

DECEMBER, 1991



CHAPTER 27 NEWSLETTER

DECEMBER, 1991 ISSUE

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

EAA CHAPTER 27 CHRISTMAS PARTY GROUP



Photo shows the happy group in attendance at our recent Awards Banquet/Christmas party held at My Cousins Restaurant in Wallingford. Reading from left to right, first row are Karen, Barbara Bullock, Herb Bullock, Carl Eaton, Lorraine Eaton, Jim Markey, Dorothy Vallee and her son; second row, Betty Simmons, Sheila Seemann, Barbara Uliano, Ed Shinitis, Bob Seemann, Frank Mlynick; back row, Jim Simmons, Fran Uliano, Ken "Cowboy" Winiarski and Jim Rowley.—Photo by Our Friendly Waitress.

NEXT MEETING IS SUNDAY, DEC. 8

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, Dec. 8, 1991. Time 10:00 A.M.

ERCOUPE AIRWORTHY AGAIN

We understand Bob Seemann's Ercoupe has had its annual completed by Meriden Aviation Services and is about to be ready to be flown again. When Bob can find the time we will see him once again flying 25L.

MANY THANKS

I would like to add my personal thanks for the surprise gift I received from the Chapter. I will wear the watch with great pleasure and much appreciation.

I'm glad I am able to contribute to Chapter 27 by printing the monthly newsletter. But, remember, without the input from the members, I would have nothing to print. So, thanks to those of you who have sent me items from time to time—I really appreciate it. Keep them coming.

Herb Bullock
Newsletter Editor

REMEMBER—IT'S DEC. 8 IN THE LOUNGE AT MMK AIRPORT—TIME: 10:00 A.M.

THE 1919 U.S. ARMY AIR SERVICE FLYING REGULATIONS

1. DON'T TAKE THE MACHINE INTO THE AIR UNLESS YOU ARE SATISFIED IT WILL FLY.
2. NEVER LEAVE THE GROUND WITH THE MOTOR LEAKING.
3. DON'T TURN SHARPLY WHEN TAXING INSTEAD OF TURNING SHORT. HAVE SOMEONE LIFT THE TAIL AROUND.
4. IN TAKING OFF. LOOK AT THE GROUND AND THE AIR.
5. NEVER GET OUT OF A MACHINE WITH THE MOTOR RUNNING UNTIL THE PILOT RELIEVING YOU CAN REACH THE ENGINE CONTROLS.
6. PILOTS SHOULD CARRY HANKIES IN A HANDY POSITION TO WIPE OFF GOGGLES.
7. RIDING ON THE STEPS, WINGS, OR TAIL OF A MACHINE IS PROHIBITED.
8. IN CASE THE ENGINE FAILS ON TAKEOFF LAND STRAIGHT AHEAD REGARDLESS OF OBSTACLES.
9. NO MAN MUST TAXI FASTER THAN A MAN CAN WALK.
10. DO NOT TRUST ALTITUDE INSTRUMENTS.
11. LEARN TO GAUGE ALTITUDE, ESPECIALLY ON LANDING.
12. IF YOU SEE ANOTHER MACHINE NEAR YOU GET OUT OF ITS WAY.
13. NO TWO CADETS SHOULD EVER RIDE TOGETHER IN THE SAME MACHINE.
14. NEVER RUN MOTOR SO THAT BLAST WILL BLOW ON OTHER MACHINES.
15. BEFORE YOU BEGIN A LANDING GLIDE SEE THAT NO MACHINES ARE UNDER YOU.
16. HEDGE-HOPPING WILL NOT BE TOLERATED.
17. NO SPINS ON BACK OR TAIL SLIDES WILL BE INDULGED IN AS THEY UNNECESSARILY STRAIN THE MACHINE.
18. IF FLYING AGAINST THE WIND, AND YOU WISH TO TURN AND FLY WITH THE WIND, DON'T MAKE THE SHARP TURN NEAR THE GROUND. YOU MIGHT CRASH.
19. MOTORS HAVE BEEN KNOWN TO STOP DURING A LONG GLIDE. IF PILOT WISHES TO USE MOTOR FOR LANDING HE SHOULD OPEN THROTTLE.
20. DON'T ATTEMPT TO FORCE MACHINES ONTO THE GROUND WITH MORE THAN FLYING SPEED. THE RESULT IS BOUNCING AND RICOCHETING.
21. AVIATORS WILL NOT WEAR SPURS WHILE FLYING.
22. DO NOT USE AERONAUTICAL GAS IN CARS AND MOTORCYCLES.
23. YOU MUST NOT TAKE OFF OR LAND CLOSER THAN 50 FEET TO THE HANGER.
24. NEVER TAKE A MACHINE INTO THE AIR UNTIL YOU ARE FAMILIAR WITH ITS CONTROLS AND INSTRUMENTS.
25. IF AN EMERGENCY OCCURS WHILE FLYING, LAND AS SOON AS POSSIBLE.
26. IT IS ADVISABLE TO CARRY A GOOD PAIR OF PLIERS IN A POSITION WHERE BOTH PILOT AND PASSENGER CAN REACH THEM IN CASE OF AN ACCIDENT.
27. JOY RIDES WILL NOT BE GIVEN TO CIVILIANS.

