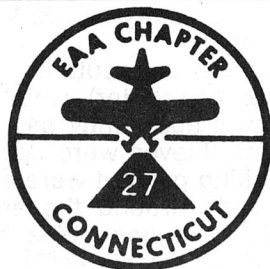


MAY, 1989



CHAPTER 27 NEWSLETTER

MAY, 1989 ISSUE

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

THREE TURNING



Not many of these old birds left! This vintage Ford tri-motor was hopping passengers at this year's Sun 'N Fun Fly-In at Lakeland. The co-pilot's seat called for an additional fee but we don't know if it allowed use of the controls.

NEXT MEETING IS SUNDAY, MAY 14

The May meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, May 14, 1989. Time—10 A.M.

MAY PROGRAM

The program for this month's meeting will be presented by Jeff Davenport, Chapter 27's Number One presenter! He will talk on the fabrication of fuel hose assemblies as applied to homebuilts.

SUN 'N FUN—YOU DECIDE

BY JIM ROWLEY

Well, folks, another month has passed us and the weather is getting great for flying. After our trip to Sun 'N Fun the Stinson told me she needed a rest. (We do, too).

Jeff Davenport and I departed at 7:30 A.M. on April 7, 1989. We flew the corridor thru NYC which is really a sight if you've never done it before. While airborne, we had radio contact with Ed Morris and his friends from Lakeside who went also. Once through the corridor we picked up radio contact with Joe in the BD-4 and Jim in the Skybolt. Over the depressing state of NJ, we made our way to Salisbury, MD for gas. After fueling we went up to the FSS for a weather briefing. The outlook was not good, but we decided to push on. On departure, we spotted the BD-4 and the Skybolt in

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REMEMBER—IT'S MAY 14 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

Well, Sun 'N Fun has come and gone. It was both sunny and funny. (See V.P. Rowley's picture at Sunday's meeting). We must get our nomination for the major achievement award written and submitted to headquarters by May 24. Please be prepared to contribute to this prestigious honor for someone in our chapter. Also, the officer's telephone numbers are in our chapter newsletter to be used, so when you have an idea, gripe or whatever, please call someone. We need everyone's contribution and support for our chapter's activities, growth and prosperity. Vice President Jim Rowley will chair this meeting as I will be out of state.

Pres. Ed

MEMBER PROFILE

NAME: George Molina
OCCUPATION: District Manager
TOWN OF RESIDENCE: Waterbury, CT
PILOT'S LICENSE: Commercial-Instrument-MSEL
NUMBER OF HOURS: 3500
OWN AN AIRCRAFT? Yes
AIRCRAFT: Christen Eagle and V-Tail Bonanza

AVIATION BACKGROUND

Like most of you I was also an airport fence leaner as early as I can remember. I remember during those early days going to the airport, looking through the fence and watching airplanes and pilots in hopes that someone would notice me and say: "Hey kid, do you want a ride?"

Unfortunately that never happened. Still, my love for airplanes and airports never let up. As I got older and the opportunity to go "parking" with a girl came up, it was at the airport in between watching takeoffs and landings.

Interesting how things never change. Today, my new bride and I will sometimes sit at BDR and watch airplanes take off and land!

I first soloed in 1967 and progressed over the years while doing all sorts of fun things in aviation. After I received my IFR ticket, I decided to get a job with a commuter airline with no pay! I just wanted the weather exposure and invaluable real training.

The most exciting part of my 22 year aviation career has been my involvement in EAA and aerobatics as well as the home-building experience. No other segment of aviation, in my opinion, offers as much education and excitement. Enough of this, Let's go fly!

CALENDAR OF EVENTS

JUNE 4—SHELBURNE, VT—EAA Chapter 613 Aviation Flea Market. Hot dogs, hamburgers, soda—No fees. Rain or shine. For info call 802-372-4343 or 372-6622.

JULY 28-AUG. 3—OSHKOSH, WI—37th Annual Experimental Aircraft Association Fly-In. Contact John Burton, EAA, Wittman Airfield, Oshkosh, WI 54903-3086. Phone 414-426-4800.

SECRETARY'S REPORT FOR APRIL

April's meeting of EAA Chapter 27 was called to order at 10:10 A.M. The Secretary's report for March was read and accepted.

The problem with the light at the south hangar (mentioned in last month's newsletter) was explained by Jim Rowley. It was apparently put out with a shotgun. The gasoline thieves were apprehended. They weren't only taking gas but were also borrowing airplanes to joyride around the area. (A hidden kill switch might be a good idea but, what would really stop a determined thief?)

Since it has been a short month due to the early meeting schedule, Jeff Davenport's report was brief. Jeff described some of the problems chapter members are having rigging a Starduster in the south hangar.

Ed read a number of reports from headquarters and correspondences. Duane Cole has lost his medical and will not be flying his airshow routine. His airplane will be donated to the EAA. The Primary Pilot License program will apparently be passed in the near future.

Old and new business were very brief.

More volunteers are needed to help run the chapter's first event. People have already volunteered to man the check points. We need some people to time the launch and recovery of the participating aircraft.

