



CHAPTER 27 NEWSLETTER

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

OCTOBER ISSUE

WAITING FOR A TOW?



At first glance it would seem as though this glider pilot is at the launching point just prior to lowering the canopy and hooking up to the towplane at some glider port. However, such is not the case. The photo shows John Homrok sitting in a Schweizer 1-35 sailplane at the recent Super Aviation Safety Seminar sponsored by the FAA, the University of New Haven and NewAir, Inc., and held at the University's gymnasium in West Haven. The 1-35 was loaned by Bob Whittemore, owner, for display at the Seminar. John Homrok, who is a CFIG based at the Connecticut Soaring Center at Waterbury Airport, Plymouth, CT., spent the day answering numerous questions about soaring from the large gathering. Incidentally, if any EAAers are interested in the art of soaring, Dick Zisa, manager of CSC will be glad to accommodate you in anything from an introductory glider flight at \$30, to instruction programs up to commercial license.

SUPER SAFETY SEMINAR WELL RECEIVED

The Super Safety Seminar held on September 25 at the University of New Haven's gymnasium in West Haven was attended by approximately 800 people, most of them pilots and instructors.

Al Terzi, of WTNH-TV fame, easily handled the master of ceremonies chores and also the award-

ing of door prizes of which there were some fabulous gifts. Some of these included a Cessna Citation rating, 10 hours of dual aerobatic instruction, a balloon pilot license with rental and instruction, numerous simulator time instruction and other valuable goodies.

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IT'S OCTOBER 10 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A.M.

SUPER SAFETY SEMINAR

(continued from Page 1)

Heading the list of speakers was Gerald D. Cockrell, Ph.D., AOPA Consultant, and a psychologist-pilot who put on his usual humorous performance entitled "Safety Psychology." Having heard his lectures on several occasions it seems that Dr. Gerry is a born comedian who never fails to command the complete attention of his audience.

James Whitley, FAA, Civil Aeromedical Institute used a swivel chair and a volunteer to show how easily a pilot can lose his bearings when unable to see. His rotating enclosed cockpit set up in the lobby allowed many of the audience to experience actual "spatial disorientation."

Whitley also played a scratchy tape recording of a crash in Pennsylvania several years ago in which the pilot was killed. Some members of the audience appeared shaken as they heard the disoriented pilot's final cries for help as he circled his plane through clouds and into the ground.

Richard Collins, Editor of Flying Magazine was next on the program and his comments on low level flying, namely buzzing incidents, and carelessness lead to a high percentage of accidents.

William T. Cook, General Aviation District Office Chief in Westfield, MA., entitled his discourse "Everything You Always Wanted To Know About Spins And Were Afraid To Ask." He urged pilots to practice spins on their own rather than have the FAA bring back mandatory spin training which was required for the private license some years ago. To those who have never done spins his comments were "The first time you'll be terrified, the second time will be worse because you know what to expect. By the seventh time you'll start to like it," he predicted.

Jack Eggspuehler, president of the National Association of Flight Instructors, presented a "sermon" style address urging pilots to "be professional, think professional and act professional," and avoid "flying into the jaws of hell."

The Pilot Proficiency Award Program was conducted by Harold B. Simpson, FAA Accident Prevention Specialist, Westfield, MA., GADO. A record number of participants received their proficiency wings and certificates, among them being our own Doug Sharafanowich who received his award for adding a glider rating to his private ticket.

The meeting culminated in the presentation of FAA heroism awards to two crewmen and one passenger on Pilgrim Airlines Flight 458, which crash-landed on a frozen reservoir in Scituate, R.I., last February. Capt. Thomas N. Prinster and co-pilot Lyle W. Hogg remained at the controls of the burning plane and with the help of passenger Harry R. Polychron, guided it safely onto the ice, saving the lives of 11 passengers. One was killed.

A cockpit instrument simulator, a Robinson R-22 helicopter, a Vector ultra light aircraft, an inflated hot air balloon and a Schweizer 1-35 sailplane were on display outside the gymnasium.

CHAPTER 27 PICNIC

For those of you who couldn't make our picnic held on September 12 at Meriden-Markham, it turned out to be an all 'round good time. About 35 people attended and there was an abundance of good things to eat.

Ken Boucher brought his Stits Playmate and Dave Hax put on a mini air show over the reservoir for our entertainment. Bill O'Connor also flew his Pazmany PL-4 in a low pass over Runway 18.

THE ENEMY

I AM more powerful than the combined armies of the world. I have destroyed more men than all the wars of all nations. I massacre thousands of people every year. I am more deadly than bullets, and I have wrecked more homes than the mightiest guns.

In the United States alone, I steal over 500 million dollars each year. I spare no one, and I find my victims among the rich and poor alike, the young and old, the strong and weak. Widows know me to their everlasting sorrow. I loom up in such proportions that I cast my shadow over every field of labor.

I lurk in unseen places and do most of my work silently. You are warned against me, yet you heed me not. I am relentless, merciless, and cruel. I am everywhere—in the home, on the streets, in the factory, at railroad crossings, on land, in the air, and on the sea.

I bring sickness, degradation, and death, yet few seek me out to destroy me. I crush, I maim, I will give you nothing and rob you of all you have.

I am your worst enemy—I am CARELESSNESS.

KEEP REFUELING HOSES CLEAN

A Sabreliner recently experienced loss of fuel through the vent system during flight. Investigation disclosed a piece of gravel had lodged under a secondary float shutoff valve for the single point refueling system. It is believed the gravel was induced into the system through the fuel vendor's single point adapter.

