

NOVEMBER, 1989



CHAPTER 27 NEWSLETTER

NOVEMBER, 1989 ISSUE

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

FIRST FLIGHT



At long last! Photo shows Jeff Davenport minutes after landing his superb RV-4 aircraft at Meriden-Markham Airport upon completing his first flight. After 5½ years of work Jeff's thoughtful pose belies the fact that this has to be one of the biggest moments in his young life. Plans are already in the works for a trip to Sun 'N Fun at Lakeland, Florida next April.

NEXT MEETING IS SUNDAY, NOVEMBER 12

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 12, 1989. Time—10 A.M.

PROP WASH

The July issue of the Lycoming Flyer advises pilots to refrain from pulling the prop through in cold weather.

The assumption that pulling the prop through in cold weather loosens the oil and saves the starter is false. According to Lycoming the practice is not only unnecessary but also unsafe.

CHRISTMAS PARTY NOTE

I need to know how many people are going to show for the Christmas dinner at the Britannia Spoon Company Restaurant, 296 Church, Street, Yalesville, CT. I also need a \$5.00 deposit per person. I'll bring the menu to the next meeting and we'll have to decide on three choices out of nine different dinners. The cost will be \$14.50/person. The date is set for Dec. 16th, 8:00 P.M. The deposits are due November 14.

Also, I thought it would be fun to have a Chinese grab bag. Everyone has to bring an under \$3.00 gift. It can be a fun item or toy. If you don't like the gift you grabbed for, you are allowed a one-time trade.

I have to let the restaurant know what the three dinner choices are by December 4.

DEBBIE

REMEMBER—IT'S NOV. 12 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

Hello fellow members. I hope you all had a good year and attended a variety of flying functions, air shows, etc. I attended some but not as many as I would have if N19EM was finished. I finally got tired of driving to SB4 (Lakeside) and purchased a straight tail 150. The first few weeks were trying. First, my wife's first ride was to Windham's Chapter 166 get together and #4 exhaust valve decided to stay open. Luckily, Fran Grieco had enough tools so that I got the valve unstuck. Well, the engine was fine until I pulled the throttle back to idle awaiting other aircraft to depart. It stuck again. This time I left the plane there. George Molina was right there with his Bonanza "Charter" and gave Andrea and I a ride back to MMK. I went back to Windham one day and unstuck the valve again, lubricating both the top end and keeper end with MMO. I flew in the pattern for a half hour and went to SB4. Three days later I started the engine and again the same valve stuck. Well, I had been using 100LL and the previous owner used auto fuel (unleaded) so I thought this must be a lead problem. Unstuck the valve for the third time and went to SB4, pulled the valve out and found that under the valve spring on the valve stem was a heavy coating of varnish. The rest of the stem was clean all over. To be sure that the guide was OK we ran a 7-16" reamer in by hand. There was a trace of carbon on the reamer when removed. Back together again and added 1 pt. MMO in the crankcase. Everything seems to be OK now. I changed the oil after 30 hours and have 9 hours on the new oil (Shell 15-50W w/MMO) and it appears that the engine has cleaned up its act. The A/I at SB4 was surprised that the varnish on the stem was so severe, but this engine had only 600 hours on it since 1968 and 100 hours since a complete top overhaul in 1986. The plane was flown sporadically for the last two years and the oil was changed only at annual. Mineral oil was used the last two years. I am only giving you the history because many homebuilders use the 0-200 Continental and might be able to use this experience.

I wish to thank Debbie Raymond and crew for setting up our activities which were good experiences for all, weather permitting.

I congratulate Jeff Davenport for the beautiful job he did, including paint, on the RV-4 which, as you read this, should be flying in the area. Jeff's RV is the first completed homebuilt by a Chapter 27 member for 1989. Happy flying, Jeff.

Rumor has it that our V.P. is buying a biplane. Must be the Acro's roots have grown too far into the shop floor.

Well, football season is almost over (at MMK). Meriden Airways is disgusted, the airport tenants are being treated like aliens and security, lighting leave much to be desired.

By our November meeting Councilman Angelo D'Agostino will have had his meeting with the residents of South Meriden on the pretext of closing the airport, or at least restricting its use to daylight only, etc., but all he really wants to accomplish is that only Interstate Aviation is awarded the FBO contract. He informed me that he realized that the

airport has to stay open (FAA will allow another airport to be built in Meriden to replace this one if requested but Meriden will have an airport). He is trying to rile everyone up against Johnnycake as he did against Meriden Airways.

Please speak to everyone you know about what Mr. D'Agostino is up to. The more informed, the better.

I hate to think I left a somewhat reserved (backward) town in 1956, Saratoga, NY and moved to Meriden where now it appears more backward than where I left. A newspaper article in Saratoga reads "Airport a Drawing Point for Business and Tourists." An article in the Meriden paper reads "D'Agostino's Airport Options Could Stall Lease Negotiations."

Well, it has, and I hope the officials at Johnnycake have not given up because we, the pilots and tenants at MMK, are stuck with whatever when the ball game is over.

Your Prez, Ed

1990 CHAPTER STATUS REPORTS

The 1990 EAA Chapter Status Reports and Chapter Liability Insurance information and applications have been mailed to all EAA Chapters "in good standing." Both of these forms are to be completed and returned to the Chapter office PRIOR to December 1, 1989. We will be publishing the 1989 EAA International Chapter Directory in the March 1990 issue of SPORT AVIATION. Your Chapter will not be included in the 1990 EAA International Chapter Directory unless we receive your status report and insurance application by the December 1 deadline.

