

DECEMBER, 1988

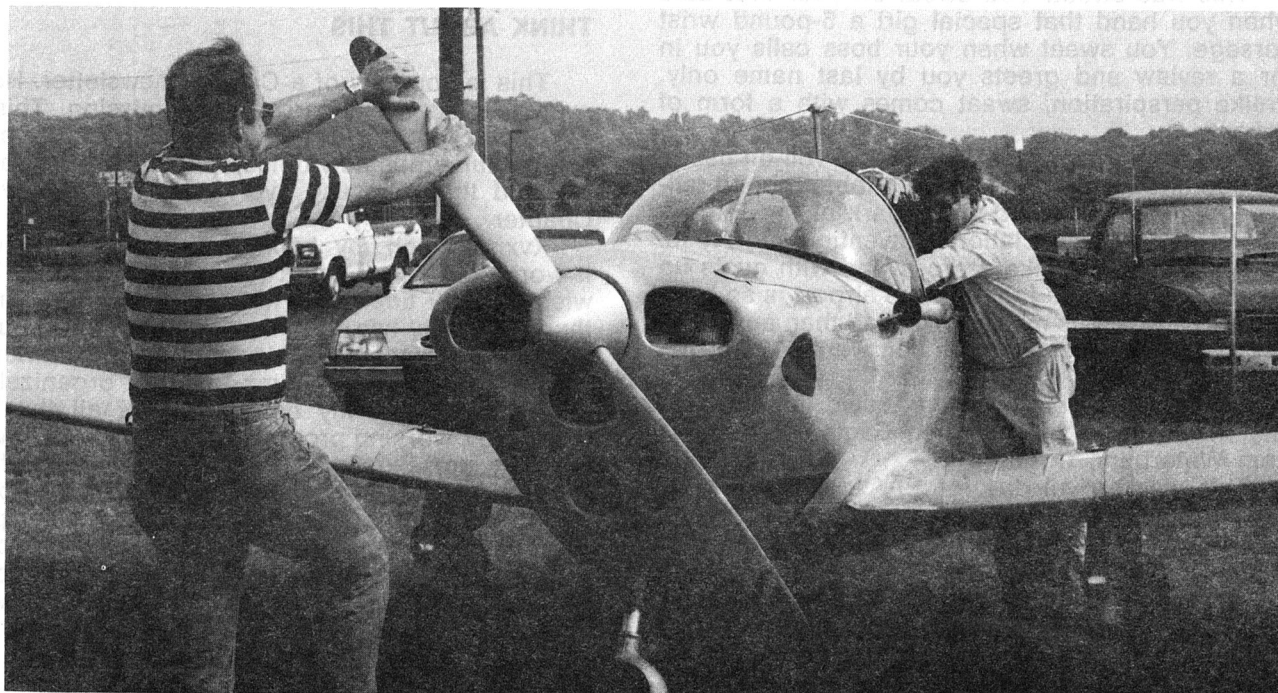


CHAPTER 27 NEWSLETTER

DECEMBER, 1988 ISSUE

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

CONTACT!



Above photo shows how Jim Simmons gets his exercise—by propping the Ercoupe! In reality the Coupe's C-85 starts quite readily so Jim will have to get his workout some other way. Maybe by propping his Lycoming! Also pictured is Bob Seemann showing Sheila how to start the engine.

NEXT MEETING IS SUNDAY, DEC. 11

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, December 11, 1988. Time 10 A.M.

MEMORANDUM FROM AOPA

A long-awaited decision by a U.S. Department of Transportation Administrative Law Judge has upheld the position of Aircraft Owners and Pilots Association that the MASSPORT "PACE" landing fee structure is in violation of federal law.

MODE C UPDATE

Currently, EAA and AOPA have joined forces and will be submitting a petition to the FAA as it relates to the Mode C veil rule. Final draft is being approved both here at EAA and at AOPA. We have joined with AOPA since this petition for relief of the Mode C veil in and around TCAs will require everyone's support. A unified effort supporting a single petition sponsored by the two largest aviation organizations in the world should provide the needed impetus for success.

DECEMBER PROGRAM

The subject for the December program hasn't been selected yet but one is planned for this meeting. So come early to find out what it's all about!

REMEMBER—IT'S DEC. 11 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

ARRIVAL DAY OFFERS PLENTY TO SWEAT ABOUT

(Reprinted from *The Oshkosh Northwestern*)

By **KEN MUTH**
of the *Northwestern*

Another droplet of sweat made a rapid descent down my cheek, resting on top of the shirt collar that had already been earmarked for the cleaners.

