

JANUARY, 1996



CHAPTER 27 NEWSLETTER

JANUARY, 1996 ISSUE

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

BEFORE THE SNOW!



Photo shows a little less than half of the membership of Chapter 27 taken on a somewhat less stormy day than we've been having lately. We couldn't identify two people in the picture so the names are in alphabetical order. George Anderson, John Anderson, Bob Brown, Bob Bailey, Herb Bullock, Stan Chaffin, David Emmons, Jeff Fiscus, Fran Grieco, Mike Kredar, Maury Libson, Charlie Maxted, Les Mercer, Frank Mlynick, Ray Morgan, Ed Morris, Alan Ortnier, Abel Padilla, Dave Pepe, Bob Ryan, Chan Schiller, Ed Schinitis, Bob Seemann, Sheila Seemann, Jim Simmons, Bill Simon, Stan Solecki, Bruce Terkelsen, Fran Uliano, Don Whelan, Mike Zemsta.

NEXT MEETING IS SUNDAY, JANUARY 21

The January meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, January 21, 1996. Time 10:00 A.M.

PERSONAL AIRCRAFT INSPECTION HANDBOOK

Order from: **AC 20-9**
U.S. GOVERNMENT PRINTING OFFICE
SUPERINTENDENT OF DOCUMENTS
WASHINGTON, DC 20402
Stock Number 5011-0050

JANUARY SEMINAR

The demonstration this month will be on instrumentation as several of our members are at, or nearing, that point in their projects. I will be calling on several members to "help" me on this so watch out, you might get a call from me! See you at the meeting.

Jeff Daveport

ATTENTION MEMBERS!

Please bring to the next meeting a minimum of five ideas for a MMK improvement project for 1996.

REMEMBER—IT'S JAN. 21 AT MMK AIRPORT—TIME: 10:00 A. M.

LETTER FROM THE PRESIDENT

To those of you who attended our December meeting are aware, our chapter members expressed their opinions on what kinds of projects and/or events we wished to conduct during 1996. As a result of our successes during 1995, we have decided to expand our efforts with even more ambitious plans. Elsewhere in this newsletter you will find a listing of the events discussed and their popularity with our membership.

During the first week of January we conducted a Chapter 27 officers meeting and we reviewed our goals for 1996. Along with our fly-in, Young Eagles Day, participation in a Poker Run and Christmas Party, we have added the following to our list:

Meriden Airport Improvement Project. We discussed some of our ideas. However, I would like to request that you give the subject some thought and bring your suggestions to our January meeting. Pancake Breakfast—We decided that the best time to do this would be in conjunction with National Young Eagles Day (June 8th). Our idea is to have the Pancake Breakfast and convert over to hamburgers and hot dogs for the afternoon. This same function could also serve as our chapter picnic. What do you think of this idea? We welcome your feedback and suggestions. Obviously, our goal is to make 1996 another great year for our chapter.

We also reviewed a suggestion to include a "Question and Answer Session" during our monthly meetings. This will be an open forum and any and all topics can be discussed. I plan to include time for this idea in future meeting agendas.

As many of you are aware, I had ordered a scale model of my Skybolt from Anderson Models. It is finally completed and I plan to bring it to the January meeting for all to see. I'll also review the procedure, costs and issues involved with such a project.

I hope to see many of you at our next meeting.

Jim

LETTER FROM MERIDEN AVIATION SERVICES

December 5, 1995

Hello Jim!

On behalf of Rob, myself and our guests, we would like to thank you for the invitation to the Christmas party. We had a good time, and the thought and organization that went into it is a credit to you and your organization.

I realize inviting us was difficult for some of your members. I think it's about time to bury the axe. Running an airport, particularly in Meriden with all the "situations" is a tough job. Our intent is to provide a safe, well-run facility that all can enjoy. Our similarities are greater than our differences.

So, with that in mind, we have the grill for the pancake breakfast fly-ins and the hangar for the dances. Let's make 1996 the best year yet at MMK!

Safe flying,

Rob Carlson

Frank Gallagher

TECHNICAL COUNSELOR'S NOTES

This month I visited two projects, a Volksplane and an RV-6A. Joel Volovski has his Volksplane ready to fly and will be seen shortly at Meriden. All he is waiting for is some reasonable weather to assemble it. He has done a very nice job on it. Be sure to see it when it arrives. The RV-6A is Dave Pepe's. He has his vertical and horizontal tail pieces done with some work started on the rudder—a nice job.

My partner in inspections (Eddie Morris) has abandoned all of us this month and gone to Florida! He missed a very nice blizzard—may an alligator bite him in the posterior!

