

FEBRUARY, 1995



CHAPTER 27 NEWSLETTER

FEBRUARY, 1995 ISSUE

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

AEROBATICS PERHAPS?



Pictured above shows Bob Burk, of Milford, taking a break in the construction of his RV-6 which is coming along nicely. Bob claims the reason the RV's fly so well upside down is because they're built that way!

NEXT MEETING IS SUNDAY, FEB. 19

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 19, 1995. Time 10:00 A.M.

BT-13 AND STEARMAN SOLD

We have recently learned that Meriden Aviation Services has sold two of their aircraft. Their BT-13 Warbird was sold to an outfit that plans to offer airplane rides based out of Marathon, in the Florida keys. The Stearman was being shipped to Columbia, South America and is planned to be restored to flying condition by a Colombian General.

AIRCRAFT PAINTING SEMINAR

OK. You've finished fabricating your wonderful homebuilt. Now it's time to apply that fantastic, elaborate, elegant, high gloss, wet look, one-of-a-kind paint job to your machine. Where do you begin? What products should you use? Should you have a "pro" paint your bird? What equipment is required?

Be sure to join us at our next chapter meeting on February 19th at 10 A.M. for all the answers. Jeff Davenport, Chapter 27 Technical Counselor and builder of a fine RV-4 will lead a discussion about the do's and don't's of aircraft painting. Jeff's experience and research may save you some major heartache and assist you in obtaining the result which you desire. Everyone is welcome to attend.

REMEMBER—IT'S FEB. 19 AT MMK AIRPORT—TIME: 10:00 A. M.

LETTER FROM THE PRESIDENT

I'm very pleased to inform you that it appears that I have solicited the support from the other EAA chapters around the state for a 1995 EAA POKER RUN! Our initial plans are to conduct this event in the late September time frame. Below is a listing of the various chapters and the airports which will be involved:

EAA CHAPTER:	AIRPORT TO BE USED:
27	MERIDEN AIRPORT
130	DANBURY AIRPORT
166	WINDHAM AIRPORT
324	SIMSBURY AIRPORT
334	GROTON AIRPORT
1035	DANIELSON AIRPORT

We are currently drafting the rules and guidelines for participation in this fun flying event. Everyone is welcome to participate. Pilots and passengers are all eligible to play. Our current plans include pre-registration requirements, an entry fee, and each chapter will be awarding prizes for pilots registering with their chapters. This will result in six first place prizes! As further details are available, I'll be sure to keep you informed. If you've never participated in a Poker Run before, I highly recommend that you give it a try. When was the last time you landed at six different airports in one day? It's just PLANE fun!

The opportunity to comment regarding the proposed medical revisions for pilots is rapidly passing. Please take the time to send a note (in triplicate) indicating your opposition to FAA NPRM, Docket No. 27940, Notice No. 94-31. Send your comments to:

FEDERAL AVIATION ADMINISTRATION
Office of the Chief Counsel
Rules Docket No. 27940
800 Independence Avenue, SW
Washington, DC 20591

Ed Note: The deadline for this NPRM is Feb. 21!

I look forward to seeing many of you at our next meeting.

Jim

JANUARY ATTENDANCE REPORT

Jim Simmons	Bob Burk
Ed Morris	Michael F. Gaffney
Jeff Davenport	Alan Ortnier
Harry Carl	David Pepe
Maurice Libson	David Peters
Les Mercer	Ed Peters
George Anderson	Joel Volovski
Pat Wehrli	Dave Hax
Mike Zemsta	Stan Solecki
David V. Emmons	Joe Page
James Byron	Doug Dringoli
Paul Merola Sr.	Fran Uliano
Bill Simon	Eric Logan
Bob Bailey	Walter Schiller

MEMBER PROFILE

JEFF DAVENPORT

D.O.B.: 2-13-61

Occupation: Journeyman Tool & Die Maker

Let's see, I guess I should start with the person who has cost me the most money in my life—Eddy Morris. He was the air conditioning and refrigeration instructor at the technical high school I went to, Wilcox Tech, in Meriden. He had the gall to start a flying club at school. I was dumb enough to sign up for it. Ever since then, about 30 per cent of my hard earned pay (sometimes more than that) has gone into flying. I'm gonna get him back some day. For now, when you see him, just mention my name and kick him in the shins for me.

