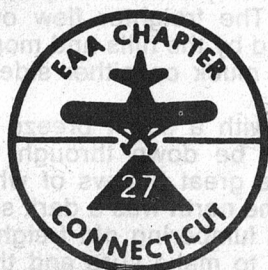


MARCH, 1987



CHAPTER 27 NEWSLETTER

MARCH, 1987 ISSUE

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

IT'S NOT BREEZY TIME YET!



In view of our weather of late the Breezy shown above is one of the last airplanes we'd select for a joy ride. Jim Simmons, left, is expounding to Fran Grieco the possibilities of using the Breezy for aerobatics. Should be a real thrill!

NEXT MEETING IS SUNDAY, MARCH 8

The March meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, March 8, 1987. Time—10 A.M.

SHEET METAL WORK ON TAP FOR MARCH

This month's program will feature a basic discourse and demonstration of sheet metal work. Jeff Davenport, who is building an RV-4 will be showing the operations used in riveting and fabrication of various sheet metal parts and assemblies. Judging from the fine work he has done on his own aircraft it's a program you won't want to miss.

POTENTIAL PROBLEMS IN MASSACHUSETTS

Sketchy reports arriving at EAA HQ indicate that two bills have been filed with the Massachusetts legislature's 1987 session which propose to allow local communities the right to control and restrict aircraft landings and takeoffs within their boundaries. The EAA Chapters in Massachusetts are being asked to monitor the situation and let EAA HQ know whether any assistance is needed. This is just another indication of the troubled times facing general aviation today and of the need for a strong Chapter network and state aviation associations.

DUES ARE DUE!

If you haven't renewed your membership to date, please use the form on the back of the newsletter to do so.

REMEMBER—IT'S MARCH 8 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

Your board finally met this past month. Several items were taken up at that time, which are helping to shape our association's activities for this year.

Our membership roster will be revised every six months. Thanks to Jim Rowley who will undertake this task. We encourage all members to renew as soon as possible, so that you won't have to wait six months to get your name on it.

Our summer picnic is scheduled for Saturday, August 15 with Sunday, August 16, as an alternate. We plan to invite our EAA neighbors to join us.

Jeff Davenport and Jim Rowley will be heading our program activities for this year and they promise us some exciting things. Thanks Jeff and Jim.

We now have a Dear Eddie column, which is headed up by Ed Morris. Any gossip that you wish to publish (life's most embarrassing moments, etc.), please get in touch with Eddie and he'll gladly oblige.

I understand we have quite a few projects currently under construction. It sure would be nice to see some of them flying this spring.

Due to some negative feed back, we will no longer be showing any tapes at our meetings, other than construction tapes. Concurrently, there will be no political announcements made by me on airport and aviation related issues at the meeting. We will try to keep you updated on this through our newsletter.

As you know, a very big exciting item is going to happen in the middle of March. Sun 'n Fun! Hope to see you there.

Happy Flying

George Molina

NEW FREIGHT RUN

The following story is reprinted from an original newsletter of Northeastern Air Services, which was one of the names the FBO used at Bridgeport Airport when it was a dirt field (not turf). The year was 1932. Seems as though it could have been written yesterday.

Sunrise of March 3rd saw the start of a new and exclusive freight run from Bridgeport to St. Louis and return. A twenty-four hour service (accomplished monthly). The big J-5 Standard D-25 hopped off with its two-thousand pound payload made up of Fred Moller, Tiny Tasker and baggage. After a circle of the field, the plane headed for Albany. Two hours later, bucking a headwind, it landed at Albany for gas and the weather. Conditions were bad all the way to Buffalo, but with a clear sky at Albany it didn't appear to be bad.

Thirty miles along the line (Little Falls) fog shut in down to the ground, but only extended upwards for fifteen hundred feet. The freighter flew over the "soup" and was guided by the hills and mountains sticking up through muck on either side.

Fifty minutes passed with a slight breeze on the tail. Syracuse should be down through the clouds that lay below like great billows of white and gray fleece. Over to the north was a dark spot—perhaps it's a hole. The lumbering old freighter swung over, circled once to make sure and then dived down through—out of the sunshine of a beautiful day into a drizzling rain from low hanging clouds.

Where was Syracuse? Visibility was less than a mile. A railroad track! A quick check of maps. On the route all right—but past Syracuse or not, A small town—no name visible. The freighter sped steadily westward at one hundred miles per hour scarcely a hundred feet over the tracks. Was anyone flying eastward following the same tracks at the same altitude, Better get off to the right just a little and look out for smoke stacks. A small winding brook . . . again the maps were checked. Great Caesar, the freighter was past Syracuse! But, no, here was a small brook two miles out of town. Two miles more would tell.

