

FEBRUARY, 1990



CHAPTER 27 NEWSLETTER

FEBRUARY, 1990 ISSUE

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

CIRCA 1976 PHOTO



Photo shows students and their teacher of the Horace Wilcox Technical School Flying Club, which was active in the 70's. Although the two students at the left are unidentified the person in the center is our President Ed Morris and at the extreme right is Jeff Davenport. (Before he could use a razor).

NEXT MEETING IS SUNDAY, FEB. 11

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 11, 1990. Time—10 A.M.

MERIDEN-MARKHAM REMAINS OPEN

Threatened with eventual closing, the Meriden-Markham, CT airport situation has been turned around and with a new FBO, is looking toward a brighter future. Local EAAers were involved in the effort to keep the airport from being closed and turned into another shopping center or housing complex (as reported last month).

UNITED STATES AIRSPACE

The FAA, in conjunction with a study group developed by the United States Government, has established new proposed rules for the reclassification of airspace in the United States. The primary efforts of the group were directed at simplification of the airspace system, developing universal terminology, and classification of the airspace system on an international basis. EAA Headquarters has an FAA produced videotape which is available to all EAA Chapters. The tape is approximately ten minutes in length and gives a brief description of the new airspace classification's proposed ruling. If your Chapter is interested in borrowing a copy of the tape, please contact the EAA Chapter Office at 414/426-4876.

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

LETTER FROM THE PRESIDENT:

I hope everyone has taken advantage of the good winter flying that we've had. I have. I went to Florida and got weathered in at the rain belt, SC, GA. Looked over the other airfields in the area and found that many people lost aircraft during "Hugo". The winds reached around 160 mph, yet some planes made it OK. One saddening loss happened to one of the A&Ps at Charleston Executive. He had just put an 18 Beech into one of those new aluminum T-hangars. Of course, no tiedowns in a hangar, when the hangar rolled up into a ball. The 18 was twisted and bent all out of shape. A shame, since he had stripped it, recovered all the control surfaces and gone through the engines, etc., had it alodined and ready to paint. The planes tied outside where he previously was, made it in good shape. Trip to Naples, FL took 11.5 hours in a C-172 without an encoder. Tip! One hour prior to departure telephone 1-516-683-2981 or 2982 (JFK Tracon-Area manager) and get authorization and an authorization number. Even with authorization the controllers get confused so allow time before approaching the TCA; about 40 miles out. If you are arriving at one of the south coastal airports you may be subjected to a spot check of you and the aircrafts documents by FAA inspectors. They especially are looking for small (2"-3") N numbers and exterior I.D. plates. If you are prepared, no problem. They just add your name and aircraft number to their busy list for the day.

Well, we are now back to vandalism and downwash problems. The vandals have been draining fuel tanks on aircraft tied down on the south end and someone removed fasteners on my 150 so make sure you preflight your aircraft thoroughly even though you might have flown it the day before. A phantom letter was received by Meriden Aviation Services complaining about the helicopter downwash, stone tossing, etc. inferring a Meriden pilot group was concerned. I feel that EAA Chapter 27 can talk to the operators and get results so I would like all members to speak directly with the operator, or if you feel there is a large problem, bring it up at the meeting. Let's try to improve the image and situation at MMK, not bring it back to 1986-89.

Another item to south end gang. Check your tiedowns. The frost has been pulling them upward and if they pull out at some opportune moment, bye bye airplane.

Pres. Ed

TCA VEILS AND PHONE NUMBERS

Atlanta, GA	(604) 669-1203
Boston, MA	(617) 567-6622
Chicago, IL	(312) 601-5540
New Orleans	(504) 466-9746
New York	(516) 683-2910
Philadelphia	(215) 492-4100
Pittsburgh, PA	(412) 269-9247
Washington, DC	(202) 557-2861

HOW TO SURVIVE A FAA CALL

Rule 1. Never talk to the FAA. If somebody wants to talk to you about a flight or incident, find out who they are and where they work. If they are from the FAA, tell them to put any questions in writing. Then politely say good-bye and hang up or walk away.

Rule 2. Always fill out an ASRS form, at the slightest provocation. It is your only defense against the immature, deliberate abuse perpetuated by the FAA. Get a fistful at the airport—keep 'em ready.

Rule 3. Never hand over your license to anyone. The FAR's only require you to show your license. Do not let it out of your hand, as this can be considered voluntary surrender. Before you show your license to anyone, verify their credentials, and write down who ask, when, where and why.

Rule 4. Never Confess anything on the radio. If ATC accuses you of an airspace violation, don't ever say that you are sorry (you would be confessing a violation). Say that your navigation shows no such intrusion, but what heading would they like you to fly?

Rule 5. Don't ever phone the tower in a hurry. Put the plane away. Go home. Have a snack. Call your aviation attorney. Then call the tower, and take notes as to when you called, whom you talked to, and what you talked about.

Rule 6. Don't show anyone your logbook. If the FAA requests to see your logbook, you have to show it to them within a reasonable length of time. You do not have to show it to them on the spot. Don't do it. Have your lawyer check your logbook before you show it to the FAA.

