

FEBRUARY, 1991



CHAPTER 27 NEWSLETTER

FEBRUARY, 1991 ISSUE

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

WHAT IS IT?



What some people won't do to get an exhibit on the flight line! Picture was taken at Oshkosh and show tongue in cheek "homebuilt." A mechanic is apparently working on the elevator.

NEXT MEETING IS SUNDAY, FEB. 10

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

FEBRUARY PRESENTATION

Chuck Raymond will give a demonstration on glass working; taking in construction, laminating, sealing, bonding and finishing. We understand his Glassair is progressing nicely.

CHARLIE MAXTED OFF TO FLORIDA

EAA Chapter 27 member Charlie Maxted has always wanted to make a long solo cross country flight so on Feb. 2, after removing frost from the wings of the Silver City Flying Club's Cessna 172 he took off for a trip to Okeechobee, FL to visit fellow Chapter 27 member Carl Eaton at his River Oaks Airport home. Carl has completed his hangar and pilot's lounge and is well on the way to completion on his house, having the outside finished and is now working on the inside.

Charlie and Carl packed up the Windrose Motorglider project offered by Adam Kaczmarek for the trip to Carl's hangar so don't be surprised if one of them makes a long cross country flight in a motorglider at some future date.

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

LETTER FROM THE PRESIDENT:

TECHNICAL COUNSELOR NOTES

Jeff Davenport

Hi Everyone,

Well, your president made it through his first meeting. Hope everyone in attendance enjoyed the coffee and doughnuts. This month we are adding tea and hot chocolate for those Non-Coffee drinkers.

I have made headway in our activity list, and I hope to have a partial, but firm list by February meeting.

I wish to welcome our newest member, Pat Manning of Watertown. It's nice to see some new faces, so next meeting, bring a friend.

Just a reminder, our State Organization, "The Conn. State Association of Experimental Aircraft, Inc.", are now going to handle a lot of the communication between the chapters and the national H.Q. They are handling the politics, leaving us more time and freedom to have FUN! So, let's support our State Organization.

And, last but not least, "IF YOU DONT PAY, YOU CAN'T PLAY!" This coming year, we will be having a great time, with all that is planned. But, unless you pay your dues, by February meeting, you WILL be off the mailing list, not a member, and not able to attend our functions. So, please pay up!

See Ya Sunday, (Feb. 10 at 10:00 A.M.)

Don't be late.

Kenneth J. Winiarski, Jr. (COWBOY)
"President EAA Chapter 27"

JANUARY ATTENDANCE REPORT

Kenneth Winiarski	Stephen Daniel
Jim Rowley	Don Whelan
Herb Bullock	Fran Uliano
Erwin Hauer	George Molina
Deborah Raymond	Janeen Molina
Jeff Davenport	Bob Seemann
Pat Manning	Sheila Seemann
Ed Dunn	

Using a Plumbob When Building

When building the wings and fuselage of your plane I found a very handy way to use a plumbob. Quite a few kit makers have you build the wings being held vertical in a jig that runs from floor to ceiling. Just in front of the wing, on the ceiling, attach a wire that is parallel to the span of the wing. On this wire you will attach your plumbob so that it can slide back and forth from the root to the tip of the wing. This way, you can slide the plumbob along the front of the wing to square up all of your ribs, rivet lines and wing skins. On the fuselage, which is usually built lying parallel to the floor, attach the wire to the ceiling directly over the centerline of your jig. Now you can slide the plumbob right up to all of your bulkheads to get them both square and parallel to each other. I found this to be very convenient when initially clamping parts in my jigs. This will work well with the majority of metal or rag and tube aircraft. Composite aircraft generally use a different approach to jiggging their airframes.

Painting Your Plane

One of our chapter members has come across a "Guide Book for the Novice" on auto refinishing by Dupont. This 135 page handbook is geared just for the novice painter. It covers everything from mixing paint to construction of a spray booth. I painted my own plane and built my own spray booth. I went by the "learn by your mistakes method." If I had this book, it would have saved me considerable amounts of guessing, wasted paint, and time. This book can be ordered through any approved Dupont paint distributor. My friend got his copy at Weiners Auto Parts in Bristol. The name of the book is, "Auto Refinishing Handbook" by Dupont, part No. M83. The cost of this book is about \$10.00. With the price of wasted paint, this book will pay for itself almost immediately.