Information for the Reno races can be obtained from the following numbers: Race—702-826-7500. Hotel—1-800-367-7366.

The meeting closed with a presentation by Ken Winiarski on cutting plywood ribs from aluminum templates with a router. Ken also discussed the layout and cutting of metal parts. Ken's presentation was very informative and filled with useful ideas for the cutting of metal parts.

LARRY FOLSOM, Secretary

APRIL ATTENDANCE REPORT

Ed Morris	Stephen Daniel
Fran Uliano	Alan Hine
Jim Markey	Erwin Hauer
Andy Rose	Siri-Dev Khalsa
Harry Carl, Jr.	Jeff Davenport
Tom Kulikowski	Jim Rowley
Charles Maxted	Steve Rinaldi
Rick Rinaldi	Sam Shifrin
Pete Davis	Sheila Seemann
Larry Folsom	Kenneth Winiarski, Jr.
Earl Folsom	Jack Heinzmann
Chuck & Debbie	Herb Bullock
Raymond	

EAA CHAPTER OFFICERS FOR 1989

President—Ed Morris: 265-6236
Vice President—Jim Rowley: 237-7179
Secretary—Larry Folsom: 723-2532
Treasurer—Sheila Seemann: 281-6449
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

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the pattern. Words were exchanged between Jeff and Joe stating the weather up ahead was a no-go. As we were all headed for Norfolk, VA we left Salisbury anyhow following a 172 with Loran. After seeing the way you, Ed, fly with Loran, I'll go with dead reckoning because I can fly a straight course, not zig-zag like a sewing machine.

We flew to Delaware Bay, turned around and headed back to Salisbury. Ed and friends went to spend the night at Ocean City, MD and the Simmons, Gauthiers and we stayed in Salisbury. Upon checking again with FSS, Saturday morning looked like a go.

We booked rooms at the Holiday Inn and really enjoyed the Happy Hour since there wasn't too much else to do but eat popcorn and drink.

Five-thirty was wake-up time to get the van to the airport. At 6:55 we were airborne and on our way. With gas stops in New Bern, NC, Charleston, SC and St. Augustine, FL, our last stop at 6:30 P.M. was Lakeland. We were tired but glad to be there. After a wheel landing on Rwy 27R, we taxied to the camping area and set up for our stay there.

Going back a bit to our stop at St. Augustine. If you're into aerobatics, folks, this is the place where you could die and be happy. Pitts, Monoplanes, Buckers, they're all there. They even have an aerobatic box right on the field.

Back to Lakeland. Sunday was a walk around day to see what types of airplanes were on display. Folks, there are many composite aircraft flying out there. Only six RVs and one Acrosport II, which was beautiful. We hooked up with Ed Morris and his friends; Fran Grieco, Herb Bullock, Carl Eaton and his wife and many others who were really nice people. We sat under the wing of 28K and watched the air show which was great. Clint McHenry, Patty Wagstaff, Bob Herendeen and many others put on a great show, and makes you wonder. Do they really have all their marbles?

Sunday brought me a good sunburn. Good enough to leave blisters on my forehead, but upon going out to eat with Herb, Fran and Jeff, the cold beers took away some of the heat the old fireball left upon us.

Monday, the fog was nasty 'til 10 A.M. and then it was blue skies and nice flying.

After a long chat with Al Smith, a fellow Acro builder, I headed for the wing of 28K to get out of the sun. Al is from Georgia and his plane is 6 years old but you would think it was brand new. Al will be flying it to RI this summer to see relatives and is going to stop at MMK. I'll be sure to give him the grand tour of both our hangars.

Monday afternoon was airshow time. Like they say, you have to see it while you can. Jeff, later that evening headed to Daytona Beach to spend some time with his folks. They live in Daytona right near the race track, and the women. He said, when he returned to the airport, his lasagna dinner and the nice bed he slept on were the best part of the whole trip. I'm sure he thought of me sleeping in the tent on the hard ground. Uh Huh!

That Monday night, we from Chapter 166 and Chapter 27 were invited to a cook-out by a fellow named John Freeman and his wife. John belongs to Chapter 166 and lives in Lakeland. He is very active in the preparation of Sun 'N Fun. I, on behalf of Chapter 27, would like to say thanks again for a nice meal and good conversation with friends.

Tuesday morning brought in ugly weather. Low ceilings meant a lot of planes couldn't get out or into the airport. We, on the other hand, were off to see Carl's place down at River Oak Acres. This is near Lake Okeechobee.

Well, let me tell you, I experienced two firsts this day. One was a ride in a Bonanza; two was a flight in instrument conditions. George Molina, Joe Gauthier, Carl and I set out around 11 A.M. to River Oak Acres. After a long wait we were finally cleared for takeoff. While we were sitting we watched people trying to get into Lakeland on VOR approaches. This doesn't look like fun, I said to myself, but I'll try anything once. Off we went. At 400 feet we were in the

soup. At 3000 feet we broke out into bright sunshine. For anybody who has never flown IFR, try it with someone who is qualified. It's going to be a ride you will remember.

