

MARCH, 1990



CHAPTER 27 NEWSLETTER

MARCH, 1990 ISSUE

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

FUTURE PILOT?



Pictured above is Jim Rowley, left, with 5 year old Eric Stachan after Eric's first airplane ride. He was accompanied by his Mom for it was also her first ride in a small aircraft. Both passengers survived the ride to fly another day.

NEXT MEETING IS SUNDAY, MARCH 11

The March meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, March 11, 1990. Time—10 A.M.

MARCH PROGRAM

Alan Hine plans to do a demonstration of the Croix high volume, low pressure painting system for the March meeting. Alan says this unit uses a turbine instead of a compressor for pressure. Should be an interesting comparison to the commonly used higher compression units.

FORTRESS 'CREATOR' DIES

Richard L. Williams, a writer and editor credited with inventing the term "Flying Fortress" for the B-17 bomber of WWII, died of pneumonia in St. Petersburg, FL at the age of 78.

Williams was born in Seattle, home of the Boeing Co., developer of the bomber. He joined the Seattle Times and also worked for Boeing Aircraft.

DUES NOTICE

At this meeting, Jim Rowley will submit a revised list of the current dues delinquent members.

Our dues year starts in January, therefore, anyone not up to date by April 1, will be removed from the mailing list.

REMEMBER, IT'S MARCH 11 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

Hope everyone enjoyed the good flying weather this past month. I did, as much as time permitted. My 175 project got completely neglected since I checked the cost of rebuilding the GO300. Am now looking into a good Cont IO-360 D or KB, or a Lyc. IO 360 A1A to install. Any leads would be appreciated. . . . I got a handle on a few O-200 available at reasonable prices; \$3,000 range. . . . Received Chapter 27 Insurance Policy covering our functions (except air shows) from 1-1-90 till 1-1-91. . . . Antique Club listed Mo-Gas brands to avoid; BP, GULF, HESS, CUMBERLAND FARMS and ARCO because they have methanol added. . . . A 75-acre fly-in community is being planned for Mt. Tobe Airport. (Waterbury Plymouth). . . . Candlelight Airport is closed until further notice. Also Griswold (Madison) is closed to transit ? aircraft. (Note on office door difficult to read from 1100 ft. ASL). . . . People flying behind McCauley props should check the new emergency AD issued. . . . Anyone with a "Terra" TXN 920 or TXN 960 with GLIDESLOPE should send only the receiver back for a correction as requested in a mandatory service bulletin. There is no charge for this service. If you need more info or address see or call me. . . . For the skillful and economical minded, RST has a 720 navcom available for \$799.50 and an audio panel available for \$169.50; add \$70 for the 3-light MB feature, and a 4-place intercom kit for \$104.50. They also sell Narco and Terra products. Prices seem low average. . . . At Albany NY Airport, a county-owned airport, a partnership has proposed a 40 year lease of the facilities with a second 40 year option. Initial payment to the county is \$30 million with \$1 million again payable to the county from the 21st year forward. And we think that Meriden is big bucks. . . . In Chicago, Mayor Daley has proposed a third airport which would be 20% larger than O'Hare. The cost is estimated at \$4.9 billion and would level 6,700 houses and 47 businesses on Chicago's far southeast side. Of course the residents are up in arms. . . . Well, back to MMK., we now have another problem. When taking off to the north climbing out to 1100 ft MSL, turning left to 270 degrees and downwind 180 degrees we are now turning over approximately 315 Main Street, South Meriden, the residence of a Mr. Richard Charette. He has the impression that everyone is flying too low over his house and has so stated to the Aviation Commission, Councilman D'Agostino and the local newspaper. Mr. Charette's house is approximately one-half mile north and one-half mile west of the north end of runway 36. I attended the Aviation Commission meeting on Feb. 19, 1990 and listened to all sides presented. Mr. Charette was equipped with pertinent FAA airport and airman regulations which he quoted and sometimes misinterpreted them frequently. He isn't very reasonable and is spotting aircraft numbers and complaining to FAA on the ones he can't read. He is also coming on to airport property checking color schemes to get numbers. So, if you don't want an interesting day with this person and a representative of the FAA, stay at or above 1100 ft. MSL before turning out from 36. We will discuss this further at the meeting. . . . FAA is considering chang-

ing FAR Part 61 so that you must take your flight review in the more complex aircraft of class and category of which you will fly as PIC. I.E. multi-engine would also qualify you for single engine but not vice-versa. . . . This month we will feature Mr. Fran Doody, a Specialist with the Flight Service Station at Bridgeport. He will be here to help in our cross country trips (Sun 'N Fun, Oshkosh, etc.) so be sure to attend. . . . Our May meeting will have a presentation on proper insurance coverage. . . . A State-wide EAA fly-in is in the works by our Connecticut Association, perhaps in mid-August. Location has been narrowed down to 2 places. Please get your ideas in for some interesting places to go and things to do as a chapter.

See you Sunday
Your Prez. Ed

DUAL FLY-OUT

EAA Chapters 27 and 166 had a dual fly-out, aerobatic meet and lunch on Saturday, March 3.