FAA AIRCRAFT RECORDS

If you have just purchased an airplane or are considering a such purchase FAA will provide you with a list of all previous owners and copies of every FAA 337 form that has been completed on the aircraft. The information is on microfiche film so you will need to visit your local library to use their microfiche reader. The FAA charges approximately \$4. If you are interested in this information, write or call:

FAA Aircraft Records Section
P.O. Box 25504
Oklahoma City, OK 73125
Telephone: (405) 680-3116

DON'T FORGET YOUR DUES!

EAA CHAPTER 27 OFFICERS FOR 1991

President—Ken Winiarski: 237-1839
Vice President—Jim Rowley: 237-7179
Secretary—Charlie Maxted: 272-4922
Treasurer—Debbie Raymond: 929-2552
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

HOT-AIR BALLOONISTS CONQUER PACIFIC

YELLOWKNIFE, Northwest Territories—Two adventurers landed their hot-air balloon on a frozen lake in far-northern Canada recently to complete a record-setting journey of more than 6,000 miles across the Pacific.

British magnate Richard Branson and Swedish co-pilot Per Lindstrand landed the craft in such poor weather conditions — blowing snow and temperatures of minus 13 degrees — that their rescue 150 miles west of Yellowknife was delayed several hours until they could be airlifted out.

Branson and Lindstrand were reported in good condition after being picked up by helicopter 100 miles from civilization.

"They were OK, there was no problem," said Sgt. Jack Chamberlain of the Rescue Co-ordination Center in Edmonton, which sent a C-130 Hercules aircraft to locate the men.

The balloon had touched down in an isolated area of the sparsely populated Northwest Territories. An emergency locator transmitter on board helped the C-130 pinpoint its location, and the rescue helicopter was then deployed to pick up Branson and Lindstrand.

Branson and his partner set several records during their first-ever trip across the Pacific in a hot-air balloon. In addition, the balloonists set a speed record of 198.8 mph, flight officials said. Their 196-foot hot-air balloon was the largest ever launched.

The balloon itself was made of nylon. The men flew in an insulated, pressurized cabin that allowed them to work in shirtsleeves despite being miles above earth.

They left from Miyakonojo, a southern Japanese town, and landed in the wilderness less than 48 hours later, said Lori Levin, a trip spokeswoman in Los Angeles.

The two balloonists overcame an inadvertent fuel shortage when they accidentally jettisoned 30 per cent of their propane fuel.

Branson had radioed a helicopter pilot, saying that "things are OK, but it is very cold . . . (bring) . . . a taxi," Levin said.

Previously, the Pacific has been crossed in a helium-filled balloon, but not a hot-air craft. Three Americans and a Japanese man piloted a helium-filled balloon from Japan to Covello, CA, in 1981.

After crossing Alaska earlier in the day, Branson said by radio, "It has been a very difficult crossing, and Per and I are very tired."

About that time, the balloonists were cruising at 24,000 feet of altitude at a speed of about 150 mph, flight officials said.

They covered more than 6,000 miles during the voyage, easily surpassing the previous distance record of 3,075 miles they set in 1987 by crossing the Atlantic.

Branson, founder of Virgin Atlantic Airways and Virgin Records, and Lindstrand, an accomplished balloonist and pilot, originally hoped to land in Utah, Idaho or Wyoming.

When Branson and Lindstrand crossed the Atlantic in 1987, their flight nearly ended in disaster. Branson leaped from the capsule as it crashed into the Irish Sea; he was rescued by a Navy helicopter. Lindstrand had jumped from the balloon earlier.—
From The Associated Press.

CALENDAR OF EVENTS

FEB. 16—LAKE WINNEPESAUKEE, NH—Pancake breakfast, 8 A.M. to Noon, Alton Bay Community House. Route 11. Ice runway may be usable, if not drive up. Call for ice conditions prior to flying up. Call Herb (603) 875-6779 or Bill at (603) 859-7900.

FEB. 17—NEW ENGLAND AIR MUSEUM—Windsor Locks, CT—Open Cockpit weekend. Aircraft to be open include WWII era fighters, F-4U Corsair and P-47 Thunderbolt, F-4D Phantom and Bell UH-1 "Huey", F-100 flight simulator the T-28. Museum open from 10 A.M.-5 P.M., cockpits close 4:30 P.M. Admission \$5.50 12 and up, \$2 6-11. For more information call (203) 623-3305.

