

JUNE, 1986



CHAPTER 27 NEWSLETTER

JUNE, 1986 ISSUE

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

CRAFTSMAN AT WORK



Or should the description read "Craftsman at Hobby"? Photo shows Jim Rowley bending plywood around the leading edge of one of his ailerons for the Acro Sport II he is building. Jim has also done a considerable amount of welding on the various parts for his aircraft, fabricating most of the parts from scratch.—*Photo by Jim Rowley*

NEXT MEETING IS SUNDAY, JUNE 8

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 8, 1986. Time—10 A.M.

JUNE MEETING PROGRAM

A videotape entitled "Sky Fire" will be shown at the June meeting of Chapter 27.

This is a movie obtained by George Molina at this year's Sun 'n Fun Fly-In at Lakeland, Florida and features the September '85 Reno Air Races. Professionally produced it also has a segment highlighting the Navy's Blue Angels. Don't miss this one!

EAA CHAPTER 166 FLY-IN/PICNIC ON JUNE 8!

The Hartford Chapter of the EAA (Chapter 166) is planning a fly-in picnic for June 8, 1986 at Windham Airport in Windham, Connecticut. They have invited us to attend. It is being planned as a "bring your own lunch" picnic and will probably feature lots of good company and plenty of flying. The timing is perfect for us because it will immediately follow our June 8th Chapter meeting. Why not plan to make a day of it and join us in visiting our neighboring chapter's event?

YOU'RE NEVER TOO OLD

The Federal Aviation Administration recently granted W. Quealey Walker his instrument rating on his 80th birthday. He has been flying for 45 years and passed his instrument test at Sea Island, GA., making him the oldest person on record to achieve this feat.

REMEMBER—IT' JUNE 8 IN THEUPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

First, I would like to thank Jeff Davenport for his fine presentation of sheet metal fabrication and riveting. His discussion was obviously well prepared and very informative.

Next, I would like to remind everyone of our planned events during the coming summer months. We will NOT have monthly chapter meetings during July and August. However, we do have some planned activities which I hope to see many of you attend.

CALENDAR OF EVENTS—"SUMMER OF 1986"

- June 8—10 A.M. EAA Chapter 27 Monthly Meeting, Meriden Airport
- June 8—11:30 A.M. EAA Chapter 166 Fly-In Picnic, Windham Airport
- June 22—11 A.M. EAA Chapter 27 Attends Rhinebeck Airshow, Rhinebeck, NY
- July 13—10 A.M. EAA Chapter 27 Fly-In Picnic, Meriden Airport
- Aug. 17—Noon 'til dark EAA Chapter 27 Picnic/Pool Party, Simmons Home

Lastly, I want to congratulate our former Chapter president, Doug Brady, after seeing his Starduster fuselage in the North Hangar. It looks great! We are all looking forward to seeing this aircraft fly in the near future.

Happy Flying!

See you all at our June meeting.

Jim Simmons

RHINEBECK TRIP SET FOR JUNE 22nd!

We have scheduled June 22, 1986 as the date for our trip to visit the Old Rhinebeck Aerodrome in Rhinebeck, New York. This is a trip that both young and old can enjoy. It will be a Sunday afternoon show featuring World War I aircraft and the Black Baron. Admission is \$6.00 for adults and \$3.00 for kids. Senior citizens receive a 10% discount.

We have included a map on the back of this newsletter for those of you who plan to travel by car. To help you judge your travel time it would be approximately a one hour drive from the Waterbury, Connecticut area.

For those of you who plan to fly, the Rhinebeck Aerodrome personnel have requested that we fly to Sky Park Airport and take local transportation, rather than land at Rhinebeck. Rhinebeck has a 2000' runway, very rough with hills at both ends and they anticipate that they will be busy giving rides in their aircraft on a Sunday afternoon. Also their runway will be closed at noon.

We'd suggest that you plan to arrive around noon. The actual airshow time is from 2:30 P.M. to 4 P.M. We hope to see many of you there.

EAA PICNIC AT MERIDEN AIRPORT—JULY 13!

We have scheduled Sunday, July 13, 1986 from 10 A.M. through 4 P.M. for our Fly-In Picnic day at Meriden Airport. It is planned as a bring your own food and beverage event (also bring your own chairs and/or blankets). We will be sharing each others company and perhaps you'll get a chance to ride in one of our member's aircraft. Why not come out and join us? I've requested some co-operation from the weathermen and I know they won't let us down.

