

NOVEMBER, 1996



# CHAPTER 27 NEWSLETTER

NOVEMBER, 1996 EDITION

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

## TEAR DROP?



*Photo by Fran Grieco*

Photo shows a wing section of the Spruce Goose in its partially erected shelter at McMinnville, Oregon where it is being reconstructed. Fran parked his car as close as he could get to show the size of wing of the famous aircraft.

## NEXT MEETING IS SUNDAY, NOV. 17

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 17, 1996. Time 10:00 A.M.

### GLASSAIR MISHAP

We understand Chuck and Debbie Raymond's Glassair suffered a nose gear wipeout in failing to reach a runway. No serious injuries reported.

## NOVEMBER SEMINAR

This month's meeting will feature a video by Jeff Davenport of Mike Zemsta's project. Actually, two projects, for the first is a compilation of scenes showing the assembly of Mike's 0320 160 hp Lycoming engine.

The second part of the video shows the Zemsta RV 6-A on the gear and canopy work in progress. At the rate Mike is going, next summer should see his aircraft flying at MMK Airport!

**REMEMBER—IT'S NOV. 17 AT MMK AIRPORT—TIME: 10:00 A. M.**

## LETTER FROM THE PRESIDENT

During our upcoming meeting we will be nominating and electing officers for 1997. Anyone interested in holding an office and/or helping to guide the direction of our chapter in the future, should be sure to attend. The officers role can be very rewarding and we need your ideas and assistance.

I am pleased to report that our Young Eagles Rally which was scheduled on Saturday, November 2, turned out to be a fine success with a total of thirty new Young Eagles being introduced to the world of flight. Parents and youngsters appeared to have a good time. Further details will be reviewed by Fran Uliano at our next meeting.

As of this date, we are also scheduled to fly approximately 20 additional Young Eagles on Saturday, November 16th. These youngsters are the model airplane builders which were invited by Bob Burk. Bob Rahn, of Milford, teaches classes for local youngsters in model aircraft building. Bob Rahn's students are avid aviation enthusiasts and let's hope the weather cooperates for the event.

I would like to remind you that we have scheduled our annual Christmas party for Sunday, December 15 at George's II Restaurant in Wallingford. Please try to attend. It is a great chance for you and your family to meet our members and learn more about what our chapter of the EAA is all about. Be sure to send your money and meal choice(s) to Bob Ryan by December 1st.

See you all at our November meeting.  
Jim

## Young Eagles Flown To Date



161

### ROBERT S. DORR

WOODBURY—Robert S. Dorr, 64, of 891 Main St. South, husband of Sharon (Kugeman) Simmons Dorr, died unexpectedly recently at Waterbury. He was editor and publisher of Aviation Digest Magazine and the Royce Report which was mailed free to anyone with a legitimate "N" number. He was also an EAA and AOPA member.

## TRIP TO THE NORTHWEST COUNTRY

On my last trip to the Seattle, WA area I decided to give three more of my grandchildren a ride in a light airplane.

My first call to a local airport was less than pleasant because they wanted me to go to ground school for \$30 per hour before I could be checked out in a 172.

My next call was to the FBO at Arlington, WA. Their answer was to come on down and take a check ride with an instructor. I shot three landings with him and had a discussion about local weather conditions and it was all over.

I showed up on a Sunday to fly and couldn't believe the traffic! The field has a good restaurant, good food, service and prices.

The field has three active patterns when the north, south runway is in use. Normal traffic stays on the west side and glider traffic uses the grass on the east side. An ultralight runway and hangars is located on the most westerly part on the field. The field has more than two hundred T-hangars with fifty more under construction.

Stoddard-Hamilton, a couple of FBO's and a museum are also located on the field. It seems that aviation is growing in the Northwest!

I also took a side trip by car to McMinnville, OR to see the Spruce Goose. The airplane is in temporary buildings and we were unable to go in the buildings because they were damaged during the winter and some parts were flapping in the wind.

All in all it was a great trip to a very beautiful and liveable part of the country.

## OCTOBER ATTENDANCE REPORT

|                |                    |
|----------------|--------------------|
| Maury Libson   | Oscar Duff         |
| Ed Schinitis   | Chris Wheelock     |
| Frank Mlynick  | Doug Dringoli      |
| Ed Morris      | Bob Brown          |
| Stan Chaffin   | Bill Simon         |
| Bob Burk       | Mike Zemsta        |
| Stan Solecki   | John Anderson      |
| Jim Simmons    | Chan Schiller      |
| Herb Bullock   | Bob Seemann        |
| Mike Kredar    | Sheila Seemann     |
| Dave Pepe      | Michael F. Gaffney |
| Alan Ortner    | Gerald Desrochers  |
| Ev Cassagneres | George Anderson    |
| C. Maxted      | Harry Carl         |
| R. E. Ryan     | Brad Buch          |
| Fran Uliano    | Gail Buch          |

## EAA CHAPTER 27 OFFICERS FOR 1996

**President—Jim Simmons: 272-9346**  
**Vice President—Stan Solecki: 235-0790**  
**Treasurer—Robert Ryan: 865-4528**  
**Secretary—Charles Maxted: 272-4922**  
**Technical Counselor—Jeff Davenport: 269-6745**  
**Technical Counselor—Ed Morris: 265-3932**  
**Young Eagles Coordinator—Fran Uliano: 347-0412**  
**Flight Advisor—Bob Bailey: 281-4332**  
**Newsletter Editor—Herb Bullock: 272-8007**

## SECRETARY'S REPORT

The October meeting of EAA Chapter 27 was called to order at 10:00 A.M. October 20th.

