



CHAPTER 27 NEWSLETTER

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

JUNE ISSUE

JUNE MEETING

This month's meeting is on June 13th.

SEE YOU THEN!

IT'S FLY-IN SEASON—AT LAST

On May 16th Jim Simmons and I flew to our first fly-in this year. Actually it was a combination fly-in and aviation flea market held annually at Hampton airfield in New Hampshire.

We left Meriden-Markham at nine in the morning and landed in Hampton at ten twenty. The hour and twenty minute flight was in perfect weather and near calm conditions. Hampton airfield is a grass strip running north and south a few miles from the coast. It also seems to be part of the pattern for Logan. As we entered downwind, a beautiful 747 turned into a wide downwind with us. As there were a number of aircraft ahead of us on downwind, the pattern began to stretch out and when we finally turned base, almost out of sight of the field, lo and behold if that big old 747 didn't begin to turn a base leg with us. Jim was flying so I told him that I didn't believe that monster was trying to play with us, but if he wanted the right of way I sure would give it to him. Old Jim is kind of hard nose about some things and he said that since he hadn't called in when he turned onto the downwind leg and we had, we had the right of way. Well, I didn't say anything but I figured that if that 747 did a go around over that grass field it would blow away all the planes, hangars and the sod as well. On final as we got low and slow the 747, who was still about a mile off our left, passed us and disappeared. After we tied down the plane we spotted the 747 again making his big rectangle in the sky. The only thing we could think of was that he was in a holding pattern as after a couple more trips around he disappeared. Maybe the ultra lights scared him off.

The fly-in was the usual fly-in. Oldies, homebuilts, ultra lights, you name it and it was there. I was intrigued by a Smith mini plane. It is the tiniest biplane I have ever seen. It had an engine but I think a rubber band would have served as well. A wing-warping Wright Flyer was on display. It looked less safe than the ultra lights. The two seats were plywood boards out in front of the wings and without seat belts. In the air you were sitting right out over nothing but sky and earth.

Fly-in hot dogs remind me of ball park hot dogs. They seem great at the time but remain with you the whole afternoon continually coming up for air.

Did we sell anything? We no sooner got there and

we saw a guy selling the exact same spinner I had brought to sell and for the exact same price. I left mine in the plane. I didn't want to flood the market. We saw a lot of stuff that if I had known about at the time I needed it, I could have saved myself a bundle.

In one hangar a fellow is rebuilding a Curtis Robin and he is doing a fine job. If you enjoy fine craftsmanship it would be worth the trip to see this restoration. It was beautiful.

Hampton field flea market, remember it, give it a try next year. It's a fun time.

ABOUT AIRCRAFT LOANS

The subject of bank loans for aircraft was brought up at the May meeting of Chapter 27. After rummaging through our stack of notes and papers on all sorts of subjects we ran across a well presented brochure from the Citytrust Bank of Bridgeport. It consists of a 2-sided card with complete line drawings of the Igor Sikorsky Memorial Airport at Stratford, Conn., together with all pertinent information on the airport. The ad side of the card contains information on Citytrust Customized loans on Aircraft, Avionics, Engine Overhaul and Pilot Training (advanced and primary).

So there it is. Anyone interested in financing his or her aviation interests here's your chance. We quote from the last line of the card.

"For special attention, phone Larry Munley, Vice President (203) 384-5330. Out of town: Call collect.

CITYTRUST BRIDGEPORT, CONN. 06602

A NOTE ON BIRCH PLYWOOD

Fred Bergman, who owns a Fly Baby which he's been keeping at Chester Airport the past few seasons, brought in several color photos showing the effects of severe wood rot along the aileron attach spar in one wing. Although he said he had adequate drain holes the damage still occurred. It is interesting to note that although the birch plywood was attacked, the mahogany plywood was not. It is not the first time we've heard of this same problem.

SUMMER FUN FLY-INS

June 5-6 — BROOKHAVEN AIRPORT, — EAA Chapter 594, Shirley, Long Island, Aviation Fly-Market. New York Sectional Lat 40-49, Long 72.52.

JUNE 11-13 — HARTFORD, CONN. CHAPTER OF INTERNATIONAL CESSNA-170 ASSN. Fly-In at Brainard Field. Tours, visit to Bradley Air Museum, flight to dairy farm. Contact: Pat Bartone, 40 Bonner Drive, East Hartford, CT. Telephone (203) 568-5683.

JUNE 19 — EAA CHAPTER 315 Fly-In, Toms River, N. J., Robert J. Miller Airpark. Rain date June 20th Contact: Lew Levison. Tel (201) 367-4907.

