

JUNE, 1988



CHAPTER 27 NEWSLETTER

JUNE, 1988 ISSUE

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

RARE BIRD



Above photo shows a pristine twin Navion tied down at Country Club Airport, Goffstown, NH, a 1300 foot private strip. The runway serves as a driving range for the adjacent 9-hole golf course.

NEXT MEETING IS SUNDAY, JUNE 12

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 8, 1988. Time—10 A.M.

FAA LISTENING SESSION AT BRADLEY

This Listening Session will be held on Wednesday, June 15, at 7 p.m. in the Turbin Air Management hangar, Bradley International Airport.

The FAA's Acting Regional Director, Timothy P. Forte, and his staff look forward to answering your questions and discussing issues that concern the Connecticut aviation community. Key managers from Flight Standards, Air Traffic, Airway Facilities, Security and Airports programs will be on hand to talk to you.

BIENNIAL FLIGHT REVIEW OFFER

EAA Chapter 27 is very fortunate to have as one of our members, Mr. Bob Bailey of New Haven CT. Bob is a full-time corporate pilot for Armtek and flies out of Tweed-New Haven Airport. He holds ATP and CFI ratings and is accomplished in aerobatics, air racing and gliders. He is currently in the process of restoring a Bucker Jungman. Bob would like to offer our chapter members, free of charge, his availability to give Biennial Flight Reviews. I have recently had an opportunity to fly with Bob and found it a very rewarding experience. Bob can be reached at (203) 281-4332.

Jim Simmons

OVERHEARD AT THE AIRPORT

"My wife said that if I go flying one more time, she's going to leave me."

"God, I'm going to miss her!"

REMEMBER—IT'S JUNE 12 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hello once again.

It seems like a long time since I wrote the President's column. We sure have been busy this past month. Doing the annual on the Eagle this year brought more than its fair share of frustration. A major source was troubleshooting the inverted oil system which caused a drop in oil pressure every time we rolled the airplane. After much hair pulling, we discovered the plug in the oil sump on the end of the screen cavity had dislodged creating a cavitation in the system.

I have included elsewhere in our newsletter an alternative proposal to NPRM 88-2 relative to Section 203 of the NTSB's recommendations following the Cerritos, California mid-air collision and General Aviation's suggestions and recommendations.

According to an article in the May 7, 1988 Oshkosh Northwestern, the House Public Works and Transportation Committee approved legislation on Thursday, May 5, 1988 that would establish uniformed standards for product liability awards in general aviation cases.

Many of the legislation's supporters say the bill might save the small aircraft industry in the U. S. I will share any new information as I receive it.

By now I am sure we have all heard of the recent tragedy which occurred at Meriden Airport. There is never a good time for an accident. In our case, our airport has been so mistreated by knee-jerk reactions that one can only wonder what lies ahead for our local aviation community.

Currently we are filing our incorporation papers for our State Organization. The name being filed is "Connecticut State Association of Experimental Aircraft." The filed mission statement is "To promote and support EAA activities within the State and provide a strong and unified voice for EAA members and legislative and bureaucratic issues. In addition, of utmost importance, is that of being a 'communications facilitator' and conduit for members."

I plan to show the slides from my recent West Coast trip at our meeting this month.

Let's all be careful.

George Molina

MAY ATTENDANCE REPORT

Jeff Davenport	Bob Looker
Larry Folsom	Charles Maxted
Siri Dev Khalsa	Don Whelan
Jim Rowley	Jim Simmons
Hugh Sullivan	Sheila Seemann
Stephen Daniel	Ed & Andrea Morris
Scott Ashton	Jack Heinzmann
Ed Dunn	Chuck & Debbie
Stephen Paradise	Raymond
Erwin Hauer	Jerry Murphy
Alan Hibbard	George Molina
Spencer Miller	Herb Bullock

DON'T FORGET YOUR DUES!

MEMBER PROFILE

AVIATION BACKGROUND

NAME: Spencer Miller
OCCUPATION: Shop Foreman (Plastic fabrication company)
TOWN OF RESIDENCE: Cromwell
PILOTS LICENSE: Private ASEL
NO. OF HOURS: 229
OWN YOUR OWN PLANE? Yes
YEAR, MAKE, MODEL: Davis DA-2A

In 1974, at the age of ten, I moved to the town of Cromwell, right next to what was to become "Joe's Airplane Factory." or more commonly referred to as "The Skunk Works." At the time Mr. Gauthier was working on converting his BD-4 to a taildragger. I thought it was neat to have an airplane in the garage next door so I hung around. Joe was quick to put me to work. The following spring the airplane went to the airport and I got a ride. I kept hanging around, helping with routine maintenance and got to fly some more. I never understood what he saw in a kid like me, but whatever it was I'm glad he did. Going to the airport two or three days a week, I got to know a lot of the EAAers. After a couple of years Joe sold his BD-4 with intentions of building a Thorp T-18. Well, 6 or 7 projects passed through his doors since then and finally there's one shaping up to look like a T-18.

I think project No. 4 was the Davis, and in 1985 I decided to get my pilots license. I wanted to buy an airplane instead of having to rent so Joe said "Why don't you buy the Davis?" I bought his 50% interest and took my first lesson July 2, 1985. I soloed on the 11th when I got my medical and was a private pilot on Sept. 18, 1985. I was delayed by a week of bad weather, a two-week vacation and 10 days to get my written results back and to schedule the flight test. I put in the bulk of the 41.5 hours in a 4-week period. I don't know how I ever accomplished it, studying for the written and working full time.

