

FEBRUARY, 1989



CHAPTER 27 NEWSLETTER

FEBRUARY, 1989 ISSUE

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

GROUP SESSION



While Jeff Davenport photographs the cockpit area of this Star Lite at the EAA Chapter 27 picnic this past summer, the rest of the people in the photograph discuss its construction with the builder. (With hand to back of head) The aircraft is based at Waterbury Oxford and is started from the cockpit with a sharp tug on a rope.

NEXT MEETING IS SUNDAY, FEB. 12

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 12, 1989. Time—10 A.M.

FORMULA VEE AIR RACING MEETING

There will be a Formula Vee Air Racing Planning Meeting on Saturday, February 11, 1989 at the Howard Johnson Conference Center, Windsor Locks, CT.

We will start off with a business meeting, with election of officers, discussion of future Formula Vee race plans and other business. For information call Gary and Margot Larson at (203) 673-1651.

SALE OF AIRPORT BEING CONSIDERED

Bridgeport and Stratford officials are talking about a possible sale of Sikorsky Memorial Airport to settle a nearly 9-year-old lawsuit in which Stratford claims its neighbor owes millions of dollars in taxes on the airport it owns.

Bridgeport Mayor Thomas Bucci said he's interested in a possible sale, but neither he nor Stratford Town Council Chairman Richard Buturia would comment on negotiations or how a sale might be financed.

The 800-acre airport, owned by Bridgeport and located in Stratford, has been appraised at about \$100 million.

Stratford sued Bridgeport in 1982, claiming the city owed more than \$9 million in back taxes and interest on property at the airport going back to 1958.—Associated Press.

REMEMBER—IT'S FEB. 12 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

What beautiful weather for aviation, but only outdoors. Behind the scenes we have some real storms to weather. FAA rulemakers are out to relieve us of airspace. Oil companies are trying to improve their profit picture, perhaps at the expense of eliminating Avgas. (Glad I can burn auto fuel) and municipalities are trying to find better utilization of airport properties to increase tax revenue. This means all EAAers and general aviation aircraft owners will have to keep alert and be active, by writing public officials, state, local and federal agencies about their feelings and support.

On the brighter side, I am looking forward to working with our program-publicity activities and historical committees.

We will have a presentation on propeller making on Feb. 12, 1989 by Larry Folsom.

We will have a report by our committee on future activities. (How many going to Sun 'N Fun April 9-15?)

I appeal to anyone who has any articles, photographs, rosters, old newsletters, etc., that we could put in our history book to contact me or Jim Markey.

Welcome to new member Dave Spencer, from Griswold, CT.

See you Sunday at 10.

Pres. Ed

SECRETARY'S REPORT FOR JAN. 8, 1989

The January meeting of Chapter 27 began small with 10 members and ended with 25 present. It was noted that Jeff had recently changed the bulletin board pictures.

OLD BUSINESS:

The need for a file cabinet was again brought up and George Molina donated a five drawer file cabinet. Herb Bullock volunteered to pick it up. The state newsletter was received by most of the members. George explained, in detail, the purpose and responsibilities of the state EAA.

NEW BUSINESS:

The dropping of non-paid members from the rolls was discussed and decided upon, partly to help cut mailing expenses.

The treasurer's report was presented. The Chapter has a balance of \$514.00.

Three new committees were started:

1. Program, publicity
2. Activities
3. Historical

Volunteers were found for all three.

Jim Rowley gave a presentation on making a dynafocal engine mount. Larry Folsom gave a few details from a discussion on tying down aircraft at Chapter 130 EAA.

LARRY FOLSOM. Secretary

CSAEA MEETING

Jeff Davenport and I had the opportunity to sit in on the state EAA (CSAEA) meeting on 1-8-89. This was held right after our local chapter meeting. Here is a summary of what was discussed.

1. The process of incorporating.
2. Designing letterheads and envelopes for the association.
3. Trying to establish a designated area in the state so we can practice our aerobatics with little or no flack from area residents.
4. Trying to get a representative from each field in the state to report to the state organization on new happenings going on in their area and on their airports.
5. A motion was also made to see if any chapter presidents are interested in serving on the board of directors for CSAEA.

John Faulkner, President of Chapter 166 did a talk on aviation for Channel 26 on cable TV. He will notify us on the airing date and time.

John has P.R. connections and could probably help us with questions on setting up interviews with reporters for newspapers and/or television. Something to keep in mind when we fly our airplanes for the first time.

John also has arranged an open cockpit tour at Bradley Air Museum for April 30th and anyone is welcome to attend. I will find out the time and let you all know in the near future.

See you all at the meeting on Sunday.

JIM ROWLEY

Vice President, Chapter 27

JANUARY ATTENDANCE REPORT

| | |
|------------------------|------------------------|
| E. G. Morris | George & Janeen Molina |
| Joel Volovski | Alan Hine |
| Bob Ryan | Bob & Sheila Seemann |
| Jim Markey 557 | Glen Bothroyd |
| Jeff Davenport | Steve Rinaldi |
| Jim Rowley | Rick Rinaldi |
| Lawrence Folsom | Don Whelan |
| Kenneth Winiarski, Jr. | Fran Uliano |
| Erwin Hauer | Chuck & Debbie |
| Siri-Dev Khalsa | Raymond |
| Stephen Daniel | Herb Bullock |
| Jack Heinzmann | |

EAA CHAPTER OFFICERS FOR 1989

President—Ed Morris: 265-6236

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

MEMBER PROFILE

NAME: Stephen Daniel
OCCUPATION: Plumber
TOWN OF RESIDENCE: Trumbull, CT
PILOT'S LICENSE: Private ASEL
NO. OF HOURS: 70
OWN AN AIRCRAFT? Yes—415C Ercoupe

SPORT AVIATION INTERESTS

HOMEBUILT PROJECT? Yes
AIRPLANE: Teenie Too

Is there anything our membership can help you with? Tech help or information.

