

OCTOBER, 1987



CHAPTER 27 NEWSLETTER

OCTOBER, 1987 ISSUE

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

COMPARING NOTES

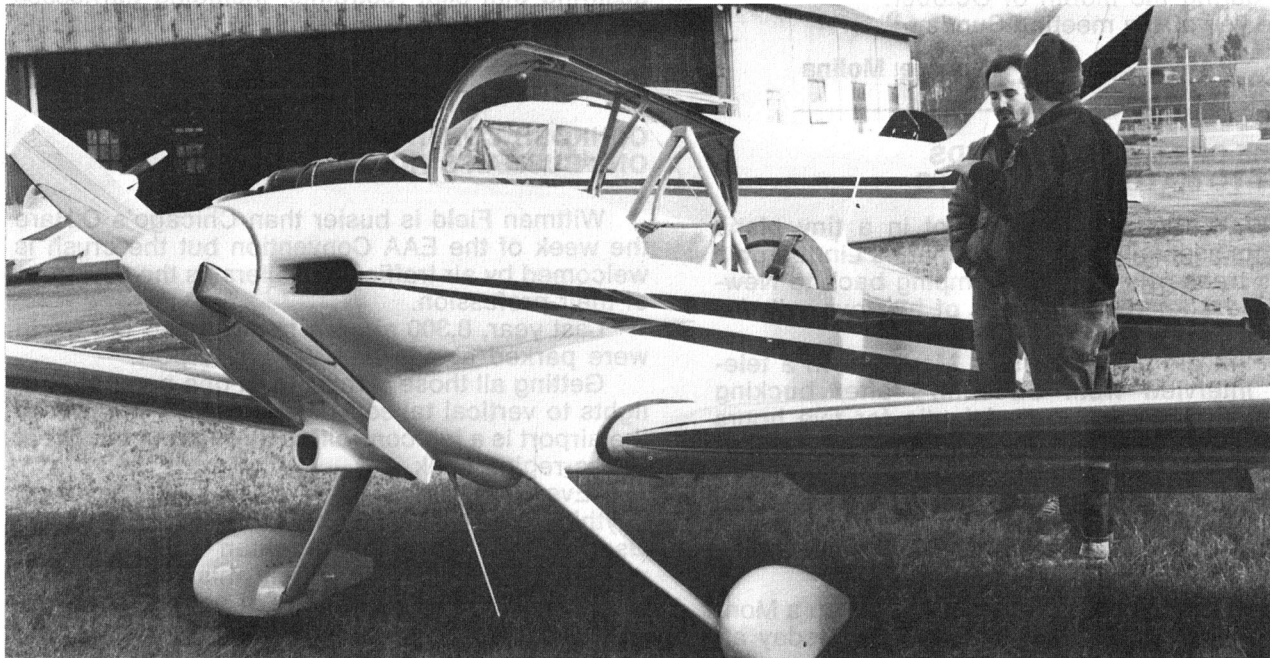


Photo shows Jeff Davenport (left) and Everett Keeler discussing the pros and cons of Everett's RV-4 at MMK recently. Jeff's RV-4 is about two-thirds completed and he hopes to have it flying next spring. The fuselage on the gear was displayed at this year's Meriden Police Air Show. Keeler's RV-4 made the pilgrimage to Oshkosh this past summer.

NEXT MEETING IS SUNDAY, OCT. 11

The October meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, October 11, 1987. Time—10. A.M.

AIRCRAFT COVERING ON SUNDAY'S PROGRAM

A discussion and demonstration of Blue Ridge Aircraft Covering will be presented by Jim Rowley and Ed Morris at this month's meeting. Featuring the new non-toxic materials it is intended to show how to use the product.

There is also a video tape showing the application of the covering but due to its length (almost 2 hours) it will be offered to the members who are interested in further information.

FAA LIFTS ORDER ON PIPER CHEROKEES

The FAA announced it is lifting an order that called for a safety inspection of some 25,000 Piper aircraft.

Last April, the FAA directed owners of Piper PA-28 and PA 32 aircraft to inspect the aircraft's wing spars following reports that they may be susceptible to cracks.

About 450 of the planes have been inspected so far and only two of them showed cracks, the agency said. Both planes had a history of hard usage and some damage history.

CHAPTER 166 FLY-IN

September 27 marked our neighboring Chapter 166's Fly-In at Windham Airport. The fine day insured a number of rides in various members' aircraft including Jim Simmons' Skybolt; Bob Kinney's Quickie and Joe Gauthier in the BD-4.

