

JANUARY, 1991

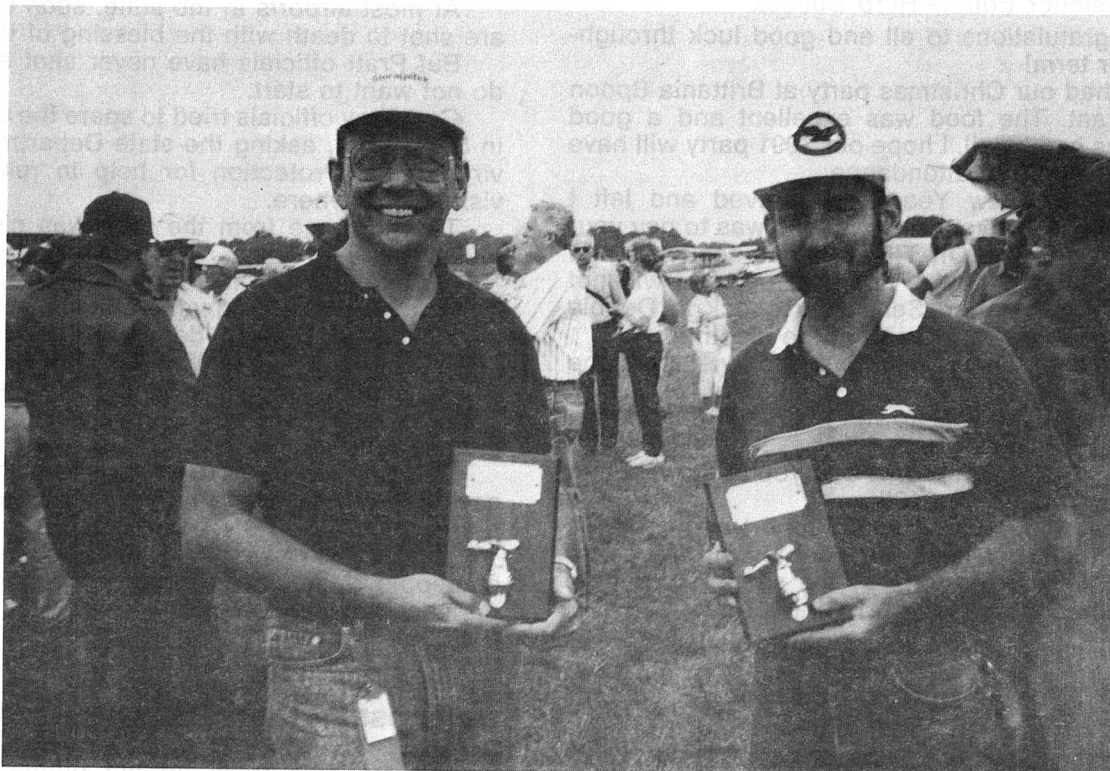


# CHAPTER 27 NEWSLETTER

JANUARY, 1991 ISSUE

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

## A WINNING PAIR



As reported in the November newsletter, Chapter 27 members Jim Simmons and Jeff Davenport hold their respective trophies awarded them at the Simsbury Fly-In this past Fall. We know that Jim has run out of shelf space for his trophies for the Skybolt, now it remains for Jeff to do some catching up for his RV-4.

## NEXT MEETING IS SUNDAY, JAN. 13

The January meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, January 13, 1991. Time 10:00 A.M.

### SKYBOLT ON SWEDISH SOIL

Jim Simmons received word from Kjell Lindgren (new owner of the Skybolt) that the container housing the aircraft arrived safely in Sweden. All that remains now is unpacking and reassembly!

### BD-4 HAS FORCED LANDING IN PLAINVILLE

EAA Chapter 27 member Tom Kulikowski had the misfortune to lose his engine on takeoff recently at Robertson Airport in Plainville, CT.

He and his wife, Phyllis, were on their way to upstate New York when the mishap occurred.

Robertson's active runway was 20 to the south and after reaching approximately 800 feet he lost power and landed more or less straight ahead into swamp land.

He and his wife were treated at New Britain General Hospital for scrapes and bruises and released.

REMEMBER—IT'S Jan. 13 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME: 10:00 A.M.

## LETTER FROM THE VICE PRESIDENT

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Hi Folks!

Another year has gone by us. I hope you all had a safe and happy holiday.

Well, as you know, at our last meeting we had elected new officers. They are as follows:

President—Ken Winiarski  
Vice President—Jim Rowley  
Technical Counselor—Jeff Davenport  
Secretary—Charlie Maxted  
Treasurer—Debbie Raymond  
Newsletter Editor—Herb Bullock

Congratulations to all and good luck throughout your term!

We had our Christmas party at Britannia Spoon Restaurant. The food was excellent and a good time was had by all. I hope our 1991 party will have more members in attendance.

Now that New Years has arrived and left I hope that one of your reservations was to pay your membership dues **ON TIME**. Please don't take too long because if you're not paid up, you will not receive a newsletter. Send your check to Debbie Raymond or pay in person at the meeting.