Some time after getting my private ticket, I bought a 1946 Cessna 140. I flew that for about 5 years. While flying my Cessna, friends in home-builts would buzz around me like I was parked. I was gonna fix 'em and buy an RV-4 kit. No more doing loops around me. I'd have it built in 2-3 years. Well, 6½ years later I flew it on October 26, 1989. During the time I was building it, a friend, Dave Hax, let me fly his RV-3. What a machine to fly! After that, I worked much harder on mine! I've been flying my RV-4 now for more than 5 years and I still get a big kick out of it every time I fly. I now take other people for rides and convince them to build one of these things. Spending other people's money is great! Well, that's about it. I would just like to thank everyone for the help given to me when I was building mine. These projects are not done by one person alone.

THANX!

CONGRATULATIONS TO CARL EATON

We have recently learned that Carl Eaton, long time member of EAA Chapter 27, has recently completed PHASE XII of the FAA "WINGS" Program. We believe that this is the highest possible level attainable to date. On behalf of all of the members of our chapter, we extend a hearty congratulations to Carl and we hope he is enjoying the Florida sunshine.

NOTE: Anyone planning to visit Sun 'n Fun will probably find Carl assisting on the flight line. Carl and Lorraine have been volunteering their assistance to this event for many years.

EAA CHAPTER 27 OFFICERS FOR 1995

President—Jim Simmons: 272-9346
Vice President—Stan Solecki: 235-0790
Treasurer—Robert Ryan: 865-4528
Secretary—Charles Maxted: 272-4922
Technical Counselor—Jeff Davenport: 269-6745
Technical Counselor—Ed Morris: 265-3932
Young Eagles Coordinator—Fran Uliano: 347-0412
Newsletter Editor—Herb Bullock: 272-8007

FERRY FLIGHT!

As we reported in our November newsletter, Chuck and Debbie Raymond were planning to move to Florida. Following are two letters I received from Debbie which tells all about their adventures.

Our first stop on our move to the south was Naples, Florida. We drove down in my car. I looked at several beauty salons—but after a week I didn't like what I saw. Florida is a great place to retire and that's all! At my class reunion I chatted with a classmate that resided in Atlanta so I decided to visit him. Well, Chuck and I fell in love with the place. Atlanta is a beautiful place to live and work. The quality of life is so high and full of culture. Housing and taxes are about one-third of what you pay in Fairfield County and are higher in quality. Greater Atlanta has over 100 airports, 100LL is \$1.60-\$1.90 per gallon, and auto fuel is .92c. The weather is so nice. Fun Fly-Ins go on all year round.

Chuck flew his Pitts out about three weeks ago. When he took off from Stormville the weather was clear and calm. But when he reached Cape May, NJ he had to land in a 20 degree crosswind that was gusting up to 40 kts. As he was rolling out a wind gust blew the plane up on a wingtip. The damage was a minor scrape. It took several people to pull the plane off the runway and to shut the hangar door. The Pitts was in good company because the hangar was full of warbirds. After waiting around for a few hours there was a lull in the wind. So Chuck took off and headed down the Virginia peninsula. The closer he got to the Chesapeake the worse the wind got. He followed the Chesapeake Bay Bridge and had to stay down low to stay out of class C airspace. He watched enormous waves crashing against the bridge and saw freighters crashing into the waves. Chuck thought to himself that if had to make a forced landing there would be no saving him. The wind was so fierce that it tore off the wave tops and tossed the moisture several hundred feet into the air. As a consequence, sea salt was building on his wind screen. By now, wind conditions were so severe that Chuck thought that the engine might tear out of the plane. As Chuck got closer to Elizabeth City, conditions deteriorated even further. All Chuck had to navigate with was a car compass stuck to the top of his canopy. So Chuck decided to land. The tower advised Chuck that the wind was 35kts with gusts up to 45kts. Getting the plane down and getting it to stay down was one heck of a chore. Chuck could hear a sigh of relief in the controller's voice as he mumbled something about flying his tiny Pitts in these conditions. Taxiing proved to be impossible so the controller phoned the Coast Guard and they sent out three men to pull the plane off the runway and into a hangar. The Coast Guardsmen told Chuck that they were having a busy day pulling injured seamen off freighters with broken limbs. The sea salt was so thick Chuck could write his name in it. The next day Chuck flew on to Atlanta in clear calm skies. A few weeks later Chuck flew out the Glasair with all its fancy navigation equipment—you guessed it—clear, calm blue skies with 70 mile visibility . . . and no stalled tropical depression.

