

NOVEMBER, 1992



CHAPTER 27 NEWSLETTER

NOVEMBER, 1992 ISSUE

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

ACCOMPLISHED BUILDER

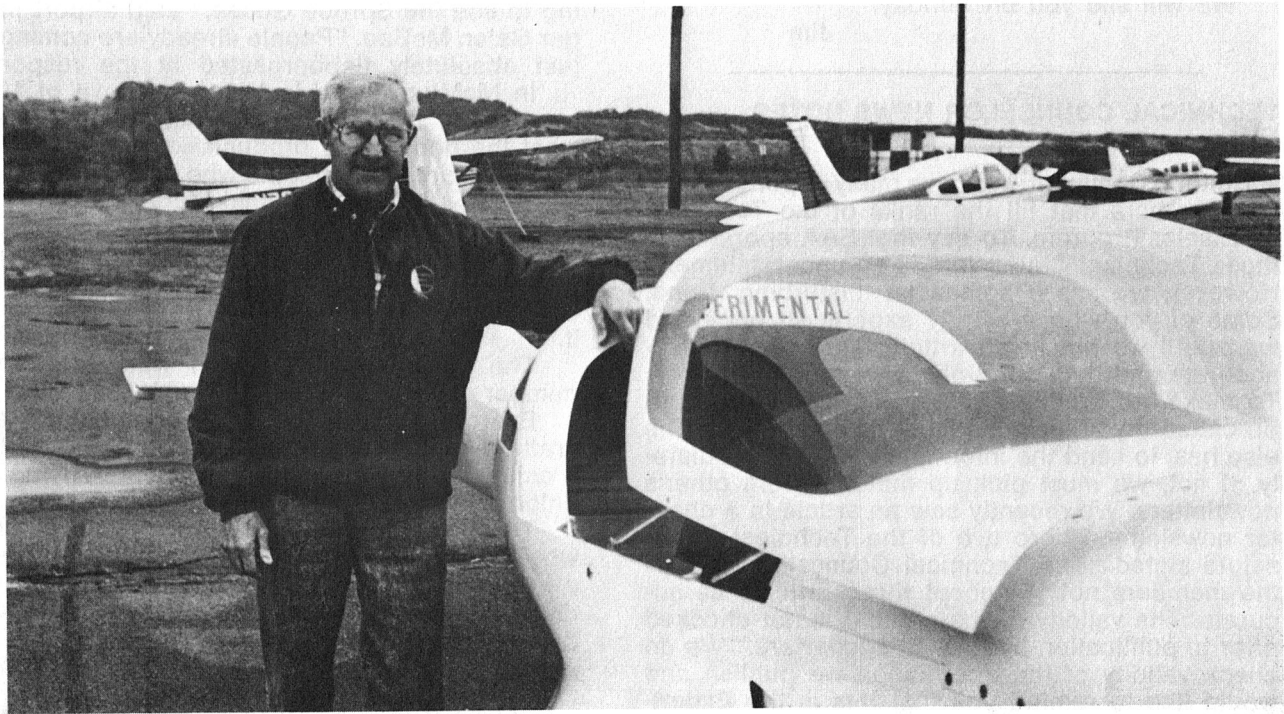


Photo shows Ernie Marshall of Manchester with his recently completed superb Lancair 235 at MMK Airport. Ernie, who is past president of EAA Chapter 166 in Hartford, spent seven years constructing his aircraft. He first built a garage to serve as his workshop!

NEXT MEETING IS SUNDAY, NOV. 8

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 8, 1992. Time 10:00 A.M.

DON'T FENCE ME IN

No longer can the above phrase hold true as the City of Meriden has taken the final step to install fencing around MMK Airport. The fencing, which is intended to prevent vandalism at the airport, should be installed by Dec. 1.

VOYAGER CO-PILOTS AT ODDS POLITICALLY

LOS ANGELES—Congressional candidate Dick Rutan of San Bernardino, Calif., suffered a painful blow when his former girlfriend and co-pilot on his historic, round-the-world Voyager flight defected and endorsed his rival in the race, Democratic Rep. George E. Brown, Jr.

Shortly before the June primary, Jeana Yeager backed Rutan's candidacy for the San Bernardino district, calling her one-time partner "a proud American who wants to build a better Congress."

