

JULY, 1988

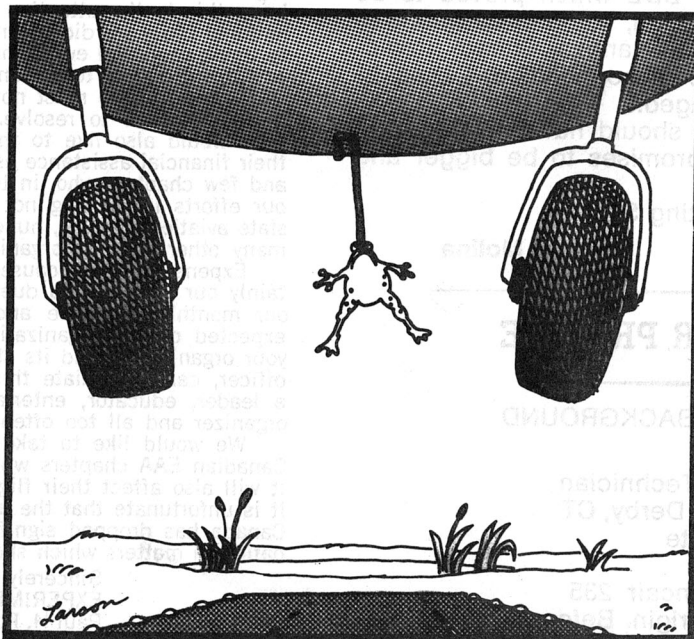


# CHAPTER 27 NEWSLETTER

JULY, 1988 ISSUE

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

## HOP TO IT!



Does this look familiar to some of our low-flying friends? I guess the moral is—Don't fly low over ponds because something might try to eat you!—Cartoon courtesy Vic Colburn, Silver Spring, MD.

## NEXT MEETING IS SUNDAY, JULY 10

The July meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, July 10, 1988. Time—10 A.M.

## SUN 60 AIR RACE

We know it is a bit late to report on the following item but our space in last month's newsletter was limited. So at this time we would like to congratulate Debbie and Chuck Raymond for their participation and placing second in their class in the Sun 60 Air Race at Lakeland's Sun 'N Fun Fly-In this past April.

## TRANSPONDER WITH MODE C REQUIREMENT

Release just received from unnamed source in Washington, DC relative to planned FAA action on NPRM 88-2

**VICINITY OF TCAs.** Effective July 1, 1989, all aircraft are required to have a transponder with Mode C when operating within 30 miles of any designated TCA primary airport from the surface to the 10,000 feet MSL or the ceiling of a TCA, whichever is higher. Gliders, balloons and aircraft constructed without an electrical or battery and alternator system capability, operating below a TCA, are excluded from this requirement. This requirement would also apply on the effective date of any future designated TCA primary airport. TCA primary airports are designated by rulemaking actions asso-

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

## LETTER FROM THE PRESIDENT:

As most of you know, we finally got our lights back at MMK! I have heard a lot of people trying to take credit for this overnight accomplishment. Let's say "thank you" to the City Council, Hal, our pilot groups and the FAA.

As most of you have heard by now, (outline included elsewhere), the FAA has responded in writing to NPRM 88-2. Rather than offering my opinion you can formulate your own after reading it.

During the month of June, we attended an FAA "Listening Session" at BDL which proved to be most interesting. In addition, some of us attended a meeting on June 21st at Hanover School presided by our illustrious local councilman. I thought it was very cleverly staged.

By now most of us should have our plans in place for Oshkosh. It promises to be bigger and better than ever.

See you at the meeting Sunday.

**George Molina**

## MEMBER PROFILE

### AVIATION BACKGROUND

NAME: George Bendesi  
OCCUPATION: Electro Technician  
TOWN OF RESIDENCE: Derby, CT  
PILOTS LICENSE: Private  
NO. OF HOURS: 180  
PROJECT: Building Lancair 235

I am of Hungarian origin. Before I came to the U.S.A. I lived in France and Canada. When I was 15, in the flat part of Hungary, I started to fly gliders. We had an old truck, a cable drum installed on one of the rear wheels. We put a wooden block under the rear axle of the truck. Two of us pulled the cable from the drum, hooked it to the glider, then with a flag signaled the truck operator to pull. We started with straight flight. The end of the field we put our airplane on a wheelbarrow, then back to the start. For 2 to 3 minutes in the air we worked 10-11 hours a day. Sometimes we went to the hills. There on the top of the hill we tied down the tail of the glider, and with a V rubber sling, 6 of us pulled on then let it go. At the bottom of the hill, load the wheelbarrow and push it up the hill.

