

JANUARY, 1990



CHAPTER 27 NEWSLETTER

JANUARY, 1990 ISSUE

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

MERRY CHRISTMAS!



Photo shows the well attended EAA Chapter 27 Christmas party held at the Britannia Spoon Company Restaurant in Wallingford.—Photo by Al Hine

NEXT MEETING IS SUNDAY, JAN. 14

The January meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, January 14, 1990. Time—10 A.M.

SKYBOLT WINS AGAIN

The annual Fly-In of EAA Chapter 427 at Kobelt, N.Y. was the latest event in which Jim Simmons' Skybolt won the Best Homebuilt Biplane award. Jim is now on his third shelf for displaying his collection of trophies.

UNLICENSED FEDS

Many of the FAA inspectors who give proficiency check rides to airline pilots are not qualified to fly the planes themselves, according to the General Accounting Office.

A recent Congressional report by the GAO said that only 291 of the 786 FAA inspectors who made pilot flight checks had up-to-date flying credentials. Furthermore, the report indicated that the FAA officials who check airliners for airworthiness took only about one-half of the training courses they were scheduled for in fiscal 1988.

EAGLE FOR SALE

George Molina's immaculate Christen Eagle is for sale. Get in touch with George for full details.

REMEMBER—IT'S JAN. 14 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

ENGINE TIP

*From E.R. Gaines, Box 3534 Boles Rural Street
Alamogordo, New Mexico 88311*

In February issue of Sport Aviation, an article on page 4 (Taking A Travel Air Home) caught my attention. It told of a classic case of ignorance in the sea of information that exists. I have watched a mechanic in the last year pull the plugs on a cylinder of an engine which had been overhauled ten hours before and unkey a valve—drop the valve into the cylinder and ream out the carbon in the valve guide—then key the valve up and pronounce the sticky valve problem solved. Well, my question was—what about the other valves? What about the carbon deposits under the new rings that would cause excessive wear or cause the rings to stick with fantastic oil consumption or as with the Travel Air cause the rings to break.

The addition of a small amount of Marvel Mystery Oil in the crankcase and a small amount in the fuel will keep the valves and rings from sticking. If they are stuck then the addition of the MMO will unstick them. I have observed this more than once and can attest to the fact that it works. MMO is made mostly of coal oil—not kerosene—but coal oil which is made from coal. I would like to say that it is new technology but it isn't—MMO was being advertised during the great depression.

I would like to see this information spread about so that valves and rings would not get stuck especially after an expensive overhaul that takes so much time and effort.

I discovered something recently that I would like to see mentioned in a column in Sport Aviation. A safety column that warns that "S" hooks used on tiedown chains at many airports will easily straighten out and are not to be trusted under any circumstances. They fail in a 70 MPH wind and although this is known by the FAA and other government agencies it seems that this information must be rediscovered by the individual victim from time to time. In this same column on safety it should be mentioned that the cast aluminum tie-down fittings on the struts of Taylorcrafts are inherently weak and should be replaced with something stronger.—**From Technical Counselor News.**

MASKING TAPE REMOVAL TIP

Technical Counselor Richard Mason, 226 West Campbell Drive, Midwest City, OK 73110

Richard has a hint on removal of masking tape saying that it doesn't come easily in winter, but if you heat it with a hair dryer it makes it a lot easier to remove. A heat gun is a little too much heat for the masking tape and paint. A hair dryer seems to work fine.

HOW TO OBTAIN YOUR A&P

It is possible to obtain an A&P Certificate by building an amateur built aircraft or by restoring an airplane. For further information on this, please write to Ben Owen, c/o Information Services, for the mailout on obtaining an A&P by building an amateur built aircraft.

NO AV GAS HERE!

PARIS—It wasn't quite Lindbergh, but a Texas university professor earned his footnote in aviation history recently when he completed the first trans-Atlantic flight in an ethanol-fueled airplane.

Max Shauck, a mathematics instructor at Baylor University in Waco, Texas, landed at the small Toussus-le-Noble Airport southwest of Paris after a one-hour flight from Tours.

He set out with Italian co-pilot Grazia Zanin from Waco in a light experimental aircraft that carried them through often rough weather to Canada, the Azores, Portugal, Spain and finally France.

Proving the merits of the relatively cheap, non-polluting ethanol compared to standard fuel drove Shauck to make the journey, which he funded himself at more cost "than I care to think about."

Ethanol is essentially an alcohol fuel made from vegetable matter, usually corn in the United States and sugar beets in Europe. Shauck says ethanol retails for about \$1.20 per gallon in the U.S. compared to \$1.80 for high-octane aviation fuel.

Indeed, Shauck and Zanin's flight log includes a hodgepodge of small stopovers in North America chosen chiefly because ethanol could be delivered there.

Technically, they became the first people to cross the Atlantic in an ethanol-fueled plane the minute they touched down in Portugal.—**Associated Press.**

NINER JULIETT DELTA

We monitor the aircraft frequencies at our shop and frequently hear the above signature booming from our loudspeaker. How are the rolls coming along, Jeff?

ATTENDANCE REPORT FOR DECEMBER

Bob Looker	Al Hine
Don Whelan	James Hubbard
Ed Novotny	Larry Folsom
Fran Uliano	Andy Rose
Sheila & Bob Seemann	George & Janine Molina
Chuck & Debbie	Paul Civala
Raymond	Hugh Sullivan
Erwin Hauer	Tom Whelan
Ed Dunn	Terri Lane
Bruce Argetsinger	Ed Morris
Jeff Davenport	Herb Bullock
Kenneth Winiarski, Jr.	

