber the 4,600 U.S. airliners, have long had an image of being either airborne cowboys or pampered business executives.

Of the 946 near-collisions reported to the FAA through the first 10 months of 1987, 786—83 per cent—involved at least one private plane.

Despite last year's record low accident rate for small planes—there were just 8.5 per 100,000 flying hours—it was still 26 times higher than the figure for scheduled airlines.

The FAA also says that 102,000 of the 162,000 flights the agency's air traffic controllers handle each day, some 63 per cent, are general aviation aircraft.

Hindered by their unfavorable image, the groups speaking for the nation's 700,000 private pilots have waged several battles this year with the FAA and the Department of Transportation.

Both agencies have proposed rules this year that would expand the airspace within which private aircraft must communicate with ground controllers and carry altitude-reporting equipment.

The regulations so infuriated AOPA that in August they demanded that Elizabeth Dole quit as transportation secretary or be fired.

On Capitol Hill, the lobby's record is mixed. The House has passed one measure this year that would limit the number of flights at about 40 of the country's busiest airports, which small plane owners fear will limit their access.

And the House and Senate have passed separate bills that would expand the airspace in which private planes must carry equipment that transmits their altitude to ground controllers.

Yet Congress has not given final approval to a single bill that would clip small plane pilots' wings.

The small aircraft lobby "has been handled with kid gloves," said one House aide who asked to be unidentified.—**From The Associated Press.**

**MANY THANKS TO DICK FELLNER OF DI-EL
TOOL & MFG., INC. FOR THE INSTANT WELD-
ING JOB ON OUR ERCOUE OIL TANK.**

EAA CHAPTER 27 OFFICERS FOR 1987

President—George Molina

Vice President—Ed Morris

Secretary—David R. Flood I

Treasurer—Sheila Seemann

Technical Consultant—Ed Dunn

Newsletter Editor—Herb Bullock

MEMBER PROFILE

NAME: Siri-Dev Singh Khalsa
OCCUPATION: Computer Engineer
TOWN OF RESIDENCE: Middletown, CT

AVIATION BACKGROUND

PILOTS LICENSE: Private ASEL
RATINGS: Instrument
NO. OF HOURS. 450 (only 3.1 since 3/85)
OWN YOUR OWN PLANE?: Not anymore
YEAR, MAKE, MODEL: 76 Grumman Tiger AA5B
Sold 3/85

SPORT AVIATION INTERESTS

HOME BUILT PROJECT? almost
AIRPLANE: COZY (0.01% complete, bought the plans)

IS THERE ANYTHING OUR MEMBERSHIP CAN HELP YOU WITH? TECH HELP OR INFORMATION
At this point there are three things that are holding me up on my project:

1. The list of house and basement (workshop) projects that need to be completed before I can begin.
2. The question of where the money is going to come from.
3. Concern over being allergic to the epoxy.

Obviously you cannot help with the first two, but maybe I could help a Long EZ builder with some lay-ups to "get my hands wet," and eliminate or qualify this 3rd concern.

YOU ASKED FOR IT

Siri Dev Singh Khalsa, my first name is pronounced "city 'Dave'" as one word, "sing" is close enough for the middle name, and "call 'sah'" for the last. I really don't mind it being butchered as long as you don't call me "Siri" by itself.

Born and raised in Newark, Delaware 9-27-57, I was first introduced to flying by a family friend and EAAer, Dick Ditto (He was flying a Porterfield at the time). I did some modeling, but my primary hobby was music (Oboe and English Horn, selected to Tanglewood Young Artist's Program in '74). By the end of high school, I had adopted the Sikh Religion (turban, vegetarianism, unique name, yoga, meditation, etc.). I went to the University of New Haven for a B.S. in Electrical Engineering. Still have the flying bug in me (larva stage). I took ground school as an elective during my last semester, but I still hadn't been in an airplane since I was 10. After graduation, I was hired by Northeast Utilities to help develop the software for the Millstone Point Unit 3 plant process computer. I still work for NU, but now maintain/enhance the software for our Nuclear Power Plant Simulators (built by LINK of aircraft simulator fame) in Waterford.

After the first eight months of working, I still didn't have any money for flying, but then came my tax return for 1979. Flying money! At the time I was living in New Haven and working in Berlin, so I decided to visit MMK. Well, the only one there at the time interested in talking to me was Julie Tencza. We started lessons on March 13, 1980 and

on August 8, I got my private ticket. I then bought John Dugan's membership in Silver City Flying Club and developed a great love for N64111. She even took me to New Mexico and back (but that's another story). In September of 1982 I bought my own airplane, a Grumman Cheeta with Collins IFR and 400TT. Ironically, while in Baltimore to buy this airplane I visited a friend of mine that you now know as my wife, Gururakha.

I did most of my training in this airplane with Julie. But as many of you may remember, the Cheeta was "totaled" by a runaway Piper Arrow from La Fleur, MA in February of '83. If I had known then what I do now, I probably would have tried to negotiate with the insurance company to keep the plane for its engine, avionics, instruments, etc. But instead I took the hull insurance and bought a Grumman Tiger. I owned this airplane for two years, most of that time in Baltimore, and loved it dearly. But now I was married, with a stepdaughter, and had no place to live upon returning to Connecticut. So with a heavy heart, but intelligent wallet, I sold her (the Tiger) and bought a house.

I had met Jim Simmons in the Silver City Flying Club, so I was very pleasantly surprised when I saw an article about him winning the Sportsman Aerobatic award in his homebuilt Skybolt. I called him and the rest is history. A ride in his beautiful airplane, membership in Chapter 27, membership in EAA national, made it to part of Sun 'N Fun '87, all of Oshkosh '87. I bought plans for a COZY, am working to get the house good enough to satisfy my wife (and me, too), and am working overtime to get funding for the project. Yes, we're going for broke again!

P.S. My mom tells me I have flying in my blood. Both her parents had brothers that flew in the twenties, and her brother flew in the Air Force. Could it be genetic?

FOR SALE

"BLUEBERRY"—SONERAI I FORMULA V RACER. 150 hours total time—Many spare parts. Make offer. Call (203) 281-4332.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 276-9178 for membership information.

STARDUSTER TOO AIRFRAME — \$800 or best offer. R. Fox. (203) 878-9627.

MISCELLANEOUS PARTS FOR SALE—60 amp. 28 volt alternator. PN 611 503 0102. DOFF 10300B. 400 hrs. Best offer. Prestolite 28 volt starter—MHB-4015, 100 hrs. best offer. Two 12 volt YUASA batteries—NEW—with acid and battery box. No. YB14LA2—\$25 ea Cleveland wheels and brakes—5.00x5 PN 40-78B & 30-9. Kit No. 199-102—\$250. John Faulkner—265-6002

RV-4 TAILFEATHERS—Complete, ready to mount. Chuck Raymond. (203) 926-1579.

60 AMP ALTERNATOR—For Cessna 172. 100 hrs since Mattituck. From a Lycoming 0320 E2D.—Jeff Davenport (203) 269-6845.

Merry Christmas

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1988 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **SHEILA SEEMANN, 89 EARL AVE., 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