

JANUARY, 1995



CHAPTER 27 NEWSLETTER

JANUARY, 1995 ISSUE

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

WINNERS!



Photo shows Jim Simmons and Debbie Raymond holding their awards won this past summer at Brookhaven Antique Aircraft Fly-In. Jim won first place Home Built for his second Skybolt and Debbie won second place Home Built for her Glasair which her husband, Chuck built in his spare time. Congratulations to both winners!

NEXT MEETING IS SUNDAY, Jan. 15

The January meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, January 15, 1995. Time 10:00 A.M.

THANKS FRED AND LARRY!

On behalf of Chapter 27, we would like to thank Fred Webster and Larry Anglisano of CAA Services for their excellent Avionics Seminar during our December meeting. We have received many favorable comments regarding the presentation. Thank you!

AEROBATIC AIRCRAFT CONSTRUCTION SEMINAR

Have you ever wondered what special considerations are necessary for aircraft which are intended to perform aerobatics? Are there any special engine requirements? At our next chapter meeting on January 15th at 10 A.M., Jim Simmons, builder of two Skybolts, will lead a discussion regarding the construction of aerobatic aircraft. Which systems must be modified to properly handle the stresses of aerobatic performance? Inverted oil systems, inverted fuel systems, smoke systems, etc. will be discussed. Bring your questions for this highly interesting discussion.

Everyone is welcome to attend.

REMEMBER—IT'S JAN. 15 AT MMK AIRPORT—TIME: 10:00 A. M.

LETTER FROM THE PRESIDENT

The New Years celebrations are over, my body has almost recovered, and I look forward to another exciting year of sport aviation. The future for our chapter looks very bright. We are well on our way towards accomplishing many targeted goals.

During 1995 we will see our chapter:

- paint the airport name on the taxiway at MMK in March or April.
- conduct our first major Fly-In in May.
- sponsor a Young Eagles Day at Meriden Airport in June.
- possibly participate in an EAA Poker Run.
- provide monthly seminars for builders and enthusiasts.
- provide chapter golf or tee shirt offer for all members.
- provide chapter patches and decals for members.
- conduct our 1995 Christmas Party.

These goals are all being accomplished via a team effort. I urge each of you to consider offering your assistance whenever possible. We can always use your help.

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

Jim

YOUNG EAGLES PROJECT UPDATE

While we have a modest beginning of three young eagles flown to date, we believe that 1995 will see a major effort by our chapter to significantly contribute toward this worthy EAA program. We will sponsor a 'Young Eagles Day' at Meriden Airport on June 10, 1995.

Dorothy Vallee, chapter member, professional pilot and Christen Eagle flyer, has offered the additional incentive of a "Home Cooked Meal" to the pilot who completes the most young eagles flights during 1995. Our thanks to Dorothy for providing this fine offer.

PROJECT UPDATE: PAINTING "MERIDEN" ON TAXIWAY

Ed Morris, project chairman, has informed us that the project of painting the name of the airport on Meriden's taxiway is progressing. Ed has solicited and obtained the paint from the City of Meriden. Our current plan is to perform the actual painting in the springtime of 1995. Due to the necessity to close the taxiway during this project, the work will be conducted on a weekday.

NEW MEMBERS—WELCOME! PAST MEMBERS—WELCOME BACK!

Please use the attached form for establishing your 1995 membership in Meriden Connecticut's Chapter 27 of the EAA.

CHAPTER 27 FLIGHT ADVISOR

We are very pleased to inform our membership that Bob Bailey has recently been approved as an official EAA Flight Advisor. Bob will offer his services directly through our chapter, as well as be available nationally via the EAA Flight Advisor National Registry. As many of you know, Bob is a highly qualified pilot flying corporate aircraft professionally and flying his beautiful Bucker Jungman for pleasure. Congratulations to Bob on being approved for this important position.

EAA Flight Advisors provide valuable assistance to pilots looking forward to test flying their new aircraft. They will assist pilots in conducting a self evaluation of their skills and aid in seeing that you are properly prepared for those all important initial flights of new and/or unfamiliar aircraft.

