



CHAPTER 27 NEWSLETTER

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

NOVEMBER, 1983 ISSUE

RARE BIRD



Pictured above is Chet Fudge getting ready for a grass field takeoff at Meriden-Markham Airport in his 1929 Fleet biplane. In the early 1930's Meriden Airport had several Fleet aircraft on the premises which were used for student instruction and charters.

NEXT MEETING IS NOVEMBER 13, 1983

EAA Chapter 27 will hold its monthly meeting on Sunday, November 13 at the usual place—MMK Lounge.

AUTOGAS WAIVER DROPPED

The Experimental Aircraft Association no longer requires signing of a hold harmless release as part of the application to use autogas. Release also has been rescinded in applications signed earlier. The waiver had caused problems with some insurance companies.

REMEMBER—IT'S NOVEMBER 13 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A. M.

FALL FOLIAGE JOURNEY DISCOVERS SUPER EATING ESTABLISHMENT

North Adams Municipal (Harriman and West airport) is located in the northwest corner of Massachusetts. Our trip from Meriden Markham Airport in Connecticut was initially to view the October foliage but we found the town of Williamstown so enjoyable that we feel the trip would be pleasant at any time during the year.

A taxi took the four of us from the airport to the Williams Inn which is about five miles for five dollars. We learned later a bus makes the same trip. On the corner by the Inn is a small tourist building with free brochures listing the interesting sights in the town.

We spent an hour and a half touring the campus of Williams College whose buildings are a unique blend of many different architectural styles. We walked through the old library with its marvelous wood panelings and down one street that is a small college oriented shopping area. The Williamstown Theater is a part of the campus and offers a series of plays each summer. There are the usual college sports going on during most of the year and a sports calendar is available free of charge.

After our walking tour we were back at the Williams Inn ready for lunch. The Inn has two attractive dining rooms and the lunch menu had a varied selection of meat and fish dishes priced well within our budget. Our bill for four adults was 34 dollars which included cocktails (except for the pilot) and dessert. The Boston scrod was excellent, and the salad plentiful and the rolls fresh and hot. One couple had mushroom caps stuffed with crabmeat and another person had an open hot roast beef sandwich with melted cheese. Coffee and dessert (the carrot cake was excellent) were enjoyed leisurely chatting and looking out a large window at the October foliage on the campus of Williams College.—C. M.

BYPASS SURGERY TESTS RELAXED

The FAA has softened its routine requirement that all pilots who have had heart bypass surgery submit to post-operative angiogram tests.

Pilots who apply only for third class medical certificates may submit, in addition to complete hospital records and a current cardiovascular evaluation, either a post-operative angiogram taken at least one year after the surgery or the following "non-invasive" tests: (a) an exercise/rest thallium myocardial perfusion scan; (b) a rest/exercise MUGA or First Pass Technetium study; (c) a 24-hour Holter-monitor test; and (d) an M&B Mode echocardiogram.

If the tests show the grafts are probably functioning adequately and there is no significant coronary heart disease, the FAA will issue a third class medical certificate subject to six-month follow-up reports. (The FAA still may require an angiogram if the nuclear studies are unsatisfactory.)

EAA OPPOSES MODEL B AIRSPACE RULE

HALES CORNERS, WI—The EAA has voiced its opposition to the proposed mandatory "Model B Airspace Rule."

A letter to the office of chief counsel at the Federal Aviation Administration from Paul H. Poberezny said: "EAA does not support this NPRM; and, in its present format, we must strongly oppose the intent to restrict utilization of potentially large areas of airspace to the average pilot."

"It is incorrect to infer that NPRM 83-9 has the support of the aviation community as there were dissenting voices within the Terminal Airspace Task Group 1-2.2 of the National Airspace Review Committee. During these meetings EAA spoke against 'obligatory participation'," he said.

"We feel the hardship, both financially and in terms of assumed airspace traffic delays for this large segment of airspace users (recreational aviation pilots), has not been documented; and, alone, is a substantial reason for withdrawal of this NPRM" said Poberezny.

He recommended further studies be made by the FAA before any further action is taken by the administration of this proposed rulemaking. Poberezny suggested the trial should be conducted with voluntary participation.

The Model B concept (or ARSA—Airport Radar Service Area) could eventually replace the existing 132 TRSA's. Model B consists of an area five miles in radius surrounding an airport up to an altitude of 1,200 feet. In addition to that, there would be another circular area 10 miles in radius with altitudes extending from 1,200 feet to 4,000 feet.

Within these areas, two-way radio communication with the ATC facility would be mandatory. The present NPRM proposes to designate Austin, Texas and Columbus, Ohio, as the first two test sites.

If successful, Model B airspace will be extended nationwide.

SKYBOLT WING MAKES TRIP TO MMK

Jim Simmons succeeded in getting the top wing of his Steen Skybolt transported to Meriden Airport's north hangar recently.