When I was 17 I applied for power aircraft training. I was rejected because of my left lazy eye.

In Canada I worked on T-33, F-86, CF-104, also submarine-hunter and cargo airplanes.

On a sunny afternoon at Oxford I went for a Sky-Ride. The pilot asked me, why don't I fly? I said because of my lazy left eye. He said that's no problem, I can get a waiver. At 59 I got my private pilot license.

In my garage I am building a Lancair 235. I hope to finish it for the summer of '89. Then I will go for an instrument rating.

The biggest mistake of my life is to start to build this airplane. I have had 7 sleepless nights with itching fingers. It is a big expensive project. I would be better off buying a Cessna 152. If you

think of a homebuilt airplane, ask how many builders end up flying it.

I can always use guiding and good advice if someone has the time for me.

## NOTE TO CHAPTER PRESIDENTS FROM PAUL

Dear EAA Chapter President,

I am enclosing a "bootlegged" copy (that is what they call it in Washington, DC) of information received relative to NPRM 88-2. As of this writing, we are seeing some of this information appearing in newspapers, etc. We are also receiving a number of calls from newspaper reporters and TV and radio stations asking what our feelings are relative to this matter.

Though for the great, great, great amount of work your organization did and at a lot of expense in being first to bring this to the attention of the aviation community on a national basis we did not receive much credit. I would like to thank each and every chapter president and the members who took the time to respond to their senators, congressmen, DOT and FAA. We must not lose our vigilance as there will be more issues to resolve.

I would also like to thank our three EAA divisions for their financial assistance as well as those major contributors and few chapters who, in total, gave some \$19,000 towards our efforts in alerting not only our membership but every state aviation director, hundreds of fixed base operators and many other aviation organizations not affiliated with us.

Expenses for the cause of freedom are very costly. Certainly our membership dues of \$2.50 per month to publish our monthly magazine and the many, many other duties expected of the organization are extremely challenging to your organization and its staff. I am sure you, as a chapter officer, can appreciate this. As a chapter officer, you are a leader, educator, entertainer, hopefully a good listener, organizer and all too often the janitor.

We would like to take this opportunity to thank those Canadian EAA chapters who also wrote to DOT and FAA as it will also affect their flight operations here in the states. It is unfortunate that the active number of EAA chapters in Canada has dropped significantly. This lessens the participation in matters which should concern all of us.

Sincerely,  
EXPERIMENTAL AIRCRAFT ASSOCIATION  
Paul H. Poberezny  
President

## JUNE ATTENDANCE REPORT

Don Whelan	Jon Gilchrest
Siri Dev Khalsa	Erwin Hauer
Charles Maxted	Jerry Murphy
Ed Dunn	Hugh Sullivan
Stephen Paradise	Sheila Seemann
Dick Dice	Jack Heinzmann
Ed Morris	Fran Uliano
Steve Rinaldi	Chuck & Debbie
Neil Baer	Raymond
Dexter Klock	Bob Looker
Dotsie Lecours	Larry & Carrie Hardy
Stephen Daniel	George Molina
George Bendesi	Herb Bullock
Larry Folsom	

## EAA CHAPTER OFFICERS FOR 1988

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

## TRANSPONDER

ciated with the establishment or modification of a TCA. Limited deviation from this requirement may be permitted on a case-by-case basis by authorization under existing regulations.

**VICINITY OF ARSAS.** Effective December 30, 1990, all aircraft operating in an ARSA and in all airspace above an ARSA beginning at the ceiling of that ARSA and extending upward to 10,000 feet MSL within the lateral confines of that ARSA must be equipped with an operable transponder with Mode C. The requirement would also apply on the effective date of any future designated ARSA. Aircraft operating in the airspace beneath an ARSA are not required to have a transponder with Mode C. Deviation from this requirement may be permitted on a case-by-case basis by authorization under existing regulations.