It seems that Fran Grieco and Dan Culhane in Fran's Cessna 172, Jim Simmons and Ed Morris in Jim's Skybolt; George Molina in his Christen Eagle; Jeff Davenport in his RV-4, and Jerry Kutner in his Bellanca Viking met in the sky somewhere over eastern Connecticut. The 172 led the loose formation until the urge to do some precision flying overcame one or two of the other participants. Some spectacular flying ensued; some of it outlined in smoke.

Most of the group, had lunch at a Pizza joint at Windham. It was a grand flight enjoyed by all. And as usual, Fran forgot his video camera.

CRASH KILLS SON OF FILM STAR

Santa Monica, CA—The son of silent film star Wallace Reid was killed when his single-engine plane crashed in the Pacific Ocean a mile off the Santa Monica Pier.

Bill Reid, 72, of Los Angeles, was killed when his Long-EZ went down in heavy fog, authorities said.

Mr. Reid's father made his film debut in 1910, quickly going on to become one of the silent movie era's biggest stars. His career was cut short in 1919 when he was injured in a train crash and became addicted to the morphine doctors administered as a pain killer. He died in 1923 at the age of 32.—Associated Press.

EAA CHAPTER 27 OFFICERS FOR 1990

President—Ed Morris: 265-3932
Vice President—Jim Rowley: 237-7179
Secretary—Larry Folsom: 723-2532
Treasurer—Debbie Raymond: 929-2552
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

EZ FUEL VALVE

Reprinted from EAA Technical Counselor News
Article by Art Bianconi

\$125.00 FOR A FUEL VALVE? HAS THE WORLD GONE MAD?! This fuel valve situation has been plaguing Long and EZ builders for more than a decade! It's gotten to the point where some people actually think that there is some kind of mystique associated with stopping the flow of liquids! Now someone expects you to install a \$125.00 worth of valve! Give me a break!

I use a Legris ball valve. I use this unit as my primary fuel shut-off. The body is made of nickel plated brass, the ball is chrome plated brass and seats against teflon seals that are immune to everything except politicians and tax collectors, is available in standard NPT 1-8 inch, 1-4 inch, 3-8 inch and 1-2 inch and, unlike the current Arnold Schwarzeneger unit called for in the Rutan plans, was operated through its 90 degree arc by a four year old with one finger! The yellow nylon handle can be removed and repositioned full circle in 45 degree increments to suit your installation. You can have two of the brass units delivered to your door for under 9 dollars! (one unit costs \$3.96 plus shipping and COD charges; comes to \$4.50!)

Put both units alongside each other where the current 3-way valve used to sit and secure them to the floor of the compartment with metal straps, fiberglass strips or appropriate fasteners. Connect the left valve to the line from the left tank. Do the same with the right valve. Using appropriate fittings (a T will work fine) join the output sides of both valves to the line going back to the gascolator. Placard the valves not to have both open simultaneously and you're done! The final installation will weigh no more than what you now have. Now take a break and spend the remaining \$115 on your wife or girl friend. If you were really thinking of spending \$125 on a stupid valve, you probably need the rest anyway!

Model No. 4992-08-14 lever handle ball valve, manufactured by Legris, Inc., 244 Paul Road, Rochester, NY. Available through AirRoyal, Inc., 43 Newark Way, Maplewood, NJ 07040, (201) 761-4150 and Compressed Air Systems, 7400 East Broadway, Tampa, FL 33619.

The usual caveat applies as to not mentioning aircraft when just wanting to buy a fuel valve for whatever reason.

ATTENDANCE REPORT FOR FEBRUARY

Ed Morris
P. Civile
Bob & Sheila Seemann
Bruce Argetsinger
Tom Kulikowski
Mark Tracy
Tom Sherer
Al Hine
Bob Ryan
Charles Maxted
Kenneth Winiarski, Jr.

Larry Folsom
Debbie Raymond
Stephen Daniel
Erwin Hauer
George Bendisi
Jim Rowley
Glen Bothroyd
Joe Page
Joseph Page
Herb Bullock

CALENDAR OF EVENTS

APRIL 1—PLYMOUTH, MA—NE Aero Club Fly-In.

APRIL 8-14—LAKELAND, FL—Sun 'N Fun EAA Fly-In. Second largest fly-in in the nation.

APRIL 21—SIMSBURY—NESFC Fly-In. NE Museum Tour.

MAY 6—CHATHAM, MA—NE Aero Club Fly-In.

MAY 20—SIMSBURY—NESFC Fly-In Cook-Out.

JUNE 10—NORTH CANAAN—AACC Fly-In Breakfast (Free).

JULY 27-AUG. 2—OSHKOSH, WI—38th Annual EAA Convention, Wittman Field.

AVIATION FLEA MARKET

We would like to see if there is enough interest in having a tag sale for aviation stuff, to be held at the Meriden-Markham Airport. Anyone interested please contact Jeff Davenport at (203) 269-6745 for details. (I think our chapter president has enough parts to hold his own fly-market!)

DESIGNEE REPORT—This past month the only project I visited was Jim Rowley's Acro Sport II. It's still collecting dust!