The journey was accomplished through the courtesy of Roger Strollo and one of his numerous vehicles which he uses for towing various objects including cars and trucks. He is the owner of one of the largest towing operations in the area. A pair of mattresses laid on the carrier's truck body gave the one-piece 24-foot wing a soft ride.

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FUEL SELECTORS: DON'T LET THEIR SIMPLICITY FOOL YOU

"Everything was all right until I switched tanks." Comments like this are not that uncommon following aircraft accidents that leave bewildered pilots wondering what went wrong. And what went wrong is often determined to be fuel system mismanagement.

An aircraft fuel selector valve should be one of the easiest devices to use, but recent accident statistics indicate otherwise. With alarming regularity, pilots manage to run a fuel tank dry or somehow manage to shut off the fuel supply and kill an engine—occasionally at the most inopportune time, as if any time were ever a good one.

In one recent 12-month period, for example, there were 52 reported accidents involving fuel exhaustion of one tank—even though plenty of fuel was aboard—and "mismanagement" of the fuel selector.

Of these accidents, 45 were in the one-tank-dry category and the other seven involved the fuel selector being turned off. Ten of the accidents were fatal, involving 17 deaths.

Curiously, the accidents generally involved experienced pilots—five held airline transport certificates, 12 were instrument-rated, 10 were flight instructors, 22 held private pilot tickets and only three were students. Indeed, the entire group averaged 2,366 total hours and 275 in type.

The principal reasons fuel selectors are used, of course, are to control fuel flow from the aircraft tanks and to permit the fuel supply to be shut off by the pilot in the event of an emergency.

The fuel selector valve in the typical light general aviation aircraft has three positions: OFF, LEFT or RIGHT. But there are so many variations in fuel selector valve designs that pilots with little flight time in a particular type aircraft may well be confused when operating the selector valve.

Some aircraft have been shown to have a higher incidence of fuel selector-related accidents. They include the Beech 35 Bonanza, Beech 95 Travel Air, Piper PA-12, Piper PA-22 Tri-Pacer, Piper PA-24 Comanche, Navion A and the Bellanca 17-30.

Other aircraft types, on the other hand, have had a much lower incidence of such accidents, notably the Cessna 150, 172 and 182. On the Cessna 150, the fuel system is either "ON" or it's "OFF." Period. Fuel systems just don't get any simpler than that. According to **Aviation Consumer** newsletter, the Cessna 150, with all its millions of hours of flight time in the hands of nervous students, has had **only two** recorded accidents where the fuel selector was shut off.

The fact that Cessna Skyhawks and Skylane have had "very low" incidence ratings may be partially attributed to the fact that these aircraft have a "BOTH TANKS" position, which is probably where the valve stays most of the time.

So why do some fuel selectors have to be so complicated? That's a question that has been posed by many aviation safety groups and one which aircraft manufacturers have, to date anyway, seemed reluctant to address. Clearly, there

is little industry standardization of fuel selector valves, with each manufacturer developing their own designs.

For example, on Beech aircraft, the shorter end of the fuel selector handle points toward the selected tank. On Cessna, Piper, Mooney, Rockwell and Bellanca aircraft, however, the long end of the handle is used as the pointer.

Some aircraft have been found to have fuel selectors mounted in awkward, out-of-the-way positions, which is apt to divert the pilot's attention from flying the aircraft. For example, one old Mooney model has the valve located on the floor between the pilot's knees. And other aircraft models—the Rallye and Piper Seminole, among them—require you to go through the "OFF" position when changing tanks.

FAA certification standards for the fuel selector valves in most light singles rather vaguely require that the valve be located somewhere behind the firewall. A manufacturer may install as many fuel tanks and selector positions as it deems necessary, except that "there must be a means to guard against inadvertent operation of each shut-off valve and allow appropriate flight crew members to reopen each valve rapidly after it has been closed."

Additionally, the regs state that a fuel selector must be located "so that the pilot can see to reach it without moving any seat or primary control when his seat is in any position in which it can be placed."

A word of warning is appropriate. Switching tanks at low altitudes or while in the traffic pattern preparing to land is an invitation to disaster. Shutting off the fuel supply during any critical flight phase can mean trouble.

Pilots are encouraged to understand fully the fuel system operation of all aircraft they fly, **before leaving the ground**. Remember that the fuel selector valves of various types and models of aircraft are likely to be somewhat different.

It is a good idea, to visually inspect the fuel selector, to become acquainted with its operation and to ensure that it works properly. If the system has any particular quirks, you'll learn about them **before** they become a problem—**AVEMCO**.

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1975 SKYHAWK—1986 TT, 650 SMOH by Mattituck. Dual Navcoms. ADF, TXP, strobes. July annual \$17,000. Telephone (203) 272-4922 after 4 p.m.

CHARLES MAXTED
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EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **MARK WEGMAN, 175 CANTON ST., APT. A8, WEST HAVEN, CT 06516.** (Dues are \$10 per year.)

Name State Zip

City Phone

Current EAA No. Pilot Rating Held

Do you own an aircraft? Make and Model Registration No.

Do you have a project? How much completed?