



# CHAPTER 27 NEWSLETTER

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

OCTOBER, 1983 ISSUE

## "LINE BOYS"



Photo shows Bill Magnuson and son of Clearfield, Pa., just after refueling the Taylorcraft on our recent trip to the annual fly-in at Oshkosh. In addition to managing the Clearfield-Lawrence Airport EAAer Bill also provided transportation to and from our motel which was greatly appreciated. We discovered he is familiar with the Connecticut countryside from the air having flown from Bridgeport Airport for several years.

### NEXT MEETING DAY IS SUNDAY, OCTOBER 16, 1983

Now that the excitement of Oshkosh has subsided perhaps we can get Chapter 27 newsletters back on schedule.

### KR-2 PROJECT FOR SALE

On one of our early morning rounds at Oshkosh we met Helen and Les Mercer looking the KR's over. Les informed me that his nearly completed KR-2 is for sale. So if anyone is interested in a beautifully crafted ARV this is it! The new Rev-master is included in the package.—H.B.

REMEMBER—IT'S OCTOBER 16 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A. M.

## SPECIAL FOR THIS MEETING!

Jim Simmons has obtained a video tape which features William Shatner, star of Star Trek receiving aerobatic instruction in a Pitts S2-S. In talking with several people who have seen this presentation we understand this is a top-notch film in the realm of "unusual attitudes." Therefore we should see a number of aspiring aerobats at this showing. Hope to see you there!

### NORWAY JAUNT ENDS SAFELY

OSLO, NORWAY—A 12-year-old boy stole a small airplane with help from a 15-year-old friend, took off and landed safely after a 50-minute joyride, newspapers reported.

The 12-year-old aborted his first landing attempt in the private four-seater Cessna aircraft because of unfavorable winds, the reports said. He then circled back and made a safe landing at Hattfjelldal, 563 miles north of Oslo.

"The 12-year-old acted as an experienced pilot when he aborted his first landing attempt," Lars Wiik, president of the local flying club, told the newspaper Verdens Gang.

Verdens Gang said the boys broke into the club's offices Saturday evening and took the keys to the Cessna. The only reported damage to the plane was a smashed nose landing wheel. Hattfjelldal police were investigating.—**From AP.**

### UPDATED PUBLICATIONS PREPARED BY UNCLE SAM

WASHINGTON, D.C. — The Federal Aviation Administration has published an updated 56-page guide to its various free and for-sale publications.

This sixth annual revision of the free guide also contains blank forms for ordering aviation safety materials, advisory circulars, technical reports and aviation education publications.

Titled **Guide to Federal Aviation Administration Publications (FAA-APA-PG-6)** the publication also explains which aviation-related materials are offered by other federal agencies — such as the National Transportation Safety Board, Civil Aeronautics Board, and the Department of Commerce's National Ocean Service.

The guide gives the current prices of FAA-related publications that are for sale by the U. S. Government Printing Office (GPO).

Addresses and telephone numbers for 28 GPO bookstores are included.

Some of the items listed in the guide are of interest to the general public as well as to the aviation community.

For a free copy, order **Guide to FAA Publications —FAA-APA-PG-6** from U.S. Department of Transportation, Subsequent Distribution Unit, M-442.32, Washington, D.C. 20590.

Single copies also may be requested from: FAA, Public Inquiry Center, APA-430, Washington, D.C. 20591, 202-426-8058.

## WEATHER IS HAZARDOUS—NTSB

WASHINGTON, D.C.—The National Transportation Safety Board has reminded general aviation pilots that one of their most implacable foes—the hazard of continued visual flight into adverse weather—"is no respecter of age or flight time."

The board cited two weather-involved fatal accidents among 298 which the board covered in its 12th issue of "briefs" of 1981 general aviation accidents.

One accident involved a 21-year-old student pilot with 56 total flight hours who was making a solo cross-country VFR flight despite a forecast of a frontal passage through the route of the third leg of the flight.

The pre-takeoff weather briefing for this segment contained a warning that blowing dust could reduce visibility at his destination to IFR conditions.

He said he would check weather again and land at an en route airport if necessary. He was told in flight that visibility could drop to two miles, but he flew on.

The single-engine plane crashed in a steep dive. Radar data showed erratic heading changes and circling of various locations, including an airport, for more than an hour and a half before the accident.

Darkness and blowing dust had reduced visibility, and winds were gusting from 22 to 35 knots.

The pilot's flight school had safety rules calling for cross-country flight to be made only when stable or improving weather was forecast, and for a maximum wind gust "spread" of five knots.

The second accident took the life of a 48-year-old veteran of more than 11,000 hours of flying. An air taxi pilot, he held an instrument rating, but was making a cargo flight in his light twin-engine plane under visual flight rules. Flying in rain, he crashed on a mountain in an area where another VFR pilot had been forced to fly around low clouds.