But in a statement released by Brown's office, Yeager declared it would be "rash and foolhardy" for voters to swap the veteran congressman for Rutan, whom she described as a man with "no political experience."—**Associated Press**

REMEMBER—IT'S NOV. 8 AT MMK AIRPORT—TIME: 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hello, everyone:

Summer is gone and Fall is here. Time to think about preparing your aircraft for old man winter.

These past few months have been really hectic for me and I apologize for my lack of leadership. Our picnic was cancelled because of rain AGAIN! It will be cancelled for this year.

We have our dinner scheduled for Nov. 7th and I hope you can all attend. It's a fun nite out.

I have received our '93 calendars and will have them at our next meeting. The price for the calendars will be \$9.00. This will help our treasury out a little.

We will see you on Sunday.

Jim

TECHNICAL COUNSELOR NEWS NOTES

Editor's Comment: We have many experts among the members that fill the ranks of the Technical Counselor Program. To say that EAA appreciates these Technical Counselors is an understatement. However, we see a somewhat disturbing trend. Some of you who are truly experts sit back and wait until we put in an article that may be 95% accurate and then send on corrected information. To make our articles 100% valid, it would be appreciated if you have a skill that you know no one else has, to send the information to us immediately. If not, we must pick up material from other's newsletters. We recently saw an article in a chapter newsletter where two of the Technical Counselors stated "The Technical Counselors caution the members not to accept these articles as accurate. The validity of the content is not checked prior to publication by EAA Headquarters." We do check validity of the information we publish and would like to remind you that this is the **Experimental Aircraft Association**. In that category we are encouraging experimentation with other than traditional methods of construction, other than traditional engines, etc. We do try to emphasize safety because safety is essential to the continuation of our program. Due to the nature of our aircraft, this will never be a risk free endeavor.

EAA Headquarters is truly appreciative of the efforts of the many people who send excellent articles and items to us for publication in Technical Counselor News and our other publications. If you have a valid criticism—let's hear it in the form of a letter or article so we can get it out in the open. We will publish any article of a dissenting opinion that we receive.

MICROFICHE RECORDS ON YOUR AIRCRAFT

Microfiche records on your aircraft are available from the Aircraft Registry, P.O. Box 25082, Oklahoma City, OK 73125. Enclose a check to cover the costs which are \$2.00 for the search fee and a \$0.15 per page charge. \$3.00 will almost certainly be enough and \$5.00 is the maximum charge. Send your N number, your airplane serial number and type.

SPRUCE GOOSE LANDS WITHOUT A HANGAR

McMINNVILLE, OR—Howard Hughes' monster flying boat could be one of Oregon's biggest tourist attractions a few years down the road, but for now the Spruce Goose has nowhere to roost.

The birchwood aircraft with the record 320-foot wingspan is arriving this week in McMinnville, 30 miles south of Portland. Dismantled and wrapped in plastic, it left Long Beach, CA aboard a barge last month.

Eventually, it will be the centerpiece of the new AirVenture Museum, to be built near McMinnville Airport. But that may be three years away.

Nonetheless, the airport is already getting calls.

"I had a lady call from Washington, DC, wanting to see the Spruce Goose," said airport manager Galen McBee. "People already are coming. I'm just absolutely flabbergasted at the response."

In McMinnville, a fast-growing town of 19,000 surrounded by dairy farms, residents are unsure what the goose may produce.

There are some people who want to keep it the way it is—a little town," said Mary Beardslee, who works at a laundry.

"The lady on the news said it was the biggest turkey of them all," she added with a chuckle. "People keep talking about it. They're happy about it."

The museum will dovetail with the growing number of winery tours in the region.

Evergreen International Aviation bought the aircraft in August for an undisclosed amount. It has a collection of vintage aircraft, most in flying condition and stored in Arizona.

Townpeople were not surprised that Del Smith, who founded Evergreen in 1959, was able to pull off the sale. The airline has flown the U.S. mail, diplomatic pouches for foreign embassies, and the deposed Shah of Iran.

