

MARCH, 1991



# CHAPTER 27 NEWSLETTER

MARCH, 1991 ISSUE

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

## OPEN WIDE!

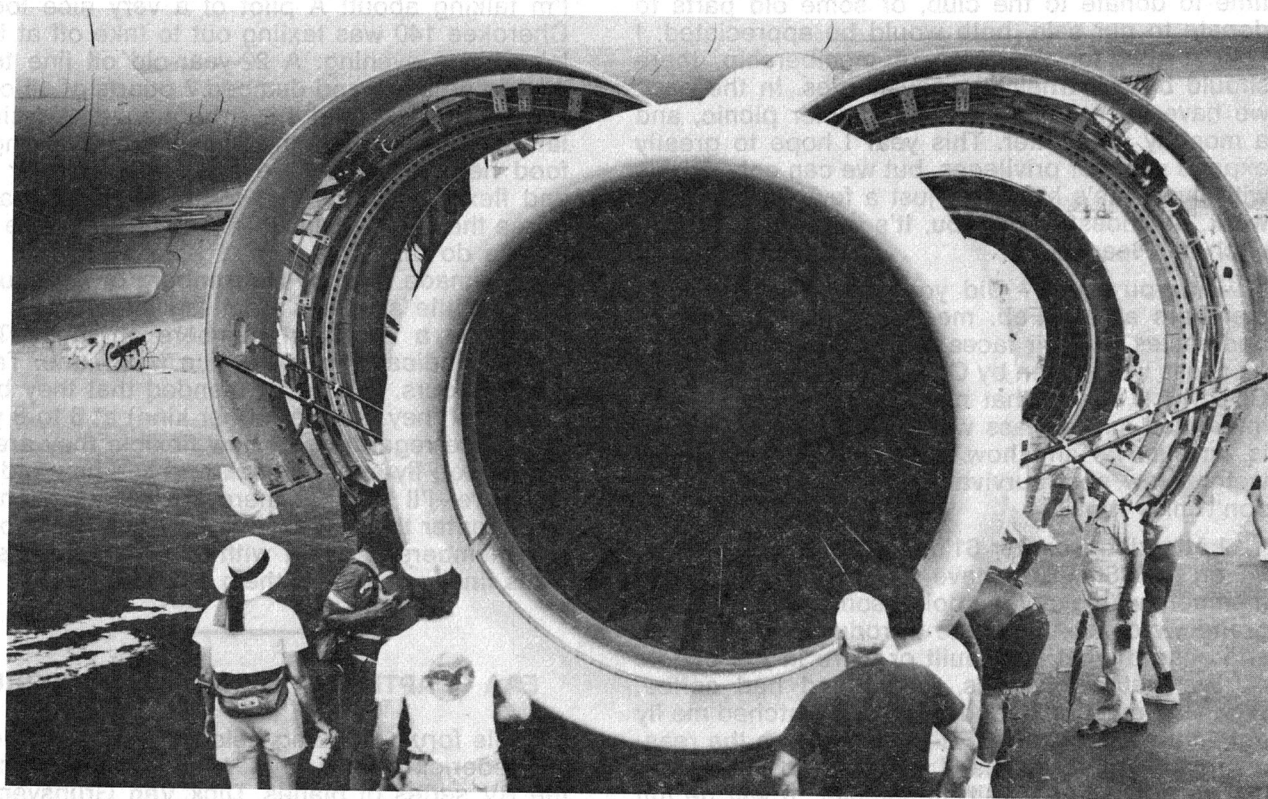


Photo shows a view of a Pratt & Whitney jet engine on a Pan Am Airbus 310 taken at Pratt & Whitney's 65th Anniversary Airshow held at Rentschler Field, East Hartford last August. Bet you didn't know it was THAT easy to get the cowling opened.

## NEXT MEETING IS SUNDAY, MARCH 10

The March meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, March 10, 1991. Time 10:00 A.M.

### MARCH PRESENTATION

Topic: Survival

FAA Films: 1. Over Water Flying  
2. Mountain Flying

Survival Kit: What's needed? Where to get it?

First Aid: What to do?

### APRIL MEETING NOTICE

It was felt that the annual Sun 'N Fun Fly-In at Lakeland would prevent attendance at the regular second Sunday meeting of Chapter 27. Therefore, it was decided to move the date up one week, to the 21st of April. Same time and place.