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

LETTER FROM THE PRESIDENT:

Hello once again! I'm writing this letter after receiving the news that during yesterday's dismal day (Sunday, October 14, 1987), Albany was greeted with 20 inches of snow. Wow!! Don't they know we're not ready for winter yet?

For most of us, as we enjoy these last few nice days of the foliage season, we have to make adjustments for whatever appears during the winter months. Among those things, if you're going to fly your experimental over the winter months, you should change to a lighter oil.

It was nice seeing some of our members at these last couple of fly-ins (Orange County and Windham). Don't forget, we still have three more fly-ins during the month of October.

See you at the meeting Sunday.

George Molina

FAILURE OF 2 CYLINDERS ENDS FLIGHT TO MATCH LINDBERGH'S

NEW YORK—A Missouri pilot in a tiny plane built from a kit failed to match Charles Lindbergh's historic trans-Atlantic flight, limping back to Newfoundland after two cylinders of his four-cylinder engine failed.

"Well, I did my best," said Mark Hirt in a telephone interview from St. John's after bucking headwinds over the North Atlantic for five hours at speeds of less than 100 mph. "I'm glad I'm sitting on the ground and not sitting on my raft."

Hirt, 24, of Lee's Summit, MO, wanted to be the first pilot to make the non-stop trip to Paris in a single-engine propellor plane since Lindbergh's daring 3,610-mile flight in 1927.

He left Kennedy International Airport on a Monday morning, hoping to land in Paris Tuesday afternoon to beat Lindbergh's 33-hour time.

His plane, "Spirit of Kansas City," is half the size of Lindbergh's "Spirit of St. Louis." It has a wing span of 26 feet and a 100-horsepower Continental engine and was loaded with 135 gallons of gasoline at takeoff.

Hirt said he made it about 500 miles past Newfoundland with about 1,300 miles to go to Ireland. The trouble came as he was giving his position to an American Airlines jetliner far overhead on a flight from England.

"We were talking about the weather when the engine starts to kick up and lose power," he said. "I told them to hold on. I seriously did think I was going into the drink."

"It's kind of reassuring that I made the right decision—two of the cylinders were shot on the engine," Hirt said. "It took me five hours to get back—I was only doing about 90 miles an hour."

Hirt tried the same flight in May but turned back after running low on fuel. He said he didn't know whether he would try it again.

"I'll tell you one thing," he said. "I would not use the same airplane. I wouldn't want it to sound like it's not a good design, but it's just not suited for this type of flight."

"The cockpit is too small to do all the necessary things you have to do on a flight like this."

Ed. Note: The aircraft was a Vari-Eze.

from United Press International

SHOULDER HARNESS REDUCES INJURIES

A study of some 500 general aviation accidents by the National Transportation Safety Board has affirmed the importance of properly fitted seat belts and shoulder harnesses in reducing the severity of injuries suffered by crash survivors.

Furthermore, the investigation showed that approximately one-third of these survivors could have benefitted from seats with a higher energy absorbing capacity.

The findings of this investigation, together with a discussion of requirements and recommendations for maximum crash-survivability, are contained in a new FAA Advisory Circular, AC 91-65. Pilots are reminded that they are responsible for assuring that seat restraints, including harnesses when provided, are properly used by all occupants during takeoff and landing.

OSHKOSH CONTROLLERS ON "BUSMAN'S HOLIDAY"

Wittman Field is busier than Chicago's O'Hare the week of the EAA Convention but the crush is welcomed by air traffic controllers as the Olympics of their profession.

Last year, 8,300 aircraft from around the world were parked at one time at this airport.

Getting all those planes, from one-person ultralights to vertical takeoff Harrier jets, in and out of the airport is a job controllers throughout the Great Lakes region seek.

"Everybody fights for it. They beg. They'd do anything for it," said John Lewkowicz, a supervisor at the Detroit metropolitan airport who is working his seventh EAA fly-in this year.

"This is an airport entirely of people who want to be here," he said.

The Federal Aviation Administration selects about 30 controllers from other airports to help Oshkosh's seven regular controllers during the convention, said Cathy Spiegel, the FAA's acting tower manager at Oshkosh.

"It's an honor to be chosen to be at Oshkosh," she said. "It's a place where they can work the busiest traffic in the world. Everyone likes the challenge."

Controllers coordinate flights by private pilots, military aircraft and commercial planes.

Last year they handled up to 12,000 takeoffs and landings each day of the convention, Ms Spiegel said. By comparison, Chicago's O'Hare International Airport normally handles about 3,100 daily, she said.