AWARDS BANQUET/CHRISTMAS PARTY

Our annual Awards Banquet/Christmas Party was held on Saturday, November 16th, at My Cousins Place Restaurant in Wallingford. We had a good turnout and everyone seemed to enjoy the excellent dinner in our private room. Our President, Ken Winiarski (Cowboy), made a short speech thanking the officers for their work during the past year. Special thanks were expressed to Jim Simmons for exhibiting the wing of his new Skybolt project. Unfortunately, the certificates were not available but they will be awarded at an upcoming meeting.

Bob Seemann enlisted the aid of our friendly, efficient waitress to take a group photograph. We hope it will come out good and that Bob will make the negative available to those of us who would like a print. The Chinese Grab-Bag was great fun, with many imaginative gifts going from person to person—most notably the tin of M&M's.

Our thanks to Jim Rowley for the time and effort he put into making this year's Awards Banquet/Christmas Party such an enjoyable evening. You did a good job, Jim.

WHISTLEBLOWER CALLS PLANE'S WINGS JUNK

WASHINGTON—Wings on the newest Air Force transport plane are "junk," and the nation's largest defense contractor tried to cover up the problem, a fired employee told a House panel recently.

David Barton, Jr., a former manager at a McDonnell Douglas Corp. aircraft plant in Long Beach, CA, told the House Government Operations Committee that machines placed hundreds of thousands of rivets in the wrong place on the huge C-17 transport wings.

When he came forward, he said company officials stonewalled and he was physically threatened and ultimately fired.

"The C-17 Airlifter is unsafe," Barton said. "There is absolutely no way of repairing those wings."

FROST TIME IS HERE!

On a recent frosty morning (one of the few we've had so far this Fall) the ingenuity of Carl Eaton proved a great assist in removing a layer of heavy frost from the wings of the Silver City Flying Club's Warrior. Carl simply parked his car close to the airplane, ran a flexible hose from his exhaust pipe and melted the frost so it could be easily removed by wiping.

EAA CHAPTER 27 OFFICERS FOR 1991

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By Fran Grieco

I finally convinced my long suffering wife that a flight to Florida in a Skyhawk and a few days with friends at Sun 'N Fun would be great fun. The lever used to convince her was my consenting to bring our golf clubs.

The trip started on a Friday morning in clear weather but strong head winds. At one point by Atlantic City we were showing 68 knots ground speed. By the time we got to Wildwood, NJ, we decided a fuel stop and a cup of coffee was needed.

The wind dropped some after leaving Wildwood and we made pretty good time to Franklin Rose, VA. The only trouble was the gas person had gone to lunch and wouldn't be back for an hour! We also got another surprise when we landed because Dan Culhane and Gerry Carlson were there with Dan's T-18.

We left Franklin Rose, flew about 20 minutes to Tri City, got fuel and were off.