MEMBERS PHOTOGRAPHS NEEDED

I'm asking all members to provide me with a photograph of your project and/or aircraft for use on our bulletin board under the heading of "What our members are building and flying." I'll see that the photograph is returned to you after our use. Please send your photos to:

Jim Simmons
295 Contour Drive
Cheshire, CT 06410

NEWSLETTER ARTICLES REQUESTED

We are always looking for articles of interest for our newsletter. We welcome your input. If you have an idea, article or story, please contact Herb Bullock, our newsletter editor, with your information. Additionally, we have a column listing any items which you may wish to publicize for sale.

1995 MEMBERSHIP DRIVE CONTINUES!

EAA Chapter 27's membership drive for 1995 is well under way with over 40 members already enrolled. We encourage everyone to renew your membership now.

TREASURER'S REPORT

The status of EAA Chapter 27's treasury shows a total balance of \$1,408.70 as of Dec. 31, 1994.

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

"ON BUYING AN AIRCRAFT ENGINE AND OTHER ABSURD BEHAVIOR"—Part 3, conclusion

By Charles Maxted

It took Ulysses twenty years to get home from Troy, so I guess I can't kick too much waiting for an engine eight months. However, he had a lot of fun adventures. I didn't.

Herb and I got home from Virginia at 2 A.M. after having started the day at 7 A.M. The engine was left on the truck and the next morning Herb brought it over and we unloaded it and decided to attach it the following day after we had borrowed Jim's hoist.

I placed a two-by-six across the garage beams with a steel hook in it to attach the hoist. When Herb came we placed the hoist in place, rolled the engine beneath it and jockeyed the RV into place. Gently and slowly the engine rose. Although everything was strong, sturdy and working smoothly, to see that engine hanging suspended five feet above the concrete floor made me uneasy.

The Lord mounts, which were quite different from what I have seen before, did fit neatly into place. Now began the jockeying to line up the engine mount, the Lord mounts and the engine. Van's directions are to line up the two top mounts and bolt them together. Then lift the whole unit up until plane and engine are suspended in the air. At that point the bottom mounts can be pushed, pulled and squeezed into alignment. Sounds easy but so does building an atom bomb. Problem number one; when we got the top left section aligned the second top section was one-half inch off. Now if I can get pieces within a thirty-second of an inch I am happy, within a sixteenth I can live with; but one-half inch! No way! Something was definitely wrong. Back to the drawing board, back to the mounts, back to the engine, nothing rang a bell or gave a hint. We decided that this mount and this engine were not destined to mate now or any other time.

The engine was lowered and returned to its dolly. Herb went back to work and I placed a call to Van. First, however, I measured the hole across the top and top to bottom at the point of engine attachment and at mount attachment point.

At Van's I spoke to Ken. The answer was simple. The wrong mount had been sent to me. We finally concluded, after comparing engine serial number with mount type, that somewhere, somehow the rear engine case had been changed but not recorded in the engine log book. Next problem was what to do for an exchange. Type two mounts such as mine were not often called for and Van didn't like stock hanging around. They searched their computer order list and turned up two names of people needing the type two mount. One was in Michigan and the other in California. I called the fellow in Michigan and he was quite willing to take my mount and Van would give me a type one. Breathing a sigh of relief, I blessed him and all his forebears and then called Van and told him everything was all right and there was a Santa Claus after all. Van shipped me the mount the next

day so I could use the packing case to ship my mount to Michigan. Removing the mount and especially the legs was a job and a half. The legs on an RV fit into a sleeve which is actually part of the engine mount so there is almost no play between sleeve and leg. Merely putting them together creates a bond. However, oil and cuss words solve most problems and this one was no exception. I had told the gentleman in Michigan I had cleaned and painted the legs and mount but would remove it if he so desired. He said not to bother as the steel should be kept painted to prevent rust and since he wouldn't be at that stage of building for a number of months, he would just as soon have them painted.

As soon as the new mount arrived, I unpacked the new and repacked the old and shipped it off to its new home. I etched, primed and painted the new units.

Bob Ryan, who is building an RV-6A is always willing to help me in times of crisis. I think he is keeping a notebook on what not to do from my mistakes. I told him to come around 9:30 as I wanted to warm up the garage with my kerosene heater. It is one of those odorless heaters, you know the kind. It stinks up and clogs up your nose to the extent that you can't smell anything.

