

Name City State Zip
Street
Current EAA No. Pilot Rating Held
Do you own an aircraft? Make and Model Registration No.
Do you have a project? How much completed

Please fill in the following form and mail with your dues to: SHEILA SEEMANN, 89 EARL AVE.,
HAMDEN, CT 06514. (Dues are \$10 per year).

1987 EAA CHAPTER 27 MEMBERSHIP FORM

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

FAA's Notice of Proposed Rulemaking (NPRM) on the new "Super TCAs" was published on June 16th. As we anticipated, FAA proposes to combine all current group I and group II TCAs into 23 "Super TCAs" which will have 60 mile diameters and extend from the ground to infinity. In order to operate any aircraft within the super TCA, Mode C (altitude reporting) transponders will be required. As you know, in 1992, it will be necessary to begin replacing Mode C transponders with more expensive and complex Mode S transponders. The same rules will apply to both fixed wing and helicopter aircraft.

The new TCAs will result in an increase of controlled airspace by approximately 500 per cent. At the latest count (conducted by both EAA and AOPA) at least 670 airports surrounding the primary TCA facility will be affected by this misguided proposal. In the July issue of SPORT AVIATION, Editor-in-Chief Jack Cox covers all of the provisions of the NPRM and EAA's objection to them. Read Hotline for more information.

Currently, EAA's Headquarters staff is studying the NPRM and drafting official comments. All Chapter presidents will receive a complete package on the proposals. After studying EAA's recommendations to Chapters and/or the article in SPORT AVIATION, all members are encouraged to write to their congressmen, senators and FAA on this very important rulemaking which will have far reaching implications for the entire future of general aviation.

Once again, FAA and DOT have all but deprived the aviation community of its due process of law by allowing only 60 days for public comment on the super TCA NPRM. Paul Poberezny has already written to FAA Administrator Engen and DOT Secretary Dole requesting a 60 day extension on the comment period. However, as things stand now, we only have until August 17th to file our comments with FAA on this proposal. By the way, many Chapter presidents have already notified EAA HQ that they have been unable to obtain a copy of the NPRM from FAA. As Paul wrote to Secretary Dole, "The system is not working as it was designed. Today it is unfair, ineffective and undemocratic."

THE JOYS OF BEING AN EDITOR

In her June newsletter, Shirley Dye of Chapter 812, included a poem describing the joys of being a newsletter editor which follows:

Getting out a paper is no picnic . . .
If we print jokes, people say we are silly;
If we don't, they say we are too serious.
If we clip things from other magazines, we are too lazy to write them ourselves.
If we don't we are too fond of our own stuff.
If we don't print contributions, we don't appreciate true genius,
If we do print them, the paper is filled with junk.
If we make a change in the other fellow's write-up, we are too critical.
If we don't, we are asleep!
Now, like as not, someone will say I stole this from some other magazine . . . "I DID."

CALENDAR OF EVENTS

JULY 11-MERIDEN, CT—EAA Chapter 27 picnic. Meriden-Markham Airport. Rain date, July 12.

JULY 31-AUG. 7-OSHKOSH, WI—35th Annual EAA Convention. Never too early to start making your plans!

AUG. 23-SIMSBURY, CT—Fall Fly-in sponsored by the Antique Airplane Club of Connecticut. Awards in all categories, flea market. Contact George Ruth (203) 489-3806.

AUG. 29-30-SCHENECTADY, NY—Flight '87 Airshow, Schenectady County Airport. Concorde, Thunderbirds, Golden Knights Parachute Team and more. Contact Frank Goodway, Flight '87, 419 Mohawk Mall, Schenectady, NY 12304; (518) 382-0041.

SEPT. 26-27-PITTSBOWN, NJ—EAA Chapter 643, Ed Mahler Memorial Chapter will hold their 8th annual Fly-in at the Pittstown, NJ Airport. (Sky Manor).

JUNE ATTENDANCE REPORT

George Molina
Jim Simmons
Bob Bailey
Don Whelan
Sheila Seemann
Les Mercer
Fran Uliano
Stephen Paradise
Glen Bothroyd
Sam Shifrin
Hugh B. Sullivan
Tim Lauder
Jeff Davenport
Siri Dev Khalsa
Stephen Daniel
Jim Rowley
Herb Bullock

FOR SALE

60 AMP ALTERNATOR—For Cessna 172. 100 hrs since Mattituck. From a Lycoming O320 E2D.—Jeff Davenport (203) 269-6845.

VARI EZE—Just completed a trip around the perimeter of the United States. Immaculate. \$12,500. John Faulkner, (203) 265-6002.

PIPER COLT—500 SMOH, Ceconite, in annual. (203) 283-4440, evenings.

