

MAY, 1990



CHAPTER 27 NEWSLETTER

MAY, 1990 ISSUE

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

IT'S RV-4 TIME



Photo shows our Technical Counselor, Jeff Davenport, and Bridgeport FSS Area Supervisor Dexter Decker about to go for a ride in Jeff's RV-4. It turns out that Mr. Decker has had many hours as a military pilot.

NEXT MEETING IS SUNDAY, MAY 13

The May meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, May 13, 1990. Time 10 A.M.

NPRM 90-9 DOCKET 26148 DRUG ENFORCEMENT ASSISTANCE

We received a copy of this NPRM in the EAA Chapter 324 newsletter (Simsbury) along with an excellent commentary by Ed More. It will be available to our members at this month's meeting. Published in the Federal Register of March 12, it only left a 2 month reply period. Does this tell you anything?

FAA ENFORCEMENT POLICY CHANGES

Recently Tom Poberezny was in Washington, DC attending a luncheon where FAA Administrator James Busey described the changes in the FAA's enforcement policies. These changes are a direct result of the FAA safety system and efficiency review in which EAA representatives Jerry Walbrun and Charlie Schuck participated. The changes will shift away from the fines and suspensions and progress toward a policy of compliance, remedial training, and pilot education. We feel these changes will substantially reduce the "adversarial" relationship between the FAA and the aviation community. More important is the fact that it will help increase aviation safety.—We shall take a wait and see viewpoint on this item.

REMEMBER—IT'S MAY 13 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

At our March meeting, Bridgeport FSS Specialist Fran Doody and Area Supervisor Dexter Decker presented a program on the functions and operation of the Flight Service Station as used by us pilots. Afterward our Technical Counselor, Jeff Davenport gave Mr. Decker a ride in his RV-4 and found out that he had numerous hours as a military pilot. Because of the lack of a working program committee I have asked our State EAA president to make a presentation on aviation and aircraft insurance for our May meeting. He has an excellent inside knowledge of what is available because of his professional status in the insurance industry and also as the pilot/owner of both a Christen Eagle and Beech V-35. Be prepared with any questions you may have on insurance for George Molina to help you with. Debbie Raymond was interviewed by radio station WEZN on her involvement with EAA and airplanes and the program will be aired in the near future. . . . Just heard that the Meriden Police Air Show will be on Aug. 5. The state EAA Fly-In will be at Windham Airport on Aug. 12 and the Pratt & Whitney Air Show the last week in August. It looks like we could schedule our aircraft fly-market in September. Anyone interested in participating please contact me with your recommendations and ideas. At this meeting we will have to decide the date for our picnic. We also must decide where, the type of food and activities desired. My apologies to Al Hine—I didn't have the time to cancel the FSS presentation when I first learned of the demonstration that our former program committee chairman had arranged for the same meeting. I hope that we can have that demo in the near future. Incidentally, if everyone would just dial 265-3932 when they have decided, arranged or planned an event then I could help with coordinating our activities. If I read it in the newsletter it's too late. There is an "Owl" racer for sale in Wallingford. I am told it is complete, good workmanship and a C-90 engine, all for \$5,000. Also a BD-5, 40% complete, for \$800. No engine. . . . Well, while rambling on I must comment on the proper pattern at MMK for all. You might find that this also applies at many other airfields. Departing on 36 especially important, crosswind turn to 270 degrees must be 1100 feet MSL out 1-4 mile, turn downwind (THIS IS THE NOISE SENSITIVE AREA OVER THE PEOPLE THAT HAVE BEEN COMPLAINING TO FAA, CITY OF MERIDEN, FBO, ETC.) Also, the newest member of the Meriden Aviation Commission lives at this turn. If your aircraft is particularly noisy and you can throttle back as you are leaving the area, please be considerate. Any questions, see illustration posted at MMK FBO. We all must realize that the general public will not try to restrict our flying if we are considerate of their concerns within the regulations of the FAA. Please don't construe this as meaning restrictions beyond regulation. Another thought, good flying weather means more low time and student pilots around including helicopters and some of these people cross midfield to see the windsock. I hate to think that a high perform-

ance plane climbing through 1500-1800 feet at midfield would get tangled up with another aircraft looking for the sock. . . . Back to positive thoughts. Please let me know what type of presentations you would like to see for the balance of 1990 so that I have some time to contact the persons who would be willing to present them. Also, places to fly to for eats, bed & breakfasts, sightseeing, etc.

See you Sunday

Your Prez. Ed

FAA URGED TO SCRATCH \$1.7b PROJECT

WASHINGTON — A congressional auditing agency recommended that the federal aviation authorities consider canceling a \$1.7 billion project for new aircraft signaling devices that is part of an overhaul of the aviation safety network.

The General Accounting Office, in testimony based on a draft report, cited "fundamental weaknesses" in how the Federal Aviation Administration manages procurement in its National Airspace System Plan.

Those weaknesses "have resulted in expensive, inadequately justified procurements, continued delays in the development and delivery of important elements of air traffic control modernization, and increased risk that some air traffic control systems will be stressed beyond their capacities," the agency told the House Appropriations subcommittee on transportation.

