

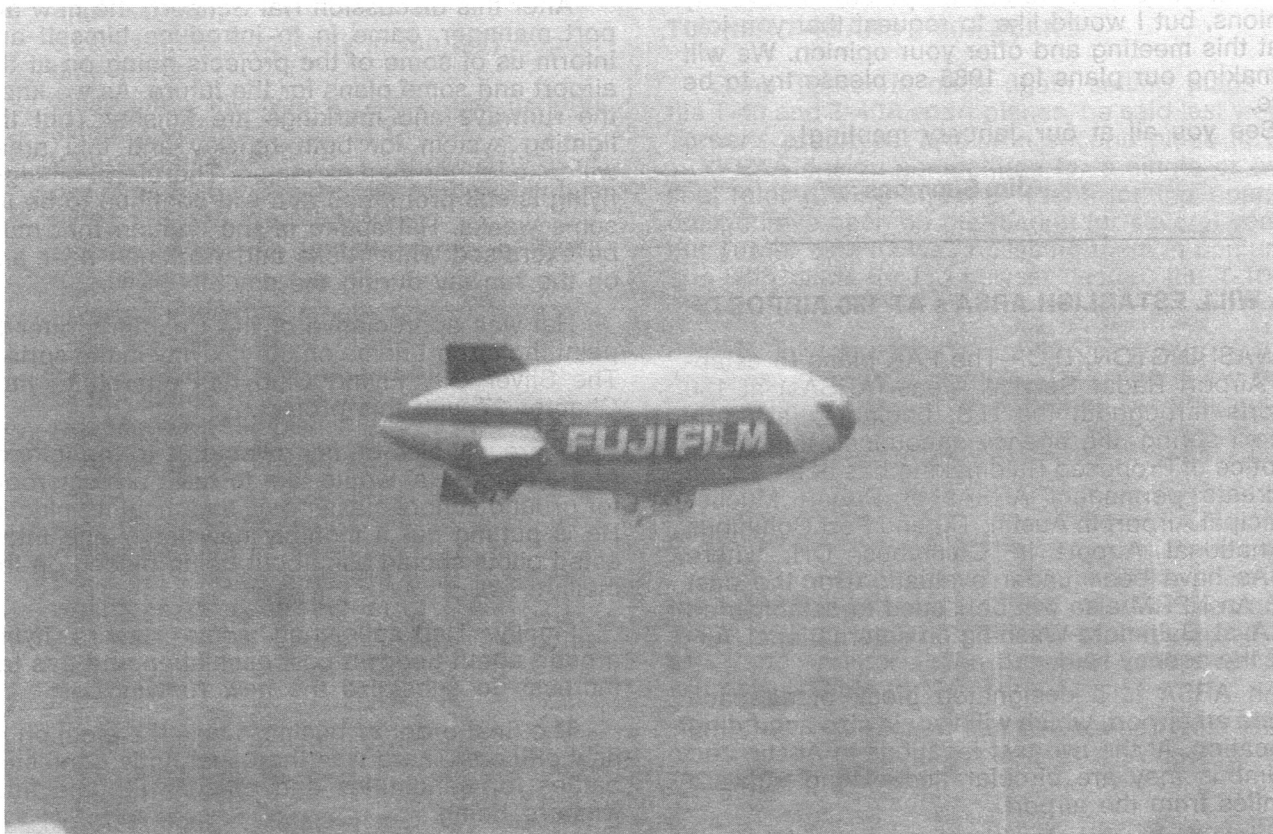


CHAPTER 27 NEWSLETTER

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

JANUARY, 1985 ISSUE

FAT FUJI BLIMP



Bet you thought Goodyear was the one and only blimp manufacturer. Not so—above photo shows a British made blimp advertising Fuji film flying off the coast of Long Beach, California on a lazy August afternoon. Picture was taken from Jim Simmons' Skybolt on a return trip from Catalina Island this past summer. The craft moored to a portable mast between flights at one corner of Long Beach Airport.

NEXT MEETING IS SUNDAY, JAN. 13

EAA Chapter 27 will hold its monthly meeting on Sunday, January 13, at Meriden-Markham lounge. Since we are starting a new year our membership dues of \$10 are now payable for 1985.

AEROBATIC ADVISORY CIRCULAR

Jim Simmons recently received a copy of FAA Advisory Circular 91-61, entitled "A Hazard In Aerobatics: Effects of G-Forces On Pilots."

He plans to make a number of copies of this circular and will pass them out to anyone who is interested at this meeting.