### NAME THE CLUB

Our club needs a name. Do you have a preference? If so, please indicate to us by March 25th. Some of the names suggested are as follows:

Builders Homebuilders Flyers  
Performers Builders & Flyers

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

## LETTER FROM THE PRESIDENT: TECHNICAL COUNSELOR REPORT

Jeff Davenport

Once again . . . Hello

You know the old saying, "The way to someone's heart is through their stomach!" Well, it's true. The word is spreading fast. Coffee, Tea, Hot Chocolate, & Doughnuts. It's nice. Isn't it? During the winter, our chapter income is next to nothing, except for dues. As spring approaches, our chance to refurbish our treasury is coming near. Planned, we have our Poker Run and Fly Market/Breakfast. So, I'm asking well in advance. If you have some time to donate to the club, or some old parts to donate to our sale, both would be appreciated. I believe that for the price of membership, there should be overwhelming advantages. In the past, we have been limited to our summer picnic, and a monthly newsletter. This year I hope to greatly expand member privileges, but we can only do this with everyone's help. Not just a few. It's not hard work, nor does it cost you. It's even fun. Let's all pitch in. Please!

Did you see it? Did you believe it? Over 35 members at our Feb. meeting, with full tummys and smiles on their faces. Also, a terrific program on Glass work given by Chuck Raymond. THANKS CHUCK! It seems that many members were very interested in the glass work program. This month is on survival and how to set up your own low weight, low cost survival kit. Bring a friend, and don't miss it.

I attended Chapter 61's meeting in Springfield, VT on the 18th. They have a bunch of very active members with everyone doing something. I got the grand welcome—Everyone introduced themselves and shared what they built or were in the middle of. We watched videos, talked and had coffee. When the meeting ended, everyone watched me fly out, in the snowstorm, IFR to CT. I guess the reason they watched is that I was the only IFR pilot that flew in. I can't wait 'til summer. It will be fun when we all get together, see each other's planes, and tell our stories and do what we do best . . . Build and Fly them!

I called the FSDO in Windsor Locks to find out about the new Mode C for the ARSA. I wanted to find out if we would have any problem with our fly-in at Simsbury. After getting the runaround, calling Oklahoma City, Tracon, etc., I got hold of a supervisor at BDL. He said if we stay below the ARSA, we do not need Mode C. He sent me some info. The key words are: "FAR 91.215 (4) Effective December 30, 1990—All aircraft. (i) In the airspace of an airport radar service area, and (ii) In all airspace above the ceiling and within the lateral boundaries of an airport radar service area upward to 10,000 feet MSL." I sent to the legal department for clarification of this rule. I should have it in writing soon. So, we can fly into Simsbury without a TXP or Mode C.

Well, don't miss our next meeting. Bring a friend, and I'll see you there.

Kenneth J. Winiarski, Jr. (COWBOY)  
President, EAA Chapter 27

### Rubber Fuel and Oil Lines

This month I'd like to talk a bit about lines—fuel, oil and hydraulic lines, that is. Many of our chapter members own their own aircraft. When was the last time you took a good look at your lines? You probably don't give them much thought. You think the mechanic doing your annuals is? Well, I've seen THREE planes in the last 8 months come out of annual with lines that were anywhere from 12 to 16 years old! These are fuel and oil lines I'm talking about! A pilot of a very nice looking Cherokee 140 was taxiing out to take off at Block Island one evening. A 22-year-old oil line to the oil cooler let go and dumped 7 quarts of oil on the taxiway. This could have happened 10 minutes later half way across the Sound. We're talking fish food here. Many people grab hold of their lines and flex them back and forth and think that because they are still flexible they are OK—I've seen people do this.

Pre-made lines by Duesenberg or Aeroquip all have a little stainless steel tag attached to them that have a bunch of numbers on them. These numbers indicate when the line was made. Take a look at yours. It is recommended that they be replaced (if they are the rubber kind) at 6 to 8 years of service regardless of how flexible they are. So, before you fly again, check and see how old your lines are—I'll bet that there are several planes in our chapter that have old lines. I know that one of our members is flying with 15-year-old lines and he is finally changing them. Fly Safe!

### EAA CHAPTER 524 3rd ANNUAL RV FORUM

This forum is being held on April 5th and 6th at Frederick Airport in Maryland. The designer of the RV series of planes, Dick Van Grunsven, will be on hand to answer all of your questions. Presentation topics will cover everything from getting started to test flying and beyond. Construction demonstrations, shop tours, and rides will all be part of it. Call me (Jeff Davenport) at 269-6745 or David Liston at (703) 442-7785 (days) for further details.

### DON'T FORGET YOUR DUES!

#### EAA CHAPTER 27 OFFICERS FOR 1991

**President—Ken Winiarski: 237-1839**  
**Vice President—Jim Rowley: 237-7179**  
**Secretary—Charlie Maxted: 272-4922**  
**Treasurer—Debbie Raymond: 929-2552**  
**T. Consultant—Jeff Davenport: 269-6745**  
**Newsletter Editor—Herb Bullock: 272-8007**

## SECRETARY'S REPORT FOR FEBRUARY

At 1013 hours on 2-10-91 the meeting of Chapter 27 EAA was called to order by President Kenneth Winiarski.