I also talked with John Anderson about his RV-4 project. He is just starting his wings. I'll be visiting him this week-end to try and answer his questions. That's about it for this month.

Oh, I almost forgot. My RV-4 was signed off for its unrestricted airworthiness certificate. I can now fly passengers. I took my biennial in it a couple of week-ends ago. Anyone ever hear of having to do a barrel-roll and a slow-roll for your biennial?

AIRWORTHINESS DIRECTIVE: All Lycoming 4-cylinder engines with rear-mounted propeller governor, and external oil line. This is a one-time inspection of the governor oil line installation and replacement of the aluminum attachment fittings. This is needed to prevent oil line fracture. Anyone needing a copy of this AD can call Jeff Davenport at 269-6745 for one.

FOR SALE

2 COACH TICKETS from BDL to Ft. Myers, FL, March 28, 1990. Make an offer! President Ed Morris.

SENENICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming O-320. Dressed down to minimum Good for homebuilt, length ok, \$350. Ken Junior 237-1839.

STEARMAN (mostly) PARTS — At reasonable prices. Project complete, selling extras including fuselage with papers. Send SASE to A. Gomez, RR #1 Box 265 Lambertville, New Jersey 08530.

WANTED—O-200 ENGINE—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

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.

APRIL 1-17 LYMOUTH, MA--NE Aero Club, FRI 10
 APRIL 8-14 LAKELAND, FL--SUN IN FLY B&B 5PM
 APRIL 24-25 SIMSBURY, CT--EAGLE Club, WE 10AM
 MAY 2-3 OXFORD, MA--EAGLE Club, FRI-SAT
 MAY 24-25 SIMSBURY, CT--EAGLE Club, COO-OR
 JULY 27-AUG 2-3 OXFORD, MA--SUN, MON, TUE
 (Oxford, Vermont Field)

STRESS FOR A FUEL VALVE? HAS THE WORLD
 GONE MAD? This fuel valve situation has been
 plaguing pilots and EZ builders for more than a
 decade. It's gotten to the point where some people
 actually think that there is some kind of mystical
 associated with stopping the flow of fluid. How
 someone expects you to install a \$125.00 valve
 valve. Give me a break!

I have a large call valve. I use this unit as my
 primary fuel shut-off. The body is made of nickel
 plated brass, the ball is chrome plated brass and
 seats against nylon seats that are formed to
 everything except polyethylene and Teflon. It
 is available in standard NPT 1/8 inch, 1/4 inch, 3/8
 inch and 1/2 inch and unlike the custom Argus
 Schweininger unit called for in the Rutan plans,
 was operated through the 90 degree and by a four
 year old with one finger! The yellow nylon handle
 can be removed and repositioned full circle in 45
 degree increments to suit your installation. You
 can have two of the brass units delivered to your
 door for under 3 dollars (one unit costs \$2.99 plus
 shipping and COD charges; comes to \$4.80).

Put both units alongside each other with the
 output 3-way valve used to fill and secure them
 to the floor of the compartment with metal straps,
 fiberglass strips or appropriate fasteners. Connect
 the left valve to the line from the left tank. Do the
 same with the right valve. Using appropriate fit-
 tings (a T will work fine) join the output sides of
 both valves to the line going back to the gasco-
 lator. Place the valves not to have both open
 simultaneously and you're done. The final installa-
 tion will weigh no more than what you now have.
 Now take a break and spend the remaining \$115
 on your wing or get a friend to get your wing
 wing of spending \$125 on a single valve. You price
 you need the rest anyway!

Model No. 4002-03 1/4" Fuel Valve Ball Valve
 manufactured by Legate, Inc., 200 Paul Road, 200
 operator. Available through Air-Vol, Inc., 40
 Newark Way, Maplewood, NJ 07041, (201) 761-4700
 and Continental Air Systems, 2700 East 19th
 Way, Torrance, CA 90503, (310) 532-1111.

AVIATION FLEA MARKET

We would like to see if there is enough interest
 in having a tag sale for aviation equipment
 at the Meriden-Markham Airport. If you are
 interested, please contact Jeff Daver, 100
 for details. I think you'll find it a great
 event. I'll be there to help you with the
 project. I visited with Jim Rowley's Aero Club II.
 It's still collecting dust.

I also talked with John Anderson about the
 RV-4 project. He is just starting to fly and answer his
 questions. That's about it for this month.

Oh I almost forgot. My RV-4 was signed off
 for its annual inspection at Woodhouse Airfield. I can
 now fly passengers. I took my plane in for a couple
 of weeks ago. Avoid ever fear of having
 to fly a plane and a slow roll for your plane!

AIRPORT LINE'S DIRECTION: All flying in-
 structions are with reference to a copy of the
 and external oil. This is a very important
 action of the control oil. The installation and
 replacement of the thrust attachment. This
 This is needed to get out of the factory. A
 having a copy of this. I can call Jeff Daver
 at 200-711 for one.

1990 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **DEBORAH RAYMOND, 49 HICKORY LANE, SHELTON, CT 06484.** (Dues are \$12.00 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