

JULY, 1993



CHAPTER 27 NEWSLETTER

JULY, 1993 ISSUE

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

NEW HOME FOR SKYBOLT



Photo shows builder and former owner Jim Simmons' Skybolt in its hangar at Trollhättén, Sweden. The new owner, Kjell Lindgren, is also shown in this photo. Jim and Betty's trip to Sweden is elsewhere in this issue.—
Photo by Jim Simmons.

NEXT MEETING IS SUNDAY, JULY 11

The July meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, July 11, 1993. Time 10:00 A.M.

FORUM TENT HOSTS

Attention All Chapters!!! We need your assistance at the 1993 EAA Convention! If you or your Chapter haven't signed up to host a Forum Tent, please do so by contacting the Chapter Office at (414) 426-4876.

FAA TO RECONSIDER 'AGE 60' PILOT RULE

The Federal Aviation Administration, citing new evidence, is reconsidering its rule that bars commercial airline pilots from flying after age 60.

The move follows release of a new study that found airline pilots nearing 60 do not have more accidents than younger pilots.

The study, conducted for the FAA's Civil Aeromedical Institute in Oklahoma City, found no increase in pilot accident rates until at least age 63, "suggesting that one could cautiously increase the retirement age to 63."

Any possible decision to change the age 60 rule would have to be based on convincing evidence that passenger safety would not be compromised," says acting FAA Administrator Joseph M. Del Balzo.

REMEMBER—IT'S JULY 11 AT MMK AIRPORT—TIME: 10:00 A. M.

JIM & BETTY SIMMONS VISIT SWEDEN (AND SKYBOLT)

By Jim Simmons

As many of you already know, Betty and I have recently had an opportunity to travel to Sweden to visit with the purchaser of my Steen Skybolt. Kjell and Brigitta Lindgren were our marvelous hosts and acted as our local guides during a twelve day visit.

On June 5th, Kjell and I flew the Skybolt to Trollhätten (Western Sweden) to Barkarby Airport in Stockholm (East coast of Sweden). The Sweden Chapter (#222) of the EAA had their annual Fly-In on this date and it was a wonderful two hour flight in the Skybolt. Upon landing, we were greeted by many interested attendees and Kjell was quick to introduce me as the builder from the United States. Most people spoke English very well and I was able to meet some very nice people, including the distributor of Skybolt plans and kits in Sweden. I would estimate there were between 70 and 80 aircraft on the flight line. Included were Ultralights, experimentals and Classics. Most aircraft traveled from Denmark, Finland, Sweden and Norway. There was a flight of four "Cherry" experimentals which had flown in from Switzerland. An aerobatic demonstration flight was flown in an Extra 300 and a Decathalon. The pilot of the Decathalon, who is currently modifying a Steen Skybolt for unlimited aerobatics, holds the worlds record for consecutive loops in a row, which I recall as being approximately 260!

In addition to the flight line activities, the EAA Chapter provided food and drink concessions, a gift shop, flea market and vendor display area. The Chapter also demonstrated current projects under construction as well as "how to" workshops.

The excellent planning and execution of the Fly-In was accompanied by some great weather. The EAA also had an evening dinner planned for the attendees. However, we traveled back to Trollhätten prior to the dinner.

Later in the week, Kjell, Brigitta, Betty and I loaded our luggage into Kjell's Cessna 177 Cardinal and returned to Stockholm (Bromma Airport) to tour the city in fine fashion for a couple of days. We then took the Cardinal up to the Lake Siljan region and stayed at a wonderful resort. Kjell handled all radio communication in Swedish. However, I did hear some traffic controller communications being conducted in English, which is also available.

During our visit, I had an opportunity to visit about 8 different airports in Sweden and found them all to be very well maintained. The number of private aircraft at each airport appeared to be very small by comparison to the U.S. One very nice feature was that each airport had a "FLYGLUBB." This was a separate building from the FBO on the airport grounds which functioned as a meeting room for airport tenants and flying club members. The buildings usually included a pilot lounge, rest rooms, kitchen, flight planning room and bulletin boards with local information.

Another item of note is that the government provides public service work for some public as-

sistance recipient to earn extra funds. At one airport, two people were assigned to work 40 hours per week each, assisting in maintaining the airport in many ways, from mowing grass, picking up trash and included washing airplanes for tenants.

Betty and I feel very fortunate to have had this opportunity to visit Sweden. I view this as all part of the wonderful EAA experiences, the building and flying of experimental aircraft, meeting nice people, and sharing the joy of flying with others.

CONCORD AIR SHOW ACCIDENT

CONCORD, NH—A stunt plane crashed and exploded at an air show Saturday, killing a father-daughter wing walking act, authorities said.

Several thousand spectators saw the crash at the Concord Airport, but nobody in the crowd was hurt when the plane came down several hundred yards away.

Witnesses said the plane came out of a roll at about 100 feet when something went wrong. The plane went into another roll, crashed and burst into flames, witnesses said.

Air show announcer Frank Kingston Smith said the father was piloting the plane from the rear cockpit while the daughter was in the front cockpit waiting to get onto the wing.

Police identified the father as Ronald Shelly, 61, of Midland, VA, and the daughter as Karen Shelly Duggan, 31, of Warrenton, VA.

Shelly, the father of five, said he had some concerns when he asked his daughter if she wanted to join the act in 1989.

"All my kids, at one time or another, asked to do it. I knew I could make it safe. She was of an age to make a decision, and I thought she'd be the one who would enjoy it," he said in a 1989 interview with the Associated Press.

His daughter said she trusted her father and would only walk for him.