That's all for now—Jeff Davenport

FROM THE DESK OF MICHELLE KUNES

December 4, 1995

Dear Fran:

Thank you for your recent mailing of Young Eagles registration forms.

Please accept our appreciation for Chapter 27 and your own support and efforts in 1995.

We look forward to hearing from you in 1996

Enclosed please find the dates in the future for International Young Eagles Day.

Best of health and happiness to you and members of EAA Chapter 27.

Best Regards,

Michelle

DECEMBER ATTENDANCE REPORT

Pete Foster	Stan Chaffin
Ron Wilchynski	Jeff Davenport
David Pepe	Bob Brown
Rich Danio	Jeff Fiscus
Doug Dringoli	Alan E. Ortnr
Ed Morris	Jim Simmons
Raymond B. Morgan	Joe Page
Bill Simon	Stan Solecki
Dave Emmons	Maury Libson
Bob Burk	R. E. Ryan
James Byron	Sheila Seemann
Ed Schinitis	Bob Seemann
John Anderson	Robert McGuire
Fran Uliano	Vern Carlson
Mike Zemsta	Jim Chubbuck
Mike Kredar	Frank Podgwaite

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

Flight Advisor—Bob Bailey: 281-4332

Newsletter Editor—Herb Bullock: 272-8007

BALLOONING

By Charles Maxted

Since we hope to have two gentlemen speak about ballooning in the near future, I thought it might be of interest to the members to know a little about the history of ballooning and an incident that happened to one of the first women balloonists.

All of aviation traces its roots back to ballooning. It was the first actual experience our species had in the air. Gliders had been somewhat successful, but had really only gotten a few feet off the ground; and gliding distances were measured in feet and yards. Until some kind of engine to supply power was possible, all attempts to fly had to rely on foot or hand power. Leonardo Da Vinci, in the late 1400's, designed an ornithopter to be pedalled by a man sitting beneath the flapping wings but there is no record of his building anything other than a small model.

In the early 1700's a French gentleman by the name of Sebastian Lenormand, who lived in Montpellier, a small city in the south of France, began experimenting with balloons made of fine linen and painted with some kind of varnish. He found that by placing the bag over a fire, the hot air caused the balloon to rise. You have all probably seen pictures of the Montpellier balloons with its cat walk around the perimeter of the balloon so the aeronaut would be away from the fire over which the balloon was suspended. Needless to say the whole thing was primitive and dangerous. Lenormand, however, felt the real danger was in falling out of the contraption or descending too fast so he proceeded to build a parachute. He began, like many kids down through the ages, by using an umbrella. First, he would toss animals strapped in his invention out a second story window and when all went well began dropping them out of his hot air balloon. He then teamed up with a clergyman by the name of Abbe Bertholon, who was at that time a professor of Natural Philosophy. The pair proceeded to calculate the size of an umbrella necessary to allow a 200 pound weight to float to earth slowly. The 200 pounds was chosen to allow for weight of construction as well as the weight of the jumper. The data proved successful and jumps were made successfully. The invention was named a parachute. Parachute translated to English would mean "to counter fall."

The Montpellier balloons were very popular in France and became an attraction at holidays and fetes. Could it be that here is the ancestor of our present day fly-ins? The next step occurred when hydrogen was used in a balloon. The short trips limiting the Montpellier balloons because of cooling air were now supplanted by bags of hydrogen. There now seemed no limit as to how far a balloonist could go or how high he might ascend. But, like all new inventions there was a bad side to new advancements. First, we must remember that almost nothing was known about the atmosphere above the earth nor was much known about winds aloft or pressure changes. Thus many of the early balloonists had some very harrowing experiences even though an early picture in a magazine shows

two balloon scientists sitting nonchalantly in what looks exactly like a living room sofa suspended beneath a balloon and quietly discussing some scientific problem. So much for journalistic accuracy. The real stories were about people freezing to death in balloons they couldn't get to descend, dying from lack of oxygen or being hurled out of their madly swinging baskets by fierce winds..

In 1797 in a field outside Paris, Jacques Garnerin constructed a balloon with a large folded parachute attached to it. It was so arranged that the resistance of the air should open it as soon as it should commence its descent.

Fearless Jacques ascended to 3000 feet where he released the ropes holding the balloon. The balloon squirted free and the parachute opened. The problems then began. The winds caused the car hanging beneath the parachute to begin to oscillate. Quickly its frightful oscillations threatened to hurl poor Jacques out of the car. Not having any seat belts, he had to cling to the sides of the car. He descended slowly but as he did the parachute traveled miles away from his starting place and the crowds who had come to see his adventure. Eventually, he landed but was so far away from his starting point that he had to hire a horse and ride back to his starting field. By then the crowd had tired of waiting and gone back to Paris. Only his wife met him on his return and no doubt she was a little put out by the long wait.