When we arrived at Carl's place the sun was out and it was hot, yet 80 miles away it was ready to rain and whatever. Carl has a hangar that most pilots dream about. BIG and roomy. The pilot's lounge wasn't finished yet but by next year it will be ready for all of us to stay there. Get ready for a party, Carl!

We met Carl's neighbor and his wife and got the grand tour of his home. What a nice place, set on the bank of the Kissimmee River. When you live there you can fish on one side of your house and take off in your airplane on the other. Now that's paradise.

When we returned to Lakeland the cloud deck was up to 1500 feet and the field just opened up VFR, since it was IFR all morning.

We tied down "Miss Janeen" which, by the way, is George's new airplane, named after his new wife. Congratulations from all of us in the Chapter to you both. And George, you're one hell of a pilot. You can take me up any day in the soup and I know that we'll get where we are going. Also, that morning we met two ambassadors to the Dominican Republic that were camping right in back of Carl's motor home. Tom Poberezny was on a pay phone right next to me talking to his wife! This just goes to show you, you can meet anybody anywhere.

That evening I went to dinner with friends that live in Orlando. If you're staying in Lakeland and want good Italian food, eat at The Olive Garden. It's about 20 minutes from the airport..

Wednesday morning brought 50 degree temps. and wind. I met Jeff near the breakfast tent and decided to leave for home that morning because another system of bad weather was going to block our route home later in the week. At 8:55 we took off for home. FSS called for marginal VFR up to 11:00 A.M. into Savannah but once out of Lakeland things didn't look too great. We set down at Flagler Co. Airport, fueled up and called flight service again. Their report was still the same so we took off and flew to Hilton, Head, SC, departed there and about 20 miles out of Wilmington, NC Jeff wasn't feeling well so I set down at New Hanover Airport. Jeff went inside to sit down while I tanked up the plane. When I went inside he had the shakes and was white. He decided he had enough of the bumps and decided to get a commercial flight home.

I left there and pushed on to the Newport News, VA, Patrick Henry Airport. One thing I noticed en route that I

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FOR SALE

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) 239-3711 for membership information.

ELECTRONICS FOR SALE—Antenna Coupler Splitter. Nav or Com; Antenna Development, 1 into 2 \$15. Circuit Breakers—WOOD \$5 ea. KLIXON \$4 ea. King KA42 Loop Antenna with Antenna Specialist Sense Antenna. For ADF installation—Complete \$100. Grimes Rotating Beacon, Red, new bulbs, 1 still in pack. Bulbs worth \$25 each—\$60. King KN64 KN62 install tray with install kit—Complete \$100. Mobil AD 50 and AD 30 oil—\$2 ea. Narco NAV-12 self-contained Nav Loc Receiver and G-S indicator—\$500. Call Rob at (203) 284 9588.

SUN 'N FUN

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would like to say. Most people don't like ATC. I received radar vectors into Patrick Henry and as long as you listen and do what they say, you can get along with no problems. They are there to help you not to harass you.

After tanking up I decided to spend the night because I was tired. After a quick visit to the FSS on the field I was taken to the Days Inn down the road. After a nice hot shower I retired in a nice soft bed.

Five-thirty A.M. on Thursday had me on the way to the airport. Once again I stopped in to see the boys in FSS for a weather update. Everything was a go. This is where my fun began. Upon initial attempts I could not start 28K, so before I killed the battery I decided to locate a mechanic. A phone call was made and two men from Flight International arrived. Another bit of good news was now bestowed upon me. These fellows only service small business jets! So, I asked them what now. Well, one man was an older fellow and said he had worked on piston engines years ago. We pulled the plugs and found the gap was around .040 instead of .016. I waited while they gapped and cleaned the plugs. Upon notification they were done, the mechanic and I proceeded to put them back into the motor. Well, we hit another barrier. One of the heli-coils pulled out of a cylinder and another had to be installed. And, you guessed it, I had to fly home commercially and leave the plane there. Tom, the jet mechanic, said they had a shop on the other side of the field to do piston repairs. A phone call was made and I spoke with the boys. They said that it could be the plugs, a bad ignition switch, or the mags grounding out. Come to find out a few days later, it was just the plugs and she fired up with no problem.

On Thursday, a week after I left her in VA, I was back to pick her up. Jeff came along too, because he wanted to complete the trip. Upon paying the bill of \$87.65, after I was told a price of \$357.27 which I made sure that there wasn't a mistake, I said to Jeff let's get going before they change their minds.

One revolution of the blade and she fired right up. A job well done. I would like to thank the people at Flight International for their help in getting 28K back in the air.

After 3 hours and 35 minutes of flying with one fuel stop in Trenton, NJ 28K touched down at MMK. Now our trip was completed.

Upon being asked would I do it again, the answer is yes. But next time I'll rent a car, and sleep in a hotel. If the ground doesn't get you the fire ants will. Maybe, too, a faster airplane would be nice since it took 14 1-2 hours down and 11 1-2 hours coming home. But you have to do it at least once in your lifetime.

Until next month, keep your wings level.

JIM

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1989 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 \$12 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