This next section may be of special interest to future RV builders. Van's plans and directions are correct as far as they go, but don't emphasize the difficulty nor mention the real push and pull tussle it takes to fit the Lord mounts properly. The Lord mount is in two sections with two large washers for each bolt and an inner sleeve the bolt passes through. To hold these together and in place while trying to align engine and mount is difficult to say the least. The correct human anatomy for doing this job would be to have an arm and hand protruding from the abdomen about two inches above the navel and two additional arms similar to the Hindu God Siva.

The engine, of course, has a distinct mind of its own. When you need it lower, it wants to tip upward and when you need it a tiny bit higher it wants to be a tiny bit lower. While hanging from a hoist it can move in any direction and usually does when most inconvenient.

I finally freed up one hand by placing elastic band around the Lord mount bolts after they had been placed in the mount brackets. This worked fine until you tried to turn the bolt when you finally got it placed at the engine hole. Then the elastic began to worm itself around the thread and go into the hole with the bolt. About one-half a turn and it was tight as a drum. The trick was to get everything lined up with the elastic in place and then as the bolt touched the engine hole cut the elastic. Zounds! It worked.

Naturally, lots of light is vital to the operation. But to see through the mounts into the hole to align them or jockey them into alignment, a flashlight is a must. The problem is where to place it or how to hold it. If you place it somewhere on the engine or cowling, it will move the moment you take your eyes off it. I think the zeta rays of the batteries interact with the steel ions of the hoist to set up anti-

aligning molecules which move the flashlight whenever the heat from your hand is removed from the flashlight. Some of you may not accept this theory but I do have it on the authority of Professor Rube Goldberg who has helped me with technical problems concerning the RV.

The solution of the problem is to buy a flashlight small enough to be held in the mouth or behind the ear. A miner's cap with the light attached would be ideal, but who knows any miners.

All in all, it was patience, perseverance and cuss words that carried the day. Two and one-half hours after we began, all units fell into place and we quickly slipped nuts onto the bolts so nothing could escape. The engine and frame were a single unit and the whole thing now looks more like an airplane than a drag racer as the UPS man refers to it.

I am going to Florida for the next two months to rest and to give Bob and Herb time to resume their normal activities free from phone calls from a frantic RV builder.

**Total Number of
"Young Eagles"
flown by EAA Chapter 27:**

3

RENTSCHLER FIELD TO CLOSE

EAST HARTFORD—Rentschler Field, which has hosted aviation's evolution through 60 years as an airfield for Pratt & Whitney, will soon close.

Pratt's corporate parent, United Technologies Corp. is moving its fleet of business aircraft to a new terminal at Bradley International Airport in Windsor Locks. The last flight of a fixed-wing aircraft left last week.

Once a tobacco field, Rentschler became a grass-only landing strip in May 1931 for customers of Pratt & Whitney, which was then part of United Aircraft Co. and later evolved into UTC.

The grassy fields were gone by the mid-1940's when Rentschler became the largest non-military airport in New England. That title faded as Bradley International Airport in Windsor Locks and Logan in Boston gained stature.

The field was visited by almost everything with wings over the years, from early propeller-driven aircraft to the newest Boeing 777 that touched down in November on a test flight to give employees a look at the newest jet to use the engines they build.

Virtually every Pratt-powered aircraft preparing to cross the Atlantic was checked out at Rentschler, according to a report in a 1947 edition of the former Pratt employee publication *The Bee Hive*.

Visits by Charles Lindbergh, Amelia Earhart and other famous aviators were routine as were those by celebrities of the day through World War II and the Korean, Viet-Nam, and Persian Gulf wars.

The airport also was the first in New England to employ a sophisticated snow-removal machine developed specifically for airports, according to company records. Known as a Sno-Go, the equipment was designed to clear snow from runways while avoiding extreme buildup of snowbanks along the edges—like a snowblower.

According to company records, Sno-Go made Rentschler the state's only airport able to stay open during harsh winter storms in the late 1930's.