Jacques wasted his fortune on ballooning and died a few years later a tired and broken man. He left his wife with no money and a couple of battered balloons. Madame Garnerin was an independent thinking woman and did not lack in courage. She began ballooning herself and because it was such a novelty to have a woman aeronaut, she drew huge crowds and made money. But the lure of fame and fortune was too much for her. She began a never-ending quest to add new and more thrilling aspects to her act. The final ascent was to be her tour de force. Once ascended, she would light fireworks that had been draped all around the car as well as above her. It was to thrill all Paris. She carried with her a lighted torch to light the fireworks. Think for a moment of her situation. A huge hydrogen gas bag above her head and a lighted torch in her hand to light the fireworks. Whether it was the torch or the fireworks that contacted the hydrogen we are never to know, but thrill Paris she did with an exploding bag of hydrogen gas and world class display of fireworks.

That any person should conceive the idea of ascending several thousand feet into the air by means of an immense volume of one of the most combustible gases known, contained in the thinnest of linen envelopes and carrying a torch and loaded with fireworks must be regarded as one of the bravest and stupidest conceptions that the human mind could conceive.

The balloon remained popular and eventually evolved into the rigid dirigible made famous by Count Zeppelin of Germany. It is interesting to note that the success of the dirigible was in part due

(Continued Overleaf)

"THE NEW RYAN" BOOK IS OUT

This is to let the membership know that the book—THE NEW RYAN, by Ev Cassagneres is now out of the printers. Ev will have them available by the next meeting, unless people wish to call him at home at 272-2127 to obtain an autographed copy.

The normal price is \$24.95. However, Ev will give them to chapter members at a discount, with the final cost being \$20.00 plus CT sales tax. Autograph under these CAVU conditions will just have to be at an extra charge of \$300.00 per letter, which is a shame he has such a long name. Well, I suppose if one were to pronounce his name phonetically, the letters would be CASA-NEAR. Now that could save some considerable money—eh what?? Oh well, back to the drawing board.

Oh yeh! What in the world is the book about??? Good question—it's all about the history and development of the 1930s classic Ryan ST airplane, with lots of pictures, and technical data. There is also a chapter on the classic Ryan SC cabin job.

Soon Ev will have a Supplement A available that could go along with the book. It is a complete **individual** histories and photos/dossiers of the Ryan ST series, similar to what is in the book on the SCs.

Ev's next book of course will be the long awaited one on Lindbergh's Spirit of St. Louis. It will be the very first book ever written on that Icon of our aviation collection in Washington. Ev projects it should be available in a couple of years. He is shooting for the 70th anniversary, 1997. It has been in the works for over 24 years.

THE NEW RYAN book was in the works (after a publisher change mid-stream) for 3½ years after over 35 years of intensive research.

Incidentally, we heard by the aviation rumor mill that CASA-NEAR may be planning a "secret" flight in his Cessna 170B, non-stop, from New York to Paris—THE OTHER WAY—that is, east to west, via the United States, Ocean pond number 2, Rushka, Urope (your rope ?) etc. He is in the process of building a GPS foot held purple box with extra tanks and wires, and is looking for a midjet to act (?) as cooperative pilot, gas pourer, looker outer, steerer, keep track of things-er, and to remind this old timey aviator when it is time to "GO", and where and how. Pay is pretty good they say and the food not bad either, or is it EEETHER? He plans to re-christen the 170 as "Wrong Way To Paris CASANEAR". Oh yes, a side note, the flight will be done inverted, no hands, no engine ?? "See how well she glides ladies and gentlemen" !!!!! "Take your photographs now Ladies and Gentlemen, quick-before she "Sorry about that everybody, now the next display is"

DON'T FORGET YOUR DUES!

Continued—BALLOONING

to its ability to lift great weights. By doing so it could use the heavy bulky engines that were available at the time. The airplane had to wait for a lighter engine to be evolved such as was conceived by the Wright brothers.

Another great attraction of the dirigible was its spaciousness. When Germany built the trans-Atlantic flyers, the interiors were much like an expensive hotel. Only the great ships of the time could rival the dirigible in luxury. However, the danger of fire was always present and the loss of the Hindenburg in New Jersey after a successful Atlantic crossing was the finale for the giants of the air. America had the only supplies of helium which eliminated the fire danger but the loss of the Akron and some other Navy ships discouraged continual attempts to utilize the airship and finally, attention turned to the airplane as more and more improvemens were being made with engines.

Today we have a return of the popularity of the balloon. As a sport it is taking its place in aviation circles and enjoyed by thousands.