**VICINITY OF OTHER HIGH-PASSENGER-TRAFFIC AIRPORTS.** Effective December 30, 1990, aircraft operating in the airspace from the surface to 10,000 feet MSL within a 10-mile radius of any airport listed in newly designated Appendix D of Part 91 must be equipped with an operable transponder with Mode C except when operating in the airspace below 1,200 feet AGL outside of the ATA. Currently, Logan International Airport, Billings, MT, and Hector International Airport, Fargo, ND, are the only airports listed. Gliders, balloons and aircraft without an electrical or battery and alternator system capability are excluded from this requirement. Other aircraft may be granted authorization to deviate from this requirement under existing regulations.

**VICINITY OF OTHER AIRPORTS.** At other airports where terminal radar service is provided, operators are subject to the existing requirement that pilots of aircraft with a transponder with a Mode C must operate that equipment while in controlled airspace. The rule adopted does not alter that requirement.

**EN ROUTE AIRSPACE.** Effective July 1, 1989, aircraft operating in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL must be equipped with an operating transponder with Mode C except when operating at and below 2,500 feet AGL. Aircraft that are constructed without provisions for a battery and alternator or generator and not modified to include these components, balloons and gliders are excluded from the transponder requirement when operating beneath the floor of a TCA (below 18,000 feet MSL) provided such operation is not conducted: (1) in any ARSA or TCA; (2) in the airspace within a 30-mile radius of any TCA primary airport; and (3) in the airspace above an ARSA within the lateral dimensions of that ARSA. Other non-equipped aircraft may obtain authorization to conduct operations without the required equipment under existing regulations.

## CURRENT DUES NOTICE

Members who have not paid their dues by the next meeting (August) will be removed from the newsletter mailing list.

## CALENDAR OF EVENTS

**JULY 16-17—SCHENECTADY, NY—N.E. Flight '88 Air Show.**

**JULY 23-24—FULTON, NY—Central New York International Air Show.**

**JULY 21-24—DAYTON, OH—Dayton Air Show and Air Fair.**

**JULY 29-AUG. 5—EAA's 36th International Convention, Oshkosh, Wisconsin.**

**SEPT. 9-11—JAFFREY, NH — Regional-sponsored by I.A.C. Chapter 35. For information contact Neil Frangesh (617) 834-7771**

**SEPT. 15-18—RENO, NV—National Championship Air Races.**

**SEPT. 24-24—WILMINGTON, DE—EAA East Coast Fly-In at Greater Wilmington Airport. All of the good EAA things; awards, displays, food, camping, etc.**

## FOR SALE

**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.

**MISCELLANEOUS PARTS FOR SALE—**60 amp. 28 volt alternator. PN 611 503 0102. DOFF 10300B. 400 hrs. Best offer. Prestolite 28 volt starter—MHB-4015, 100 hrs. best offer. Two 12 volt YUASA batteries—NEW—with acid and battery box. No. YB14LA2—\$25 ea Cleveland wheels and brakes—5.00x5 PN 40-78B & 30-9. Kit No. 199-102—\$250. John Faulkner—265-6002

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

**EAA BI-PLANE PROJECT—**Consists of: Fuselage, wings, center section, tail feathers (except rudder), landing gear. (except wheels), controls, motor mount, some instruments, and quite a bit of hardware. Cont. O-200 is mid time, I have the logs. It was taken out of a wind damaged Cessna 150. The prop is available also The C-150 is available if someone wants to rebuild it, or will sell any parts they might want. I do need to sell it by June 30 and will deal. Call Sam at (203) 446-9944,

**GLASSAIR RG—**Kit barely started. Includes stainless exhaust, Whelans, etc. Changed circumstances dictate sale. Contact Bruce Taylor at 802-888-2194.

**RV-3 PROJECT—**Control surfaces completed. Fuselage in jig. Wings ready to be skinned. Most materials necessary to complete. Also have 0290 GPU engine, Will consider offers without engine, Asking \$3,500 with engine. Will consider offers without engine, If interested, contact Pete Wenk, Madison, CT, (203) 245-9136,

## MEMBERSHIP FORM

## 1988 EAA CHA