

DECEMBER, 1992



CHAPTER 27 NEWSLETTER

DECEMBER, 1992 ISSUE

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

NO. NOT THIS ONE!

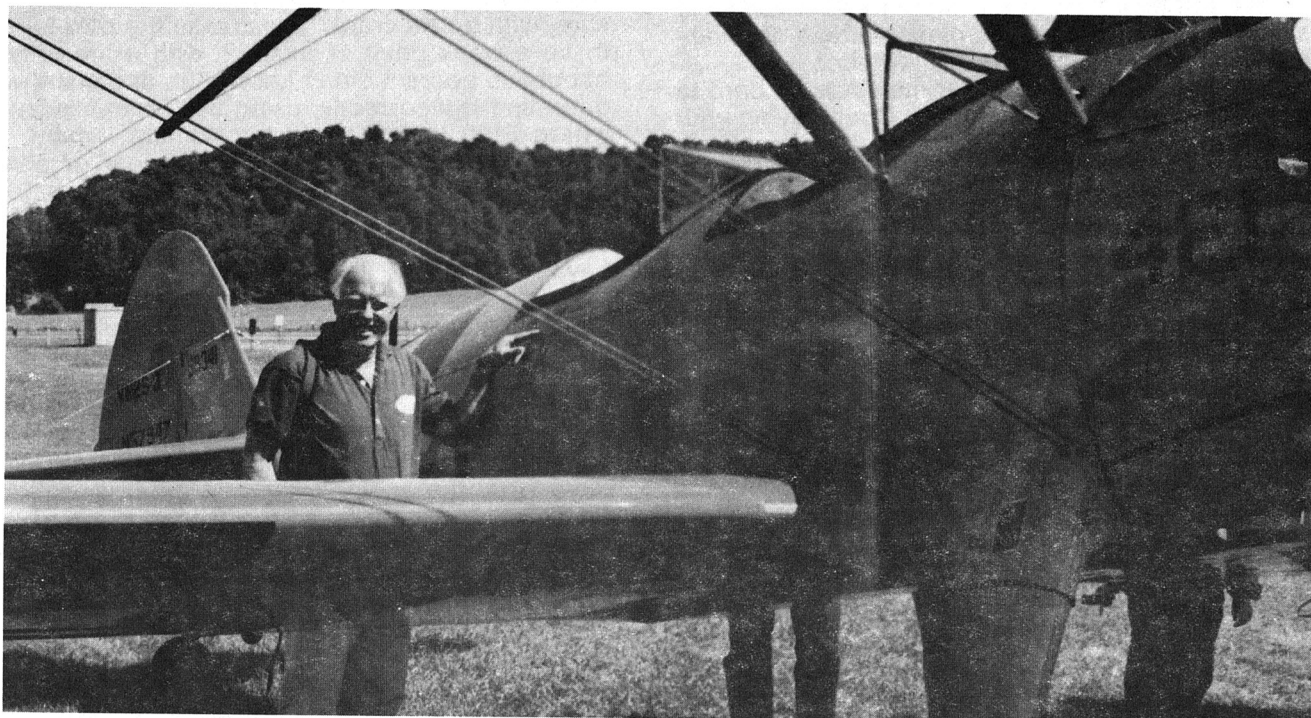


Photo shows Kjell Lindgren pointing to this Stearman at EAA Chapter 130's Fly-In at Stormville recently. Kjell, the purchaser of Jim Simmons' Skybolt, has been visiting here from his native Sweden. He recently added a Maule on floats to his extensive collection of aircraft.

NEXT MEETING IS SUNDAY, DEC. 13

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, December 13, 1992. Time 10:00 A.M.

UNITED EXPRESS TO RESUME DULLES FLIGHTS

In last month's newsletter we reported that United Express would discontinue flights from Tweed-New Haven to Washington's Dulles Airport. Apparently New Haven city leaders have convinced United Express to resume the flights. They will start again on Feb. 10.

FAA RESCINDS MODE S REQUIREMENT

The FAA is rescinding the Mode S transponder requirement for aircraft operating under part 91 of the Federal Aviation Regulations. The Mode S ground sensors, the bulwark of the Mode S system, are not expected to be fully operational until late 1995. Therefore, requiring all aircraft to have Mode S transponders at this time is not essential for a safe and efficient National Airspace System. Until the installation of the Mode S ground sensors and studies of their effectiveness are completed, the FAA has determined that it is not in the public interest to require that any transponder newly installed in a general aviation aircraft after July 1, 1992, be a Mode S transponder.