AT HOME IN ATLANTA AREA

12-17-94

Dear Herb:

I received the newsletter. I am glad to see that the chapter is doing well again.

We have been flying to other airports in the Atlanta area. There are over 100 and I doubt if we will visit more than half of them. There are about a half dozen EAA chapters in metro Atlanta. Columbia, SC has the largest in the nation.

I am still having a ball down here. The place is booming and there are labor shortages in most professions. They do things in a big way. Tonight we went to the Christmas Festival of Lights at Lake Lanier. It is a three-mile drive through the resort area and is put on by Georgia Power. The display is nothing short of spectacular.

When Chuck was at our new airport, this wild Texan looked at the plane Chuck built for me and asked Chuck if he would be interested in renovating corporate plane interiors. Chuck jumped at it. The first plane was a Piper Cheyenne and was gutted out completely. Chuck says the work is very complicated and challenging. Instrument panels have to come apart and circuit breaker panels. Every seat has oxygen, reading lights and tables. There are bulkheads that have stereos, coffee makers and refrigerators. The seats are complicated and have to be completely disassembled and sometimes repaired before being reupholstered. The next plane in line as a G-1. This plane will have an interior remodeling. Chuck once owned a decorating studio and also renovated homes. This past experience combined with becoming an EEAer and building a plane opened the door for this unique profession. These interiors range from \$15,000 to several hundred thousand dollars. When Chuck takes things apart he uses the method Joe Gauthier suggested when Chuck repaired my T-18. Put all the nuts and bolts to the part in a sandwich bag, number it and give the structure the same number the assembly is fastened to.

The renovator's work room is in the heart of red neck country and the Texan wears his cowboy hat all of the time and has a thousand stories to tell. Every once in while the shop fills up with red necks and Chuck has to stop working and drink beer with them. The work room has a kitchen and every so often they serve up venison. Part of the shop has an area where cars are reupholstered. The shop is a bit of a hangout and the gang ranges from an ex-senator to a multi millionaire that made his money in bootlegging. Once in a while somebody brings in a small private plane and they knock it out in a few days or hours depending on what has to be one. They don't make much money, but it's a nice feeling to see somebody's love all prettied up again.

Debbie

SECRETARY'S REPORT

President Jim Simmons opened Chapter 27's meeting at 10:02 a.m., welcoming all who attended. Two new members joined the chapter. Later, discussion was held for the activities for 1995. Distribution of current membership listing, 42 plus 2 new members.

Treasurer's report was read and approved. Secretary Charles Maxted was absent and enjoying the warmth of Florida. Stan Solecki acted as secretary.

Ed Morris introduced a new oil additive to protect engines, especially on cold winter starts. Product called "Avblend," he being distributor for Conn. Mass. and R.I.

Bob Bailey, our new EAA Flight Advisor, reported what the advisor duties are and will help those in need with their projects.

The chapter is looking for pilots for the Young Eagles flight date, June 10, 1995. Pilots interested please contact Jim Simmons or Fran Uliano at next meeting or phone Jim at 272-9346 or Fran at 347-0412.

Fly-In date has been finalized—Saturday, May 20—Rain date May 21, 1995. Joe Page has come up with 3 categories for the trophies. Three trophies for each class and a Grand Champion trophy and one for Peoples Choice.

Design for the chapter patches have been approved by Ed Morris and seconded by Fran Uliano. Order for the same will be made. Hopefully to have them for the Fly-In. Decals were mentioned and will be designed as of the old design.