PHILLIPS 66 REBATE

Phillips 66 is offering a fuel rebate for EAA pilots who participate in the Young Eagles program. The one dollar per gallon rebate will certainly take the edge off the flying cost.

The pilot must use a Phillips credit card for the fuel purchase. You can pick up an application for the card at MMK or call 1-800-DO-APPLY (1-800-362-7759).

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

82

SECRETARY'S REPORT

The December meeting of EAA Chapter 27 was called to order by President Jim Simmons at 10:05.

The officers were all present so the first order of business was to welcome the membership present. There were no new visitors at the meeting so we moved on to the treasurer's report. The report indicated we now have a current balance of \$1,003.79 on the plus side of the ledger.

The technical counselors had a busy month visiting four builders. The counselors seemed quite impressed with the skills of the builders and the progress they are making with their aircraft.

Joe Page brought in a piece of his exhaust pipe to show where it had cracked and thus why pre-flight checks should always include a close look at the exhaust system. I am presently installing my exhaust system so it is nice to see what I have to look forward to. When I got home, I looked at the welds on my system, which is constructed by Vetterman and felt they were superior to the welds on Joe's pipe. Also, the slip joint on my pipe is much closer to the engine connection which I believe will allow vibration and movement to occur at that point rather than at the engine connection itself. At least I hope so.

Bob Burk brought in two pictures of the grave of Charles Lindbergh that he had taken on a recent trip to the isle of Maui which is part of the Hawaii chain of islands.

Jim received a request from a South African chapter to trade patches. The new chapter would like to have a patch from every chapter in the world. Interesting project.

Fran Uliano received a nice letter from headquarters complimenting us on our Young Eagles success. The letter is reprinted elsewhere in the newsletter. The next official Young Eagles Day will be on June 8th, 1996.

We also received a thank you note from our guests at the Christmas party which is also reprinted in the newsletter.

All of Jim's request for new position volunteers has been answered. Maury Libson will be the New Member Chairman and the program coordinators will be Ed Morris and Jeff Davenport. I will answer for the bulletin board being up to date and interesting.

The chapter photograph requested by HQ is in process. There are a couple of faces which have yet to have names attached to them but we are working on matching face to name for these people.

The next order of business was to set up our program seminars for next year and select our next year's events. The seminar topics were as follows:

Votes	Topic
14	Flying techniques and skills & Xcountry flying
11	Aerobatics
10	Ballooning
9	Annual inspection for homebuilts

- 8 Computer software
- 7 Electronic, electrical and mags
- 6 Antennas and avionics
- 6 New FAA regulations
- 6 Engine repair
- 5 Steel fabrication
- 2 Fabric covering
- 2 Composites
- 15 Engine installation (Bob Burk will give this seminar at his workshop sometime in March)

The events for 1996 are:

Vote	Event
24	Fly-In and aircraft flea market
17	Airport improvement project
15	Christmas party
13	Picnic
11	Poker run
7	Get together to fly some place for breakfast, lunch, etc.
1	Plan for a group to fly together to Oshkosh or Sun 'N Fun

UNANIMOUS Young Eagles Day

Next on the agenda was the 50/50 raffle and coffee break which was followed by our seminar "North to Alaska" given by Pete Foster.

This trip was the culmination of many years of thinking about such a trip and a final decision to do it as a second honeymoon for himself and his wife. Other than an exhaust pipe crack Pete's float-plane Cessna presented no problems during the high mountain trip. The slides presented a truly magnificent picture of Alaska and all of its natural beauty.

One of the pleasures of the trip was the hospitality of the people. Airport personnel provided courtesy cars and people met seemed to want to make your stay as interesting as possible. The trip lasted seven weeks but the memories are forever.

FOR SALE

MINI MAX—Fuselage, landing gear and brake kit. Fuselage is 90 per cent complete. \$1200 invested. Sell for \$1000. Dave (203) 234-7371

1969 RED MGB — VERY GOOD CONDITION. Original owner.—272 4922.

1971 SKYHAWK—5100 TT—830 since Mattituck 0-320 E2D—KMA20, RT328T, RT328C, KR86NDB. KT76 Transponder, Trans Cal Encoder, Telex Intercom, \$29,000. Fran Grieco. 237-3278.

AIRCRAFT WIRE—First quality, 19 strand tinned copper, Tefzel insulation, some shielded, some thermocouple, some multiple wire bundles, good selection. Whatever you need, there's a good chance that I have it. 1-2 of Aircraft Spruce prices. John Anderson (203) 225-2336.

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

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1996 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 Phone
Street City State Zip
Current EAA No. Pilot Rating Held
Do you own an aircraft? Make and Model Registration No.
Do you have a project? Model % Completed