

**JUNE, 1993**



# **CHAPTER 27 NEWSLETTER**

**JUNE, 1993 ISSUE**

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

## **NAME THE AIRPLANE**



Yours truly is pointing to the builder's name painted on the cowling. Although the name reads "Mooney" the aircraft is an Ercoupe. At one time, Mooney built a number of Ercoupes. (Note the tail assembly).

### **NEXT MEETING IS SUNDAY, JUNE 13**

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 13, 1993. Time 10:00 A.M.

### **SIMMONS SKYBOLT VISITED**

At this time, Jim and Betty Simmons are in Sweden visiting Kjell and Brigitta Lindgren. As the buyer of Jim's Skybolt, Kjell plans to take Jim to several Swedish Fly-Ins.

### **BAN AGAINST REHIRING CONTROLLERS TO FALL**

WASHINGTON—The Clinton administration is likely to lift the ban against rehiring the air traffic controllers fired by President Reagan in 1981 for an illegal strike, officials said recently.

But the officials, who spoke on condition of anonymity, said details have not been worked out, and the end of the ban could prove largely symbolic.

The Labor and Transportation Departments and the Office of Personnel Management could send a recommendation on the controllers to the White House this week, officials said.—**Associated Press**

**REMEMBER—IT'S JUNE 13 AT MMK AIRPORT—TIME: 10:00 A. M.**

## FREDERICK RV FORUM REPORT

*By Charles Maxted*

The RV forum was held again this year at Frederick Airport in Maryland. Chapter 524, which hosts the forum, does a fine job and from what people were saying, this year's get together was bigger and better in every sense of the word.

Bob Ryan and I had planned to fly to the event but weather forced us to drive. There were fewer planes in attendance because of the storm but spirits were not dampened by an uncooperative weather god. Even the RV's chief guru, Mr. Van himself, was deterred by the weather and by trying to skirt the storm, ended up in Florida where he waited out the storm. By Saturday, the storm had moved on and although there was a very cool brisk wind more planes did show up. RV 4's predominated but there were two RV 6's and a couple of threes. Colors seem to be where the pilots demonstrate their individualism and there was every color and configuration that you can imagine. Bob and I felt the craftsmanship was excellent on all aircraft but you could tell that the earlier made planes required more fabrication than later models.

The two-day program was well organized. It was held in a large hangar that is the working space for a mechanics school. The hangar was used as the lecture forum and at noon time our dining hall. One room off the hangar was reserved for workshop demonstrations. There was a fiberglass unit, a metal shop section for all the many aspects of RV metal work, a spar assembly demonstrating the squeezer and a dimpling demo.

The Frederick area seems to be a hot bed of RV building activity. There were three tours to area homes where RVs are being built. Bob and I visited one home to see a builder's practically completed wing. The builder's shop was quite impressive. It was a recently built home and the cellar had eight foot ceilings, windows and excellent lighting. There were about twenty people in the tour and it didn't seem crowded in his workplace. I sometimes feel crowded in my shop area when I'm alone.

Bob won a bolt gauge in one of the continual raffles that were going on. Venders had donated some nice tools to raffle off and, of course, there were the rides in RVs that many of us would like to have won.

Since Dick VanGrunsvan was grounded in Florida, his brother Jerry spoke on two different occasions. One session was a question and answer time and the second was about test flying the finished RV. This session was very interesting as well as useful. Jerry has a 184 horsepower RV-4 with a constant speed prop which he flew to the forum from Minnesota.

The Friday night banquet was held in town at the Elk's lodge. The food was exceptional as were the afternoon meals. The conversation, needless to say, centered around RV building. There was a builder from England, a half dozen from Canada and one from South America. Some of you may

have read the article written by the South American fellow. It was about his flight all around the continent of South America. His RV-4 is painted purple and named obviously, the Purple Passion.

The 400 plus attendance at the forum surprised me. Most of the people were builders or people who were in the deciding stage. Certainly the popularity of the RVs and the excellent assistance by the company as well as other builders will sway many to go the RV way. We even heard that a glass composite builder had sneaked into the forum but this was not substantiated. Nor did Bob or I smell any of the epoxy chemicals on anyone.