JUNE 20 — SEVENTH ANNUAL DANBURY ANTIQUE AUTO SHOW AND ANTIQUE AIRPLANE FLY-IN. Danbury Municipal Airport. Rain date: June 27. Contact: Robert Miller, 103 Southview Road, New Fairfield, CT 06810. (203) 746-4025.

JUNE 26-27 — EAA CHAPTER 726 SIXTH ANNUAL NEW ENGLAND REGIONAL FLY-IN in conjunction with the Central Massachusetts Gas, Steam and Machinery Assn. Engine Show. Contact: Paul Dexter, 15 Sunset Drive, Orange, MA 01364. Telephone (617) 544-6412.

FOR SALE

1946 STINSON VOYAGER—657 SMOH, 165 hp, 1427 TT, Aug. 81 lic. dual Mk. III Narcos-90 ch, gyro panel, DG & AH, (4) place all metal, new polygrip white trimmed in red \$6,995. John C. Noone, Sr., P.O. Box 221, Medford, NJ 08055. 609-268-1134.

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.

WANTED

TAILWHEEL—SCOTT 8" inflatable 3200. Military throttle quadrant, 2 handle type. **For Sale—Scott 2000** six inch tailwheel. George Durkota, 203-375-9871.

ERCOUPE TAIL FEATHERS—415 G Model. 203-272-4771.

4130 STEEL TUBING—Several short lengths of 3/4" & 5/8"x.065" wall. 203-634-4199.

FREEBY—Jim Townsend has a scratched Quicky canopy —The front screen section is OK and could be used on a number of small single seaters.

WHAT PRICE SECTIONAL CHARTS?

There was a meeting at the FAA to discuss possible changes in the format and scheduling of Sectional Charts for VFR operations. One possible change would be to add VFR flyway routes to Sectional or Terminal Area charts. Attempts will also be made to clean up the charts and eliminate all possible non-essential data. The FAA predicts that under the new policy of the Reagan Administration the price of Sectional Charts will drastically increase from the present \$2.35 per chart to three or five times this amount. Also the charting cycle may be changed from six months to a year. No final decisions were made at this meeting.

TECHNICAL NOTES

HOLE DRILLING

From Jim Olson, EAA 62654, 406 Judith Avenue, St. Paul, Minnesota 55133.

Jim has been a tool and die maker for more than 25 years. He is an active member of the Speed Holman Memorial EAA Chapter 54 in St. Paul, Minnesota where he "bums around" with "Holman's Hobos."

Before we discuss hole drilling a word of caution on the Drill Press. It may look harmless, but don't be fooled by it, it is *the* one tool in a machine shop that draws the most blood. The point where 80% of accidents happen is when the drill bit is breaking through the bottom side of your work. The other 20% is when a reamer heats up and binds or a drill bit *grabs* because you are feeding too fast on a hole being opened to a larger size. To help save some pain, always contain your work in a drilling vise or clamp it to the table. *NEVER* hold pieces with only your hand.

Now, on to hole drilling. When you center punch your work, before you drill your hole, it is best to pick up your mark with a drill bit approximately one-eighth of an inch in diameter or less and spot drill your hole about as deep as the drill diameter. The reason for this is, if your work isn't exactly under the center of your spindle, the smaller drill will flex somewhat and pick up the mark. The larger drill will then pick up the hole of the smaller drill and it will move your work to the center of the spindle.

Sometime during your drilling spree, you will probably drill a hole that isn't quite round. As a matter of fact, it will probably look like a cloverleaf. The cause of this could be a couple of things. Either the angle of your drill point is "too great" or you have two different angles on your drill bit point. The proper angle on your drill bit should be 118 degrees (combined) 59 degrees per lip.

To overcome this chatter, or cloverleaf pattern, simply predrill your hole smaller, by about one-sixteenth of an inch (as you should all your holes). Then tear off a piece of emery cloth approximately 2 inches long. Fold it in half, rough side in. Place it over the hole and then drill it to its proper size. If the angle of your drill is wrong, the emery cloth will take up the space left open by the wrong angle. If you don't have emery cloth available, you can use cardboard such as an old cereal box. There is no need to use this spacer when you ream a hole.

Predrill holes to avoid drilling them oversized. If your drill bit is sharpened off center and you drill it full sized initially the hole will undoubtedly be oversized. Always use cutting oil. If it isn't used the drill bit will overheat and the material that you're drilling will fuse onto the cutting edges of the drill bit which will make the holes oversized.

These are some of the more common problems of hole drilling. To understand what and why it's happening is the first step of correction.

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