Rule 7. Record all of your inflight conversations. Get a portable tape recorder and wire it up to record both your transmissions and what is received. In flight, if there is any questions, ask for the controller's initials, the date and the time. Do not tell anyone you are taping off the radio. (The phraseology is "XXX tower, say your initials, say date, say time.")

Rule 8. Always read back your clearances and instructions to the tower or other facility. Not only does this protect your license, it is a good safety practice.—Reprinted from COUPE CAPERS.

DON'T FORGET YOUR DUES!

EAA CHAPTER 27 OFFICERS FOR 1990

President—Ed Morris: 265-3932
Vice President—Jim Rowley: 237-7179
Secretary—Larry Folsom: 723-2532
Treasurer—Debbie Raymond: 929-2552
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

SECRETARY'S REPORT FOR JANUARY

The January meeting of EAA Chapter 27 began at 10:10 a.m. with Ed introducing some guests and new members. Ed read through literature from EAA headquarters and other flyers received during the month. Some of them were: 1. A flyer from Penn Yan advertising a new 0-320 for \$13,500; 2. An information package on the Cam Turbo 90, a small auto engine-based turbo charged powerplant made in Canada; 3. A publication called Air Adventurer.

Ed expressed an opinion that the Chapter should make an effort to improve public relations with the media and politicians in the area.

The secretary's report was read and a motion to accept was made by Ken Winiarski and seconded by Jeff Davenport.

Vice President Jim Rowley reported on looking over a V-Tail Bonanza for possible purchase and reported that it was in poor condition. A motion to accept the report was made by Siri-Dev Khalsa and seconded by Andy Rose.

Sheila read the treasurer's report. The Chapter has \$730.23 with many outstanding dues. A motion to accept was made by Larry Folsom and seconded by Jim Rowley.

For new business the Chapter discussed having EAA Chapter membership cards made up. A motion to have them made was made by Ken Winiarski and seconded by Sheila Seemann. The Chapter voted and the motion was carried.

Lou Rubin presented information on a cylinder coating process called Cermichrome. This process has apparently a quick break in and lower oil consumption. The Chapter discussed the pros and cons on cylinders; chrome, Cermichrome and standard.

Jeff Davenport gave a brief informative talk on the experiences of painting his project. He covered various topics such as the need for compatible paints, spray booth construction, and water separation. The meeting concluded at 11:35 a.m.

EAA Chapter 27 Secretary

Larry Folsom

EAA CHAPTER 524—RV FORUM APRIL 6 & 7, 1990

EAA Chapter 524's RV forum will return for a second consecutive year to the Frederick Community College Aviation Technology hangar at Frederick Airport (FDK), in Frederick, MD. This year the forum will be expanded to cover 2 days of exciting and informative activities.

Dick Van Grunsven, the originator of the RV-3, RV-4, and RV-6 aircraft designs, has accepted our invitation to attend (weather permitting), and will be our featured speaker. Key speakers will be presenting information on experimental aircraft construction. Demonstrations and local workshop tours will provide practical insight on RV construction.

FREE REGISTRATION, LUNCH, AND THANKS TO ANYONE GIVING A PRESENTATION OR RIDES!

CALENDAR OF EVENTS

APRIL 1—PLYMOUTH, MA—NE Aero Club Fly-In.

APRIL 8-14—LAKELAND, FL—Sun 'N Fun EAA Fly-In. Second largest fly-in in the nation.

APRIL 21—SIMSBURY—NESFC Fly-In. NE Museum Tour.

MAY 6—CHATHAM, MA—NE Aero Club Fly-In.

MAY 20—SIMSBURY—NESFC Fly-In Cook-Out.

JUNE 10—NORTH CANAAN—AACC Fly-In Breakfast (Free).

JULY 27-AUG. 2—OSHKOSH, WI—38th Annual EAA Convention, Wittman Field.

PLACES TO STOP EN ROUTE

Charleston Executive Airport—St. Johns Island, SC. Operator, Million Air Charleston—Manager Jim Taylor.

Fly the coast down to St. Johns Island and you can observe first hand the destruction of "Hugo" and the reconstruction going on.

Getting back to Charleston Exec. The people are very friendly and offer a map and courtesy car. (When not in use). We were lucky. For two days 0-0 weather so no one in or out meant we had the car for the best part of 2 days to land tour the Charleston area. We purchased fuel, 100LL, and that was the only charge. They even tied down the aircraft free. Downtown Charleston was interesting and the prices at the huge indoors Vendors Market, gold, T-shirts, antiques, etc., were pretty reasonable, especially Sunday afternoon just before they packed up.

There were plenty of restaurants on the highways and clean motels with Continental breakfast at reasonable rates; \$45 per night, double.

If you've never stopped at Charleston and have to lay over for a day you might enjoy this area and the courteous treatment Million Air Charleston offers you.

FOR SALE

2 COACH TICKETS from BDL to Ft. Myers, FL, March 28, 1990. Make an offer! President Ed Morris.

SENENICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming 0-320. 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—0-200 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.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1990 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 \$12.00 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