I had taken my camera with me in hopes of taking some pictures of the wing assembly in progress. I was not disappointed and neither were a host of other guys. While touring the home of the fellow building the RV wing so many flash bulbs were going off I thought it was a Hollywood premier. Guys were standing, kneeling, bending, laying on their backs and in every other conceivable position trying to get that picture of that little detail that was so puzzling to understand on the plans. I have pictures with guys feet, arms, backs, etc. in my pictures; but I got those little details I needed.

Besides listening to the presentations and looking at the projects of other builders, I believe just talking with other builders was most valuable to me. So many of us run into problems of various sorts, make errors we feel are only made by idiots, that it is a relief and almost a pleasure to see that others are stumbling along as you are. The exchange of ideas and methods are of great value and equally so was discussions that invariably rose about tools, where to get them and the suppliers who were offering the best value.

In closing, I would like to assure builders of other types of aircraft that although it is true that Van has sold over six thousand sets of plans and that there are more than two hundred sold in Connecticut alone, we are not taking over the skies of America. Granted, we may darken the skies overhead and the roar of our 150 horsepower RVs may intimidate some, but the FAA has adamantly refused to allow us to mount twin Vickers or Brownings on our planes.

### APRIL ATTENDANCE REPORT

Frank Mlynick  
Edward Schinitis  
Stephen Daniel  
Stan Solecki

C. Maxted  
James Byron  
Herb Bullock

### 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

### (April Meeting)

The April 18th meeting of EAA Chapter 27 began at 10:05 a.m. at Meriden-Markham Airport.

A letter from Joe Gauthier of the State EAA organization was read to the members. The state group would like a donation from local chapters to hire a lobbyist to push the bill concerned with elimination of the local property tax in favor of a state registration tax.

Discussion was postponed until the June meeting as Sun 'N Fun had depleted our membership for this April meeting.

We reviewed a video from Aero Ventures. Their advertisement pitch was that the club could make money selling their video for a percentage of the cost. The members present felt the video was overpriced (\$59) and that it appealed to a very limited audience.

After coffee and sinkers we watched the 1985 Pratt & Whitney Air Show.

Meeting was adjourned at 12:05 p.m.

Secretary Charles Maxted

## CHAPTER HEADQUARTERS ALERT

TO: U.S. CHAPTER PRESIDENTS

Dear Chapter President:

I am writing to you on a matter of great urgency. The Clinton administration has proposed increased fuel taxes and aircraft registration fees as part of their 1993 budget. If implemented, these taxes and fees will have a devastating effect on sport aviation in the United States.

Because of the importance of this situation, I call on you and all Chapter officers to share information about these proposals with your Chapter members and that you contact your elected representatives in Washington regarding this matter.

I cannot understate the importance of bringing the inequity of this situation to the attention of our elected officials. The new administration's desire to stimulate the economy, while well-intended, will have just the opposite effect on the general aviation community. Simply stated, the proposed taxes and fees will significantly increase the cost of operating our airplanes. Additionally, the proposal will have an indirect negative impact on employment since a drop in demand for the services and products of many of our suppliers could be the "last straw" for the small businesses upon which we depend.

Therefore, I am asking that you **share the enclosed information**, which was developed by your EAA Headquarters staff, with your Chapter membership at your next scheduled meeting. Additionally, I am also sharing this information with all Chapter newsletter editors so that it can be in-

## CALENDAR OF EVENTS

**JUNE 19—FALMOUTH AIRPARK FLY-IN**—Falmouth Cape Cod, MA. Join us Food, Fun & Flying on Saturday 12-4 p.m. Rain date is Sunday, June 20. Reservations required. For information call Betsy McCusker at 1 (800) 783-9017 or (508) 548-9017.

**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.

cluded with their next newsletter hopefully before your next Chapter gathering.

EAA Headquarters is communicating our concerns to Washington. However, we know full well that individuals—not national organizations—elect the Congress. Therefore, it is important for each of us as individual citizens to call or write our elected representatives. Your voice must be heard!

Thank you for continuing to provide leadership within your local EAA community and for helping us to reverse these attempts to increase the cost of your flying activities.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Tom Poberezny  
President

## FOR SALE

**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 Miser (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.

**HERB BULLOCK**  
**1315 Meadow Road**  
**Cheshire, CT 06410**

## **1993 EAA CHAPTER 27 MEMBERSHIP FORM**

Please fill in the following form and mail with your dues to: **PAT MANNING, 340 PLATT ROAD, WATERTOWN, CT 06795-1731.** (Dues are \$15.00 per year. Make checks out to Pat Manning).

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 .....

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