



# CHAPTER 27 NEWSLETTER

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

MARCH, 1984 ISSUE

## CRAFTSMAN AT WORK



The above scene was taken during a recent trip to Air Service Caravan located on the New Bedford, Mass. Airport to pick up some parts for the Wichawk. The photo shows Joe Bettencourt, of North Dartmouth, Mass., hard at work riveting a Cessna elevator. According to Joe, so much of modern day aircraft work being done by hand necessitates the high cost of any fabricated parts.

## NEXT MEETING IS SUNDAY, MARCH 11

With Spring just around the corner so to speak, it is hoped that Chapter 27 members can get to more of our meetings. At this time there are only 11 paid up members out of an original number of 59. Where has all the enthusiasm gone? Hope to see you at next Sunday's meeting, March 11.

## ELT ACTIVATION ALERTS CHESHIRE POLICE

*By Jim Simmons, EAA 120292*

Unfortunately, I was recently the cause of an accidental ELT alarm here in the state of Connecticut. To my embarrassment I caused this alert due to my belief that it takes a major impact to trigger an ELT. (Mistake #1). And, secondly, installing an ELT in my homebuilt project prior to any need for it being there. (Mistake #2). Following is my story with details provided by the Hartford Squadron of the Civil Air Patrol.

I'm in the final phases of building and testing my Skybolt project and had reached the point where I was ready to test the engine operation for

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REMEMBER—IT'S MARCH 11 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A. M.

## ELT ACTIVATION

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the first time. My son and I rolled the fuselage out of our garage and secured the project on the driveway. The engine start was rough to say the least and was repeated a few times. Additionally rough was the shutdown (due to mixture control not leaning out completely). After completion of my tests we returned the project to the garage. Somewhere along the way the ELT (which happens to be an EBC-102A from Emergency Beacon Corporation) triggered and started the transmission.

There are three satellites orbiting the earth (2 Russian and 1 U. S.) at an altitude of approximately 600 miles. These satellites are monitoring the emergency frequency of 121.5 which began picking up my transmission. After receiving the transmission for three satellite orbits (approximately 45 minutes each) a search is initiated by the monitoring station at Scott Air Force Base in Illinois. In my case this involves Scott Air Force Base contacting Colonel Howard Palmer, Civil Air Patrol Wing Commander for Connecticut. He in turn notified Colonel Frederick Goldberg, Squadron Commander for the Hartford, Connecticut area. Colonel Goldberg initiated a search by dispatching an aircraft to verify the satellite findings and search for wreckage. By the way, the satellite pinpoints the location within approximately 12 nautical miles. After aircraft verification of the ELT signal a land team from the Middletown area equipped with hand held radio direction finding equipment is dispatched to pinpoint the location. In this case they knew the transmission was from the north end of Cheshire, Connecticut. The ground team also contacts the local police department to insure they are aware of the Civil Air Patrol presence in the community. The Cheshire police department was aware of my project (due to a friend on the force) and informed the team of the potential location. The team verified the location with their equipment and notified my residence. Once we turned off the ELT the team also returned to the site to verify the lack of transmission.

Obviously, this occurrence should not be taken lightly as it involves many people and deters them from their task of pursuing real emergency situations. To give you some idea of the magnitude of this problem, I have recently discovered that Scott Air Force Base in Illinois tracks about 7 to 15 ELT's a day and as many as 40 on Sundays.

My apologies to everyone involved and I hope by sharing this experience with everyone I can prevent a similar false alarm.

## FEWER PILOTS, FLIGHT SCHOOLS

The number of active pilots continued to decline in 1982, down to 733,255 from the all-time high of 827,000 in 1980, but the rate of decline has tapered off considerably, according to statistics released by FAA's Office of Aviation Standards for calendar 1982. The number of certificated pilot schools in business has also dropped steadily, down from 1,617 in 1978 to 1,291 in 1982.

## FSSs TO DROP 122.1 MHz

You will not be able to use 122.1 MHz while communicating with FSSs in a few years. Citing that a substantial savings would be realized from eliminating the crowded FSS receive-only (122.1 MHz) frequency and transmitting over the voice feature of VORs, the FAA plans to gradually change to discrete frequencies at all FSSs. A number of facilities already have done so.

Previously, FSS personnel had difficulty picking out conversation on the crowded frequency, and listening over VOR was difficult due to noise.

Another reason that the FAA plans to drop the 122.1 MHz frequency is centered around the expansion of the Hazardous Inflight Weather Advisory Service (HIWAS), an experimental program in Florida that broadcasts over VOR frequencies. The implementation of HIWAS, planned for the remainder of the nation, will follow after 122.1 MHz and related communication use of VOR frequencies are phased out.

## HOLDING SOLENOID

*From Ted Travis, EAA 100657, DIN 1291  
432 Sunnyside Drive, Flushing, MI 48433*

Are you looking for a holding solenoid which is actuated by the "Master Switch"? Ran across one which looks good, but has not been flight proven yet. Part number is 121613C1, stocked by International Harvester, and is used on their late model trucks. Overall size is approximately 2" in diameter and 2" high; it has two metal mounting tabs and weighs 9 ounces. International runs everything but the starter through this solenoid so believe its capable of everything needed in a Custom Built except the starter circuit. And another good point is that the retail price is \$13.49.

## GLASS CLOTH TECHNIQUE

*From THE MINNESOTA COMPOSITE BUILDER  
-EAA Chapter 587's Newsletter*

Mike Lenarz, EAA 112633, says that masking tape on cut glass cloth prevents unraveling and fraying of fiber ends.

