



# CHAPTER 27 NEWSLETTER

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

JULY, 1983 ISSUE

## DOORS AND SEAT BELTS SECURE?



Photo shows Sheila Seemann buckling on a Cessna 150 prior to embarking on a cross-country flight from Ramapo Airport in Spring Valley, N. Y. Sheila says that Ramapo leaves much to be desired in the way of an airport being narrower (50 feet) and shorter (2185 feet) than our own Meriden-Markham. Oh, yes, also a cliff at one end! However, it seems that both she and Bob Seemann made out very well, both being accomplished pilots to date. Ask one who has flown with them.—H.B.—(Photo by Bob Seemann.)

### JULY MEETING DAY IS SUNDAY, JULY 10, 1983

Let's have a **BIG** turnout for this meeting!  
After all, it's only an hour and a half—  
Who can't spare that amount of time?

### FUTURE MEETING AT SEEMANNS' HOME

An upcoming Chapter 27 meeting will be at the home of Bob and Sheila Seemann in Hamden. Bob has a working model of his density altitude measuring device set up in his cellar which should be of interest to all. We will publish a map to insure safe arrival at his house.

REMEMBER—IT'S JULY 10 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A. M.

## ROBERT G. PARKER

1921-1983

ROCKY HILL—Robert George Parker, 62 of 300 Cold Spring Road, the manager of Meriden-Markham Airport, died Thursday, June 23, at Meriden-Wallingford Hospital following a brief illness.

Born in New York City, the son of the late Harold George Parker and Mary Joslyn Parker, he became a resident of Meriden in 1964 when he came to the city to organize Meriden Airways in partnership with James R. Wilson, the former manager of Meriden-Markham Airport, whose post Parker later assumed. Parker was president of Meriden Airways, the fixed base operation at the airfield.

Parker graduated from the Lawrenceville School Lawrenceville, N.J. and attended Columbia University.

An Army Air Force veteran of World War II, he served as a B-24 combat pilot from 1943 to 1945, attached to the 515th Bomb Squadron, 376th Bomb Group, 15th Air Force. As a first lieutenant he flew 50 combat missions in Europe. His service decorations include the Distinguished Flying Cross and the Air Medal with an eight oak-leaf cluster.

Prior to his arrival in Meriden, Parker was a resident of Northport, N.Y. where he had been engaged in sales and management of several New York based firms.

He is survived by his wife, Joanne Dunn Parker; three sons, Robert G. Parker of Northport, Wells C. Parker of Syracuse, N.Y.; and Stephen J. Parker of Hensonville, N.Y.; a daughter, Virginia D. Parker of Northport and three grandchildren.

Private service will be held at the family's convenience. Arrangements are under the direction of the Flatow Home, 48 Cook Avenue.—**Reprinted from the Meriden Record-Journal, June 24, 1983.**

## AOPA MEMBERS OFFERED WASHINGTON LEGAL COUNSEL

WASHINGTON—AOPA has begun a new legal service for its 265,000 members.

For \$16 a year, the association's Washington counsel will pay for legal services to protect its student and private pilot members from the most common FAA enforcement actions. "Flying is so heavily regulated that even the most conscientious pilot can run into problems," said John S. Yodice, counselor. "Quite often, the consequences have been loss of license, fines and always personal embarrassment," he said.

Under the program, AOPA provides for unlimited consultation with the association's enforcement counselors and will pay attorney fees should FAA propose "full blown" legal proceedings.

Yodice said the program calls for an "open panel" from which members can select one of the organization's panel of member/lawyers or they may choose their own attorney and AOPA will pay.

The annual cost of the program ranges from \$16 to \$96.

## HOMEBUILT AIRCRAFT MAGAZINE

Following is a letter received by Doug Brady recently offering EAA members a special discount on subscriptions to **Homebuilt Aircraft Magazine**. We duplicate it here so that more members may take advantage of this special offer.

Dear EAA Member:

Enjoy your free copy of the bigger and better **HOMEBUILT AIRCRAFT MAGAZINE** along with a special subscription offer for EAA Chapters and members only.

Here's how it works—the regular 12-issue, 1-year subscription to **HOMEBUILT AIRCRAFT** is \$16.95 . . . but for your chapter we're offering a subscription for only \$12.00! That's a substantial savings of nearly 30% or \$5.00 . . . and there's still more! **Your chapter keeps \$2.00 for the treasury and remits only \$10.00 for each member subscriber.**

In future issues we'll be reporting on the newest homebuilt designs . . . state-of-the-art construction techniques . . . the latest trends in engines and conversions . . . the booming ultralight movement . . . water birds . . . aerobatic homebuilts . . . plus pilot reports and building stories on the most exciting new amateur-built aircraft seen at Oshkosh and regional fly-ins!

We'll also be covering the latest rotorcraft homebuilts, the hottest replica fighters, plus sailplanes and classic restorations.

**HOMEBUILT AIRCRAFT MAGAZINE** will also be pleased to report on your EAA chapter news and events. Send us announcements and we will include them in our Calendar. If you do anything dramatic with your newly expanded treasury, tell us about it; we'd like to know all about what's going on in the exciting world of this fast-growing aviation movement.

Naturally your chapter will benefit from these in-depth articles and our special offer to EAA Chapter member . . . exclusively!

Best regards,  
STEVEN D. WERNER  
Publisher

NOTE: Doug has sample copy of the magazine. See him for subscription information.