EAA CHAPTER 27 OFFICERS FOR 1987

President—George Molina

Vice President—Ed Morris

Secretary—David R. Flood I

Treasurer—Sheila Seemann

Technical Consultant—Ed Dunn

Newsletter Editor—Herb Bullock

PART-TIME TOWER FREQUENCY TO BE STANDARD CTAF

Aircraft operations at airports with part-time control towers will be simplified and safety will be enhanced as a result of recent changes to the common traffic advisory frequency (CTAF) procedures made by the Federal Aviation Administration at the request of the Aircraft Owners and Pilots Association.

"Pilot communications at airports having a part-time control tower which is not served by a full-time flight service station will remain on the tower frequency when the tower is closed," said Martin W. Shuey, director of AOPA's air traffic and airspace department. "This will reduce confusion and increase safety as the part-time tower frequency will be the standard CTAF for traffic information during those hours when the tower is closed."

Previously it was not clear which frequency was the correct one, and pilots would use a number of different frequencies. "The result was confusion, and the lack of a communication standard may have contributed to several accidents," said Shuey. "AOPA has been urging the Federal Aviation Administration for some time to make these much-needed changes, which will be published later this year in the Airman's Information Manual and reflected on revised aeronautical charts."

ATC SAFETY PAMPHLET OUT

A new safety pamphlet on air traffic control (ATC) communication procedures has been prepared to help pilots operate more safely and comfortably within terminal airspace.

Written and published by the AOPA Air Safety Foundation, the pamphlet provides information on operating in Airport Traffic Areas (ATAs), Terminal Control Areas (TCAs) and Airport Radar Service Areas (ARSAs).

"The ATC guide is aimed at helping pilots to enhance their communication procedures and make better use of the air traffic control system," said Richard D. Gless, vice president for Program Development of the Air Safety Foundation. "Airspace structure and a sample 'script' of communication procedures and tips on filing and changing flight plans and destinations."

The new publication will complement the aviation safety seminars that the foundation is presenting to thousands of pilots across the country in cooperation with the FAA. The pamphlet will be distributed at no charge to pilots who attend the ASF safety seminars.

BIENNIAL FLIGHT REVIEW CHANGE

On January 1, 1987, the rule regarding when Biennial Flight Reviews are due was changed. BFRs are now due on the last day of the calendar month, rather than the exact date two years from when the last BFR was completed.

CALENDAR OF EVENTS

OCT. 11—MANSFIELD, MA—EAA Chapter 701 Fly-In. Cessna taildraggers, Flea Market. Food available. Trophies given to best homebuilts, antiques, classics, etc. 10 a.m. to 3 p.m., judging at 1 p.m. Rain date Oct. 12. For more information contact Don Kirby at (617) 761-4651.

OCT 15-17—Aircraft Owners and Pilots Association's Annual Convention, Bally's Grand Hotel, Las Vegas, NE. For more information contact Ann Kiliam at AOPA, 421 Aviation Way, Frederick, MD 21701, or call (301) 695-2052.

OCT. 18—HANSON, MA—Fly-In Breakfast, Cranland Airport. All you can eat for a \$3 donation includes pancakes, bacon and eggs, muffin, juice and coffee, 9 a.m. 'til noon.

OCT. 24-25—WINDSOR LOCKS, CT—"Open Cockpit Weekend". Approximately 16 aircraft and flight simulators open for visitor entry including WWII and modern era fighters, bombers and helicopters. New England Air Museum. For more information call (203) 623-3305.

EAA CHAPTER STATIONERY

HQ has designed attractive stationery and envelopes for Chapter officers who don't already have some form of Chapter letterhead. The stationery is available at cost—a 500 sheet ream at \$10.00 and 500 envelopes at \$15.00—from the office of the Chapter Administrator at HQ. If you would like to see a free sample copy, please call Lisa Chapman at HQ.

Yours truly,
Sharon Ramey

FOR SALE

"BLUEBERRY"—SONERAI I FORMULA V RACER. 150 hours total time—Many spare parts. Make offer. Call (203) 281-4332.

60 AMP ALTERNATOR—For Cessna 172. 100 hrs since Mattituck. From a Lycoming O320 E2D.—Jeff Davenport (203) 269-6845.

PAZMANY PL4-A—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500, Chuck Bouffard, (802) 655-0220 evenings.

'46 LUSCOMBE 8A—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

STINSON 108-2—165 Franklin, heavy case. Less rudder, cowl and prop, \$3,000. Ed Morris (203) 265-6236.

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HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

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hours total time--Many spare parts. Make offer. Call

1987 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **SHEILA SEEMANN, 89 EARL AVE.,
HAMDEN, CT 06514.** (Dues are \$10 per year).

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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