This was sweat, I say. Forget about the more gentlemanly term "perspiration." You perspire when you turn on your masculinity, jogging past your neighbors or excavating a tree trunk.

This was sweat. You sweat on your first date when you hand that special girl a 5-pound wrist corsage. You sweat when your boss calls you in for a review and greets you by last name only. Unlike perspiration, sweat comes with a form of nausea.

Well, I've got another one for you roll-on users.

You sweat when riding in a bubble-topped tail-dragger, waiting in mid-air to park at the Experimental Aircraft Association Convention and Fly-In.

Add conditions like a crosswind with gusts up to 18 knots, and the fact that the airport is so busy that its air space is more congested than any other in the world, and you'll think you were 007 on that first date.

"It's a bee's nest out here," said George Molina, who piloted his Christen Eagle to Oshkosh from Waterbury, Conn.

This was arrival day for EAA. Pilots have no intense desire to head back into the air once the wheels land at Wittman Field. They relax and give thanks for the safe journey. Some have hovered so long over Rush Lake, EAA's holding pattern, that to them even its beauty has become mundane.

Molina dared to accomplish an achievement that some may say goes against EAA sanity. Once on the ground on the day before the start of EAA, he agreed to go airborne and land again — just for the thrill of it.

While hundreds of homebuilts, antiques and warbirds touched down at Wittman Field, Molina lifted his aerobatic piece of art off the ground.

Those aircraft that draw so many gawking stares on the airstrip turn so docile in air. Their size is no longer imposing, but miniature, like some of the models I glued together as a kid.

It was as if I were in a vacuum. The roars of Molina's Eagle easily penetrated the headphones and silenced any sounds emitting from our airborne neighbors. A group of homebuilts flying by at 10 o'clock seemed angelic as they made their descent.

Molina leveled off at 2,200 feet as we flew over Lake Winnebago above the Goodyear blimp, which struggled in the wind.

The blimp appeared like a guppy, and the aircraft hovering over it were gulls. From our angle, it appeared as if the blimp was skimming the water, but Molina estimated it was about 500 feet above the surface.

The sun blistered the cockpit as we turned back from the southern tip of the lake. Forget about air conditioning. With the bubble top over my head, I felt like a chick in an incubator.

The pilot made contact with the control tower

and soon we began our approach. There is no such thing as long, straight-line approaches into EAA. Molina maneuvered his plane from the east and made a quick left turn over the runway, straightened, then landed, all in seconds.

He then quickly guided his plane off the runway to make room for the aircraft that was surely behind him.

"We made it," said Molina, noticing the saturated clothes of his co-pilot. This reporter's skin had turned chalky long beforehand. His nerves had fluctuated as much as the flight instruments.

"Yeah," I said to myself. "We made it. Now, it's time to relax."

THINK ABOUT THIS

This is courtesy of a Chapter newsletter. However, the letterhead for credit is missing. This is very good food for thought especially since there will be numerous new officers taking over in January and they can use everyone's help. It's your Chapter . . .

Xvxn though my typxwritxr is an old modxl, it works quitx wxll xcpt for onx of thx kxys. I've wishxd many timxs that it workxd prxfctly. Trux, thxrx arx forty-two kxys functioning wxll xnough, but just onx kxy not working makxs thx diffxrxncx. Somxtimxs, it sxmxs to mx that our organization is somxwhat likx my typxwritxr—not all thx kxy pxoplx arx working propxrlly. You might say, "Wxll, I'm only onx pxrson. It won't makx much diffxrxncx." But, you sxx, thx organization, to bx xffixcixnt, nxxds the activx participation of xvxy pxrson. Thx nxxt timx you think your xfforts arxn't nxxdxd, rxmxmbxr my typxwritxr, and say to your-sxlf, "I am a kxy pxrson and am nxxdxd vxry much."