Also, one of my resolutions is to fly at least one hour a week. Now that the hangar queen has a fresh annual and was flown I am ready to keep my promise to myself.

Well, that's all for now. See you at the meeting which is Sunday, the 13th.

Remember, without your support and your will to volunteer your time, our chapter will fall apart. The work can't be done by the same few people every time. Please support Chapter 27.

Happy New Year

Jim, VP

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### NEW DWI REGULATION IN EFFECT

The new regulation requiring pilots to notify the FAA within 60 days of any alcohol-related driving offense resulting in conviction or administrative action is now in effect. Under the new rule, pilots must notify the FAA in writing of each offense. The FAA may access the National Driver Register to confirm information about convictions, which also must be reported on applications for medical certificates. Lying about convictions or failure to report them could result in the revocation of your pilot certificate. Pilots have the right to request their records from the NDR to check their accuracy. Requests must be notarized and contain the pilot's complete name and date of birth. Other information, such as height, weight, hair color, et cetera, will help ensure positive identification. Send requests to DOT/NHTSA/NDR, 400 7th Street, S.W., Washington, DC 20590-0001.

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**DON'T FORGET YOUR DUES!**

### DEER ARE TROUBLESOME AT RENTSCHLER

EAST HARTFORD—Reindeer and planes colliding? Not exactly, but Pratt & Whitney officials are worried about Rudolf's Connecticut cousins getting in the way of planes taking off and landing at the company's Rentschler Field.

Pilots at Rentschler Field have reported so many sightings near runways this season that Pratt officials figure there must be a half-dozen does or bucks running around.

The height of the gates is the key: A strong, healthy deer can jump the 6-foot gates, thrive in hundreds of acres of corporate forest and possibly play a lead role in a collision on the adjoining runway.

At most airports in the state, such trespassers are shot to death with the blessing of the state.

But Pratt officials have never shot a deer and do not want to start.

Company officials tried to spare the deers' lives in September, asking the state Department of Environmental Protection for help in removing the visitors elsewhere.

The message from the DEP was clear. Shoot to kill.

"We don't really like to move deer around. You don't know what kind of problems you'd have," said Dennis P. DeCarli, deputy DEP commissioner.

In a letter to Pratt & Whitney, a DEP wildlife research supervisor said relocated deer tend to wander over long distances, creating new hazards for themselves and humans.

DeCarli said he is unimpressed with efforts to save a few deer where hunters shoot about 8,000 a year.

"When you're weighing that against the safety of people riding in an airplane, there's no comparison—**Associated Press**

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### WINDROSE PROJECT FINDS NEW HOME

The free Windrose project offered by Adam Kaczmarek as reported in the November newsletter, was snapped up by Chapter 27 member Carl Eaton. Our understanding is that he transported it to his hangar in Kissimmee, Florida where he intends to get it flying—after he completes building his house!

Incidentally, Charlie Maxted, who is presently on vacation, intends to give Carl a hand in finishing the project when he returns. He plans to take the Cessna 172 owned by the Silver City Flying Club on a solo cross country flight to Carl's home.

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#### EAA CHAPTER 27 OFFICERS FOR 1991

**President—Ken Winiarski: 237-1839**

**Vice President—Jim Rowley: 237-7179**

**Secretary—Charlie Maxted: 272-4922**

**Treasurer—Debbie Raymond: 929-2552**

**T. Consultant—Jeff Davenport: 269-6745**

**Newsletter Editor—Herb Bullock: 272-8007**

## TECHNICAL COUNSELOR NOTES

Jeff Davenport

Well, I hope everyone has had a nice holiday, with a little bit of flying in it. I know of one person who has had a very different holiday. He is an AH-64, or Apache, attack helicopter pilot stationed in Saudi Arabia. He was previously stationed in Germany along with his family. I met him at the Meriden Airshow, as his parents live nearby, and he was on leave. As things turned out, I ended up giving him a ride in the RV-4. At that time he was trying to decide between building a Mustang II or an RV-6. It turned out he is an excellent pilot and is also an EAA member. Since then he has decided on the Mustang II as his project because of its folding wings and its ability to be kept at home. (No hangar costs). I have sent him several magazines with articles on the Mustang II. If anyone else out there can send him some more magazines or articles on the Mustang, or just plain old aviation magazines, he would greatly appreciate it. His address is listed below—THANX!

CW2 James Hosey  
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APO New York 09849

### INSTRUMENT VENTURI—NEW SYSTEM

This report from Raymond Ives, president of A&J Products, Inc., 31 Charlotte Street, Plattsburgh, NY 12901. The system is the use of two (old time) methods of deriving vacuum and updated to use with the present day single engine airplane. It is composed of an intake manifold air adapter and a modified AN-5807 venturi equipped with an electric heating device to eliminate the possibility of venturi icing. He has a STC for all Piper PA-28 and is working on STC's for the Cessna 172 through 210 models.