## CHAPTER 27 OFFICERS FOR 1983

**President—Doug Brady**  
**Vice President—Dave Hax**  
**Secretary—Shella Seemann**  
**Treasurer—Mark Wegman**  
**Designee—Ed Dunn**  
**Newsletter—Charlie Maxted**  
**Printing—Herb Bullock**

## BRADLEY AIR MUSEUM LAUNCHES LONG TERM REBUILDING PROGRAM

By Harriet R. Rau

**WINDSOR LOCKS**—Why would an acrophobic grandmother climb a towering ladder to jump into the cockpit of a Navy Corsair fighter plane? Because, by using a little imagination, it's the fastest way this writer knows to shed 40 years!

The new Bradley Air Museum in Windsor Locks has initiated a program of "cockpit tours" as part of its long-range rebuilding project, the goal of which is to do for aviation what Mystic Seaport has done for New England's maritime heritage.

For a modest fee, visitors, limited to groups of 15, are personally escorted through the museum's aircraft display and can sit in the cockpits of some of the more popular aircraft like the Connecticut-built Vought Corsair which saw action with the Navy and Marine Corps in World War II. In fact, Robert Conrad, star of the television series "Baa, Baa Black Sheep," the saga of Marine Pappy Boyington, was photographed in the plane which is on display.

Other World War II aircraft include the Army Air Force's rugged Republic Thunderbolt and a privately owned British Spitfire. Being privately owned the Spitfire is off limits to visitors but they're welcome to look and remember the heroic battle of Britain, when young aviators saved the island empire causing Prime Minister Winston Churchill to observe:

"Never in the field of human conflict was so much owed by so many to so few."

For those whose memories don't go back that far, there is the largest collection of Connecticut-built helicopters in the world with Igor Sikorsky's long tradition of reliable designs including the famous M \* A \* S \* H helicopter used in Korea and the Huey which was used in Vietnam.

The F-105B Republic Thunderchief jet fighter is impressive not only in its size but in statistics, traveling at 1,000 mph and representing more than 75 years of aviation technology.

While most of the aircraft are being restored, no effort is being made to return them to "like new" condition. The museum's aim is to restore them to technological accuracy, leaving the cockpits as they were at the time they were in action.

The early days of flight were not forgotten either. One of the first heavier-than-air vehicles is the 1909 Bleriot XI poised overhead as one enters the exhibit. The "Golden Age of Aviation" is represented by the last remaining Springfield, Massachusetts-built Gee Bee Model A Sport biplane and the 1930 Thompson Trophy winning Laird "Solution" racer.

To those who visited the Bradley Air Museum prior to 1979, the exhibit is both pathetic and inspiring—pathetic in that the current display is a mere shadow of the more than 60 models it boasted before a tornado on Oct. 3, 1979 destroyed 23 aircraft, some of which were one-of-a-kind and irreplaceable. Inspiring in that it is a brave new start and that plans are for the museum to expand into an indoor and outdoor complex slated for completion within eight to ten years.

Perhaps even more impressive is the fact that

this long-range building project is largely a labor of love by the Connecticut Aeronautical Historical Association which owns and operates the museum. No sustaining financial support is received from any government agency.

The long-range master plan calls for theme buildings to house cohesive parts of the collection like helicopters and aircraft propulsion; larger planes to be housed in outdoor ports; an early American aviation village; a field for balloon ascensions and even a small lake to display amphibious aircraft.

The collection is the fourth largest in the nation, second only to the Smithsonian Institute in terms of comprehensive holdings and plans are for it to become the country's leading air museum.—  
**From The Naugatuck News.**

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## ARNIE SETS RECORDS IN CITATION III

**WICHITA, KA**—Arnold Palmer at the controls of his Cessna Citation III business jet, established time-to-climb records to altitudes of 12,000 and 15,000 meters May 13 in a flight that originated at Palm Springs, Calif.

Palmer's aircraft, the number one production model of the Citation III, climbed direct to 12,000 meters (39,370 feet) in 12 minutes and one second, and to 15,000 meters (49,212 feet) 23 minutes and 43 seconds after takeoff.

The records, pending final approval by the National Aeronautic Association (NAA) and the Federation Aeronautique Internationale (FAI) were established in Class C-1.f, Group II for business aircraft.

Also aboard the aircraft were Charlie Johnson, Cessna's manager of product integration, and Brooke Knapp, president of Jet Airways, Inc., a Los Angeles air charter company, who served as official NAA/FAI observer for the record-setting flight.

The plane is a standard, fully-equipped Citation III instead of a stripped-down version. It includes dual VLFs, thrust reversers, deluxe toilet area and a customized interior which is representative of a typical configuration of the Citation III.

Palmer's airplane, N651CC, will be rechristened N1AP when he takes permanent possession of the Citation III July, shortly before he flies it to the British Open.

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## FOR SALE

**SPINNER AND 2 BACK PLATES 10 1-2"x12", \$50—**  
Advertised in *Wag Aero* for \$68.95, cat. No. 1-842-000.  
Call 272-4922.

**0-235 LYCOMING, COMPLETE, CLEANED, DISASSEMBLED—**  
Within Specs, \$1,500. Contact Frank Gambardella, 48 Voss Road, West Haven, CT 06516. Tel. (203) 933-7700.

**1975 SKYHAWK—1986 TT, 650 SMOH by Mattituck. Dual Navcoms, ADF, TXP, strobes. July annual. \$17,000. Telephone (203) 272-4922 after 4 p.m.**



CHARLES MAXTED  
957 Coleman Road  
Cheshire, CT 06410

## EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **MARK WEGMAN, 175 CANTON ST., APT. A8, WEST HAVEN, CT 06516.** (Dues are \$10 per year.)

Name ..... State ..... Zip .....

City ..... Phone .....

Current EAA No. .... Pilot Rating Held .....

Do you own an aircraft? ..... Make and Model ..... Registration No. ....

Do you have a project? ..... How much completed? .....