EAA CHAPTER 27 OFFICERS FOR 1990

President—Ed Morris: 265-3932
Vice President—Jim Rowley: 237-7179
Secretary—Larry Folsom: 723-2532
Treasurer—Debbie Raymond: 929-2552
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

PILOT GROUPS OPPOSE VEIL RULE

Citing safety concerns and restricted airport access, the Aircraft Owners and Pilots Association and other aviation groups petitioned the Federal Aviation Administration to establish a Mode C transponder "floor" around the nation's terminal control airports. Currently, the "veil" rule prohibits flights by non-Mode C equipped aircraft within 30 miles from the ground up around the 27 TCA airports.

According to the aviation groups, the FAA has experienced serious lapses of radar coverage in several of the TCA areas, demonstrating the inability of current radar equipment to properly process information from the many transponder-equipped aircraft flying in and around terminal airspace.

"With the installation of Mode C equipment in many more aircraft, and the requirement that code and altitude be reported at all times, ATC computers are unable to handle all of the additional information being received," said John L. Baker, President of the 300,000-member AOPA. "This results in substantial periods of time during which data received by the controllers are either incorrect, invalid or unavailable. It is disappointing that when the Mode C rule was being written, the FAA failed to heed the vast reservoir of informed opinion that predicted this exact type of crisis could occur.

The proposal would establish a Mode C floor from the ground to 2,000 feet AGL, extending from the 30-mile limit into the hub of the TCA restricted area, leaving equipment requirements for operation in a TCA intact. AOPA's Baker said that under the proposal, the area around major TCA airports, extending out to the first control ring, would continue to be totally controlled airspace.

"Based upon current events, we believe it is necessary to consider this petition in order to facilitate continued utilization of the national airspace system within the Mode C 'veil' areas at the nation's largest airports," said Baker. "We believe that since imposition of the rule on July 1, 1989, the numerous requests for immediate relief and for long-term exemptions are proof of denials of utility imposed on aircraft owners by the Mode C rule."

According to AOPA, this proposal would provide the means for general aviation aircraft to gain greater access to satellite airports and heliports in many metropolitan areas currently restricted by Mode C requirements, in airspace not normally utilized for air carrier aircraft.

"We understand that since the initiation of the Mode C rule, numerous general aircraft, without Mode C capability, have been compelled to relocate from airports underlying the Mode C 'veil' because applications for waivers from the AA were delayed or denied," Baker wrote in the petition. "Such moves to areas outside the 30-mile veil constitutes a condition whereby pilots and aircraft owners who have supported those auxiliary and reliever airports have departed and taken with them their financial support."

The Experimental Aircraft Association, Helicopter Association International and the National Association of State Aviation Officials joined AOPA in petitioning the FAA.

CALENDAR OF EVENTS

JAN. 21—ORANGE, MA—EAA Chapter 726, Pancake Breakfast, 9:00-11:30 a.m.—Orange Municipal Airport. Pancakes, home fries, sausage, juice or coffee, \$3.00 donation.

FEB. 4—WESTERLY, RI—Aero Club of New England. Fly or Drive-In, Perfect Landing—9 a.m. to 11 a.m.

APRIL 8-14—LAKELAND, FL—Sun 'N Fun EAA Fly-In. Second largest fly-in in the nation.

JULY 27-AUG. 2—OSHKOSH, WI—38th Annual EAA Convention, Wittman Field.

CSAEA NEEDS YOUR HELP

The Connecticut State Association of Experimental Aircraft, Inc., is asking for donations to defray the costs of publishing and mailing its newsletter which is sent (free of charge) to all current Connecticut EAA members.

Contributions can be sent directly to the treasurer at the following address:

CSAEA
c/o Dan McKeeman
73 West Road
New Hartford, CT 06057

NEW IFR PILOT

Congratulations to Chuck Raymond upon passing his Instrument check ride recently. We wonder if this means he will fly aerobatics IFR now.

FOR SALE

SENENICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming O-320. Dressed down to minimum Good for homebuilt, length ok, \$350. Ken Junior 237-1839.

STEARMAN (mostly) PARTS — At reasonable prices. Project complete, selling extras including fuselage with papers. Send SASE to A. Gomez, RR #1 Box 265 Lambertville, New Jersey 08530.

WANTED—O-200 ENGINE—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-4922 for membership information.

ELECTRONICS FOR SALE—Antenna Coupler Splitter. Nav or Com; Antenna Development, 1 into 2 \$15. Circuit Breakers—WOOD \$5 ea. KLIXON \$4 ea. King KA42 Loop Antenna with Antenna Specialist Sense Antenna. For ADF installation—Complete \$100. Grimes Rotating Beacon, Red, new bulbs, 1 still in pack. Bulbs worth \$25 each—\$60. King KN64 KN62 install tray with install kit—Complete \$100. Mobil AD 50 and AD 30 oil—\$2 ea. Narco NAV-12 self-contained Nav Loc Receiver and G-S indicator—\$500. Call Rob at (203) 284-9588.

CALENDAR OF EVENTS

1990-1991 EAA Chapter 27 Membership Form
 Take Backlog \$100-150 (new) - \$200 (renewal)
 1st Annual Meeting - 1990-1991
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COAST GUARD YOURSELF

The Connecticut State Association of Exempt
 Mutual Workers, Inc. is asking for donations to
 delay the state of public utility
 power which is part of the
 Connecticut EAA Chapter 27
 1st Annual Meeting - 1990-1991
 1st Annual Meeting - 1990-1991

HERB BULLOCK
 1315 Meadow Road
 Cheshire, CT 06410

COAST GUARD YOURSELF
 1st Annual Meeting - 1990-1991
 1st Annual Meeting - 1990-1991

HOW WE CAN

1st Annual Meeting - 1990-1991
 1st Annual Meeting - 1990-1991
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1990 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