

NOVEMBER, 1990



CHAPTER 27 NEWSLETTER

NOVEMBER, 1990 ISSUE

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

BYE BYE BIRDIE!



Photo shows Jim Simmons' Sykbolt just prior to loading it in the overseas container for shipment to Sweden. Jim is at left, placing a chock in front of the right wheel. Paul Strollo is next in the picture manipulating the controls of Anthony Strollo's car carrier. At right (back to camera) is Kjell Lindgren, the new owner of the Skybolt. Dismantling, loading and securing the airplane proved to be quite a chore which was made more difficult by having to load a Chevy Caprice station wagon in the after end of the box. It will be several weeks before the container arrives in Sweden.

NEXT MEETING IS SUNDAY, NOV. 11

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, Nov. 11, 1990. Time—10:00 A.M.

WINDROSE MOTOR GLIDER PROJECT

Adam Kaczmarek of Portland, CT has a Windrose Motor Glider project which is about 20 per cent completed. He is offering this free to anyone who is willing to finish it. He can be reached at 623-1225.

ATLANTIC CROSSED BY ULTRALIGHT

The first flight across the Atlantic in an ultralight aircraft was accomplished this summer by Eppo Numan, a 49-year-old Dutchman. A little over 95 flying hours was spent on the trip. His aircraft weighed 416 pounds and could remain in the air for 11 hours. His top speed was 65 knots.

His route started in Rotterdam and after making his way to Scotland in stages waited for weather before starting across the north Atlantic to the Faroe Islands, thence to Iceland. He then flew his longest overwater flight from Iceland to Greenland, a distance of 450 miles, in seven hours. From there he crossed northeastern Canada and upstate New York. He arrived in New York city in August.

REMEMBER—IT'S NOV. 11 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME: 10:00 A.M.

LETTER FROM THE VICE PRESIDENT

Hi everyone!

I hope everyone has had a chance to take a foliage flight as at this time the leaves are in peak color.

Now that the Hangar Queen has been annualled by the time you read this letter I might have seen some leaves myself.

Our October meeting was very interesting. Ray Morin, from FAA, gave us a nice presentation along with handouts. He talked about the inspection process and flight restrictions on our homebuilts. We will have copies of a check list for homebuilt annuals available for your use. See our Technical Counselor for a copy. Ray will be back in the early part of next year to put on a two-part slide presentation called, "So You Want To Build a Homebuilt," and "Flying Your Homebuilt." Watch for the date in upcoming newsletters.

Calendars have been ordered and will be here for our December meeting. The price will be \$6 each.

The election of officers was not held at this meeting because I felt it wasn't fair that there weren't enough members present so they will be held at the November meeting.

Enclosed is a copy of the dinner menu for the Christmas party. I will have to have an idea of what people will be eating and how many will be attending so please get your replies to me ASAP.

We had a suggestion from Bob Seemann to ask MMK if we as a chapter would like to paint the airport's name on the taxiway and on the south hangar. I will be talking to Bob and Frank and will have some kind of answer for the chapter at the meeting.

Well, that's all for now. I will see some of you at the next meeting.

Remember, we are back to Sundays at 10:00 A.M. in the upstairs classroom November 11.

See Ya

Jim, VP

ATTENTION FLIGHT INSTRUCTORS

I am a flight instructor, and one of my students was having great trouble landing the aircraft. He could not judge how close to the ground he should be before getting the plane's nose up.

Strangely enough, during our first night-time lesson he did an excellent job. On each approach, just when I thought I was going to have to take over, he would pull back on the stick and make a beautiful landing.

I asked him what visual reference he was using, since there were few clues in the dark. He told me that he just aimed straight for the end-of-runway lights. Then he waited until I stiffened in my seat, whereupon he'd pull back and land.—Contributed by A. Paul Bell.

TECHNICAL ADVISOR TIPS

Jeff Davenport

A number of builders have asked me recently about priming the aluminum in their aircraft. There are quite a few different primers and systems used to corrosion-proof your aircraft. The old style and still acknowledged as the best way is the Dupont 3-part system. The first step is an acid etch to clean the metal; second step is an Alodine coating which corrosion-proofs the aluminum, and the third step is spraying it with the zinc-chromate primer with the acid etch added to it. The paint etches the aluminum when it is applied. This makes for an easy one-step system. There are also some nice epoxy primers that work well and are available in much nicer colors than the olive-drab green of the zinc-chromates. All of these primers are available at your local auto-body supply stores—look in the yellow pages for the one nearest you!

MODE C REQUIRED AFTER DECEMBER 29

Effective date December 30, Mode C transponder operation will be required in all of the nearly 130 ARSAs. The requirement is part of the same regulation adopted in 1988 that required Mode C use in all TCAs. Beginning December 30, Mode C use also will be required at certain airports for which a TCA or ARSA has not been designated; (see FAR Part 91.215, formerly Part 91.24 for expanded information on this matter).

CHAPTER 27 MEMBER KILLED IN CRASH

David Spence of Griswold, CT, a member of EAA Chapter 27 was killed in the crash of his Cessna 152 on October 14, 1990. A passenger, Earl W. Van-Walson of Orange City, NJ also suffered fatal injuries in the crash. The pair had taken off from Lakeside Airport at about 8:15 in the evening and was apparently heading back to the airport when the crash occurred in a cornfield near the airport. Ground fog may have been a factor in the accident.