### TWEED MAY INSTALL CHICAGO RUN

NEW HAVEN—Daily jet service from Tweed-New Haven Airport to Chicago's O'Hare International Airport could begin in April if city officials approve a United Air Lines proposal, the airline said.

The Tweed-New Haven Airport Commission unanimously approved United's proposal recently. The matter now goes before the aldermanic Municipal Services Committee, which meets Jan. 29. The earliest the proposal is likely to come up for a vote by the full Board of Aldermen is Feb. 19.

United plans to offer four flights daily out of the city. Ticket prices would be comparable to those from Hartford and New York airports, said a United official.

## CALENDAR OF EVENTS

**APRIL 7-13—LAKELAND, FL**—Sun 'N Fun, Lakeland, FL.

**JULY 26-AUG. 1—OSHKOSH, WI**—EAA Oshkosh 91 Annual Convention, Wittman Field.

### ENGINE OVERHAUL TIP—ANOTHER ROPE TRICK

The tip by Richard M. Von Berg, "Rope Trick For Valves," in the October/November/December issue of the EAA Technical Counselor News suggests Another Rope Trick. The cylinder heads and barrels of a Gypsy Major engine are separate units. When disassembling an engine the accumulated carbon and varnish deposits can cause the heads to stick on the long cylinder studs so that they can't be removed. I have seen a 220 lb. man hang by his fingernails from a head with the cylinder nuts loosened, the Gypsy Major engine being inverted.

A length of rope inserted through the spark plug hole will fill the cylinder allowing you to gently force the head straight down with the piston by pulling on the propeller, or better, a club propeller. The push from the piston aided by some solvent on the cylinder studs will eventually move the head without hammering or prying.

Needless to say, care must be taken of the pistons and rods of the cylinders that are already removed. You can't use much more than clothesline rope, especially on the earlier engines as the spark plug holes are only 12 mm.

### HIGH WINDS DAMAGE JET AT BOSTON

BOSTON — Sudden gale-force winds heavily damaged a cargo building, a jet and several rental cars recently at Logan International Airport, forcing at least one flight to be canceled and one terminal gateway to be closed.

No injuries were reported.

The weather service clocked winds at Logan at 53 miles per hour.

A USAir 737-200 was pushed against a jetway by the winds at about 4 a.m.

The leading edge of the aircraft's wing was damaged forcing USAir to take it out of service for a day and cancel a flight to Charlotte, NC. The jetway, at Gate 8 of Logan's Terminal B, also was damaged and the gate was shut down.

### FOR SALE

**LONG EZ PROJECT FOR SALE**—Bob Fisher. Winsted Precision Co., Winsted, CT (203) 379-2788

**KING COMMERCIAL & INSTRUMENT COURSES FOR SALE** \$150 for both—Ed Morris 265-3932.

**AIR PROGRESS MAGAZINES**—Also large assortment of antique and model aircraft magazines—1960's vintage, make offer—235-2169.

APRIL 1-15-1991-1991 EAA Chapter 27 Meeting

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The first of the two days of the 1991 EAA Chapter 27 Meeting was held on Sunday, April 15, at the Meriden-Markham Airport. The day was a very busy one with many people attending the various sessions. The first session was a technical colloquium on the topic of "The Role of the Pilot in the Modern Aircraft". This session was held in the morning and was attended by a large number of people. The second session was a lunch and learn session on the topic of "The Role of the Pilot in the Modern Aircraft". This session was held in the afternoon and was also attended by a large number of people. The day was a very successful one and it was a pleasure to have so many people attend the meeting.

**HERB BULLOCK**  
1315 Meadow Road  
Cheshire, CT 06410

The second day of the 1991 EAA Chapter 27 Meeting was held on Monday, April 16, at the Meriden-Markham Airport. The day was a very busy one with many people attending the various sessions. The first session was a technical colloquium on the topic of "The Role of the Pilot in the Modern Aircraft". This session was held in the morning and was attended by a large number of people. The second session was a lunch and learn session on the topic of "The Role of the Pilot in the Modern Aircraft". This session was held in the afternoon and was also attended by a large number of people. The day was a very successful one and it was a pleasure to have so many people attend the meeting.

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Col. James H. Harty  
643-8-4242  
1301 AVN Bldg  
Col. 3-37-4VN Regt  
APO New York 09639

INSTRUMENT VENTURE-NEW SYSTEM

The report now being made by the Instrument Venture team is a very interesting one. It describes the results of a study that was conducted to determine the feasibility of a new instrument system. The study was conducted by a team of experts in the field of instrument systems. The results of the study show that the new system is feasible and that it has many advantages over the current system. The new system is simpler, more reliable, and more accurate than the current system. It is also more cost-effective and easier to maintain. The study also found that the new system is more user-friendly and that it can be used by a wider range of pilots. The Instrument Venture team is very pleased with the results of the study and they are confident that the new system will be a great success.

1991 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 .....