PAZMANY PL4-A—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500. Chuck Bourford, (802) 655-0220 evenings.

'46 LUSCOMBE 8A—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

STINSON 108-2—165 Franklin, heavy case. Less rudder, cowl and prop. \$3,000. Ed Morris (203) 265-6236.

WANTED

CLEVELAND 5.00 x 5 WHEELS AND BRAKES for Midget Mustang project. Please contact Larry Hardy at (203) 457-1801.

LETTER FROM THE PRESIDENT:

Hello once again! I received a letter from Henry Ogrodzinski, at headquarters, letting us know that word has been received from Washington on the notice of proposed rule making that we have been waiting for on "Super TCAs." This is the big one folks! On this one, we are going to have to show our political muscle. Remember, they are trying to take some of our flying privileges away! I have asked Herb Bullock, our editor, to publish every significant piece of correspondence that comes from headquarters on this issue along with unscheduled flyers as necessary.

As you know, our chapter will be holding its annual picnic on July 11, 1987 with a rain date of July 12. It's a "bring whatever you want to eat and share." I'm sure we will also share our airplanes.

If you're planning to go to Oshkosh, you should be nailing down your plans. A reminder: If you're going to need a radio waiver, send in your request now.

See you at the picnic.

George Molina

LETTER TO CHAPTER PRESIDENTS:

I know I don't have to tell you about the enormous challenges facing us today. It seems that "aviation bashing" has become the favorite sport of some elements of the news media. Our airport neighbors, who don't understand our interests, often seek to restrict our activities. Our elected representatives, many of whom have no aviation background, are seeking solutions for aviation oriented problems.

Based upon this background, the EAA Board of Directors has decided to make membership in EAA mandatory for all local EAA Chapter members. As you know, Paul has addressed this issue in his letter to you of May 1st. EAA has been proud of its Chapter network and the time, dedicated aviation enthusiasts in the Chapters since they first began forming 35 years ago. However, in retrospect, we must admit that there was a flaw in our organizational structure when we first began building the Chapter network. We should have made EAA membership mandatory at that time. Frankly, I cannot think of any other organization in the world which permits membership in a local Chapter without requiring membership in the national parent organization. The various veterans organizations, service clubs and special interests groups all require membership in their national organization. The time has now come for EAA to do the same.

Back in 1982, we took a step in this direction when the EAA Board of Directors decided that all new EAA Chapters ought to require 100 per cent EAA membership. However, at that time, Chapters formed prior to 1982 were permitted to continue operation without requiring their members to be EAA members.

Quite simply, we need to know whether or not we can count on the support of all Chapter members. There will be more letter writing campaigns coming up and you and your Chapter members will be asked to telephone the local offices of your elected representatives. As individuals, we must do all that we can to collectively support aviation.

EAA CHAPTER 27 OFFICERS FOR 1987

President—George Molina
Vice President—Ed Morris
Secretary—David R. Flood
Treasurer—Shella Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

Sincerely,
Henry M. Ogrodzinski

Our voice must be strong and unified.

In my opinion, any Chapter member who is not an EAA member is a person we cannot count on. Although he is taking advantage of the work EAA does, although he is taking advantage of all that we have accomplished together . . . he is not pulling his own weight. He is taking advantage of us. But, through our dues in EAA membership, we are supporting his interests and that is simply not fair to you and me.

Beginning with the 1988 Chapter Status Report, EAA Headquarters will ask you to submit a complete list of your member's names and EAA membership numbers. Of course, we don't expect every EAA Chapter visitor to join EAA immediately. We'll leave it up to each Chapter president to decide how many meetings they will permit a nonmember to attend before asking the nonmember to join EAA. Certainly, any prospective Chapter member should be able to decide whether or not he'll join the Chapter within three to five months. In the long run, I am sure that you will agree that this is the best course of action. Nonmembers are not supporting our work as we struggle to protect our precious rights and privileges of personal flight. In fact, since nonmembers don't even receive SPORT AVIATION, they are probably unaware of the many issues we are working on today.

When you consider all of the benefits of EAA membership, including our excellent monthly magazine, it is remarkable that our dues amount to only \$2.50 per month. That's the biggest bargain in aviation today . . . and an investment in the future of personal flight.

In many chapters, this new requirement will present no problems since all Chapter members are already EAA members. In a few Chapters, several local members will join EAA for the first time . . . their lives will be richer for it and you and I know we can count on them in a crunch. Yes, there will be a few Chapter members around the country who will refuse to join the national organization. That's too bad. But, frankly, neither the local Chapter nor EAA will be losing anything when they leave—since we never had their support to begin with.