The railroad tracks branched into sidings. Freight cars appeared by the hundreds. A town was ahead. Syracuse, Who could tell?

Smoke stacks appeared. Hundreds of them—sticking up like quills on the back of a porcupine. The freighter took up a course resembling the antics of a garter snake with cramps and St. Vitus' dance in an effort to clear the stacks.

Off to the left appeared a distinct group of buildings, a campus, a football field. By George, Syracuse University! Not a bad place to get down if the weather shut in more.

A glance at the map showed the airport off to the northwest. Couldn't get to it. Heavy fog came right down to the ground. The ceiling lifted a little to the south and into that area stormed the Standard. Two great circles she made looking for a place to squat. Picked out a spot but decided to try the port once more. Back into the "soup" at a hundred feet off the ground. Two minutes passed—where was the port? Visibility was nearly zero.

(Continued on Page 3)

EAA CHAPTER 27 OFFICERS FOR 1987

President—George Molina
Vice President—Ed Morris
Secretary—David R. Flood I
Treasurer—Sheila Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

TEN-MILE AIR FLIGHT SHORTEST ON RECORD

A four-minute, 10-mile hop from San Francisco to Oakland has been submitted to the Guinness Book of World Records for being the shortest commercial flight, an airlines spokesman says.

The three flights every morning and evening are "really a way to get the planes and crews back to San Francisco," said United Airlines spokesman Charles Novak.

He said maintenance work is done overnight at San Francisco International Airport and that the return to Oakland is just for the convenience of the passengers.

A one-way ticket costs \$74, which makes the flight \$20 more than a helicopter trip between the two airports and \$30 more than a cab ride. With a recent round of fare reductions, a round-trip excursion is \$38, but the reservations must include a Saturday night.—**From AP**

PLACES TO EAT

Groton-New London—On airport, terminal building.

Essex County, Caldwell, NJ—On airport. 94th Aero Squadron, World War I atmosphere.

Dillant Hopkins, Keene, NH—On airport.

Incidentally, MMK's own Plane Fare Restaurant announces that it will now be open from 6 A.M. to 6 P.M.

NEW FREIGHT RUN

(Continued from Page 2)

Were those hangars off to the left? Yes! A quick slip and the freighter was again on terra firma.

The same weather prevailed all the way to Buffalo. At Buffalo the reports were not good but the freighter hopped off for Erie with a tail wind of forty miles an hour. Flying through a slight drizzle with the temperature at 38 degrees above, ice formed on the wings. So the Standard stayed at Erie that night and all the next day.

Saturday the freighter went through to Marion, where it was held over all day Sunday. Fred decided to hop a bus for a little rapid transit to St. Louis, while Tiny held down the plane.

Business in St. Louis completed, and arriving back at Marion a la bus with Tom Lockhart, the party started the return trip. Bucking snow squalls all the way, they arrived in Rochester at 3 P.M. Saturday (snow drifts hid the hangars at Cleveland, Buffalo and Rochester). Sunday it snowed all day. Monday at 3 P.M. the weather cleared enough to hop off for Albany—flying over deep snow all the way (cars were snowed under all along the line). The hop from Albany to Bridgeport was rough and through a little snow—but it took only about an hour.

CALENDAR OF EVENTS

MARCH 15-21—LAKELAND, FL—Sun 'n Fun EAA Fly-In. Where Spring Is In The Air. Contact 813/644-2431 Mon.-Fri., or P.O. Box 6750, Lakeland, FL 33807.

APRIL 25-26—WASHINGTON, DC—Seventh Annual Tour, National Air & Space Museum, Paul Garber Facility. Contact Margaret Scesa 301/345-3164.

MAY 1-3—CLEVELAND OH—3rd Annual Air Racing History Symposium. Contact Jim Butler, Society of Air Racing Historians, 36250 Lake Shore Blvd., #518, Eastlake, OH 44094.

MAY 8-10—MONTGOMERY, NY—Mid-Hudson Regional Aerobatic Contest sponsored by IAC Chapter 52. For category Sport thru Unlimited. For information contact Montaine Mallet, Mudry Aviation, Ltd., Dutchess County Airport, Wappingers Falls, NY 12590. Phones 914/462-3724 (H) or 914/462-5009 (O).

JUNE 5-7—MAYTOWN, PA—Annual Pennsylvania Aerobatic Championships sponsored by Susquehanna Valley IAC Chapter 58. Basic thru advanced. Registration and practice begins on the 5th, flying on the 6th. Convenient hotels and restaurants. Hangar space available. For information contact Bob Jones. Phone 716/367-5659 or Dick Schauss 717/898-1976 (H) 717/948-8719 (O)

JUNE 6-7—CHICOPEE, MA—Westover AFB Open House and F/V Race.

