

DECEMBER, 1989



CHAPTER 27 NEWSLETTER

DECEMBER, 1989 ISSUE

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

HANDS ON ENDEAVOR



Photo shows our president, Ed Morris, performing a minor repair job on his recently purchased Cessna 150. He opted for air transportation to and from the Lakeside Airport (rather than drive the distance daily) where he is restoring a Cessna 175 to a taildragger.

NEXT MEETING IS SUNDAY, DEC. 10

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, December 10, 1989. Time—10 A.M.

OLD TIMER'S NOTE

A familiar face hasn't been seen lately at the airport and we wondered why Dick Windels hasn't been at his usual haunts (especially Stop & Shop). We learned that Dick recently suffered a mild heart attack and is now recuperating at his daughter's home. We wish him a speedy recovery and look forward to seeing him at his old stamping grounds.

SKYBOLT TO STAY HOME!

These past few months (since Oshkosh) where Jim Simmons agreed to sell his airplane) he has been modifying it somewhat to suit his customer, a hotel owner from Sweden. This entailed the fabrication of an open cockpit canopy.

In view of the fact that he would be without an aircraft for a long period of time (in the event that he built another ship to take its place) he decided to hang on to his pride and joy. So Sweden's loss is our gain as we will see Jim and the Skybolt at all the old familiar fly-ins, etc.

Having decided to keep the airplane he intends to install a transponder with encoder plus an Apollo Loran. Also a new radio. Let's see, if we only had a little more room!

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

LETTER FROM THE PRESIDENT:

Happy Holidays to you and yours. This past month has been just like the New England weather but everything has seemed to settle down. The new FBO Johnnycake Aviation, dba Meriden Aircraft Services has been tearing out, cleaning up and trying their best to get MMK looking and running as a good airport should. Our meetings will continue to be held at MMK until further notice. All tenants have received letters outlining the FBOs position and ideas and by Sunday we will know pretty well the feelings and comments of all who attended the FBO/pilot meeting on Thursday, Dec. 7. Some Chapter 27 members donated time and help to the new FBO's endeavors and I feel that we have and will hopefully continue to have good rapport with them. Some of the aircraft on the North end are going to move South, where new blacktop tiedowns are being prepared. I don't know of any EAA members' planes being affected. The FBO requested help in sprucing up the place and I am going to ask the members if anyone has a little time to help, especially hangar tenants. I'm glad we didn't have the problems here that they had at other airports, possibly because the FBO went out in the wind and rain to secure any planes not properly secured. At Lancaster, PA they lost 17 planes (totalled). One FBO lost all of his trainers except one C-152. Some of your chapter officers and members attended the AOPA forum in Farmington and the public meeting in South Meriden and it was good to see Bob Willkie from AOPA at the South Meriden meeting. I guess the last phone call did the trick. At this meeting I will be asking for ideas for 1990, Fly-Ins, Fly-Outs, picnics, public participation events, etc. Also need volunteers to help make these events successful.

I wish to thank the 1989 officers, committee members and all of the volunteers for all of their devotion and help. With the excellent membership that we have we should do even better this year.

Thanks again to you,

Pres. Ed

ATTENDANCE REPORT FOR OCTOBER

Ed Morris	Chuck & Debbie
Herb Bullock	Raymond
Bob Ryan	David Peters
Bob & Sheila Seemann	Jeff Davenport
Carl K. Eaton	George & Janeen Molina
Tom Kulikowski	Jim Rowley
Phyllis Kulikowski	Lawrence Folsom
Ed Dunn	Ed Peters
Siri-Dev Khalsa	Erwin Hauer
Don Whelan	George Bendesi
Jim Simmons	Anthony A. Izzo
Fran Uliano	Stephen Daniel
Bruce Argetsinger	Steve Rinaldi
Kenneth Winiarski, Jr.	Andy Rose
Sean Lagace	

SECRETARY'S REPORT FOR NOVEMBER

Ed began the November meeting of Chapter 27 by congratulating Jeff Davenport on the completion and flight of his RV-4.

Ed also related that the next FBO at Meriden will be (tentatively) from Johnnycake. The tenants in the North and South hangars will be able to stay and the future for Meriden Airport looks positive.

The secretary's report was read and a motion to accept was made by Sheila and was seconded by Bob Seemann.

The treasurer reported that the chapter presently has \$575.73 and some unpaid dues are still expected. A motion to accept was made by Larry Folsom and seconded by Fran Uliano.

Chapter members had a short discussion on Ercoupe ADs, STCs and modifications. Ken Winiarski gave his committee report. Due to various mixups the welding demo has been put off until spring. Ken has offered to give anyone interested, a demonstration on welding technique at his house. If you are interested, give Ken a call.

Chuck and Debbie Raymond brought in a rusted out brake rotor. It was from a recently annualized aircraft. The A & P neglected to check the rotors and on one the disc separated from the hub during heavy brake use.

The Wheeler Express recently crashed without fatalities. (A landing accident).