Roll call of officers and welcome to the membership was the first order of business. All officers were present.

The treasurer's report showed a current positive balance of \$612. The report was approved by the members present.

Ed Morris gave the technical counselor's report. Ed discussed a person who had bought a home-built that was in rather poor condition and which had a number of problems such as equipment on the aircraft that was specifically mentioned by the producer as not to be used on this particular aircraft. If the buyer had contacted an EAA chapter and taken someone with him when he inspected the aircraft, he would have fewer problems than he now has.

Because our Young Eagles Rally was washed out both days, Fran Uliano has planned two future events. The next rally will be on November second with the third the rain date. The second rally will be on November 16 with the 17th as the rain date. Cooperation from the weather gods is hoped for by all.

About the tetrahedron project? It's a coming; as is Christmas and New Years.

**OLD BUSINESS**—Christmas Party plans are complete as you realize from the September newsletter insert. Send your money and menu choice to Treasurer Bob Ryan.

The nomination committee has selected an excellent slate for the coming year. I am sure they will do a job as excellent as the present officers. Come and meet them at the next meeting.

**NEW BUSINESS**—Dues for new members will automatically be prepaid for 1997.

Again this year we will ask the airport management to be our guests at the Christmas Party.

The break for the 50/50 raffle and coffee took place and the seminar featuring Ed Morris began. His topic was "Is Your Aircraft Legal To Fly?"

The membership approved a continuation of the EAA insurance coverage for another year. The cost is \$100 for One Million in coverage for all of our 1997 events.

Events for next year:

Fly-In—May 10, Rain date May 11.

Poker Run—September 27, Rain date 28th.

Young Eagles—Sunday, June 7.

October 11 and 12.

## MEMBER PROFILE

STAN CHAFFIN

Gee, Bob is selling me great tickets in the raffle. It's twice in a row now. I'll pick up on the Meriden Air Show which we go to every year. This year was great, as usual, with another great performance by Gene Soucy. He really gets around and always leaves you with a great flying show.

I started flying in 1950, soloing in an Aeronca Champ and have been flying and working on aircraft ever since.

## UPDATE FROM HEADQUARTERS

Greetings from headquarters. I hope all of you had a fun and safe summer. Some builders who just couldn't make Oshkosh '96 are getting ready for their first flights now. It is important that you review the fall weather conditions in your area with anyone doing a test flight. There is plenty of time to get their aircraft flying between now and next summer.

This December will mark the Flight Advisor Program's first renewal period. For the last two years, EAA has been concentrating on increasing the number of Flight Advisors. Now it is time to review your status as a Flight Advisor. It is EAA headquarters' job to strike a balance between having enough Flight Advisors to service the entire membership and keeping the standards high enough to ensure each Flight Advisor is well qualified to assist other members. This December each of you will receive a renewal package asking you to update your personal data and commit to continue to serving your fellow EAAers as a Flight Advisor for another two years. Because this is our first renewal, all **Flight Advisors who return their paper work will be renewed.** However, for the next two years EAA will require some basic activity requirements, just as is done for EAA Technical Counselors. Several of you helped with the development of these renewal requirements at this year's Flight Advisor meeting in Oshkosh. I thank all of those who helped.

The new renewal system will credit Flight Advisors for volunteering at the convention, writing articles, assisting with a first flight, presenting a chapter or fly-in forum, or just advising a builder. The latter of these activities, advising a builder, is being added because many of you have told me that you have assisted or answered questions for builders who did not want to participate in the Flight Advisor program. Also, some of you have helped fellow Flight Advisors with information on specific aircraft you may have flown. In your renewal package in December, you will receive self-addressed postcards that let you note some of the informal advising you may have done. These should be forwarded to EAA. I thought it was interesting that some Flight Advisors said they believed they have saved lives and prevented aircraft accidents because of assistance they have given to some very independent members who refused to work with anyone that represented the "system."

I encourage all of you to be safety advocates regardless if a person wishes to participate in the Flight Advisor program. We all know people who will not accept help once it is part of what they perceive to be a formal system.

Keep 'em flying safely!

Earl Lawrence

## FOR SALE

**MCCAULEY WHEEL HALF 5.00x5. No. C-30598;** Hamilton Standard prop governor, model A-4-A5 (275 Jacobs). Frank Podgwaite, 78 Culver Lane, North Haven, CT 06473. Voice 203-776-4758; Fax 203-288-4458.



## MEMBERSHIP FORM

dues to: **ROBERT RYAN, 6 MANOR COURT,**  
r. Make checks out to FAA Chapter 27)

Registration No. \_\_\_\_\_

% Completed \_\_\_\_\_

kham Airport, Meriden, CT Unless Otherwise Noted