

FEBRUARY, 1993



CHAPTER 27 NEWSLETTER

FEBRUARY, 1993 ISSUE

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

EAA CHAPTER 27 1992 CHRISTMAS PARTY



Somewhat belated but better late than never, the above photo shows the Chapter 27 EAA group at the 1992 Christmas party held at My Cousins Place in Wallingford. The picture shows, from left to right (seated) Fran and Barbara Uliano, George Molina, Karl Eaton, Janeen Molina and Lorraine Eaton. Back row, Herb and Barbara Bullock, Betty and Jim Simmons, Jim Rowley and Karen, Frank Mlynick, Chuck and Debbie Raymond and Sheila and Bob Seemann.—*Photo by Our Friendly Waitress.*

NEXT MEETING IS SUNDAY, FEB. 14

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 14, 1993. Time 10:00 A.M.

WELLS TO BE TESTED NEAR ANSONIA AIRPORT

ANSONIA—The state Department of Environmental Protection plans to test residential wells near the former Ansonia Airport for any contamination that would affect the drinking water there, officials said.

HELIPAD APPROVAL WON BY BRISTOL-MYERS

WALLINGFORD—The Inland Wetlands and Watercourses Commission unanimously approved Bristol-Myers Squibb Co.'s application to build a 24,000-square-foot helipad on Research Parkway in Wallingford.

Bristol-Myers officials said the landing spot would be in the northeast section of their 177-acre research facility off Route 68. It would replace a 2,200-square-foot helipad in the southwest section.

Bristol-Myers' pursuit of a new helipad is a sensitive issue in town.

The company now must apply to the Planning and Zoning Commission for final approval.

REMEMBER—IT'S FEB. 14 AT MMK AIRPORT—TIME: 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hi Friends and Members—Sunday, the 14th is the meeting! Remember to buy your wife and loved ones a gift so that they will let you come to the meeting.

In the past month we have received correspondence from Chapter 52 and others.

Guess what the Easter Bunny and Chapter 27's meeting have in common—They both occur on Easter.

Pat Manning has the new cards to be issued upon payment of this year's dues so if you haven't already done so please mail your payment to Pat. (Use form on back of newsletter).

The meeting will be open for discussion.

Your friend and President of Chapter 27

Frank Mlynick

RC PLANES FACE PROBLEMS WITH FCC

Think of what can happen when you're watching TV or listening to the radio and a truck using a CB radio passes by your home.

Suddenly, it sounds like you're getting signals from Mars, as squawks of interference and snatches of distorted conversation come out of your speakers. That happens because the electronic frequency the trucker is using is close to that of the station you're tuned to, and the two overlap.

RC aircraft owners are rightfully concerned.

Proposals currently before the Federal Communications Commission would allow mobile communications devices, such as portable pagers, to use radio frequencies uncomfortably close to those the model planes use. That spells danger.

If the FCC gives the new frequencies the go-ahead, it would cause interference along the model planes' frequencies—and that could cause the planes to go out of control, crash and do damage.

FCC officials could not be reached for comment.

The proposal before the FCC would designate currently unused frequencies for use by mobile communications devices, apparently because of the increased demand for and use of such devices. No one is quite sure exactly what kind of devices would use the frequencies, although pagers appear to be a possibility.

The problem arises, say the model-plane flyers, because there is a limited amount of space on the radio band, and the frequencies are directly between the ones that model planes use.

The two sets of frequencies are only 2½ kilohertz apart—a stone's throw in radio terms and the transmitters for the mobile communications devices would be four times as powerful as the model planes'—making it easy for the signal to "bleed" over and override that of the planes.

It is estimated that there about 300,000 to 400,000 people in the United States who fly radio-controlled planes and there are about 1,500 to 2,000 people involved in the hobby in Connecticut.

FAA MAY ALLOW NAPS FOR AIRLINE PILOTS

The Federal Aviation Administration is reviewing a proposal to sanction naps for pilots flying lengthy international routes in the belief they will be alert when it counts—on descent and landing.

The proposal was prompted by a growing list of anecdotes about fatigued and dozing pilots and research into the benefits of naps.

It relies upon studies of the National Aeronautics and Space Administration where scientists found that naps, taken during uneventful cruise periods, significantly improve pilots' performance and alertness at the end of a flight.

This is a particularly critical time, as is takeoff, when full attention of the crew is required. It is also when most accidents occur.

The proposal is little-known outside aviation circles. If the plan now in draft form is approved, it will wend its way through more bureaucratic layers and a comment period in the aviation industry, and will likely emerge as an advisory to the nation's long-haul carriers, and not a rule.

But discussion of it is exposing a sensitive topic among pilots—their vulnerabilities and limitations. Fatigue is not a topic that pilots warm to, because it is not consistent with their images as safety officials and "can-do" people.