OCTOBER MEETING ATTENDANCE

Jim Rowley	Fran Daglio,
Harry Carl	Ray Morin
Jim Close	Sheila Seemann
Kenneth Winiarski	Bob Seemann
Jeff Davenport	Siri Dev Khalsa
Carl K. Eaton	Fran Uliano
Herb Bullock	

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

ANNUAL CHAPTER REPORTS DUE!

From the Chapter Office

In Wisconsin the leaves are starting the turn to their beautiful fall colors and the flying days are becoming fewer and shorter. There is still a great number of super flying days left, although we know snowy weather is not far behind. How many weeks until Christmas? We find ourselves thinking about the flying opportunities we missed during the summer and remember those we enjoyed. We also find ourselves reminiscing about the exciting thrills we experienced during EAA OSHKOSH '90 . . . the many new friends made and old friendships rekindled at the EAA Chapter House. We wish you many safe flying hours before you store your airplane for the cold winter months. Of course for those southern Chapters, we know you will enjoy flying throughout the year. Remember, the northern snowbirds are envious of your enjoyable year-round flying weather.

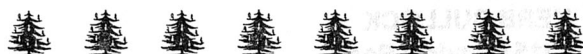
As we read the Chapter newsletters, it is thrilling to see the number of Chapter picnics and gatherings taking place this time of the year. Chapters are enjoying these opportunities to reminisce about the fly-ins and experiences of the summer months. The Chapter Office enjoys reading about these events and we wish to extend to each and every one of the Chapters the invitation to drop us a note with pictures from your events so we may enjoy the excitement of your activities.

In addition to fewer days of flying, this time of the year also brings Chapters to the election of their officers. We would like to thank those individuals who step forward to lead the Chapter and be the guiding light for the sport aviation movement in your area. We applaud all of those individuals who have been leaders, are stepping forward now to be leaders, and those that will step forward in the future to guide their EAA Chapter. The Chapter system is a democratic procedure so that the Chapter members have the opportunity to recognize the leadership potential of their fellow EAA members.

Also, this time of the year, the EAA Chapter Office is sending each of the Chapter presidents the 1991 EAA Chapter Status Report form and insurance applications. We reviewed the Chapter Status Report for 1991 and it is now computer generated. We hope the new form will be easier for the Chapter to update their officer information. In addition to the 1991 Status Report, each Chapter will receive an application for the Chapter Non-Flying Liability Insurance and the new Chapter (Class I) Fly-In Insurance Program. The Chapter Non-Flying Liability Insurance offers either one (1) million or two (2) million dollar limits for coverage of all non-flying Chapter events. The Chapter (Class I) Fly-In Insurance Program will provide one (1) million dollar insurance coverage to all EAA Chapters for all of their Class I fly-in events. At this time, the fly-in insurance program is limited to EAA Chapters located in the United States. However, we hope to include Canada in the near future. Because this program is mandatory for all U.S. EAA Chapters, the premium is only \$20 per Chapter. We are excited about the new fly-in in-

surance program as it will provide the EAA Chapters with the opportunities to have fly-ins without the higher insurance premiums that have been experienced in the past.

THE 1991 EAA CHAPTER STATUS REPORTS AND INSURANCE APPLICATIONS MUST BE RETURNED TO THE EAA CHAPTER OFFICE BY DECEMBER 31, 1990. ANY CHAPTER THAT DOES NOT RETURN THESE FORMS BEFORE THIS DATE WILL NOT HAVE THEIR CHAPTER LISTED IN THE 1991 EAA INTERNATIONAL CHAPTER DIRECTORY. In the past, this has been a difficult deadline for many of the Chapters to meet. However, we hope that with the changes in the status report form and the extended deadline date all EAA Chapters will return their paperwork on time. We ask your diligent efforts to ensure this deadline is met. If your Chapter experiences any complications or has any questions, please contact the EAA Chapter Office and let us assist you.



EAA CHAPTER 27 CHRISTMAS PARTY

DECEMBER 8, 1990

Brittania Spoon Restaurant

Here is the menu for the Christmas party. Please choose and write how many next to the dinner. Please send your choice to me at this address:

Jim Rowley
69 Research Parkway
Meriden, CT 06450

Or call me at 237-7179

- 10 oz. English Cut Prime Rib Au Jus
- Bay Scallops topped with Bread Crumbs
- Chicken Parmesan with Linguini

Dinner Roll, Salad, House potato, Vegetable, Coffee and/or Tea, and Apple Crisp Dessert
These are included in the price of \$13.95 ea.

Note: There will be a Grab Bag—Prizes, \$5 Limit

Please make your choices and let me know ASAP preferably by Nov. 20 so I can notify the restaurant.



FOR SALE

WINDROSE MOTOR GLIDER — Most parts about 20 per cent complete. **FREE** to anybody who is willing to finish the project—Adam Kaczmarek (203) 632-1225.

SENENICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming 0-320. 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.

7 MEMBERSHIP FORM

your dues to: **DEBORAH RAYMOND, 49 HICKORY**
(year).

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).

Do you have a project? How much completed

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