In its testimony, GAO said the Transportation Department should re-evaluate the \$1.7 billion Mode S transponder program and consider "all alternatives . . . including terminating the contract in whole or in part."

The first fully capable Mode S system out of 396 the agency plans to purchase won't be delivered until April 1993, five years late, the GAO says.

GAO also said the agency should cancel its \$1.5 billion Computer Resources Nucleus project, an all-purpose computer project for the agency.

The program is also mired in contract disputes, GAO says.

Additionally, GAO said there have been delays in shipping critical parts for the \$5 billion Automation System for air traffic control. This increases the burden on terminal radar approach control facilities, or TRACONS, a critical element in maintaining the safe separation of aircraft, GAO said.

—From The Associated Press.

EAA CHAPTER 27 OFFICERS FOR 1990

President—Ed Morris: 265-3932

Vice President—Jim Rowley: 237-7179

Secretary—Larry Folsom: 723-2532

Treasurer—Debbie Raymond: 929-2552

T. Consultant—Jeff Davenport: 269-6745

Newsletter Editor—Herb Bullock: 272-8007

ARE YOU AN ACTIVE EAA MEMBER?

Are you an active member —

The kind who would be missed

Or are you just contented that
your name is on a list —

Do you attend meetings and mingle
with the "flock",

Or do you meet in private — to
criticize and knock?

Do you take an active part
to help the work along,

Or are you satisfied to be the kind
that's happy to just belong?

Do you work committees, to this
there is no trick; or —

Do you leave the work to just a few
and talk about "the clique"?

Please, come to the meetings often,
and help with hand and heart.

Don't be "just a member"
— take the active part!

THINK THIS OVER MEMBERS: YOU KNOW

WHAT'S RIGHT AND WRONG;

ARE YOU AN ACTIVE MEMBER, or

DO YOU JUST BELONG?

TO ALL MEMBERS OF EAA CHAPTER 27

In this day and age, there are all kinds of clubs and organizations. Some work in the interest of their members, but most do not!

I am proud to be a member of one of these groups that does care about its members, both as a whole, and as individuals.

My family, . . . the family of the late Kenneth J. Winiarski, Sr., wish to express appreciation to the members of EAA Chapter 27. "The flowers were a breath of fresh air in this time of sorrow."

We would also like to extend a special thanks to Ed Morris, President of Chapter 27, for his contribution to the family in our time of need.

My father and Ed were instructors at Wilcox Tech School in Meriden some years back. My father never was overly excited with aviation, but he believed ("that everyone should pursue his own interests, and not interfere with the interests of others") . . . words to live by!

Once Again,
THANKS,

Kenneth Winiarski, Jr., and the Winiarski Family

EAA LEGAL ADVISORY COUNCIL

Jerry Walbrun recently attended the Southern Methodist University Air Law Symposium in Dallas, Texas. While in Dallas, he met with the members of the EAA Legal Advisory Council. This group of dedicated EAAers has provided EAA members with excellent counsel and information concerning legal aviation problems. Jerry reports that a number of important aviation issues were discussed, including the new air space rules and regulations, civil penalty actions, and the TCA veils. We certainly appreciate the efforts of the volunteers on this extremely important council. In addition, we look forward to their participation at this years EAA Chapter Officer's forum.

CALENDAR OF EVENTS

MAY 20—SIMSBURY—NESFC Fly-In Cook-Out.

JUNE 10—NORTH CANAAN—AACC Fly-In Breakfast (Free).

JULY 27-AUG. 2—OSHKOSH, WI—38th Annual EAA Convention, Wittman Field.

AUGUST 25-26—HARTFORD— Pratt & Whitney Air Show— Rentschler Field.

SECRETARY'S REPORT FOR MARCH

The March 1990 meeting of EAA Chapter 27 began at 10:05 A.M. with 20 members present.

The secretary's report was read and a motion to accept was made by Ken Winiarski and seconded by Stephen Daniel.

The Treasurer reports that the chapter has \$895.23. A motion to accept the report was made by Jim Rowley and was seconded by Ken Winiarski.

Ed passed out information from Terra Radios, some newspaper articles, Flyers and insurance information.

The Airport is recovering and business is picking up. The FBO has experienced a second break-in and gas has been taken from parked planes. A local citizen has been complaining about low flying planes.

The Chapter voted to cancel the April meeting because of the conflict with Sun 'N Fun.

Debbie Raymond was on a radio talk show on WEZN that is sponsored by Peoples Bank. The talk was about her involvement with aviation and experimental aircraft.

The meeting concluded with a presentation by Dexter Decker, an FAA Area Supervisor at Bridgeport Flight Service.

The meeting concluded at 11:45 A.M.

EAA Chapter 27 Secretary

Larry Folsom

FOR SALE

SENSEICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming O-320. Dressed down to minimum Good for homebuilt, length ok, \$350. Ken Junior 237-1839.

STEARMAN (mostly) PARTS — At reasonable prices. Project complete, selling extras including fuselage with papers. Send SASE to A. Gomez, RR #1 Box 265 Lambertville, New Jersey 08530.

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) 272-4922 for membership information.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1990 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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