

OCTOBER, 1996



CHAPTER 27 NEWSLETTER

OCTOBER, 1996 ISSUE

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

HOW SHORT IS SHORT?



Photo by Stan Solecki

Billed as "The World's Shortest Airport" the duo of Steve Alcorn, Cub pilot and Mike D'Avilla, car driver, performed at the Pratt & Whitney Aero Center Airshow at Rentschler Field last weekend. As Mike drove the car down the runway, Steve piloted the Cub to several takeoffs and landings to the miniscule "runway" perched atop the speeding car.

NEXT MEETING IS SUNDAY, OCT. 20

The October meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, October 20, 1996. Time—10:00 A.M.

OCTOBER SEMINAR BY ED MORRIS

"Is Your Airplane Safe To Fly?" will be the subject of a talk given by Ed Morris for the October presentation.

NEW CFI ON THE BLOCK

Joe Gauthier has recently acquired his CFI and is available for instruction and Biennial flight reviews. Joe has experience in over 50 homebuilts and is qualified and willing to provide his services in your own homebuilt or otherwise. Phone Joe at (860) 635-4058 for details.

Ed note: Joe is the builder of the beautiful Thorp T-18 tied down near the south hangar at Meriden Airport and has been flying it to all fly-ins since its completion last fall.

REMEMBER—IT'S OCT. 20 AT MMK AIRPORT—TIME: 10:00 A. M.

LETTER FROM THE PRESIDENT

Our chapter's luck with the weather in 1996 has been less than ideal. Our recent efforts to coordinate a statewide, five Chapter Poker Run was scuttled due to the high winds and turbulence forecasts on the day of the event. Maybe we're paying this year for the great weather we received for our activities most of last year.

On the other hand, the recently held Aero Center Airshow held at Rentschler Field on the Pratt & Whitney grounds received wonderful weather. Aside from cool temperatures in the mornings, the three days of the event were mostly bright and sunny. During the Friday activities, EAA Chapter 166 logged 22 Young Eagles flown from a fifth grade Magnet school in East Hartford. Chapter 166 invited other EAAers to participate in the static display of aircraft and our chapter was represented by Ray Morgan with his Cessna 172, Ed Morris with his Cessna 170 and by me with my Skybolt. I spent much of my time inviting many youngsters to join us at Meriden Airport on October 19th for our Young Eagles Rally. If the weather gods cooperate, I believe that we will have a huge turnout.

I am also pleased to report that Bob Burk has placed us in touch with Mr. Bob Rahn of Milford who teaches classes for local youngsters in model aircraft building. Bob Rahn's students are avid aviation enthusiasts and he believes that he has already mustered over 30 kids (and parents) for a Young Eagles Rally. Fran Uliano will be coordinating this activity which we currently anticipate for early November. I remind our members that we have pledged 80 Young Eagles flights for 1996 to headquarters and we should easily meet that goal (assuming those weather gods cooperate).

Elsewhere in this newsletter, you will see that our plans for our Christmas party have been firmed up for 1996. I would personally like to invite each and every one of you (and your significant others) to come out and join us for this end of the year celebration. Last year we had a great time together and I'm looking forward to duplicating the success of the event.

See you all at our October meeting.

INSTALLING VAN'S AIR FILTER

By John Ammeter, Technical Counselor 3125

Probably everyone who has worked with fiberglass already knows this, but it was a revelation to me. How do you force the fiberglass to form itself to the tunnel and to the curved opening in the cowl? What I needed was some way to apply an even force to the entire surface of the fiberglass. A short trip to the local drugstore provided a supply of party balloons. The balloon designed to look like a torso was ideal. With the small area in the tunnel area and the two larger volumes on the outside of the tunnel, the balloon applied an almost perfect pressure to the fiberglass. The resin didn't stick to the rubber balloon, so, after curing, the balloon was easily removed. The inside of the tunnel was smooth and the edge of the fiberglass was soothly bonded to the cowling. With a little sanding, the job was done and done well.

SECRETARY'S REPORT

By Stan Solecki

The September meeting of EAA Chapter 27 was opened at 10:10 A.M. Roll call of officers was called. Charlie Maxted absent due to a slight illness.