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

LETTER FROM THE PRESIDENT:

Well, folks, 'tis the season to be jolly! It's holiday time! Our Christmas party, which was held last month, was a success. Our thanks to Frank Mylnick for making all the arrangements, and to those who attended.

At last month's meeting we had nominations for officers. The candidates are as follows:

President—Frank Mylnick

Vice President—Ed Schinitis

Secretary—Charlie Maxted

Treasurer—Pat Manning

Technical Counselor—Jeff Davenport

Newsletter Editor—Herb Bullock

We will be voting at this meeting so if you have any doubts or suggestions please attend. Remember, your vote does make a difference.

I provided a sketch for our membership card to Herb so these can be printed up. Upon paying your dues you will receive a card signed by an officer to show you are in good standing for the year. This is only to keep track of our dues.

I visited a few projects since the last meeting and will share what I saw at this time.

Until 10:00 A.M. Sunday, the 13th,
Happy Holidays—Jim

TALE OF THE HINES RANS-10

Following in a letter received by Jim Simmons from EAA Chapter 27 member Alan F. Hine.

Jim Simmons
295 Contour Drive
Cheshire, CT 06410
Dear Jim:

It's great to hear from you! I read about the saga of your Skybolt in the club newsletter. I've been wondering if you miss your old Skybolt, and if you are enjoying building the second one. I hope so.

I am certainly enjoying my S-10! I'm not sure I can claim to have mastered any maneuvers, but I am quite comfortable with most normal positive-G maneuvers, including loops, rolls, hammerheads, Immelmans, split-S, normal and reverse Cuban 8's, as well as spins. I have been working on improving my precision in 8-point rolls, and have recently found a good technique for snap rolls in my plane. I've also recently discovered that Duane Cole's technique of using opposite rudder while going through inverted makes my plane do nice crisp on-point aileron rolls.

I've begun exploration of some of the inverted and negative-G maneuvers I did with Dave Sayles in the Decathlon, including inverted hammerhead pushouts, outside Cuban 8's, rolling turns, and inverted spins. However, I have only done a few of each of these and need much practice before I am really comfortable with them.

In April, as soon as daylight savings time started, I began flying two or three times a week. I worked on the IAC Sportsman sequence, and was hoping to compete at Orange in May. However, moving (I bought a house April 30) and bad weather combined to make me arrive too late to register.

I was really disappointed, but at that point I was not really comfortable with the plane anyway—I only had about 60 hours on it, so perhaps it was just as well.

This summer I gradually sorted out various bugs, including fixing things so that sustained negative G's don't leave oil all over the belly and coolant on the windshield! In July I flew out to the Ultralight Fly-In at Monterey, NY (near Corning/Elmira, about 360 miles by air). I blew the engine in Springfield, MA; fortunately, it gave me some subtle warnings and I made a precautionary landing in Westfield which turned out to be very fortuitous; the engine died on the runway and has never run since!

I must say that I can't really blame Rotax—my engine was a very old 532, rebuilt but not, I am sure, with a new crank. The cranks are now known to be a weak point of the 532, with a life of only about 300 hours. I didn't know that, and also I was operating it incorrectly, using 6400 rpm for cruise where 6100 is the prudent maximum cruise. Of course, aerobatics, where I got it near or above redline frequently, didn't help, either!

I had just bought a zero-timed 582, intending to install it when I returned from Monterey (I would have liked to use it for the trip, but I didn't want to start out on a long trip with a new, untested engine, which would have had to be installed during a major thrash). The 582 has dual CD ignition, with dual plugs, and a much stronger crankshaft.

Anyway, I had to take a bus home, and I put my new engine and all of the tools I could fit into my car and drove back to Springfield. It took me 4 days to do the engine swap and break it in, and I finally got to Monterey on the Thursday after I left! It was quite an adventure, as I had to deal with bad haze and turbulence and the loss of my transponder on the way out, and dodged four thunderstorms on the return trip! But it was a good time.

Since then, I have limited my flying to New England. I went to the Chapter 166 Fly-In at Windham in September, and I fly down to Plum Island a lot. Until the end of September, when sundown began coming too early, I was doing aerobatic practice some evenings during the week.

I now have about 135 hours on the airframe. I have had a number of small problems, mostly around the engine installation. The most costly was the exhaust system, which kept cracking. I eventually bought a new one of a different design, with another ball joint to eliminate the cracking. The only significant airframe problem has been the tail-wheel spring. I've now broken two of them. I'm operating off a fairly rough grass field (Hampton Airfield) but still, I intend to modify it.