Jim Simmons

PICNIC/POOL PARTY SET FOR AUGUST 17th!

Our 1986 Picnic/Pool Party is scheduled for August 17th from noon until dark. This is one event you won't want to miss. All chapter members and their families are welcome. The chapter will provide hamburgers, hot dogs, soft drinks and ice for the event. We request that you bring either a dessert, fruit or salad dish to be shared by all who attend. If you would care for alcoholic beverages we request that you bring your own.

The party will be held at Jim Simmons' home in Cheshire, CT. The address is 295 Contour Drive. A map will be mailed to all chapter members.

Last year we enjoyed fine weather, some vigorous games of volleyball followed by a refreshing dip in Jim's pool which proved to be a big hit. We're looking forward to more of the same.

So bring your bathing suits and towels and plan to spend the day with us.

See you all there.

AIR-HEAD HUMOR

Heard an interesting conversation on the New Haven radio station WKCI-101 while driving to work the other day about the instrument panel in their traffic observer airplane. Instead of a regulation gas gauge, showing Empty or Full, they have a picture of a little man. If he is smiling, all is well. When he starts to frown, it's time to think about getting fuel. When his hair stands on end, things are getting serious. When he starts waving his arms, find the nearest landing spot. All pure fantasy, I'm sure, but it did tickle the funnybone.

CHAPTER 27 OFFICERS FOR 1986

President—Jim Simmons
Vice President—George Molina
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

THE AEROBATIC "HORMONE"

From EAA Chapter 105 Newsletter, Portland, Oregon

There's nothing like a good set of aerobatic maneuvers to get the blood flowing. And a lot of other things, too.

The thrill of aerobatics is undeniable, as is the conclusion that aerobatics can really get the adrenaline flowing. Now a study reveals there may be other hormones on the move as a result of the G forces sustained in aerobatics.

Using an elaborate centrifuge setup, investigators have found that people exposed to 6 G's in the "z" direction (sitting position) pump out a hormone known as cortisol. Gz acceleration is head-to-foot, the type that happens, for example, when a pilot pulls up sharply in a maneuver. Cortisol might be said to be the aerobatic hormone, since measurements of several other hormones under the same conditions remained the same as they were at 1 G. The rise in cortisol production is tied to the rise in acceleration—the higher the acceleration, the greater the peak concentration of cortisol.

Cortisol is a hormone produced by the adrenal glands in response to stress. Researchers at this time have no explanation for why radial acceleration should produce such a profound change in this one particular hormone.

Another study, though, suggests the use to which such a finding might be put. Air Force researchers have discovered that the service is losing a lot of very big, very expensive fighter planes because the pilots are suffering loss of consciousness (LOC) that lasts for up to 20 seconds and occurs at relatively low G loadings (3 to 4 G's). These episodes often include periods of brain seizure activity, as a result of the profound hypoxia. So far, five F-16's, an F-5 and an A-10 have been lost to LOC. The suspicion is that there have been a lot of other losses that got blamed on something else.

While the period of unconsciousness is 15-20 seconds, the period of reduced mental capacity may be much longer—plenty of time for any airplane, even a slow-moving one, to get into trouble.

The only relatively sure cure for LOC would be to recline the seat back to an angle of 60 degrees or more. Barring that, the next best hope is to come up with something that detects LOC and puts the plane into automatic, wings-level auto-pilot status, and blood chemicals may one day prove to be the detector.

Meanwhile, non-fighter jocks of slow-moving aerobatic planes might keep in mind that these findings on loss of consciousness point to a problem which can emerge under the G conditions they, too, attain. While the rapid rate of onset found in an F-16 may be lacking in a Citabria, pilots should be far from complacent about feeling it can't happen to them.

JUMP!

An ex-paratrooper was asked how many jumps he had made.

"None," he replied. "But I've been pushed 18 times."

CALENDAR OF EVENTS

JULY 13-19, LOCK HAVEN, PA — Convention of "Rag-Wing" Piper aircraft, at the W. T. Piper Memorial Airport. Sponsored by A Sentimental Journey to Club Haven, Inc. Includes seminars, workshops, demonstrations and vendors geared to rag-wing interests. Contact: A Sentimental Journey, Registration Committee, P.O. Box J-3, Lock Haven, PA 17745. Tel. (717) 893-4200).