Fixed base operators should provide instructions to their ground personnel to keep fueling equipment in a clean and serviceable condition.

CHAPTER 27 OFFICERS FOR 1982

President—Doug Brady
Vice President—Dave Hax
Secretary—Sheila Seemann
Treasurer—Mark Wegman
Designee—Ed Dunn
Newsletter—Charlie Maxted
Printing—Herb Bullock

GENERAL AVIATION AIRMAN'S REFRESHER MEETINGS

ADMISSION IS FREE—ALL INTERESTED
PERSONS WELCOME

WEATHER TO FLY—WINTER IS COMING! This FAA film will jar the rust of summer loose, enabling the recall of some very important do's and don'ts of winter flight planning and flying. Join this flight from Sioux Ste. Marie to California, via Denver!

ACCIDENTS THAT SHOULD NOT HAVE HAPPENED — A slide presentation by Harold B. Simpson, FAA Accident Prevention Specialist. The histories of each of the accidents and the Human Factors causing or contributing to the cause) will be related. Learn from others' mistakes. **DON'T LET IT HAPPEN TO YOU!**

These Programs Are Being Held At The
Following Locations And Dates

TURNERS FALLS, MA — TUE. OCT 19, — 7:30 P.M.
Wings of New England, Turners Falls Airport. Co-sponsored by Wings of New England and Pioneer Aviation.

GROTON, CT — WED. OCT. 27, 7:30 P.M.
Groton Public Library, 60 Ramsdell St., Groton, CT (I-95 Exits 88—1/2 mile South on Rt. 117). Co-sponsored by the New England section of Ninety-Nines, Inc., and the Waterford Flying School, Waterford, CT.

These Programs Are Being Held At The
Following Locations And Dates

PREFLIGHTING YOUR AVIONICS—There is much more to preflighting your avionics equipment than most pilots realize. This GAMA slide presentation offers a terrific review on the subject as well as pointing out many items not usually covered in flight training. Avionics Inspector, Janet Malquin, FAA, NE-GADO-19, will comment on this all important pilot action area and will answer your questions.

ACCIDENTS THAT SHOULD NOT HAVE HAPPENED — A slide presentation by Harold B. Simpson, FAA Accident Prevention Specialist. The histories of each of the accidents and the Human Factors causing (or contributing to the cause) will be related. Learn from others' mistakes! **DON'T LET IT HAPPEN TO YOU!**

These Programs Are Being Held At The
Following Locations And Dates

MADISON, CT — WED. OCT. 20, 7:30 P.M.
Connecticut Light & Power Auditorium, New Road, Madison, CT. (At I-95 Exit 62)

DANBURY, CT — THUR. OCT. 28, 7:30 P.M.
Connecticut Air Service Hangar, Danbury Airport, Danbury CT. (Also—The brand new spin film produced by Bray Studios). Co-sponsored by Connecticut Air Service and Danbury School of Aviation, Danbury, CT.

CALENDAR OF EVENTS

OCT. 10 — OWL'S HEAD, MAINE. Fall Foliage Fly-In. Contact: Owl's Head Transportation Museum, P.O. Box 277, Owl's Head, Maine 04854. Phone (207) 594-9219.

OCT. 18-29 — LISBON, PORTUGAL. Second International Course in Aviation Safety Management. Lecture, instruction, seminar, discussion groups. Presented by the Institute Superior Engineering, Lisbon, and the Institute of Aviation Safety, Stockholm; sponsored by TAP Air Portugal. Contact the airline's Flight Safety Department, Anexo F Hangar 6 Room 22 Floor 3, P.O. Box 5124, P 1704, Lisbon CODEX, Portugal.

FOR SALE

1978 SKYHAWK, N739JW—2700 TT, 800 SFN. Cessna IFR. Earthtone colors in and out. Very clean. Annual due Jan. '83.\$18,500

1963 TWIN COMANCHE—2300 TT, 33 SMOH & SPOH. Narco IFR, Altimatic II with couplers. White/gold/black, red vinyl and fabric interiorCall for price.

1975 AZTEC—1950 TT. King IFR, KNS-80, KCS-55A, slaved compass, full deice. Call for full details.
Asking \$50,000

1974 CITABRIA—150 hp. Inverted systems. 400 SMOH. Recent cover and paint. White & yellow exterior. Call for full specs\$18,500

1982 ARCHER—White Bahama blue & dark blue, blue interior. King IFR, Exec. interior. List \$76,978. Call for price.

1982 TOMAHAWK—Sandalwood Tan/Firethorne & Hickory Brown. King Navcom & TXP. List \$35,611.

1982 WARRIORS—1 VFR, 1 IFR. King. Available now. Call for specs and price.

1981 WARRIOR — Sandalwood Tan with Blue & White 70 TT. Fresh annual. King IFR. Some warranty available. Beat '82 prices with this one.\$47,500

THE AIRPLANE STORE

Meriden-Markham Airport, Meriden, CT 06450

CALL DICK GUISTO or RUSS BENJAMIN

Phone (203) 238-4341

Telex—643-257

FFL 60600501B3-06150

SPINNER AND 2 BACK PLATES 10 1-2"x12", \$50—Advertised in Wag Aero for \$68.95, cat. No. 1-842-000. Call 272-4922.

WANTED

ERCOUPE TAIL FEATHERS—415 G Model. 203-272-4771.

CHARLES MAXTED
957 Coleman Road
Cheshire, CT 06410

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?

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