"We are not supermen," said Mike Miro, an American Airlines pilot and union official who now flies domestic routes out of San Francisco but who has flown internationally.

"At 41,000 feet you are feeling the effects of high cabin altitude," Miro said. "The humidity has dropped to 2 per cent and halfway through the flight it feels as if your nose is stuffed full of popcorn. It's hard on the body."

—from The San Francisco Examiner

JANUARY ATTENDANCE REPORT

Jim Rowley
Frank Mlynick
Ed Schinitis
Stan Pietuck
Bob Pulford
Don Whelan

Bob Ryan
Pat Manning
Ed Morris
Fran Uliano
Jeff Davenport
Herb Bullock

DON'T FORGET YOUR DUES!

EAA CHAPTER OFFICERS FOR 1993

President—Frank Mlynick: 828-3529

Vice President—Ed Schinitis: 237-2869

Secretary—Charles Maxted: 272-4922

Treasurer—Pat Manning: 274-5240

Newsletter Editor—Herb Bullock: 272-8007

CONNECTICUT AIRCRAFT PERSONAL PROPERTY TAX UPDATE

By Frank Williams

The elections are over, the next legislative session convened in January, and a new round is starting in our efforts to have the personal property tax on aircraft replaced with a registration system. Overall, the outlook is good.

An aircraft registration bill has been prepared by the Connecticut Department of Transportation and submitted for inclusion in the package of initiatives to be presented by the Governor.

It is expected that this bill will be sponsored by some of the influential state senators who previously opposed an aircraft registration system. The bill will be reviewed by both the Transportation and Finance committees and most likely have public hearings in one of these committees. After being reported out of these committees the bill will be voted on by the two legislative bodies. Unlike last year, the bill is being introduced early in the session, and this year the session is six months long while last year was a short session (about three months). Also, a hold harmless clause has been added to appease the opponents who have successfully killed this bill in the past.

The changes in the bill, and the increased probability that this bill will be enacted are in great measure the result of the efforts of the aviation community last year. However, the work is not finished. Twelve of the 37 state senators are new. Fifty-seven of the 151 state senators are new. They should be provided with information and be made aware of the condition of aviation in Connecticut. AOPA, NBAA and other organizations will be doing some lobbying, but they will not receive the same attention these legislators give to their own constituents.

THE BILL

The proposed bill can still be changed as it migrates through the legislature, and we do not get a copy of it, but we have been apprised that the draft is similar to last year's, except for the inclusion of the hold harmless clause. The fee schedule is expected to start at about \$60 for aircraft under 2000 pounds, and top out at about \$2500 for aircraft over 12500 pounds. Experimental and antique (built prior to 1946) by weight, not to exceed \$100, and a Dealer Registration fee of \$50.

The system would be implemented promptly, and 1992 might be the last year property taxes would be assessed.

The "hold harmless" section was added to the bill to overcome the objections of the towns that would lose property tax revenue and was not in the previous registration bills that died.

These clauses provide that the state would annually reimburse the towns an amount equal to the revenue lost from the aircraft personal property tax. This reimbursement would occur for five years, then be reviewed. While at first this might seem like a high price to pay, it is a pretty small amount compared to the state grants already distributed to these towns.

Danbury would be reimbursed about \$115,342 for aircraft, but was expected to receive over \$15

CALENDAR OF EVENTS

FEB. 20—ALTON BAY, NH—Pancake breakfast sponsored by the Alton Bay Flying Club, EAA Chapter 917, at the Community House adjacent to the ice runway on the bay, 8 a.m. to noon. Unicom 122.8, Alton Bay, NH.

APRIL 24—ORANGE COUNTY AIRPORT, NY—Chapter 52 Fun Day. Practice flying, critiquing, practice judging and other programs of interest to IAC'ers.

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!

million in other grants for the 1992-93 budget. East Hartford collects the most aircraft revenue, about \$584,000 on their 1991 list, and is expected to receive more than \$34 million in state grants.

For most towns, the personal property tax revenue is even less significant when compared to the annual state grants.

This concession should generate strong support from the same towns that were the most vociferous opponents of an aviation registration system.

Quite a bit of progress has been made toward getting the personal property tax replaced with a registration system, and now our efforts over the next few months may determine whether this bill passes. Naturally we are asking everyone to contact their state senator and representative and brief them. We know that any well-informed reasonable legislator will support this bill when it comes up for consideration.

We have mailing lists of all senators and representatives, and have accumulated revenue data from all towns with airports. We can provide it to anyone interested in asking for passage of the Aircraft Registration Bill.

Frank Williams is a member of the Coalition for Aviation Tax Reform in Connecticut.

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.

GENERATOR—Dayton, 5000 watt, 115-230 volt. Needs drive. Brand new, never used—\$100. 272-4771.

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433

11,516
9.92

Wed 3-17-93

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1993 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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