"Continued flight into adverse weather conditions" was the board's primary finding of probable cause in both cases.

"Statistics on accidents involving weather leave little doubt of how critical a general aviation pilot's decision can be when weather worsens—when he must turn back, seek an alternate field, or press on for his original destination," the safety board said.

"Four of every 10 general aviation accidents in which weather is involved, are fatal. And when a pilot continues visual flight into worsening weather, the odds are really stacked against him."

### CHAPTER 27 OFFICERS FOR 1983

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## NASA SEEKING SOLO PILOT IFR PARAMETERS

HAMPTON, VA.—NASA is looking at ways of developing electronic and computer technology to improve instrument flying for the solo pilot. The research program is primarily concerned with pilots who fly commuter, air taxi and corporate aircraft, and those who fly as part of their own business.

Work started in 1978 when researchers from NASA's Langley Research Center, Hampton, Va., began compiling information based on accidents and incidents filed with the National Transportation Safety Board and from a questionnaire sent to 5,000 instrument-rated pilots.

Poor pilot interaction with cockpit displays and controls was quickly identified as a source of many problems when pilots fly alone by instruments.

Researchers stress, though, that they are not studying the pilot who flies by visual flight rules and wanders into bad weather; they are concerned with the instrument-rated pilot who uses an airplane on an instrument flight plan in the air traffic control system.

NASA expertise is not being applied to the design of "black boxes," but to their function. Langley's Dr. John D. Shaughnessy says the center is "looking at how to improve the pilot's interface with avionics, controls and the air traffic control system—how to maximize the pilot's capabilities and minimize his limitations."

Ideally, the collection of electronic equipment that makes up an aircraft's avionics system, as reflected in its displays and controls, should be simple to use and not require excessive training or retraining, said Shaughnessy, head of the flight operations research branch and Langley.

Results from this program are available to all pilots and aviation-related agencies and industries in the United States. Plans call for research to continue until 1986.

Early findings of the records review indicate that single pilot instrument flight can cause problems at night (the night instrument approach and landing accident rate is 10 times the daytime rate).

Surprisingly, experienced pilots—but ones with low time in a particular aircraft—were involved in more non-precision accidents during landing approach than were low-time pilots who had just received instrument ratings. The experienced pilots would apparently descend, not level off, and hit stationary objects, like trees.

Study of near misses reported to the FAA revealed that communication with air traffic control was the most common factor, including air-to-ground mix-ups and lack of coordination between controllers.

Lack of timely weather information was the primary concern of most pilots, who also indicated a preference for a pictorial display of weather in the cockpit instead of being limited to voice communication.

Instrument-rated pilots stated that air traffic control demands are high, with procedures being

"too complex and excessive." Other concerns cited were maintaining proficiency, poor aircraft stability, icing, and thunderstorms.

Parallel to the collection of information is an equally extensive hands-on research effort, focused at Langley, but receiving assistance from NASA's Ames Research Center, Mountain View, California.

Ames researchers have developed a digital advanced avionics system. They worked for several years with the Honeywell Corporation to complete the system, installed it in a Cessna 402B and conducted a series of demonstration flights. The system was built with off-the-shelf, state-of-the-art, equipment linked with an onboard computer to enhance system capabilities and provide a pictorial map display of the airplane position.

Now that the system has been developed and demonstrated, it and the plane have been transferred to Langley—where it will be an important part of the single pilot research program.

Langley is studying an extensive list of research items that could apply to instrument flight by the single pilot.

Replacing the conventional aircraft steering yoke with a side stick controller, helps clear the instrument panel for electronic displays. A stick controller has been installed in Langley's light plane simulator cockpit to document this and several other advantages and to find the right combination of characteristics.

Shaughnessy said the smaller, out-of-the-way, control stick appears to be "a wave of the future," already found in government craft and in many homebuilt aircraft.

Langley researchers are finding that automation can be very helpful in instrument flight, with a heading-select autopilot, for instance. When the flight system is highly automated, however, the pilot frequently makes a surprisingly high number or serious errors.

When control is given to an autopilot, the pilot tends to be taken "out of the loop" and can even become disoriented. Better displays are thought to be the answer to keeping the pilot in the loop and realizing the full benefits of automation.

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**SPINNER AND 2 BACK PLATES 10 1-2"x12"**, \$50—Advertised in Wag Aero for \$69.50, cat. No. 1-842-000. Call (203) 272-4922.

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**CHARLES MAXTED**  
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## **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 .....

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Current EAA No. .... Pilot Rating Held .....

Do you own an aircraft? ..... Make and Model ..... Registration No. ....

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