"I'm always surprised at how calm it feels" to hang off the wing of an airplane traveling more than 100 mph, she said.—Associated Press.

EAA CHAPTER OFFICERS FOR 1993

President—Frank Mlynick: 828-3529

Vice President—Ed Schinitis: 237-2869

Secretary—Charles Maxted: 272-4922

Treasurer—Pat Manning: 274-5240

Newsletter Editor—Herb Bullock: 272-8007

SECRETARY'S REPORT

The June meeting of EAA Chapter 27 was called to order at 10:00 A.M. at Meriden-Markham Airport.

First order of business was the acceptance of the secretary's report and the treasurer's report. At present we have \$881.41 in the treasury.

Next was the passing out and discussion of materials received by the president during the month. There were catalogues from Wag Aero, Airline Supply and Renavair Vintage Aviation Surplus.

This last catalog had a lot of WWII items in it. Some were never used and still packed in 1940 cosmoline. Safety wires were only \$24.95 and a micro stop was \$11.95. They were selling a Grimes rudder tail light (AN 3091-2) for \$19.95. I recently priced one at Aircraft Spruce for \$195.00.

There was also a new publication called "Picture Perfect Aircraft." This is a magazine devoted to the selling of homebuilts. I thought it was very well done with good color pictures and about fifty words of copy for only thirty-five dollars. Sure beats a three line blurb in Trade-A-Plane.

New Business: The Chapter picnic was scheduled for July 25 at Wadsworth Falls. A bright cool but sunny day was ordered.

The tentative plans for the Christmas Awards banquet was begun. Approximate dates were Nov. 6, 13, or 20th. It was strongly suggested a new restaurant be found. All suggestions are welcome and would be helpful. It was hoped that the cost could be kept under \$20 per person.

A new member was introduced and welcomed. He is Abel Padilla and he is building a VP-1.

Because the Conn. Antique Club meets the second Sunday as we do and that there are members common to both groups, it was asked if there was any chance of our meetings being moved to the third Sunday of the month. The members present felt there was no problem so it was agreed to notify all members of the proposal and vote on the motion at the July meeting.

Charles Maxted

RV EAST COAST FLY-IN AND WORKSHOP

The second annual RV East Coast Fly-In and Workshop featuring the RV-3, RV-4, RV-6 & RV-6A aircraft will be held July 10, 1993 at the Sussex Airport in Sussex, NJ. The workshop will be held rain or shine. Rain date for the Fly-In is July 11.

WORKSHOP: We have an aircraft sheet metal instructor developing a lecture and hands on experience program for working on RV's. Other speakers are being planned. We welcome your suggestions for specific topics of interest.

AWARDS: We will be giving out several awards for workmanship, interiors, paint and our special **RV Grand Champion**. The winner of the **RV Grand Champion** will be on the cover of the 1994 RV Air-

CALENDAR OF EVENTS

JULY 29-AUG. 4—OSHKOSH WI—41st Annual EAA Fly-In and Sport Aviation Convention. Wittman Regional Airport. Contact John Burton, PO Box 3086, Oshkosh, WI 54903-3086. (414) 426-4800. NEVER TOO EARLY TO START MAKING YOUR PLANS!

OCT. 9-10—FRANKLIN, VA., J. B. ROSE AIRPORT. EAA Chapter 339's 23rd Annual Fly-In. Judging, Awards, & Banquet planned; Camping & Motel available on site. Contact: Clint Dalton. Fly-In chairman, for info. at (804) 583-5018.

craft Year Book and featured in the 1994 RV Aircraft Calendar.

The RV East Coast Fly-In is sponsored in part by the RV Aircraft Yearbook.

Please send your advance registration to:

RV AIRCRAFT YEARBOOK
P.O. BOX 815
SPARTA, NJ 07871

Questions?—Mark Franek at 201-267-0087

London Broil will be served for lunch.

Workshop and lunch—\$25.00 Lunch only \$10.00

GIVE RIDES IN YOUR RV

(We Pay For Fuel) FREE ENTRANCE

Name

ADDRESS

CITY STATE ZIP

FOR SALE

1949 ERCOUCPE 415G, 85 HP, S/N 5025, 2300 TT, 486 SMOH, Annualed 4/93, all metal, natural finish, rudder pedals, split tail, Cleveland brakes, dual landing lights, strobe, wheel pants, RST intercom, Air Sciences Navcom w/Auto OBS. Clean. Runs like a watch. N25L, tied down at Meriden Airport. \$9,500. Bob Seemann, 89 Earl Ave., Hamden, CT 06514, (203) 281-6449

INSTRUMENTS FOR SALE—1 20 lb. fuel pressure gage \$40; 1 Chevy Spectrum alternator with built-in regulator (new) \$150. Chuck Raymond (203) 929 2552.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-6584 for membership information.

RADIOS, ELECTRONICS — NARCO NAV11 overhauled, \$495; INSIGHT GEM, \$595; King KI208, \$375; KS Mixture Mizer (EGT) \$50; King KA42A Loop and SS Sense ADF Antenna, \$60. ROB (203) 375-9700 X3573.

I HAVE FOR SALE—Complete set of Wittman Tailwind B/P's with complete supplement for the 150 hp Mod's with new Wingtip Mod's. Brand new, never used. S/N is intact. Perfect condition. Price is \$150 for all. Call (203) 829-9400.

1993 EAA CHA

1990-1991

Name
 Street
 Current EAA No.
 Do you own an aircraft? Make a
 Do you have a project? How r

Meetings Held on the Second Sunday of the

en-Markham Airport, Meriden, CT Unless Otherwise Noted