New ebmer Jerry O'Neil was introduced and spoke of the New England Museum Expo, to be held at Bradley Airport.

Treasurer reported his financial balance of \$633.76. Report was accepted by Stan Solecki and seconded by Fran Grieco.

Ed Morris mentioned of the FAA publication on the Christen Eagle brake system; on fast roll, possible brake lock up. Also fuel line leak on the Kit Fox due to auto gas deterioration. MTBE is no problem in use.

Fran Uliano scheduled the next Young Eagles Day for Oct. 19, 1996; rain date Oct. 20, from 9:00 A.M. to 4:00 P.M. weather permitting.

The tetrahedron project is coming along slowly due to obtaining sheet aluminum. The sum of \$50 was voted and approved to purchase from Walsco Co. About 200-300 rivets will be needed and a total of \$100 was approved for the project to complete.

No final report was given by Frank Mlynick, chairman of the nominating committee. Report of names will be available at next meeting.

Meriden's Aviation Commission is holding election of officers and progress is on hand for improvement of new plans for the airport.

P & W Aero Center air show at Rentschler Field Oct. 4-5-6. The 1996 FAA Safety Seminar at Waterbury Oxford Airport. No date given.

Back to nominating committee, needing 5 members to call others for acceptance to be nominated for chapter officers for the coming year. Frank Mlynick is chairman.

The 50/50 Raffle won by Stan Chaffin, \$18.00.

After coffee break a well produced video of Dave Pepe's RV-6 project made by Jeff Davenport was shown. Thanks Jeff; a good job done!

For the October meeting, Ed Morris will speak. His subject will be "Is Your Airplane Safe To Fly?"

Meeting adjourned at 11:30.

Some of the Chapter 27 members flew down to Brookhaven L.I. for the Fly-In sponsored by the Greater N.Y. Antique Airplane Club. Those who flew down were Fran Grieco and Stan Solecki; Jeff Fiscus, Jeff Davenport and guest.

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

MARK YOUR CALENDARS!

Sheila Seeman reports that our 1996 Christmas Party plans have been finalized. Last year, we gathered on a Sunday evening at "George's II Restaurant" in Wallingford and had a great time. Since all feedback regarding the evening was very positive, we have chosen to return to George's II again for 1996. Below are the details:

SUNDAY, DECEMBER 15th at 5PM

George's II Restaurant

950 Yale Avenue

Wallingford, CT 06492

Complete Holiday Sit Down Dinner includes:

Cocktail Hour (Cash Bar)

Cheese and Crackers

Salad and Rolls

Family Style Pasta

Choice of Entree's:

Prime Rib

Stuffed Filet of Sole

Stuffed Breast of Chicken

Eggplant Rollitini

Baked Potato

Family Style Vegetable

Ice Cream Roll, Coffee, Tea and Sanka

\$20.00 per person, All Inclusive

Once again, we are planning a Chinese Grab Bag event, so be sure to bring a wrapped grab bag gift (\$3-5 range) for each participant. Note: Kids may be in attendance, so keep it clean.

Send your money and meal selection to:

Bob Ryan

6 Manor Court

North Haven, CT 06473.

NOTES ON E-Z POXY RESIN SYSTEMS

Twenty-one years ago Burt Rutan revolutionized the homebuilt market with his composite designs. The EZ planes used epoxy resins from a small obscure company in LA called APCO. APCO was purchased by the composites materials manufacturer Hexcel about 9 years ago and unfortunately for composites homebuilders Hexcel sold the Resins Group business last November to a third party. The new owners of the former Hexcel-Resins Group decided not to continue production of Burt's EZ epoxy systems, "Safe-t-Poxy". These epoxy systems were known at Hexcel as Epolite 2183, 2184 and 2187 hardeners and Epolite 2410 resin. "Safe-t-Poxy" was used in just about every type of composite homebuilt from the original Vari and Longezes to Cozys, Quickies, even to Lance Neibauer's first productions of Lancairs.

Because I've been involved with the EAA since 1974, coordinated the Composites Workshop at Oshkosh several years, given tent forums on composites and resins, built a lot of my Cozy IV using "Safe-t-Poxy" and had been the Production Manager at Hexcel for these systems for 7 years, I decided not let the "Safe-t-Poxy" type technology die at the hands of corporate lawyers and non-homebuilder business managers.

