

MAY, 1992



CHAPTER 27 NEWSLETTER

MAY, 1992 ISSUE

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

PROP WASH?



No—just prop polishing! Photo shows Sean Legace putting a shine on the prop of his newly-painted, newly weighed and balanced Cessna 140 tail dragger. He recently passed his private pilot checkride in this airplane.

NEXT MEETING IS SUNDAY, MAY 10

The May meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, May 10, 1992. Time 10:00 A.M.

MAY PRESENTATION

At this month's meeting, Jim Rowley will talk about constructing wing ribs and the methods he used in building the wings for his Acro II.

TWO SAFETY PRESENTATIONS

On Tuesday, May 12, 1992 at Meriden-Markham Airport, there will be a program featuring two subjects of interests to the general aviation public as follows: A STRATEGY OF AVOIDANCE—This fascinating video produced by the FAA and the National Center for Atmospheric Research is a great review of the hazards associated with thunderstorms and severe summer weather. Excellent preparation for the summer storm season.

AVIONICS AND RADIOS: EVERYTHING YOU WANTED TO KNOW—Robert Connerton of Connecticut Avionics Association will field your questions on avionics equipment. The rapidly changing world of avionics provides much in the way of assistance to today's airman.

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

LETTER FROM THE PRESIDENT:

Well, people, is the warm weather ever going to get here? April has had its share of rainy weekends and temperatures on the cool side. Let's hope May is better.

On behalf of all our members in attendance at last months meeting, I would like to thank Larry Folsom on his presentation on propeller carving. The instructional video gives you an idea of just what's involved in carving your own.

For this months meeting I will talk about constructing wing ribs and the process I used when building the Acro II ribs.

I'll try to keep the meeting short since it is Mother's Day and most of you will want to spend time with the family visiting, or KEEPING THE PEACE.

See you on Sunday,

Jim

SUN 'N FUN '92

Following is a report of the trip to Sun 'n Fun made by Charlie Maxted and Siri-Dev Kahlsa in the Silver City Flying Club's Skyhawk.

By Charles Maxted

Well, another Sun 'n Fun has come and gone. There was much that was familiar and a few novel items. The weather was good most of the time and the high clouds that shielded the sun allowed for good air show viewing. However, I did manage to get a rosy nose on one day that is now variegated from peeling.

Believe it or not but the trips both down and back were with a tailwind. The old Skyhawk was often tooling along at 127 knots. My planned three hour legs turned happily into two and a quarter hour legs that proved quite satisfying to kidneys and bottom.

Our last leg took us to Golden Isles Aviation on St. Simons Island in Georgia where we were treated like royalty. The young lady made reservations for us at a golf club condo/motel and then supplied us with a loaner car for the night. It pays to travel with a young good-looking co-pilot.

The next morning we flew to Sun 'n Fun for the day and then on to Okeechobee where we stayed at Hangar One in River Oak Park. The owner, a Captain C. Eaton, was at Sun 'n Fun so we had the accommodations to ourselves. The people there were very friendly and one gentleman drove us into town for dinner.

The next day at Sun 'n Fun we began the serious task of aircraft gazing and paraphernalia viewing. I am getting the itch to build again but this time I have some definite demands. I want an aircraft with folding wings so I can cart it home and store it in a warm clean place. My other demand is a fuel efficient aircraft. Lastly, I don't want to spend more than a year building the aircraft.

My pocketbook dictated that I pass by the big buck aircraft and head for the more economical planes, although I did give the Lancair a longing

look. The Kitfoxes and Avids were discarded after trying to wedge my six foot two hundred pound bulk in and out of one. For a short time after getting my leg over the stick in the Avid Flyer, I feared we might be mated together until the rescue crew came to pry me out.

The Protech is a nice plane and looks like a larger edition of the Avid. Later, I learned the designer had worked for Avid for ten years and still owns stock in the firm. The Canadian built Rebel is a nice looking plane, all metal and using anything from an 80 HP Rotax to an O-320 Lyc. I liked the Montana Coyote and the fact that they have a builder's program whereby you can go to the plant, build your aircraft under their supervision, except for covering, and then trailer it home. I have sent for information and videos for all of the above and expect to make a decision in a month or so.

If you plan a stop for the night, Golden Isles Aviation is the place to stop. The service is A-one. I mentioned to the line boy I was going to start early the next morning. When we showed up the old Skyhawk was tied down right in front of the building. The young lady at the desk made motel reservations for us and then gave us the keys to a loaner car for the night on the flight down and on the flight back as well. The restaurants on St. Simons Island are excellent. One called "Poor Stephen's" is within walking distance of the airport. About a week after I returned home I got a thank you note from Golden Isles Aviation. It is at McKinnon Airport (SSI) on St. Simons Island in Georgia. Give it a try.

RAYMONDS COP AWARD AT SUN 'N FUN

Even though Debbie and Chuck didn't win the Sun 'n Fun "60" Race, Chuck managed to win an award for Best Finish on his Glasair II-S.