Focus on the Fly-In so far all is in order. We will need plenty of volunteers for different position. Simsbury EAA Chapter has offered to help organize the food concession, due to their past experiences of previous Fly-Ins.

Talks on the future Poker Run, Hartford chapter and Simsbury chapter have agreed to participate in the event. There will be a \$10.00 entrance fee for the Poker Run.

Our president has handed out self-addressed stamped envelopes to members to send photos of their aircraft or their projects to be placed on the chapter bulletin board in the lounge of Meriden Aviation Services.

Coffee break with donuts was enjoyed and the meeting was resumed with our president giving an interesting talk on building an aerobatic airplane. This included fuel systems, oil systems, avionics, seat belts and other aerobatic systems needed. He was well applauded for his talk.

Ed Morris will check on availability and cost of Tee or Sport shirts with the club logo. Also, Ed mentioned he has 5 gallons of white traffic paint to paint MERIDEN on the taxiway. More can be had if needed. Work will begin on weekdays in the spring.

Suggestion was made to have each member write a personal profile of himself. This way we can better be acquainted and have an idea of each member's well being.

50-50 was won by Jeff Davenport.

Meeting adjourned at 12:25.

Stan Solecki, Acting Secretary

CHAPTER 27 FLY-IN DATE ESTABLISHED!

Joe Page, our Fly-In Chairman, has established May 20th as the date of our 1995 EAA CHAPTER 27 FLY-IN (rain date is May 21st). Joe is working on setting up teams of members to perform the many functions necessary to make our Fly-In a success. Don Whelan has taken on the role of Fly-In Food Manager and Mike Zemsta has accepted the role of Wing Walk Manager. Stan Solecki, Jeff Fiscus and Jeff Davenport will conduct the judging of participating aircraft. Discussions are currently underway concerning the categories for judging and the selection of the actual awards to be given. Since a function like this will require as much assistance as possible, please plan on joining us for this day at the airport and offering to assist in any way you can.

SHEILA SEEMANN ON MEND

Chapter 27 members wish Sheila Seemann a speedy recovery from her recent operation. She is convalescing at home, 29 Earl Avenue, Hamden, and is coming along nicely.

TREASURER'S REPORT

Money in Treasury 12-31-94	\$1408.70
January income:	
Dues	30.00
Calendars	9.00
Total January income	39.00
January expenses:	
Postage	38.60
Refreshments	4.78
	43.38
Money in Treasury 1-31-95	\$1404.32

FOR SALE

65 HP LYCOMING—Total time 600 hrs. 0 since major. Also 2 65 hp Franklins, disassembled. Plus spare parts. (203) 393-1225.

1969 PIPER PA-28-140, N95476—TTAF&E 2770; Hrs SMOH 1577; last annual, 5-94; Equip., KX-170B w/GS. KX-170B. NARCO PDF-35 ADF, MB, TXP-ENC., Loran, Auto STC, Copper Cables, New Gill 35, 4 seats, hat rack, Torque Links, all hoses. Asking price \$21,900. R. Symington (203) 265-7978 days (203) 630-1041 eve.

1960 STRAIGHT TAIL CESSNA 150—A&P's personal plane. 4800 TT, 1100 SMOH, 105 STOH. Extensive upkeep, complete logs. IFR panel, heated pitot, eng. dr. vac. pump. Much, much more. Must be seen; Ed Morris—203-265-3932.

PRECISION VERTICAL CARD COMPASS—Brand new. Minimal use. Original price: \$275. Asking price, \$150. Contact Jim Simmons at 272-9346.

PIETENPOL AIRCAMPER MONOPLANE 2 PLACE OPEN COCKPIT—Project for sale. Phone 264-512 for more information.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1995 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **ROBERT RYAN, 6 MANOR COURT, NORTH HAVEN, CT 06473.** (Dues are \$15.00 per year. Make checks out to EAA Chapter 27).

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 Third Sunday of the Month at Meriden-Markham Airport, Meriden, CT Unless Otherwise Noted