We've now introduced via Aircraft Spruce of LA, GA and Diversified Materials of San Diego the near exact replacements for "Safe-t-Poxy" systems, E-Z Poxy. The chemistry and technology remains as close as possible without violation of any rights retained by Hexcel. The mix ratio is the same, the long pot life and storage stability remain the same, the excellent fabric wetting and adhesion remain the same. The most important aspect of "Safe-t-Poxy" technology is the fact that this chemistry is the only chemistry to have a 20 year track record/pedigree, in existing homebuilt's critical structural parts and gas tanks, without known failure.

The resin and hardener are now available in small packages from Spruce and DMC. The slow hardener is EZ-87 and the fast is EZ-83, the resin is EZ-10. It is compatible with "Safe-t-Poxy" materials the homebuilder may still have on hand from previous purchases of Epolite, depending on how "old" the previous material may be but needs to be checked by the builder. The chemistry is compatible.

It any composite building chapter member has questions about these epoxy systems or general composites questions, they can contact me directly at (801) 394-5537.—Gordon Bowen.

POKER RUN A BLOWOUT!

Our Connecticut EAA Poker Run for 1996 was cancelled due to forecast high winds for the day of the event. Local news forecasts were predicting high winds with gusts to 40 MPH and Flight Service was predicting gusts to 30 MPH here in Connecticut. After consulting and much deliberation with the other EAA Chapters involved in coordinating the event, it was decided to cancel the Poker Run. Since we had decided not to schedule a rain date (due to other locally scheduled events) no Poker Run will be conducted in '96.

EAA CHAPTER 334 ACQUIRES A "HOME"

*By Stan Buchholtz, President
EAA Chapter 334, Waterford*

EAA Chapter 334 has recently acquired a Headquarters Building which they share with a CAP group.

The structure, a 24' x 60' office trailer, was excessed from the Millstone Nuclear Plant after many years of service. We had to pay for the disassembly, transport to our site at Groton-New London Airport, and re-assembly there. We also had the expense of having underground electrical service connected, and are now refurbishing the interior. The building came equipped with two heating and a/c units, but we have no water connections at the present time. I made up the sign, which saved our organization \$400; grading and landscaping labor was all donated by other members. The CAP has the advantage of official Air Force standing, so that much of the usual red tape involved in dealing with a state airport was avoided. Now, if we could only talk them into letting us put up a hangar!

1996 EAA CONVENTION NOTES

The 1996 EAA Fly-In Convention ended as being one of the most safe and successful fly-ins ever! Final attendance is estimated at approximately 800,000 with about 11,000 airplanes arriving for the event. Total showplane attendance was 2,487, the third highest total in Fly-In history. The total included 633 Custom Builts; 133 Antiques; 650 Classics; 206 Contemporaries; 451 Warbirds; 188 Ultralights/Light Planes; 54 Rotorcraft; 114 Seaplanes; 25 Amphibians; five Replicas; two Gliders and one Satic.

SEPTEMBER ATTENDANCE REPORT

Jim Simmons	Jerry Desrochers
Fran Grieco	Fran Uliano
Geoff Haines	Herb Bullock
Jim Maher	Ed Morris
Stan Chaffin	Bob Burk
Frank Mlynick	Ed Schinitis
Dave Pepe	Jerry O'Neil
Maury Libson	Bob Brown
Rob Brucato	Bill Simon
Stan Solecki	Joe Page
Jeff Fiscus	Bob Bailey
Jeff Davenport	Don Jacobson
Alan Ortner	Raymond Morgan
Michael F. Gaffney	Mike Kredar
Oscar Duff	

FOR SALE

65 HP LYCOMING—Total time 600 hrs. 0 since major. Also 2 65 hp Franklins, disassembled. Plus spare parts. (203) 393-1225.

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.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1996 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **ROBERT RYAN, 6 MANOR COURT, NORTH HAVEN, CT 06473.** (Dues are \$15.00 per year. Make checks out to EAA Chapter 27).

Name Phone

Street City State Zip

Current EAA No. Pilot Rating Held

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

Do you have a project? Model. % Completed

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