JUNE 28-29—WILKES-BARRE, PA—Air Show and F/V demonstration.

JULY 31-AUG. 7—OSHKOSH, WI—35th Annual EAA Convention. Never too early to start making your plans!

OSHKOSH RIDE

Anyone flying to Oshkosh with a spare seat is urged to contact Siri Dev Khalsa who would like a ride to this year's annual convention. He can be reached at (203) 346-2311, or see him at the meeting.

FOR SALE

PIPER COLT—500 SMOH, Ceconite, in annual. (203) 283-4440, evenings.

PAZMANY PL4-A—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500, Chuck Bouffard, (802) 655-0220 evenings.

'46 LUSCOMBE 8A—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

STINSON 108-2—165 Franklin, heavy case. Less rudder, cowl and prop, \$3,000. Ed Morris (203) 265-6236.

CALENDAR OF EVENTS

MARCH 18-21-LAKELAND, FL--Sun. n Fun EVA Fly-In. Where Spring is in The Air. Contact 813/ 644-5431 Mon-Fri, or P.O. Box 8780, Lakeland, FL 33807.

APRIL 22-26-WASHINGTON, DC--Seventh Annual Tour National Air & Space Museum. Paul Garber Facility. Contact Margaret Sessa 301/345-3184.

MAY 1-3-CLEVELAND OH--3rd Annual Air Racing History Symposium. Contact Jim Butler, Society of Air Racing Historians, 38250 Lake Shore Blvd., #218, Eastlake, OH 44094.

MAY 8-10-MONTGOMERY, NY--Mid-Hudson Regional Aerobics Contest sponsored by IAC Chapter 52. For category Sport thru Unlimited. For information contact Montaine Mallet Mundy Aviation, Ltd., Dutchess County Airport, Wappingers Falls, NY 12590. Phone 845/465-3724 (H) or 845/465-5008 (O).

HERB BULLOCK

**1315 Meadow Road
Cheshire, CT 06410**

JUNE 5-7-HAYTOWN, PA--Aerobics Championships. Aerobics Valley IAC Chapter 52. Registration and practice begins on advanced. Registration and practice begins on the 6th. Flying on the 6th. Convenient hotels and restaurants. Hangar space available. For information contact Bob Jones Phone 717/367-5559 or Dick Schuss 717/898-1978 (H) 717/848-8719 (O).

JUNE 8-7-CHICPEE, MA--Westover AFB Open House and FV Race.

JUNE 28-29-WIKES-BARRE, PA--Air Show and FV demonstration.

JULY 31-AUG. 7-OSHKOSH, WI--35th Annual EAA Convention. Never too early to start making your plans!

OSHKOSH RIDE

Anyone flying to Oshkosh with a spare seat is urged to contact Bob Jones who would like to be on the convention. He can be reached at 717/367-5559 or see him at the meal.

1987 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

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

TEN-MILE AIR FLIGHT SHORTEST ON RECORD

A four-minute, 10-mile hop from San Francisco to Oakland has been submitted to the Guinness Book of World Records for being the shortest commercial flight, an airline spokesman says.

The three flights every morning and evening are "really a way to get the planes and crews back to San Francisco," said United Airlines spokesman Charles Novak.

He said maintenance work is done overnight at San Francisco International Airport and that the return to Oakland is just for the convenience of the passengers.

A one-way ticket costs \$74, which makes the flight \$20 more than a helicopter trip between the two airports and \$30 more than a cab ride. With a recent round of fare reductions, a round-trip excursion is \$38, but the reservations must include a Saturday night--from Apr

PLACES TO EAT

Groton-New London--On airport terminal building.

Essex County, Caldwell, NJ--On airport. 94th Aero Squadron, World War I atmosphere.

Dillant Hopkins, Keene, NH--On airport.

Incidentally, MMK's own Plane Fare Restaurant announces that it will now be open from 8 A.M. to 8 P.M.

NEW FREIGHT RUN

(Continued from Page 2)

Were those hangars off to the left? Yes! A ditch and the freighter was again on terra firma.

The same weather prevailed all the way to Buffalo. At Buffalo the reports were not good but the freighter hopped off for Erie with a tail wind of 10 knots an hour. Flying through a slight drizzle with the temperature at 38 degrees above ice formed on the left and all the next day at Erie that night and all the next day.

Louis, while Tiny held down the plane. Louis, while Tiny held down the plane. Louis, while Tiny held down the plane.