CHAPTER 27 NEWSLETTER

MARCH, 1985 ISSUE

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

BILL O'CONNOR, 1926-1985

STRATFORD—William Joseph O'Connor, 59, of 255 Nemergut Drive, husband of Betty Wrey O'Connor, died February 22 at his home.

He was born in Derby Jan. 31, 1926, son of the late William J. O'Connor and Julia Gressott O'Connor. He lived in Derby until moving to Stratford in 1954. He was employed at Sikorsky Aircraft for 36 years as a foreman in the development center hangar. He was a Navy veteran of World War II and was a member of the Experimental Aircraft Association, Chapter 27, in Meriden, CT.

Besides his widow, he leaves a daughter, Deborah O'Connor of Stratford; two stepsons, Gregory Ward of Guilford and Russell Ward of Oxford; a brother, George O'Connor of Seymour; a sister, Nancy Bates of Milford, two grandchildren and several nieces and nephews.

NEXT MEETING IS SUNDAY, MARCH 10

The March meeting of EAA Chapter 27 will be held on the 10th at Meriden-Markham Airport. The second half of the Burt Rutan videotape featuring foam and fiberglass construction will be shown at this time.

FCC LICENSE NO LONGER REQUIRED OF PILOTS

The Federal Communications Commission has dropped its requirement that pilots and boaters obtain a Restricted Radiotelephone Operators Permit (RP) before using VHF communications equipment. However, the FCC permit still is required internationally and for all HF communications.

REMEMBER—IT'S MARCH 10 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A.M.

LETTER FROM THE PRESIDENT:

Last months meeting was very well attended and I hope we can continue to receive that kind of participation in the future. I was very pleased to see some new faces at our meeting and I would like to welcome those new members to our organization.

To date I have received a pretty good response to our questionnaire concerning skills, tools and books we can all share among one another. However, there are still many of you who have not returned your copy. Please do so in the near future so that I can compile this information and make it available to our membership.

I'd like to request that everyone who has not already renewed membership in our organization for 1985 to please do so. I would like to publish a current membership listing for all of our members in April and I want to be sure that everyone is included. PAY UP NOW!

Our proposal of a display of our projects at Meriden Square has been turned down at this time. I explained that our offer would be kept open indefinitely and they stated that they will contact us if the possibility presents itself in the near future.

Our proposal to participate in the Meriden Police Department's Air Show continues to look very good. I'm presently scheduled to meet with them prior to our March meeting and I'm sure I'll have an update for you all at that time.

We have received a super response from many suppliers of aircraft plans and information packages. During our March meeting we will offer the Osprey II and Sea Hawk seaplane packages. I think you'll find them very interesting. In addition, we have received materials for many meetings to come.

We observed the first half of the videotape entitled "Building the Rutan Composites", and it was well received by those in attendance. This presentation is very well done and should be viewed by anyone considering the construction of a composite aircraft. Part II will be presented at the March meeting. See you all there.

Jim Simmons

HOMEBUILTS AHEAD OF STORE BOUGHTS

At the end of the third quarter of 1984, on September 30, a total of 1,358 new homebuilts had been registered with FAA since January 1. In the same period only 1,082 new factory built single engine aircraft were registered. To EAA Headquarters' knowledge, this is the first time homebuilders have "outproduced" the total U. S. lightplane industry for a given reporting period.

Further, the total number of homebuilts on the FAA Registry is at an all-time high—10,061 as of September 30, 1984.

The grand total for the entire civil aircraft fleet stood at 287,346 at the end of September. Homebuilts make up three and one-half per cent of the total.

HIPERLIGHT CRASH KILLLS ZIELINSKI

CORONA, CA—Aviation expert Barry Zielinski was killed December 11 in the crash of a kit-built Hiperlight. The lower left wing separated from the aircraft, apparently due to excessive loads caused by high speed. There were no eyewitnesses to the accident. Alan Crawford, senior air safety investigator for the National Transportation Safety Board, said there was no evidence of fatigue or other structural problems prior to the crash.

Zielinski apparently attempted to deploy a ballistic parachute, but it too separated from the Hiperlight. As a result of the accident, Advanced Ballistic Chutes, Inc., is replacing all aluminum carabiners on its ballistic parachutes with steel links.

ABC said most systems already have the steel link, but customers using an SMC "Locking D" carabiner should immediately forward their names, addresses and the serial numbers of their ballistic chutes to ABC, Inc., 287 Jennifer Way, Banning, CA 92220. The aluminum carabiners will be replaced at no cost.

Zielinski held an Airline Transport Pilot certificate, and was a flight instructor in airplanes and gliders. He also held advanced ground instructor ratings and frequently participated in FAA accident prevention seminars.

Dennis Nichols, marketing manager for Sorrell Aviation, the manufacturer of the Hiperlight, said about 140 Hiperlights have been sold. He estimated that 100 aircraft are flying.