The sky began to be covered by a high overcast but we made it to Lumberton, NC OK. After leaving there we headed for our planned overnight stop at Walterboro, SC. After about an hour a light rain began. We discussed turning back to Lumberton but decided to go on as we were more than half way to Walterboro. Suddenly the sky opened up and down came a tremendous torrent of rain accompanied by bolts of lightning! I could not believe the plane could continue to fly in rain that heavy. We could actually hear the sound of the rain hitting the plane. To the sound of the rain and my wife yelling "Do something," in my ear, I made a 180. We had to descend to keep the ground in sight and I discovered both my radios and the Loran would not navigate. We then switched to the ADF and managed to find Lake City, NC.

The ADF, of course, has the disconcerting habit of pointing at each flash of lightning. This sure makes navigating interesting!

We spent the night at Lake City (the field is unattended). The next day we flew to a nearby field for gas but were unable to land because the fog off the lake and steam from a generating plant covered the field. We returned to Lake City and after some phone calls we located someone who had a key to the gas pump and was willing to come to the field and sell us gas.

With full tanks we left there and flew to Fernandina Beach, FL. The next morning we climbed out through some light coastal fog, were refused entrance to Jax. ARSA, spiraled up over the top of the ARSA and flew uneventfully to Lakeland.

We had a very good time at Lakeland. I think what I enjoyed most was sitting under the canopy next to Walt Johnson's motor home with a beer in my hand watching the afternoon air show.

All too soon it was time to leave. After dodging low clouds and making a couple of fuel stops we ended up at Franklin Rose, of all places, for overnight. There is a nice motel and restaurant adjacent to the field.

The next morning we departed and ran into fog at the Chesapeake Bay. After searching around a

bit looking for a way through we landed at Patrick Henry and called weather. We had contemplated leaving the plane and driving a rented car home. After the briefer assured me that there was **NO** convective activity, only light showers on our route we decided to fly.

By the time we took off the fog was gone and we crossed the Bay and ran into the light showers. These showers turned into a torrent with the now familiar drumming on the roof and poor forward visibility. Fortunately the rain stopped at the Delaware Bay and with a tailwind we actually made good time home.

After landing at MMK I was informed by my wife that she would **NEVER** make a long trip in a light airplane again!

Then we unloaded the golf clubs that had never left the plane during the whole trip and went home.

CALENDAR OF EVENTS

DEC. 10—MERIDEN, CT—Meriden-Markham Airport, Meriden, CT—AIRCRAFT ICING—Refresh your knowledge of the hazards involved with conducting winter flight operations "New England Style." This "Back to Basics" presentation is an excellent review for all pilots. We'll also review a couple of recent accident scenarios in our continuing effort to "Learn from the mistakes of others."

APRIL 5-11—LAKELAND, FL—EAA Annual Sun 'N Fun Fly-In.

JAN. 11-12 — SOUTHTON, CT — Connecticut Lighter Than Air Society Safety Seminar (featuring Per Lindstrand). Contact Robert Zirpolo (203) 250-8441 or Rob Metz (203) 389-9272.

JULY 31-AUG. 6—OSHKOSH, WI—EAA Oshkosh '92. For more information call (414) 426-4800.

NEW AOPA REP IN NEW ENGLAND

Returning to the East after several years representing AOPA in Southern California, Rol Murrow is traveling the seven Northeastern states, talking general aviation issues with pilots, airport managers, and aviation officials. Rol, an experienced pilot of both powered aircraft and sailplanes, is based at Windham Airport.

FOR SALE

1982 FORD V6 GRANADA ENGINE—3.0 Liter, 232 cubic inch, aluminum head, 30,000 miles. \$350—Charles Maxted, 272-4922.

AIR PROGRESS MAGAZINES—Also large assortment of antique and model aircraft magazines—1960's vintage, make offer—235-2169.

HERB BULLOCK
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1991 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **DEBORAH RAYMOND, 49 HICKORY LANE, SHELTON, CT 06484**. (Dues are \$15.00 per year. Make checks out to Deborah Raymond).

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