Incidentally, Jim has been putting his Skybolt through a number of aerobatic maneuvers and claims the ship handles nicely.

REMEMBER—IT'S JAN. 13 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A.M.

LETTER FROM THE PRESIDENT:

As my first act as president of our EAA Chapter I would like to thank Doug Brady, former president and Dave Hax, former vice president for the contribution of their time and efforts in maintaining our Chapter during the past years. I will be looking forward to their assistance and cooperation throughout the coming year.

We have a very fine nucleus of talent within our Chapter and I would like to request that each of you offer to share your skills and knowledge with the rest of us during the coming months. During our January meeting I would like to discuss the goals and direction we should pursue. I have my opinions, but I would like to request that you join us at this meeting and offer your opinion. We will be making our plans for 1985 so please try to be there.

See you all at our January meeting!

Jim Simmons

FAA WILL ESTABLISH ARSA's AT 130 AIRPORTS

WASHINGTON, D.C.—The FAA plans to establish Airport Radar Service Areas (ARSAs) at 130 airports throughout the U.S. beginning as early as next spring, the agency announced this week. A Notice of Proposed Rulemaking has been issued to create permanent ARSAs at Robert Mueller Municipal Airport in Austin, TX, and Port Columbus International Airport in Columbus, OH, where ARSAs have been under evaluation for the past year. An NPRM also will be issued to establish an ARSA at Baltimore-Washington International Airport, the agency said.

An ARSA is a designated block of airspace around an airport, which will vary in size according to location. At the two test locations in Austin and Columbus they are circular and extend outward 10 miles from the airport.

Pilots operating in this airspace will be required to maintain radio communications with the airport control tower and comply with all clearances and instructions. Controllers will provide normal separation services to aircraft operating IFR, and will resolve any potential conflicts between these aircraft and VFR traffic. In addition, they will provide traffic advisory services and arrival sequencing to all aircraft.

Major hub airports which already have TCAs will not be affected by the proposal, FAA said.

The ARSA program is based on a recommendation by the government-industry National Airspace Review, which has been studying means for improving air traffic control rules for several years.

Comments on the NPRM should be sent to the Rules Docket, FAA, 800 Independence Ave., SW Washington, DC 20591.

● General aviation conducts more operations than do the air carriers at five of the top 10 and 70 of the top 100 busiest airports in the United States.

DECEMBER MEETING REPORT

The December 9th meeting of EAA Chapter 27 was called to order in the Meriden-Markham Lounge at 10 a.m.

Members present were: Doug Brady, Jim Simmons, Dave Hax, Ed Dunn, Charlie Maxted, Ed Morris, Erwin Hauer, Joel Voluska, Herb Bullock and William Hunter.

The meeting began with a discussion of the status of the member's projects and their progress. Les Mercer's ultralight is coming along fine and he is looking for an altimeter for it.

After this discussion Hal Schnerr, the new airport manager, came in to introduce himself and inform us of some of the projects going on at the airport and some plans for the future. As we know the runways and markings are finished, but the lighting system for both runway and taxi areas will take longer than expected. Therefore, all night flying is still prohibited and will continue to be for some weeks. Hal spoke of the caution that must be exercised with trucks and workmen near and on the runway during the day.

Hal was appreciative of the Chapter's offer to paint the airport name on the taxiway in the spring. The Silver City Flying Club has offered to help Chapter 27 with this project.

There will also be improvements to the interior of the office. Hal would like to have a nicer room for ground school classrooms and meeting places. He is putting out a monthly newsletter and interested pilots should ask about being placed on the mailing list.

Finally, Hal squelched some rumors flying around about tiedown cost escalation and gas tax increase to subsidize the new runway cost.

The final order of business was the election of new officers. There was the usual hotly contested battles for candidates and offices with the final winners being:

President—Jim Simmons
Vice President—Herb Bullock
Treasurer—Bob Seemann
Secretary—Sheila Seemann
News Letter Editor—Charlie Maxted
Ed Dunn was again appointed Chapter Designee.

At this point the membership, exhausted from debate and speeches, caucuses and voting, adjourned to go flying.

CHAPTER 27 OFFICERS FOR 1985

President—Jim Simmons
Vice President—Herb Bullock
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Designee—Ed Dunn
Newsletter Editor—Charlie Maxted
Printing—Herb Bullock

NEAR MID-AIR AND MID-AIR COLLISIONS

A pamphlet prepared by the Office of Aviation Safety on Near Mid-Air Collisions (NMACs) will be available for the member's scrutiny at this meeting. Since the document is rather lengthy we are presenting just some of the highlights of this document.