The Quickie boys recommend using masking paper for wetting out and laying up multiple strips of cloth. This lets them place the tapes accurately without stretching or warping. When all is positioned, peel the paper and inspect the work.

## CHAPTER 27 OFFICERS FOR 1984

**President—Doug Brady**

**Vice President—Dave Hax**

**Secretary—Sheila Seemann**

**Treasurer—Jim Simmons**

**Designee—Ed Dunn**

**Newsletter—Charlie Maxted**

**Printing—Herb Bullock**

## LETTER FROM PAUL

Dear Chapter Members:

I want to take this opportunity to wish you health, happiness and prosperity during this new year. In a recent letter to your Chapter Presidents I indicated some of the many challenges which we will be facing in 1984. 1984 does however, signal a new beginning for EAA and a new dimension of service from EAA Headquarters to its members in the aviation community as a whole. As I write this note at our new Headquarters in the EAA Aviation Center I am confident that this new facility, which focuses our activities and consolidates our staff will better serve you and your fellow members. From this Aviation Center new materials, activities and programs will reach out to improve the future of aviation. This facility would not have been possible without your support. The entire aviation community owes you a debt of gratitude.

On another note, I want to mention how much I enjoy reading the various Chapter Newsletters. They are an important conduit for sharing information, ideas and our love of aviation. We, here at Headquarters, learn a great deal from these newsletters. They are one aspect of the great educational opportunities and camaraderie which our Chapter network provides.

I have already thanked your Chapter Presidents for assuming the difficult leadership role. I have, over many years, learned that the Chapter President is a leader, an educator and an entertainer. The President is also, more often than not, the one who cleans up after the meeting.

To the Presidents, Chapter officials, Designees and Chapter members we send our best wishes from EAA's new Headquarters.

Yours sincerely,  
Paul H. Poberezny  
President

## NO FOILING

The mystery of how pieces of thick aluminum foil ended up in the oil sumps of several different aircraft during recent inspections has been cleared up. Some oil manufacturers now distribute their aviation oil in plastic quart containers with built-in spouts. Before the oil can be poured, an aluminum foil seal has to be removed. Some pilots and mechanics, however, are just puncturing the seal or peeling it only partly off, allowing pieces of the seal or the entire seal to be poured into the engine with the oil. No reports of engine stoppages or damage have been noted—yet. To prevent that unpleasant possibility, make sure you peel the seal off and throw it away.

## NEW MEMBER

Chapter 27 welcomes its newest member, Fred Troske, EAA 65158, of Waterbury, Connecticut. Fred showed us photos of his very nice BD5 project at our last meeting. All he needs is a suitable power plant to get it in the air.

## SKYBOLT ARRIVES AT MERIDEN

Several Sundays ago Jim Simmons got about 8 miles closer to getting his Skybolt project into the air after nearly four years of intensive work in his garage.

The fuselage and lower wings (upper wing was already at the airport) were transported to MMK's north hangar via Strollo's car carrier. By enlisting the aid of several airport "helpers" the wings were installed the same day. The following weekend saw the tensioning of the flying and landing wires together with the weight and balance calculations completed. Joe Gauthier of Chapter 166 lent his expertise and labor in accomplishing this operation. Now all that remains is the hundred and one "little things" that have to be finished before flying!

This weekend may see Jim conducting taxi tests if the weather will cooperate.

## SLICK DEALS

Advertisements have appeared recently offering rebuilt Slick 4000 magnetos on a trade-in basis at bargain rates—don't be tempted. The 4000 series are sealed at the factory and are not designed to be opened and serviced in the field. In fact, there are no replacement parts or even instructions for overhaul. Once it's gone, it's gone. The magneto with a broken seal is a candidate for the junk heap.

● General aviation makes more than 87 million flights every year. The airlines make about five million.

## FOR SALE

**STARDUSTER TOO**—Basic fuselage welded and epoxy primed. Has rudder and brake pedals, seats, rudder fin, control sticks, windshields, miscellaneous chrome moly tubing for tail. Reasonable offers accepted. George Durkota, (203) 375-9871.

**KR-2 PROJECT**—90 per cent completed. New Revmaster engine. Les Mercer. (203) 634-4199.

**QUICKIE 2 PROJECT**—Over 60 per cent complete. Revmaster engine with options (new). Strokes, disk brakes, sliding canopy fittings and more, \$16,000. (203) 869-0348. Greenwich.

**SPARCRAFT SKYBOLT WING KIT**—95 per cent complete. Will sacrifice. Call (203) 272-9346.

**SPINNER AND 2 BACK PLATES 10 1-2"x12", \$50**—Advertised in Wag Aero for \$69.50, cat. No. 1-842-000. Call (203) 272-4922.

**O-235 LYCOMING, COMPLETE, CLEANED, DISASSEMBLED**—Within Specs, \$1,500. Contact Frank Gambardella, 48 Voss Rd., West Haven, CT 06516. (203) 933-7700.

**1975 SKYHAWK**—1986 TT, 650 SMOH by Mattituck. Dual Navcoms. ADF, TXP, strokes. July annual \$17,000. Telephone (203) 272-4922 after 4 p.m.

**CHARLES MAXTED**  
**957 Coleman Road**  
**Cheshire, CT 06410**

## **1984 EAA CHAPTER 27 MEMBERSHIP FORM**

Please fill in the following form and mail with your dues to: **JIM SIMMONS, 295 CONTOUR DRIVE, CHESHIRE, CT 06410.** (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? .....