**AGENDA:** Vice President Jim Rowley reported on and presented information about Fox-lite parafoils. This included measuring and installing canopies. Jim inquired as to whether the chapter might not like to invite a rep from Fox-lite to speak at one of our meetings.

The chapter treasurer, Debbie Raymond, reported that we have a positive balance of \$781.20 in the treasury. \$123.50 was taken in from dues and calendar sales.

Tech Counselor Jeff Davenport had only one item to report. He had visited Jim's project and discovered a major dust problem.

The secretary had no report as he had been basking in the southern sun during the previous month's meeting.

**OLD BUSINESS:** As a result of a previous suggestion there is hot tea and chocolate as well as coffee available at the meetings.

In the future club membership cards will be given when dues are paid. The newsletter will not be sent to members whose dues are in arrears.

By summer the chapter hopes to have T-shirts and caps with the chapter's logo to sell at fly-ins.

Some information will be forthcoming about insurance and liability concerns of the membership at our various functions.

**NEW BUSINESS:** Our chapter and Chapter 324 of Simsbury will have a fly-in and breakfast on June 2. (Rain date June 8.)

The Bradley Air Museum will have its annual open cockpit day April 6th.

Our chapter hopes to have the July picnic on one of the local islands. (Block, Fisher, etc.)

Our chapter will have its air show in August. Volunteers will be needed to make it a success.

Ken will visit EAA Chapter 61 in New Hampshire to discuss joint ventures and visits.

The monthly FAA meeting at MMK will feature a discussion on radios.

Secretary  
Charles Maxted

## FEBRUARY ATTENDANCE REPORT

Jim Rowley  
Ken Winiarski  
Brian Temporowski  
Alan Hibbard  
Pete Davis  
Ed Morris  
Harry J. Carl  
Stephen Daniel  
Richard Blewett  
Dave Thompson  
Bob Ryan  
Jeff Davenport  
Sean Lagace  
Bob Hodge  
Fran Uliano

Don Whelan  
Edward F. Schinitis, Jr.  
Jack Heinzmann  
Bob Seemann  
Debbie & Chuck Raymond  
Pat Manning  
Erwin Hauer  
Frank Melnick, Jr.  
George Molina  
Dorothy Vallee  
Charles Maxted  
Frank Podgwaite  
Herb Bullock

## CALENDAR OF EVENTS

**APRIL 7-13—LAKELAND, FL—Sun 'N Fun,** Lakeland, FL.

**MAY 5—MERIDEN-MARKHAM—EAA Chapter 27** Poker Run.

**JULY 26-AUG. 1—OSHKOSH, WI—EAA Oshkosh** 91 Annual Convention, Wittman Field.

## GLASS WORK PRESENTATION

Chuck Raymond, the husband of flyer and Chapter 27 treasurer Debbie Raymond, gave the feature presentation at the February meeting.

The Raymonds are building a Glasair II-S which is the latest of the Glasair line. The newest characteristic is the 14-in longer fuselage that certainly gives sleeker lines to the aircraft.

Chuck seemed quite competent and comfortable working with the various chemicals necessary for building composite aircraft. Proper mixing, mixing the correct amounts and temperature control seem to be vital necessities in this type of construction. Some of us were amazed at the tremendous strength that can be achieved with these materials. The disadvantage inherent in this type of construction is the danger in the mixing and preparation of the chemicals. However, with care and common sense, I don't believe they are any more dangerous than any other type of construction. As long as you are cognizant of the perils, you can take steps to minimize them.

Chuck demonstrated the different types of mixes used for various structural areas in the aircraft and diagrammed how the lines in the cloth were laid out to give the maximum strength in a given part.

Questions were continually put to Chuck during the presentation and he seemed to answer them to the complete satisfaction of the questioner. I, personally, learned a great deal but more importantly, I believe, was that the workshop took away some of the mystery that seems to surround composite construction.

It was a very good presentation and Chapter 27 members thank you.

## FOR SALE

**MISCELLANEOUS PARTS FOR SALE—0-290** Lycoming, 125 hp from GPU, torn down—Miscellaneous instruments—Skinny wheels, 500x300 narrow with brakes. Roger Cochran, 929-6057,

**LONG EZ PROJECT FOR SALE—Bob Fisher.** Winsted Precision Co., Winsted, CT (203) 379-2788

**KING COMMERCIAL & INSTRUMENT COURSES FOR SALE** \$150 for both—Ed Morris 265-3932.

**AIR PROGRESS MAGAZINES—**Also large assortment of antique and model aircraft magazines—1960's vintage, make offer—235-2169.



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

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Secretary  
Charles Maxwell

**1991 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 .....

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