MARVEL SCHEBLER CARBURETOR FLOATS

from J. Mark Smokovitch, EAA 64773, Taylor, MI

Facet Aerospace Products Co., which has acquired Marvel Schebler Carburetor, has issued a service bulletin advising that all Marvel Schebler Carbs marked with an "M S" on the lower portion of the nameplate, and those carrying the "Facet Aerospace Products" nameplate be converted to metal floats. They recommend the change be accomplished at the next component overhaul, 100 hour inspection, or immediately, if carb flooding, rough engine operation at low throttle settings, or inconsistent engine shut down is experienced. The advised metal float kit parts are available through local distributors.

CHAPTER 27 OFFICERS FOR 1985

President—Jim Simmons
Vice President—Herb Bullock
Secretary—Sheila Seemann
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DOOLITTLE EARLY HOMEBUUILDER

DALLAS—His first sight of airplanes winging their way from bumpy runways into the clouds at a 1910 air show changed James H. Doolittle's mind about a career as a mining enginer, the 88-year-old war hero said recently.

"The switch couldn't have been more extreme—from under the earth into the skies," the retired Air Force lieutenant general said during an appearance here for the dedication of the Doolittle Military Aviation Research Library, part of the History of Aviation Collection at the University of Texas at Dallas.

Fired with enthusiasm from the 1910 International Air Meet at old Dominguez Field near Los Angeles, the 15-year-old Doolittle spent months putting together a small hang glider from mail-order plans. The craft was a jinx.

"When I got finished, I carried it to the top of a cliff near my house, got a good grip and threw myself off," he said. "Unfortunately, the tail section hit the edge. I came straight down and the glider ended up in a ball."

He didn't give up.

"A friend had a car his father would let him borrow for special occasions, so we tied my glider to it with a rope and he started down the road. I ran until I couldn't run any faster and fell down, expecting to soar. The glider ended in a ball," he said.

"I parked my glider in the back yard until I could make it into a real airplane with a motorcycle engine," he said. "But a big wind came up one night, threw it over the fence and the glider ended in a ball. I began to question whether I had a future in aviation."

But he couldn't give up his love affair with the sky.

In 1917, Doolittle enlisted in the Aviation Section of the Army Signal Corps, but chafed in the United States for the rest of World War I, teaching aerial gunnery and combat tactics to other pilots.

"World War I was a great disappointment," he said. "While my students were going overseas and becoming heroes, I was having to stay home and make more heroes."

After the war, Doolittle caught the nation's eye by making the first transcontinental flight in less than 24 hours, a race against time in a DH-4 from Pablo Beach, Fla., to San Diego. The Sept. 4, 1922, speed run was made in 22 hours, 35 minutes.

Doolittle led the first bombing raid into the heart of Japan on April 18, 1942, barely five months after the Japanese had smashed the U.S. fleet in a Sunday morning sneak attack on Pearl Harbor.

DOES EAA SUPPORT CHAPTER OPERATIONS?

Indirectly they do! Costs for operating the chapter program for the year of 1984 were approximately $135,000. In addition, $10,000 was spent supporting the Designee program. That equates to approximately $1.65 of each members' dues into the national organization is used to support the chapter programs. Plus we receive the finest magazine published for enthusiasts of sport aviation.

CALENDAR OF EVENTS

MARCH 17-23—LAKELAND, FLORIDA—11th Annual Sun 'N Fun EAA Fly-In. EAA Spring Celebration of Flight. Contact (813) 644-2431 (Mon.-Fri., 9 a.m.-4 p.m.) or P.O. Box 6750, Lakeland, FL 33807.

APRIL 26-28—KILL DEVIL HILLS, NC—3rd Annual Wilbur Wright Fly-In. Co-sponsored by the First Flight Society, the National Park Service and EAA Chapter 339. Contact Bob Woody (919) 473-2111 or Katherine Martin (919) 441-4124 for information.

JULY 26-AUG. 2—OSHKOSH, WI—33rd Annual Fly-In Convention. Make your plans now to attend the World's Greatest and Most Exciting Aviation Event.

WHAT TYPE OF HOMEBUILT AIRCRAFT IS IT?

1. Low wing monoplane, single seat
2. Tricycle landing gear
3. Aluminum Spars and Skins
4. T-tail configuration
5. Cruise speed—115 MPH
6. Rate of climb—1200 FPM
7. Range—345 miles
8. Stall speed, flaps down—42 MPH
9. Service ceiling—16,000 feet
10. Aerobatic capability (+9G, —4.5G)
11. Roll rate—180 degress per second
12. Trailerable

Think you know what it is? One last clue may knock off your selection.

13. Fuel consumption—2 GPH

Want to know what it is?

Come to our next meeting and find out the correct answer.

WANTED

CESSNA 150 OR 152—Other aircraft of comparable size considered. Morris Dibner, 34 Welton Street, New Haven, CT 06513. (203) 776-7592.

FOR SALE

CESSNA 150, FRESH ANNUAL—King Nav-Com, Intercom, Clean A/C. Nolan Getsinger (208) 522-5783.

GENAVE 200B NAV-COM—Cary Yrene (208) 357-7059.

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.

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.

CHARLES MAXTED
957 Coleman Road
Cheshire, CT 06410

1985 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? .....

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