If you have any questions or comments about this new policy, feel free to send them to Paul or me. Also, I'm sure we will touch on this issue during the annual Chapter forum on Monday, August 3rd at 9:00 a.m., Tent No. 3, during EAA Oshkosh '87.

I know that with all the negative issues facing us across the country, the future for aviation looks bleak. But I also know that together our strength and unity can and will make a difference.

JULY, 1987

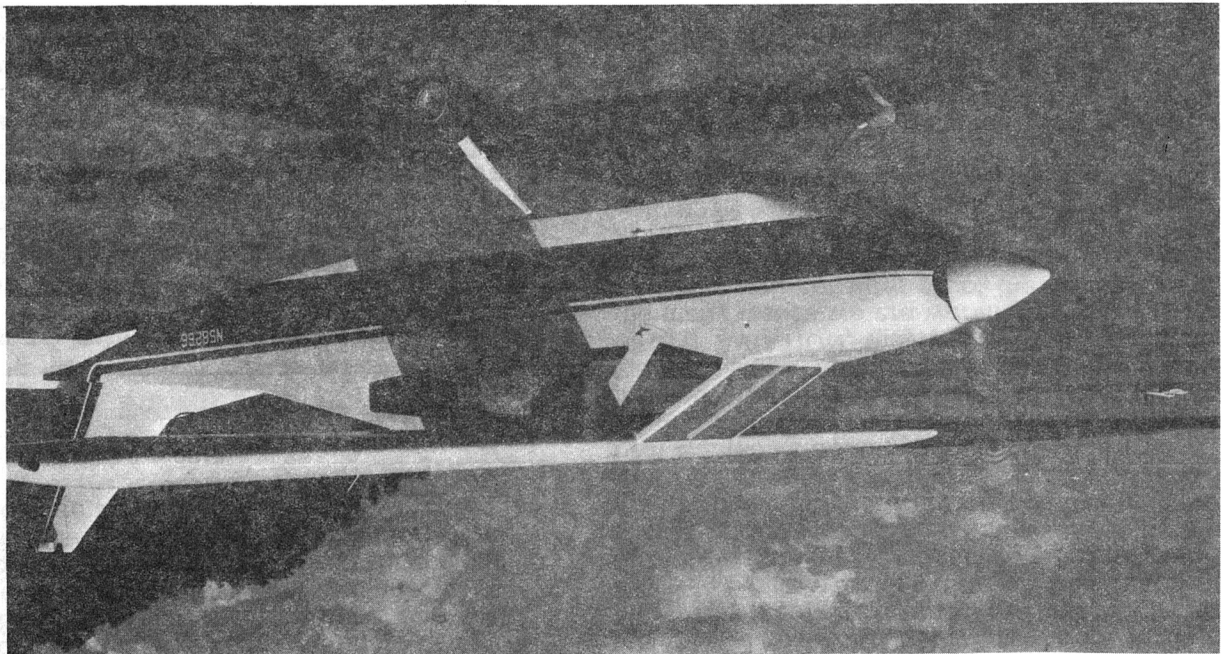
CHAPTER 27 NEWSLETTER

JULY, 1987 ISSUE

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



MOVING DAY FOR THE BD-4



Above photo shows Joe Gauthier taxiing the completely restored BD-4 which he and his "helpers" have been working on for these many months. This was the aircraft's first flight at Windham Airport. It is now temporarily based at MMK where Joe has flown off about 18 hours to date of the required 25 of restricted flight. After that he plans to take it to Oshkosh.

NEXT MEETING IS SUNDAY, SEPT. 13

There will not be a meeting of EAA Chapter 27 in August due to the Annual Convention in Oshkosh. Also publication of the newsletter will be suspended for the month of August. The next regular meeting of Chapter 27 will take place on September 13, 1987. See you then.

BALLOONIST LANDS SAFELY NEAR LIBRARY

James Byron of Shelton escaped injuries recently when he landed his hot air balloon on the grassy field on Church Street across from the Seymour Public Library. Byron, 31, who lives in Shelton said he had been having propane trouble and decided to land in the nearest open field for safety reasons.

FLIGHT FIFTY TO LAND AT NEW HAVEN

I have been in communications with Mike Hance, who along with Milton Mersky, will be piloting a Mooney 252 throughout our 50 states continuously, starting prior to Oshkosh and culminating at the opening of this year's convention on Friday, July 31.

They have selected our chapter to participate in their official stopover at 1:00 p.m., on Tuesday, July 28. They will be greeted by my daughter Debra. Although many of the details are yet to be worked out, I would like to see members from our neighboring chapters as well as ours, participating in this national event. More details to follow.

George Molina

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