SPECIAL LORAN OFFER

The Loran Outlet of 3600 Wilshire Blvd., Los Angeles, CA 90010, telephone (213) 852-4864, is making a special offer to all EAA members, while at the same time, assisting EAA Chapters. In addition to providing members with the lowest price ever on the Azure Locator (\$629), the Loran Outlet will pay the Chapter \$25 for every Locator sold to a member of the Chapter. This offer, which originally expired October 28, 1989, has been extended to November 30, 1989. Hurry and take advantage of this opportunity to build your Chapter treasury!

EAA CHAPTER OFFICERS FOR 1989

President—Ed Morris: 265-3932
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

SECRETARY'S REPORT FOR OCTOBER

The October meeting of Chapter 27 began at 10:17 a.m. All of the officers were present except the Newsletter editor.

Ed gave a brief summary of the last meeting (yours truly wasn't there). The discussion last meeting centered on the future of Meriden Airport.

Ed read through recently received correspondence from EAA Headquarters. They advise that it would be a good policy for EAA chapters to get to know their state and FAA aviation representatives.

Ed Faxed letters to the EAA and AOPA on the situation at Meriden. The EAA replied that it can't help on the local level and the AOPA hasn't responded.

Ed went to the Town Council meeting. The highest bid (from Johnnycake) was returned. The airport is apparently being used as a football. Any contract agreement will probably be put off until after local elections.

The Chapter received thanks from the Coles and received a picture of Duane's Taylorcraft. (Chapter 27 donated a contribution to the purchase of Duane's airplane which is now in the EAA museum).

Simsbury and Kobelt were above average Fly-Ins with good weather, high attendance, and aviation flea markets.

Jim Rowley reported on an invitation from the Piper Short Wing Fly-In. It will be at Middleton, PA on October 28th.

Sheila reports that the Chapter has \$617.73. It was also noted that many people owe dues. A motion to accept the report was made by Larry Folsom and seconded by Ken Winiarski.

Jeff Davenport's RV-4 is nearly finished (only needs the trim paint). It should be at Meriden in a few weeks.

Larry Folsom's Bordon Fighter is now being covered and should be up to silver in about 2 or 3 weeks. Although I haven't seen Al Hine for a while I would imagine that his Rans S10 is also nearing completion.

Debby and Chuck sent out a great news letter on Reno and backed it up with an excellent slide show.

The Christmas party will be on December 16th at the Britannia Spoon Co. on Rte. 68 Yalesville at 8 P.M.

The meeting concluded at 11:45 A.M.

Secretary Chapter 27

Larry Folsom

REQUEST FOR LOANER RETURNS

Jim Simmons has loaned a number of his instructional booklets and video tapes to Chapter 27 members. As of this date the majority of them have not been returned. Please check your files to see if you have any of them and if so return them to Jim.

WINCHESTER, VA FLY-IN

By DEBBIE RAYMOND

Chuck and I departed Oxford Airport at 7:42 Friday evening and flew in the dark and haze to the Winchester, VA Chapter 186 Fall Fly-In. We navigated by VOR and Loran. We decided to contact ground control and we were handed off to the appropriate facilities along the way. It is nice to hear a friendly voice while navigating along at night. The flight took two hours. After we landed, one of the line boys gave us a ride to our inn.

Sunday started off with a Chapter sausage and pancake breakfast. For lunch they served hamburgers and hot dogs. But they quickly ran out of food. They expected only a few hundred aircraft and over 500 flew in. Also, they couldn't believe that we flew down all the way from Connecticut! Most of the fly-in craft were production planes. There were quite a few antique planes and a few AT-6's. About 20 to 30 experimental. We departed for home about 2:00 in the afternoon. We flew along the Blue Ridge Mountains and saw some beautiful country. At around 3:00 the sun hung low on the horizon and the haze got worse. We had about 3½ miles in haze to the East. But if you looked over your shoulder to the West, the sky was milk. We heard one poor fellow on the radio that had apparently just took off from Reading and got lost in the haze. He requested vectors back. We spent the night at home.

Monday brought more unusually warm weather, so we decided on a day trip to Kennebunkport, ME. The flight took about an hour and 20 minutes. After our arrival, the FBO advised us that it would be cheaper to rent a car than to take a cab. There aren't any tie down fees at Sanford Airport. The area is rustic and full of charm. The Maine coast line is just breathtaking. For lunch we ate the delicious lobster. We did a little shopping in some of the quaint shops. And, yes, we saw President Bush's summer home. We flew back into a beautiful sunset and listened to the controllers asking . . . "What kind of experimental is that . . . is it a P-18 . . . An experimental Grumman Tiger . . .?"

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) 272-4922 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.

Please fill in the following form
HAMDEN, CT 06514. (Dues are \$12 per year)

Name _____

Street

Current FAA No.

Do you own an aircraft? Ma

Do you have a project? How much?

27 MEMBERSHIP FORM

on your dues to: **SHEILA SEEMANN, 89 EARL AVE**

City Phone.....

State Zip

el. Registration No.

Completed 27

den-Markham Airport, Meriden, CT Unless Otherwise Noted