Smith has been a great admirer of the Spruce Goose and Hughes, said Howard Lovering, who was hired to oversee the museum project.—**From The Associated Press.**

OCTOBER ATTENDANCE REPORT

Jim Rowley
Ed Schinitis
Pat Manning
Charles Maxted
Carl Eaton
Don Whelan

Chuck & Debbie
Raymond
Frank Mlynick
Fran Uliano
Herb Bullock

EAA CHAPTER OFFICERS FOR 1992

President—Jim Rowley: 237-7179

Vice President—Stephen Daniel: 268-1738

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T. Consultant—Dennis Sullivan

Newsletter Editor—Herb Bullock: 272-8007

CRASH PROBE CHECKS LINK TO FAMILY STRIFE

FONTANA, CA—A small plane crashed on a residential street Monday, injuring the pilot.

Authorities were investigating whether the pilot stole the plane and tried to crash it into a house where his estranged wife was staying.

No one on the ground was hurt and no buildings were damaged. Motorist Rick Cross said he saw a wing coming at him and swerved and narrowly missed getting hit by the plane.

Pilot William Marconda, 22, of Fontana was rescued from the burning wreckage by witnesses, including two Air Force Reserve medical officers who ran to the scene from a restaurant.

Marconda was taken to Loma Linda University Medical Center, where he was in fair condition with burns on his legs and severe back and neck injuries.

AIRLINE WILL HALT FLIGHTS OUT OF TWEED

NEW HAVEN—United Express will stop flying commuter flights from Tweed-New Haven Airport to Washington, DC's Dulles Airport.

The commuter's parent firm, Atlantic Coast Airways, notified airport officials that it will cut out the four daily 19-seater flights.

The move is not a reflection on Tweed-New Haven, which has enjoyed record boardings in recent months, but is a response to United Airlines' decision to de-emphasize its Dulles hub, according to industry sources.

United Express started flights from Tweed on May 1, 1991, the same day United Airlines started jet service from Tweed to Chicago's O'Hare International Airport. United Express has averaged 1,000 passengers a month, or about a tenth of the airport's total traffic.

VINYL GLOVES AND ALLERGY

from Cozy Newsletter

For the benefit of new builders, we would caution you about using latex gloves. For some strange reason they seem to cause an allergic reaction to some people. It is thought that they cause one's hands to perspire and the pores to open up, and something from the epoxy comes right through the pores of the latex into the skin. Barrier cream and no gloves seems to offer better protection. If you must wear gloves, vinyl gloves are a better choice.

SORRY ABOUT NOT PUBLISHING
A NEWSLETTER LAST MONTH —
WILL TRY NOT TO LET IT HAPPEN
AGAIN!

CALENDAR OF EVENTS

NOV. 3—PLAINVILLE, CT—ON LANDINGS—PART 1
Sponsored by Interstate Aviation, Robertson Field, Will O'Leary (203) 747-5519.

NOV. 7-8—WINDSOR LOCKS, CT—Model Show,
New England Air Museum. Airplanes, autos, ships, military vehicles and dioramas. For more information call (203) 623-3305.

NOV. 15—CRANLAND AIRPORT, HANSON, MA—
Sponsored by the masters of culinary delight, EAA Chapter 279. All you can eat for \$3.75 donation; eggs, ham, cheese, muffins, pancakes, juice, coffee, 9 a.m. to noon. Antiques, home-builts, classics welcome. Walk, fly, drive or crawl but don't miss it!

DEC. 6—WINDSOR LOCKS CT—Santa Claus Day,
New England Air Museum. Free gift for every child. For more information call (203) 623-3305.

CORROSION REPORTS

Reports continue to be received concerning the rapid corrosion possible from various flame retardant fabrics used in aircraft interiors.

The latest report involved a Jetstream 3101 which had 357 Ultrasuede installed in the interior of the cabin. Extensive corrosion was found on panels and stringers where the material had been attached. Reports have been received on a wide range of aircraft, including amateur-built, with corrosion from the salts (usually bromide or a chloride salt) which is used to increase flame retardancy of materials.

Everyone should be cautioned that fabric which has been treated with any of the above salts can be extremely corrosive when exposed to moisture of any nature. Corrosion occurs very rapidly and is difficult to detect without removing the material. In general, the more synthetic material in a fabric, the more salts required to provide the desired flame retardancy.

Metal surfaces contacting the interior fabric must be properly treated in order to avoid corrosion. Zinc chromate primer will not provide the required corrosion protection, therefore, the use of acid etching and wash primer treatment is necessary.

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.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-6584 for membership information.

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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