The Chapter Christmas party is on for Dec. 16th at the Britannia Spoon Co. Restaurant. The price is \$14.50 per person and checks can be made out to Sheila or Debbie.

It was brought to the Chapter's attention that some state airports now have a weather frequency. Oxford is one but I don't know all of the details.

Nominations were made for next year's chapter positions. The present nominations are:

Vice President—Jim Rowley
Secretary—Larry Folsom
Treasurer—Debbie Raymond
Newsletter—Herb Bullock
Tech. Advisor—Jeff Davenport

Committee members will be chosen at a later date.

The Chapter voted to purchase a 2 million dollar insurance policy.

The November meeting concluded at 11:45.

EAA Chapter 27 Secretary

Larry Folsom

EAA CHAPTER OFFICERS FOR 1989

President—Ed Morris: 265-3932
Vice President—Jim Rowley: 237-7179
Secretary—Larry Folsom: 723-2532
Treasurer—Sheila Seemann: 281-6449
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

SANTA MONICA AIRPORT CONTROVERSY

Not long ago, in one of our MonthlyGrams, we recommended to each EAA chapter that they take on a project called "Adopt an Official." The purpose of the project is to establish a relationship with those elected and appointed officials who control the activities within our community, specifically those relating to the airport. When controversy arises, development takes place, or information is needed regarding items at the airport, EAA and the EAA Chapter will have a relationship already established and will be in a position to be involved. The importance of such a project is currently being brought to light with the controversy that is taking place at the Santa Monica Airport in Santa Monica, California. Some of you are aware that the prototype Wheeler Express crashed shortly after takeoff on October 26, 1989. Although the cause of the accident has not been determined, preliminary investigations indicate the engine experienced a catastrophic failure resulting in the accident. The pilot realized he was having engine difficulty and attempted to return to the airport. He landed short, hitting three homes in a residential area. One house was completely destroyed in the post impact fire. The pilot and passenger were able to walk away from the accident with the passenger receiving only minor injuries. The Santa Monica Airport Manager has requested the FAA investigate the accident with the intention of banning all experimental aircraft from the airport. The point is, we have a situation where an airport manager is unfamiliar with aviation and has predetermined that the reason for the accident was the fact the aircraft was certified under an experimental type certificate. At this time, all indications are that it was a certified general aviation engine which failed and the accident did not result because the aircraft was under an experimental type certificate. It is these types of individuals who need to be educated. They control the destiny of sport aviation on the airports today. If your chapter has not established a relationship with the local officials who manage the airports and control the destiny of our communities, let's get to it. It is easier to create a relationship before a situation like Santa Monica develops. Take the initiative and contact those people within your community who set the course for our airports. Let's teach them what sport aviation and EAA is all about.

EAA OSHKOSH '90

The 38th annual Fly-In Convention dates and theme has been announced. EAA OSHKOSH '90 will begin on Friday, July 27, and run through Thursday, August 2. The theme will be "Gateway to Aviation." The Convention will focus on the Homebuilt aircraft movement and on the 50th anniversary of the "Battle of Britain." Many other activities and programs are being developed and will be announced as details are finalized. The Fly-In will conclude following the presentation of the "Grand Champion" awards at Theater in the Woods on Thursday evening.

CHRISTMAS PARTY UPDATE

Time is flying! Our Christmas party is NEXT SATURDAY so Debbie must have the balance due on the dinners at this meeting. Also, don't forget your Chinese Grab Bag gift (\$3 limit).

NEW PUBLICATION

Paul and Kathy Shaskan of Morristown, NJ are planning to publish a newsletter entitled The Aerial Adventurer. This publication will serve as a calendar of aviation related activities and events in the Northeastern United States, including: Airshows, Fly-Ins, remote control airplane events, hang gliding demonstrations, soaring events, kite competitions, flight-related museum exhibitions, aviation club activities and more.

PILOTLESS PLANE SETS ALTITUDE RECORD

The Boeing Condor, an unmanned aircraft, recently broke the altitude record for piston-powered aircraft held for over 50 years by an Italian Caproni biplane. The Condor surpassed Mario Pezzi's record of 56,046 ft. by climbing 66,980 ft. above sea level. The record-breaking Condor relies on a mission program loaded into its computers prior to takeoff to keep it flying autonomously from takeoff to landing. Radio commands from the ground can modify the plan.

The Condor is officially called the High-Altitude Long Endurance (HALE) unmanned aircraft. Flying at ultrahigh altitudes for days at a time, the HALE could eventually be used for a variety of civilian and military jobs from patrolling borders to relaying communications.

FOR SALE

SENSENICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming O-320. Dressed down to minimum Good for homebuilt, length ok, \$350. Ken Junior 237-1839.

STEARMAN (mostly) PARTS — At reasonable prices. Project complete, selling extras including fuselage with papers. Send SASE to A. Gomez, RR #1 Box 265 Lambertville, New Jersey 08530.

WANTED—O-200 ENGINE—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-4922 for membership information.

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.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1989 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 \$12 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