- NMACs have decreased appreciably since 1980 from a total of 568 to 286 in 198.
- The typical NMAC event has the following characteristics:

It is classified as a "potential" NMAC, e.g. less than 500 feet separation (but more than 100 feet);

Occurs more frequently in the May-August time frame;

Most often involves at least one general aviation operator;

Where both flight plans are known, is most prominent in the case where one pilot is flying IFR and the other VFR;

Occurs within the altitude range of 1,000 to 5,000 feet;

Involves situations where one or both aircraft are likely to be in level flight;

Exhibits the largest number of occurrences in the states of California, Texas, Florida, Arizona, and Illinois;

Involves pilots having ATP or commercial licenses;

Occurs most frequently during conditions where weather is no factor;

Does not involve apparent pilot regulatory violations or controller errors; and

About half of the reported incidents indicate that both pilots have functioning transponders.

- Mid-air collisions have stayed in about the same range (15 to 30) over the study time frame (1980-1984).
- No statistical correlation can be made between NMACs and mid-air collisions.

MALE ORDER

Cessna Aircraft ran this ad to publicize its fixed-price pilot-training program: "Cessna will make you a pilot for \$2990. Guaranteed." Shortly thereafter, the company received a letter from seven Kansas women.

"Dear Cessna," it read. "In response to your ad in the latest **Popular Mechanics**, we would like to order a pilot. The following particulars should be built into your design: male—quick learner; height six feet, two inches, to six feet, five inches; weight 190 pounds; chest 46 inches; waist 34 inches; shoe size 11—optional; hairy chest and muscular; dark blue eyes; wavy brown hair.

"We see by your ad that this pilot is guaranteed, but we would prefer to take him on approval. We have several other people also interested in your pilot program. Could we get a discount on case lots?"—**Readers Digest**.

CALENDAR OF EVENTS

JAN. 18-26—KAUAI AND HONOLULU, HAWAII—Hawaii Adventure. Sponsored by the Cardinal Club. Four nights in Kauai and four nights in Honolulu. Contact Phil Harrison, Newsletter Editor, 1701 St. Andrews Dr., Lawrence, KS 66044.

MARCH 17-23—LAKELAND, FLORIDA—11th Annual Sun 'N Fun EAA Fly-In. EAA Spring Celebration of Flight. Contact (813) 644-2431 (Mon.-Fri., 9 a.m.-4 p.m.) or P.O. Box 6750, Lakeland, FL 33807.

TURNER T-40 AND T-40A PLANS

Gene Turner is once again selling plans for his T-40 and T-40A sport planes, he said last week. Turner's prototype T-40 won second place in the 1962 EAA design competition for a single or two-seat folding wing airplane. Plans for the popular design have been off the market for several years, but Turner said he was reissuing them in conjunction with plans for his newest design, the T-100D Mariah.

The T-40 is powered by an 85-hp engine and has a top speed of 175 mph. The T-40A is the two-seat version of the T-40, designed for engines of 85 to 125-hp. The airplane has a top speed of 185 mph with 125-hp, Turner said. The Super T-40A is a T-40A fuselage with a larger wing area, swept tail, and bubble canopy. All models have a range of 450 to 500 statute miles.

Plans for the T-40 will sell for \$100; plans for the T-40A will sell for \$150, and plans for the Super T-40A will go for \$175. T-100D plans will sell for \$100, and an information brochure on the aircraft will be available for \$6, Turner said.

Further information can be obtained from Turner Aircraft, 5803 Waterview Dr., Arlington, TX 76016; (817) 457-5081.

- General aviation has a fleet of airplanes totaling more than 211,000 (98%). The airline fleet totals 2,300.

WANTED

ALTIMETER—For my Fisher FP101—Les Mercer, 53-06 Yale Ave., Meriden, CT 06450. 634-4199.

FOR SALE

STARDUSTER TOO—Basic fuselage welded and epoxy primed. Has rudder and brake pedals, seats, rudder fin, control sticks, windshields, miscellaneous chrome moly tubing for tail. Reasonable offers accepted. George Durkota, (203) 375-9871.

SPINNER AND 2 BACK PLATES 10 1-2"x12", \$50—Advertised in Wag Aero for \$69.50, cat. No. 1-842-000. Call (203) 272-4922.

CHARLES MAXTED
957 Coleman Road
Cheshire, CT 06410

1985 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **BOB SEEMANN, 89 EARL AVENUE, HAMDEN, CT 06514.** (Dues are \$10 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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