Since then I have accumulated 230 hours and try to fly 2 to 4 times a week. The Davis is a fun little airplane to fly but I am looking forward to faster and better things.

SPORT AVIATION INTERESTS

I am looking for prospective projects and so far I have narrowed down my list to these; RV-6, RV-4, T-18, and a Glasair. I still haven't decided on just what utility I feel is going to be most important, short field, sport flying or comfortable stable cross country cruising.

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

WASHINGTON REPORT

March 11-14—We visited AOPA Headquarters in Frederick, MD and the AOPA Political Action Committee in Washington to gather information and discuss strategy. We got a warm welcome and encouragement. We contacted EAA Headquarters and informed them of our intentions to visit several elected officials in Washington. They were all for it.

March 18-20—We met with Delaware Congressman Tom Carper in Wilmington to discuss the impact of 88-2 on all facets of aviation. Tom is an ex-Naval aviator and understood the seriousness of this proposed role. He subsequently sent letters to the FAA and Congressman Mineta of the House Aviation Sub-Committee raising the issue and asking for hearings in the House. We formed the Citizens Aviation Safety Committee in Delaware and got ready for our first Washington trip.

March 23-24—We went to Washington and met with the staffs of Senators Specter (PA), Roth (DE), Biden (DE), Bradley (NJ), and Lautenberg (NJ). We also met with the several staffers in the House of Representatives. We delivered an 80-page information package concerning 88-2 to each of the members of the Senate Aviation Sub-Committee and their Legal Counsel. Information packages were also given to each of the prominent members of the House Aviation Sub-Committee. Each of our meetings was informative for the staffers and it became clear that they were receiving lots of mail concerning this matter. We learned of Senate Bill 1600 which will remove the FAA from the DOT. AOPA, EAA, and we all support this action.

April 4-8—Several contacts were made with the Sun 'N Fun Director, EAA Headquarters, and AOPA Headquarters. It was agreed that Sun 'N Fun would be our first opportunity to get some reaction from the General Aviation Community at large. A tent was arranged for a letter writing campaign and Sun 'N Fun staff also reserved a forum tent for three forums concerning the NPRM. John Sheehan, Executive Vice President of AOPA, was invited to join in the forums along with Billy Henderson, EAA Director.

April 11-16—Sun 'N Fun was a rousing success. We mailed over 3,800 letters to Senators and Congressmen concerning the need for General Aviation to get a public forum in which to present its views and alternatives to 88-2. We also made several contacts with individuals who had extensive backgrounds and information which they put at our disposal. We also came home with enough donations to fund two mailings to all EAA Chapter Presidents and many other aviation oriented groups.

April 26—We compiled our alternative proposals to 88-2 and forwarded copies to EAA and AOPA for their review and input.

April 28—We went to Washington and visited Jim Van Laak, a NASA radar expert, to discuss solid state phased array radar. He accompanied us to a visit with the Counsel of the Senate Aviation Sub-Committee. Out of that meeting we gained an invitation to visit with the Counsel of the Senate Appropriations Committee. We also got copies of two Senate bills, one a bill to repeal the section of Public Law 100-223 which led to NPRM 88-2. This bill will probably not get out of committee because it does not deal directly with air safety and would be viewed as unsafe in the general public's eye. The second, a concurrent resolution, more clearly defines the intent of the Congress with respect to 88-2, but stops short of offering alternatives. We are contacting Senator Max Baucus of Montana, who sponsored the concurrent resolution, to provide data for alternatives.

We finished the day by visiting with Congressman Denny Smith of Oregon (an active pilot). Denny is the co-chairman of the House Aviation Forum. This group consists of 74 representatives and oversees aviation interests in the House. The House Aviation Sub-Committee is included in the Forum. Denny proposed a breakfast meeting with the Aviation Forum and General Aviation Representatives in Washington to provide an informal atmosphere for information exchange with those who could have an impact in the House. We are encouraging the breakfast meeting at this time.

May 2—We have learned the House Aviation Sub-Committee may be invited to hold a field meeting at Oshkosh during Fly-In week. We don't know how this will go yet. We have also heard that Congress may be willing to let the FAA request the June 30, 1988 deadline for final rule making slip to December. This is not in General Aviation's best interest because we will lose our leverage on those officials who are running for re-election this fall. It would allow the Congress to put their decision to act off until after the election. Don't let this happen! General Aviation has momentum at this time and we must maintain it as long as possible.

CALENDAR OF EVENTS

JUNE 12—WINDHAM AIRPORT—Chapter 166 Fly-In. Dan Moroz is in charge.

JUNE 25-26—CONCORD, NH—New Hampshire Airshow '88. Bob Hoover, Ole Red, military displays.

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. 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

CESSNA 172—Immaculate; new paint; wheel pants. 2000 TTF&E, (203) 239-0172.

RV-4 TAILFEATHERS—Complete, ready to mount. Also RV-4 canopy manufactured by The Airplane Factory. 1 new ELT battery, fits Pointer or D & M ELTs. 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) 272-4922 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 O290 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,

HERB BULLOCK

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1988 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **SHEILA SEEMANN, 89 EARL AVE., 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

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7 MEMBERSHIP FORM

City Phone.....

State Zip.....

Pilot Rating Held Registration No.

T-Markham Airport, Meriden, CT Unless Otherwise Noted