I like all types of information on aircraft construction, electrical, engines, registration, etc.

AVIATION BACKGROUND

I worked for Sikorsky for 10 years as an aircraft assembler and inspector. Started flying lessons two years ago and just bought a 1946 Ercoupe to fly while I continue with my project.

EXCLUSIVE RIGHTS AT AIRPORTS

EAA receives scores of calls every working day for information on a myriad of aviation related subjects. One of the most frequent involves exclusive rights at airports. It is rather amazing but it is apparent to us that many city and county governments across the nation still are not aware that it is illegal by Federal law for them to grant any private entity an exclusive franchise on an airport that has ever accepted and used Federal funds . . . despite the fact that laws to that effect have been on the books since 1938! There are only two exceptions: (1) If a government owned airport was turned over to city or county ownership after World War II under the provisions of the Surplus Property Act of 1947 and if the deeds contained such a specific provision, the sale of gas and oil **only** can be granted as an exclusive right to one private operator on the airport. **However**, if that airport has subsequently received one penny of Federal funds, that right has been rescinded. (2) If the city or county (or any other local governmental unit) operates the airport itself, with its own public employees and its own publically provided resources, it may exclude other, privately owned operations.

Other than these two exceptions, a local governmental unit cannot grant exclusive rights to anyone to operate any business having anything to do with ". . . charter operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aircraft petroleum products whether or not conducted in conjunction with other included activities, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can appropriately be regarded as an 'aeronautical activity.' " A local government **can** grant on an exclusive basis the right to operate such non-aeronautical activities as, ". . . ground transportation (taxis, car rentals, limousines), res-

taurants, barber shops, auto parking lots, etc."

The same laws guarantee certain rights to individuals. On airports that have received and used Federal funds ". . . the owner of an aircraft should be permitted to fuel, wash, repair, paint and otherwise take care of his own aircraft, provided there is no attempt to perform such services for others." Local airport regulations, however, ". . . may and should impose restrictions on these activities necessary for safety, preservation of airport facilities and protection of the public interest."

Full information on exclusive rights at airports is contained in FAA's Advisory Circular 150/5190-2A, a copy of which is available upon request from EAA Headquarters. Contact Ben Owen, Director of Information Services, EAA, Wittman Airfield, Oshkosh, WI 54903-3086, phone: 414/426-4800.

NEW CHAPTER TECHNICAL CONSULTANT

I would like to take this opportunity to offer my help as our newest Technical Consultant for our chapter. I was volunteered and voted into this position at our last chapter meeting. (I think the chapter president did that because I was talking to someone and not listening to him! I'll listen from now on . . .)

I have my project, an RV-4, about 90% done.

I also have owned and maintained a 1946 Cessna 140 for the past 5 years.

If there is anything that I could help you with on your project in any way, feel free to call. I'll be glad to help, and if I can't help you, I will direct you to someone who should be able to.

JEFF DAVENPORT—269-6745

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.

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. 0-200 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.

MEMBERSHIP PROFILE

NAME: Stephen D. Smith
 OCCUPATION: Pilot
 TOWN OF RESIDENCE: Tolland, CT
 PILOT'S LICENSE: Private ASEL
 NO. OF HOURS: 70
 OWN AN AIRCRAFT: Yes - 1/1000 average
 SPORT AVIATION INTERESTS:
 AIRCRAFT: Cessna 172
 AIRCRAFT: Cessna 172

Is there anything our membership can help you with? Tool, help or information.
 I like all types of aircraft on the air - car, truck, boat, etc., engine, registration, etc.

AVIATION BACKGROUND

I worked for Sikorsky for 18 years as an aircraft assembler and inspector. Started flying Cessna two years ago and just bought a 1986 Cessna 172. I continue with my project.

EXCLUSIVE RIGHTS AT AIRPORTS

EAA receives scores of calls every working day for information on a myriad of aviation related subjects. One of the most frequent inquiries exclusive rights at airports. It is rather startling but it is apparent to us that many city and county governments across the nation still are not aware that it is illegal by Federal law for them to grant any private entity an exclusive franchise on an airport that has ever accepted and used Federal funds. . . . despite the fact that laws to that effect have been on the books since 1958. There are only two exceptions: (1) If a government owned airport was turned over to city or county ownership after World War II for the provision of the Civilian Pilot's Act of 1930 and if the transfer contained such a specific provision, the city or county can be granted an exclusive right to one private operator on the airport. However, if that airport has subsequently received one penny of Federal funds that right has been rescinded. (2) If the city or county (or any other public body) has a public airport, the airport must be operated by a public body and its own publicly provided resources. Other than these two exceptions, a local government unit cannot grant exclusive rights to anyone to operate any business having anything to do with aviation operations, pilot training, aircraft manufacturing and marketing, or the sale of aircraft.

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

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