JULY 19-27—QUEBEC, CANADA—First Air Rally of Quebec, including about 50 light airplanes touring the northern part of the Province of Quebec and landing at bush airports formerly used to develop the James Bay Hydro-electric project. Pilots and their passengers will sleep in tents and receive meals prepared by cooks flown in on "reliable DC-3s," according to organizers. Contact International Air Rally Organization, 1860 Broadway, Suite 1406, New York, N.Y. 10023.

JULY 24-27—DAYTON, OHIO—DAYTON INTERNATIONAL AIRSHOW AND TRADE EXPOSITION—Dayton International Airport, Vandalia, Ohio,

AUGUST 3—WINDHAM, CONN.—The Greater Willimantic Chamber of Commerce Air Show at Windham Airport. Show includes Leo Loudenslager, Frank Kingston Smith and Solo the Clown. Static displays, warbirds and parachute demonstrations are also planned. Contact Robert A. Adams Executive Director, 1010 Main Street, Willimantic, CT 06226. Telephone (203) 423-6389.

WANTED

PARTS FOR STINSON 108-2—Prop, Tailfeathers. Cowling. Windshield—Ed Morris, (203) 238-1134.

HONDA CIVIC ENGINE—EB 2 or 3. Must have aluminum block. Fred Troske. 753-7833.

FOR SALE

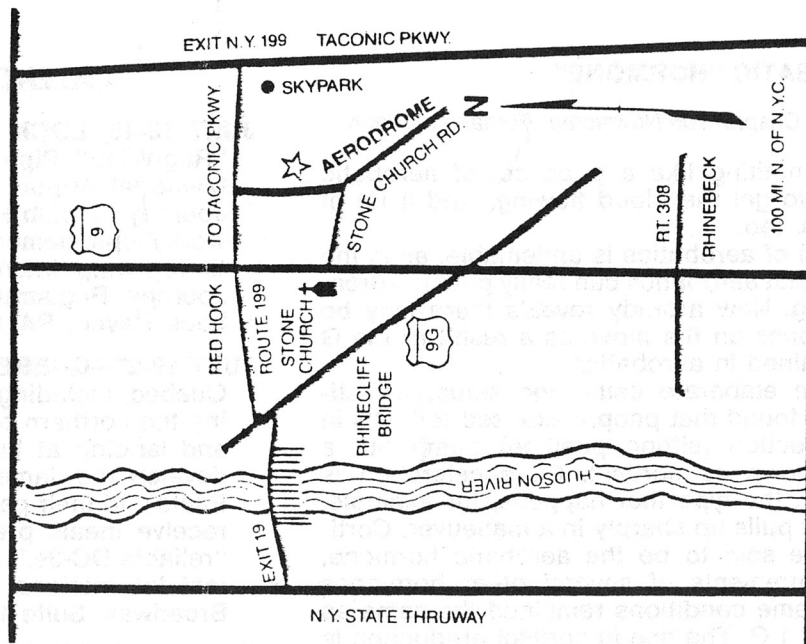
CHECKMATE—420 TTA&E. Lycoming 10-540, 260 HP, Hartzell c/s aerobatic prop, nav/com, intercom, headsets, chutes, Christen inverted systems, smoke, 34.5 gals. fuel, NDH. Bill Stuart—days, (617) 837-6490, eves. (617) 837-9726. EXCELLENT AEROBATIC PERFORMANCE — Asking \$32,500 or best offer before Aug. 23, 1986.

EAA BIPLANE P-2—Continental 85-F, 250 hours airframe & Majored engine. Fresh annual, "SHARP" — Always hangared! \$8,500—(203) 272-3830.

300 BACK ISSUES OF SPORT AVIATION—From September, 1960 to date. All in excellent condition. John Boyce, Peck Road, Bethany, CT 06525.

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

KR-2—Airframe in excellent condition. No engine, no radio. Was flying for two years, \$3,000. Also Revmaster 2100D engine, new. complete, still packed, \$3,000. Contact Jeff Friedman, (718) 523-5330.



HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1986 EAA CHAPTER 27 MEMBERSHIP FORM

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

Name City Phone

Street State Zip

Current EAA No. Pilot Rating Held

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

Do you have a project? How much completed