APRIL ATTENDANCE REPORT

Jim Rowley	Erwin Hauer
Charles Maxted	Harry Carl
Larry Folsom	Stephen Daniel
Don Whelan	Fran Uliano
Frank Mlynick	James Byron
Jim Markey #557	Rick Batchelder
Al Prinz	Pat Manning
George Anderson	Herb Bullock
Bob Burk	

EAA CHAPTER OFFICERS FOR 1992

President—Jim Rowley: 237-7179

Vice President—Stephen Daniel: 268-1738

Secretary—Ed Schinitis: 237-2869

Treasurer—Pat Manning: 274-5240

T. Consultant—Dennis Sullivan

Newsletter Editor—Herb Bullock: 272-8007

By Debbie Raymond

Wednesday morning I had Chuck drive me to work. He was going to check weather at 1:00 and let me know if we could make it to Lakeland FL. He called at 1:15 and told me that there was a small envelope to get out. If we didn't we wouldn't be able to leave until Sunday. Sunday morning was the entry deadline for the race. I told Chuck to fly the plane over to Danbury and I would meet him there. My sister arrived at my shop along with a gloomy overcast. The forecast called for freezing rain, sleet, snow and fog. As we drove to the airport it started to rain. Chuck was waiting by the plane and I ran up and asked if he thought we could get out. He said; "We'll take off and take a look." It was very frustrating because we still haven't found the time to have the plane signed off for IFR. We headed out toward the Hudson River and the rain was coming down. Things looked pretty bad in that direction. But far off to the south the sun was shining so we flew 6 miles out to sea off Long Island at an altitude of 400 feet. We hung on the Jersey shore and watched this black wall of weather just a few miles off to the west. When we entered the Chesapeake Bay area, we found ourselves between layers. So I flew out over the bay into clear skies and landed at Norfolk to check weather. Flight service said that things would improve further south and to fly inland towards Rocky Mount, NC because of fog and rain in the Cape Hatteras area. It was a very dark, hazy night and I had no horizon. I should have turned on the auto pilot, but I soon forgot about it. So we landed in Charleston, SC and spent the night. The next day we took off in very turbulent clear skies. We were to stay in Earl Folsom's camper, but he hadn't arrived yet. So we rented a car and found the only vacant motel available that night. The hotel was owned by Indians. When I used the toilet it wouldn't flush. And when I turned the tank water on it wouldn't stop and flooded the floor. Chuck took off the top of the tank to find a broken rusty float sailing around. The shower door was jammed open. So when you showered, the floor flooded. The bed was really uncomfortable and we had a restless night. The next morning Chuck made a close inspection of the bed. It turned out to be an old piece of foam laying over orange crates. I guess in India this would be a first class hotel!

The start of the race was Monday at 9:00 a.m. and we were three abreast in row three. There were 54 racers and it was a thrilling sight to see them all with their propellers all turning at once. The first three planes were Ventures and their acceleration was astonishing. The next three planes to take off were the 300-350 h.p. Glasair III's. They had difficulty keeping them on the runway with their free casting nose wheels. When the checkered flag dropped for me I purposely jerked the plane off the runway and held it in ground effect. The turn out was about 400 feet past the runway and I was indicating about 200 mph. We headed on course for turn one. Chuck estimated that the 28 mile trip would take about 8½ minutes. We flew at 400 feet and the ride was bone jarring. It was like riding in a small speedboat on choppy water.

MAY 17—WARWICK, NY—EAA Chapter 501 Fly-In. Trophies awarded to best aircraft.

JULY 31-AUG. 6—OSHKOSH, WI—EAA Oshkosh '92. For more information call (414) 426-4800.

AUG. 9—EAA CHAPTER 27 PICNIC.

AUG. 16—GROTON, CT—CT State Experimental Aircraft Association Fly-In.

SEPT. 6—WINDHAM, CT—EAA Chapter 166 Fly-In.

SEPT. 13—STORMVILLE, NY—EAA Chapter 130 Fly-In.

My Loran wasn't working because I forgot and turned on my strobes . . . my Loran doesn't work when my strobes are on. I saw two bright lights off in the distance and mistook them for the strobes on the turn. They turned out to be the sun reflecting off a truck windshield. I headed towards the lights yelling "I see the light—I see the light." (A phrase that would come back to haunt me). Next I mistook a small crane for the turn. Just then a Lancair flew about twenty feet under my right wing. It appeared he was about 20 mph faster. I yelled that this was the turn. Chuck was confused about my heading and time and pointed out that the Lancair wasn't turning and that the ground crew wasn't confirming our turn. My reply was, "Oh, he's lost (Lancair) and the ground crew just didn't want to answer." I was looking over the nose for the power station (turn two) when it appeared 40 degrees off to my left. Then it all came together—I cut the turn, a 5 minute penalty! Also, there was a friendly voice calling "That's not the turn—that's not the turn." It turned out to be the man in the Lancair. At that point Chuck became my whipping boy. I had a fit and I was yelling and crying at the same time. Well things got worse because Chuck was distracted from watching the power settings and the engine started to overheat. This ended up costing me another 30 mph. On the final leg I had to listen to Chuck's long lecture about jumping at things and why I shouldn't lose my temper. After we landed the race officials posted the times. My penalty dropped my average speed down from 216 mph to 179 mph. But you wait until next year—Note: I wasn't the only one confusing the turn. So did a lot of MEN!

FOR SALE

INSTRUMENTS FOR SALE—1 cylinder head temperature gage \$20; 1 exhaust gas temperature gage \$20; 1 20 lb. fuel pressure gage \$40; 1 Chevy Spectrum alternator with built-in regulator (new) \$150. Chuck Raymond (203) 929-2552.

1982 FORD V6 GRANADA ENGINE—3.0 Liter, 232 cubic inch, aluminum head, 30,000 miles. \$350—Charles Maxted, 272-4922.

WANTED—O-200 ENGINE—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1992 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **PAT MANNING, 340 PLATT ROAD, WATERTOWN, CT 06795-1731.** (Dues are \$15.00 per year. Make checks out to Pat Manning).

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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