APRIL 7-13—LAKELAND, FL—Sun 'N Fun, Lakeland, FL.

JULY 26-AUG. 1—OSHKOSH, WI—EAA Oshkosh 91 Annual Convention, Wittman Field.

WASHINGTON UPDATE

Jerry Walbrun recently received a telephone call from FAA's Hal Becker who reports that a petition asking for relief from the Mode C veil surrounding more than 300 airports at the outer edges of Terminal Control Areas (TCAs) has been approved. This is a positive step by FAA in recognizing the needs of general and sport aviation. A list of the affected airports and operating altitudes will be published in an upcoming issue of **SPORT AVIATION**.

SKY-DIVING AIRCRAFT IN MID-AIR

OSCEOLA, WI — An airplane on a sky-diving expedition collided Sunday with another aircraft near this rural community, killing all seven people on the two planes, officials said.

The crash occurred over woods and frozen marsh about one mile south of the airport in Osceola, a northwestern Wisconsin community about 40 miles northeast of Minneapolis.

Bob Borner, a member of the St. Croix Valley Sky-Divers Club, said five club members, four men and one woman, were in a Cessna 182 that collided with another plane not affiliated with the club.—**from The Associated Press.**

FOR SALE

LONG EZ PROJECT FOR SALE—Bob Fisher. Winsted Precision Co., Winsted, CT (203) 379-2788

KING COMMERCIAL & INSTRUMENT COURSES FOR SALE \$150 for both—Ed Morris 265-3932.

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

CALENDAR OF EVENTS

FEB. 10-LAKE WINNEPEGASAUKE, WI--Pancake breakfast 8 A.M. to Noon. All are invited. House #10. For more information call (800) 875-5779 or Bill at (608) 882-7400.

17-18-NEW ENGLAND AIR MUSEUM--Windsor Locks, CT--Open Cockpit weekend. Aircraft to be on display. VFW and others. For more information call (203) 893-3075.

APRIL 1-3-LAKELAND, FL--3rd Int'l Lake and FL

JULY 28-AUG. 1--OSHKOSH, WI--EAA Oshkosh 81 Annual Convention, Wilman Field.

**HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410**

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The crash occurred over woods and water, about one mile south of the airport in Osceola, a northwestern Wisconsin community about 100 miles from Minneapolis.

Ray Dwyer, a member of the St. Croix Valley Sky-Divers Club, said the club members, four men and one woman, were on a sky-diving trip.

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 \$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

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British managers Richard Branson and Gwenda Gifford landed the craft in such poor weather conditions - below zero and heavy snow - that their journey was delayed several times and they could be shifted out.

Branson and Gifford were reported to good condition after being picked up by helicopter 100 miles from civilization.

"They were OK, there was no problem," said Sgt. Jack Chisholm of the Pacific Coast Air Force in Edmonton, which sent a C-130 Hercules aircraft to locate the pair.

The balloon had landed down in an isolated area of the sparsely populated Northwest Territories. An emergency locator transmitter on board helped the C-130 pinpoint its location, and the rescue helicopter was then deployed to pick up Branson and Gifford.

Branson and his partner set several records during their first-ever trip across the Pacific in a hot air balloon. In addition, the balloonists set a speed record of 198.8 mph, flight officials said. Their 198-foot hot air balloon was the latest ever launched.

The balloon itself was made of nylon. The men flew in an insulated, pressurized cabin that allowed them to work in shirtsleeves despite being miles above earth.

They left from Miyakojima, a southern Japanese town, and landed in the wilderness less than 48 hours later, said Lori Levin, a trip spokeswoman in Los Angeles.

The two balloonists overcame an unexpected fuel shortage when they accidentally jettisoned 80 per cent of their propane fuel.

Branson had added a helium gas shot, saying that "things are OK, but it is very cold."

Previously, the Pacific has been crossed in a helium-filled balloon, but not a hot air one. Three Americans and a Japanese man started a helium-filled balloon from Japan to Coville, CA, in 1981.

After crossing the Pacific, the balloonists were rescued by a Japanese fishing boat. They were found by a Japanese fishing boat.

They covered more than 8,000 miles during the voyage, easily surpassing the previous distance of 7,000 miles.

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