Helicopter flights shuttling Pratt and UTC executives to and from East Hartford will continue indefinitely at the airport, but it will no longer exist as first envisioned by its namesake, Frederick B. Rentschler, one of Pratt's founders and its first president.—**Associated Press.**

SECRETARY'S REPORT

The meeting of December 18th of Chapter 27 EAA was called to order at 10:10 A.M. at MMK. Members present were:

Jim Simmons—President
Stan Solecki—Vice President
Bob Ryan—Treasurer
Charles Maxted—Secretary
Herb Bullock—Newsletter Editor
Ed Morris—Technical Advisor
Jeff Davenport—Technical Advisor
Fran Uliano—Young Eagles Coordinator

Les Mercer	Mike Zemsta
Steve Daniel	David Pepe
Ed Peters	Alan Ortner
Dave Peters	Bob Seemann
Joe Page	Sheila Seemann
Maury Libson	Ed Schinitis
Harry Carl	Frank Mlynick
Ed Cassagneres	Don Whelan
Bill Simon	Bob Brown
Jeff Fiscus	Bob Burk
James Byron	

OLD BUSINESS:

Bob Burk gave a status report about the progress of Chapter patches. He should have a sample to show by next meeting.

Ed Morris reported that the MMK sign painting project will take place in the spring and will be painted on the taxi-way and not the hangar roof as too many members are uncomfortable with heights.

There are less than a dozen calendars remaining to be sold.

1995 Christmas Party plans are moving rapidly forward under the capable direction of Sheila Seemann.

NEW BUSINESS:

Members of Chapter 27 are welcome to attend MMK's Christmas Party on December 24th (11 A.M. to 4:00 P.M.)

Joe Page reported on the plans for next year's Fly-In. It will take place May 20, 1995 with a rain date on 5-21-95. Judges will be Stan Solecki, Jeff Davenport and Jeff Fiscus. Mike Zemsta will chair the wing walker crew and Don Whelan will handle the most important job of food preparation.

Ed Morris brought the left-over T-shirts from last year and it was decided to give them out to the Young Eagles participants.

The Tech Counselors will publish a newsletter that will be given out to members at the meeting.

The chapter plans to have a Young Eagles Day June 10th at MMK next year. This date will coincide with the national Young Eagles Day

Where possible, I have listed the names of the various project chairpeople. If a project sounds interesting to you, please call and offer to help. We really expect each member to take an active part in what the chapter is doing. Get involved, it keeps you young and your blood pressure low. And it will

need to be low if the Feds pass NPRM No. 94-13. Can you imagine what it is going to cost if we have to have an EKG at each physical?

The seminar topics for next year were discussed and the following schedule was set up. The dates are yet to be finalized.

ALUMINUM FABRICATION—Bob Burk
STEEL FABRICATION—*
PAINTING, FINISHING & DISPOSAL OF WASTE
—Jeff Davenport
WOOD FABRICATION—Jim Simmons
WEIGHT & BALANCE—Ed Morris
FIBERGLASSING—Jeff Fiscus
AIRCRAFT MAINTENANCE & ANNUALS—Ed Morris
REGISTRATION PAPERWORK—Joe Page
AEROBATICS & YOUR INSTRUMENTS—Jim Simmons (Jan. presentation)
FABRIC COVERING—*
HOPEFUL SPEAKERS—Someone from Mattituck
Henry Bouley
Ev Cassagneres

* Experts please step forward.

Our December speakers were Fred Webster, president of Conn. Avionics and Larry Anglisano, sales manager.

A GPS was set up in the conference room with the antenna placed on the windowsill. Even with that crude setup it did just about everything but tell your weight and guess your age. In trouble? Press a button and thirty-seven nearby airports in order of closeness appears. Too close to restricted air spaces? Flashing lights, sirens, and a little man with a club reminds you of your position.

Some of these units can even be hooked up to a lap computer to enhance and enlarge the moving map and data. It will even bring you over the approach end of the runway and show you the numbers.

Both Fred and Larry cautioned about becoming too complacent with these extraordinary instruments. The usual tools of navigation should always be within easy reach in case of a malfunction of a unit.

The program was presented as a question and answer format and the members didn't run out of questions until 12:10 when the chapter meeting was closed.

FOR SALE

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