EAA CHAPTER OFFICERS FOR 1992

President—Jim Rowley: 237-7179

Vice President—Stephen Daniel: 268-1738

Secretary—Ed Schinitis: 237-2869

Treasurer—Pat Manning: 274-5240

T. Consultant—Dennis Sullivan

Newsletter Editor—Herb Bullock: 272-8007

INSURANCE INFORMATION FROM EAA

Chuck Raymond recently inquired about insurance for homebuilts. Following is the correspondence he received from EAA Headquarters.

Question: Could EAA offer a low cost insurance pool for EAA aircraft covering just motion?

Mr. Chuck Raymond
EAA 201687
49 Hickory Lane
Huntington, CT 06484

Dear Chuck:

Tom Poberezny shared with me your letter of October 27th concerning aircraft insurance on homebuilts and I would like to take this opportunity to respond to you and share with you some of the information we have on this subject.

First of all, thank you for your letter. Your interest in EAA and the whole homebuilt movement is quite clear simply by your comments and your interest. Unfortunately, as Sherlock Holmes said, "all is not as it would appear to be." As you point out, hull insurance is available for most homebuilt aircraft. There are, of course, some types that cannot get insurance today because of the lack of a good loss history. Yet for most, hull insurance is available. The problem, though, is twofold. First many homebuilders simply do not buy hull insurance at any price because they feel they can repair anything they might do to their airplane. While this can be debated, many of the homebuilders that talk to us here at Headquarters tell us they simply consider themselves to be their best hull insurance. Some, believe it or not, against our strongest recommendations, do not even carry liability insurance, but that is an entirely different subject.

The second issue we see are those who buy ground coverage only, again, because they feel that they can be the inflight insurer and the insurance company can insure the ground exposure. This is ok, however, one just needs to make sure they are making this decision from a position of knowledge, i.e., have they looked at the cost differences between ground only and full coverage including inflight coverage. We still see many EAAers, including the vintage and warplane buffs, going without inflight coverage because of the cost versus the amount of flying they do in a year. What it comes down to is that most homebuilders would rather save the money as opposed to paying an insurance company.

Chuck, your thought about setting up a pool for hull insurance is a good one except for the mountain of legal paperwork EAA would have to go through to become a legal retention group. There are laws designed to do this that have developed out of the growing shortage of insurance companies willing to insure various areas of insurance such as, medical insurance, workers compensation insurance, etc. However, the paperwork would be unbelievable to say the least.

Our advice has been and still is to, One, get a good insurance agent who understands your fly-

ing and your skills. That may be a local agent or it may be a direct writer like Avemco. Just make sure they understand your needs and they understand sport aviation. Two, shop around in more than one place and then make an apples-to-apples comparison before you buy. That sounds simple enough, yet it is amazing how many pilots pay their premium without really understanding what they just bought. Remember, part of that premium you just paid is commission, so make sure that you get your money's worth in advice from that agent.

Although we perhaps do not have the answer you were looking for, we do hope you can see where we are coming from and why. We certainly appreciate your continued support of EAA and most of all the fact that you took the time to share your thoughts. Clear skies, and keep the spirit!

Bob Mackey
Executive Director of Chapters
and Insurance

CALENDAR OF EVENTS

JAN. 5—PLAINVILLE, CT—ON LANDINGS PART III
Sponsored by Interstate Aviation, Robertson Field, Will O'Leary (203) 747-5519.

APRIL 18-24 — LAKELAND, FL — "THE GIFT OF FLIGHT"—19th Annual Sun 'n Fun EAA Fly-In and International Convention (813) 644-2431.

JULY 29-AUG. 4—OSHKOSH WI—41st Annual EAA Fly-In and Sport Aviation Convention. Wittman Regional Airport. Contact John Burton, PO Box 3086, Oshkosh, WI 54903-3086. (414) 426-4800. NEVER TOO EARLY TO START MAKING YOUR PLANS!

NOVEMBER ATTENDANCE REPORT

Jim Rowley
Ed Morris
Pat Manning
Carl Eaton
Herb Bullock
Charlie Maxted

Adam Kaczmarek
Rose Mazzotta
Frank Mylnick
Chuck & Debbie
Raymond

FOR SALE

INSTRUMENTS FOR SALE—1 20 lb. fuel pressure gage \$40; 1 Chevy Spectrum alternator with built-in regulator (new) \$150. Chuck Raymond (203) 929 2552.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-6584 for membership information.

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

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1992 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **PAT MANNING, 340 PLATT ROAD, WATERTOWN, CT 06795-1731.** (Dues are \$15.00 per year. Make checks out to Pat Manning).

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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