NOVEMBER ATTENDANCE REPORT

Ed Morris	Janeen Molina
Don Whelan	Dorothy Vallee
Wally Zink	Jeff Davenport
Harry Carl, Jr.	Jim Rowley
Ed Dunn	Jerry Murphy
Bob Looker	Alan Hine
Carl K. Eaton	Larry Folsom
Bob Peterson	Sheila Seemann
Jeremy Peterson	Chuck & Debbie
Siri Dev Khalsa	Raymond
Erwin Hauer	George Molina
Kenneth Winiarski, Jr.	Herb Bullock
Jim Markey	

EAA CHAPTER OFFICERS FOR 1988

President—George Molina

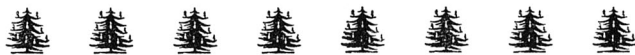
Vice President—Ed Morris

Secretary—David R. Flood I

Treasurer—Sheila Seemann

Technical Consultant—Ed Dunn

Newsletter Editor—Herb Bullock



EAA CHAPTER 27 CHRISTMAS PARTY

PLACE

MODESTINO'S RESTAURANT
687 East Main Street, Meriden, CT
Saturday, December 17, 1988
8:00 P.M.

MENU

Stuffed Shrimp	16.95	Veal	16.95
Prime Rib	17.95	Stuffed Chicken	15.95

Please return tear-off sheet with your selection
together with check.

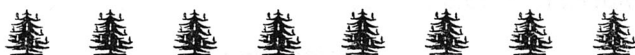
Send to:

Sheila Seemann
89 Earl Avenue
Hamden, CT 06514

<input type="checkbox"/> Stuffed Shrimp	<input type="checkbox"/> Veal
<input type="checkbox"/> Prime Rib	<input type="checkbox"/> Stuffed Chicken

Enclosed check for \$-----

Print Name



CABLE INSPECTIONS

Detailed inspections of primary control cables on approximately 25 airplanes of one make resulted in many cables being replaced due to broken wires previously found by visual inspection. Primary control cables should be inspected at airplane manufacturers specified intervals by glove or rag wiping in usual procedures outlined in FAA Advisory Circular AC 4313-1A, paragraph 198. Wiping the cables with a rag or glove will result in the rag or glove snagging on any broken surface wires and will clean cables for the visual inspections. If areas on any cables are not accessible for wiping and visual inspection, the cable should be disconnected and pulled out of the airplane, as necessary, to inspect the entire length of cable. Where cables show worn or broken wires, the cables should be slightly untwisted or bent and visually inspected further for broken wires as outlined in AC 4313-1A, paragraph 198. These inspection techniques may reveal broken wires below the surface that are not detectable by rag wiping or external visual examinations.

FOR SALE

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 239-3711 for membership information.

60 AMP ALTERNATOR—For Cessna 172. 100 hrs since Mattituck. From a Lycoming O320 E2D.—Jeff Davenport (203) 269-6845.

ELECTRONICS FOR SALE—Antenna Coupler Splitter. Nav or Com; Antenna Development, 1 into 2 \$15. Circuit Breakers—WOOD \$5 ea. KLIXON \$4 ea. King KA42 Loop Antenna with Antenna Specialist Sense Antenna. For ADF installation—Complete \$100. Grimes Rotating Beacon, Red, new bulbs, 1 still in pack. Bulbs worth \$25 each—\$60. King KN64 KN62 install tray with install kit—Complete \$100. Mobil AD 50 and AD 30 oil—\$2 ea. Narco NAV-12 self-contained Nav Loc Receiver and G-S indicator—\$500. Call Rob at (203) 284-9588.

EAA BI-PLANE PROJECT—Consists of: Fuselage, wings, center section, tail feathers (except rudder), landing gear, (except wheels), controls, motor mount, some instruments, and quite a bit of hardware. Cont. O-200 is mid time, I have the logs. It was taken out of a wind damaged Cessna 150. The prop is available also. The C-150 is available if someone wants to rebuild it, or will sell any parts they might want. I do need to sell it by June 30 and will deal. Call Sam at (203) 446-9944.

GLASSAIR RG—Kit barely started. Includes stainless exhaust, Whelans, etc. Changed circumstances dictate sale. Contact Bruce Taylor at 802-888-2194.

RV-3 PROJECT—Control surfaces completed. Fuselage in jig. Wings ready to be skinned. Most materials necessary to complete. Also have O290 GPU engine. Will consider offers without engine, Asking \$3,500 with engine. Will consider offers without engine, If interested, contact Pete Wenk, Madison, CT, (203) 245-9136.

EAA CHAPTER 27

CHRISTMAS PARTY

PLACE

MODESTINO'S RESTAURANT
887 East Main Street, Meriden, CT
Saturday, December 17, 1988

8:00 P.M.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

MENU

Stuffed Shrimp	12.95	Veal	12.95
Prime Rib	17.95	Stuffed Chicken	12.95

Please return test-off sheet with your selection
together with check.

Send to:

Sheila Seemann
89 Earl Avenue
Hamden, CT 06514

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

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