

SEPTEMBER, 1990



CHAPTER 27 NEWSLETTER

SEPTEMBER, 1990 ISSUE

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

FROM ONE SKYBOLT TO ANOTHER



The above photo shows how one Skybolt looks from another, in this case Jim Simmons' bird. Skybolt N32DS is owned by Marilyn Pearson, an aerobatic and corporate pilot from Hartford, CT. Both aircraft are shown en route to last summer's fly-in at Orange, Massachusetts.

NEXT MEETING IS THURSDAY, SEPT. 13

The September meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Thursday, Sept. 13, 1990. Time—7:00 P.M.

AUGUST 9th MEETING ATTENDANCE

Jim Rowley
Jeff Davenport
Rick Rinaldi
Steve Rinaldi
Frank Podgwaite
Siri Dev Khalsa

Sheila & Bob Seemann
Stephen Daniel
John Amato
Ken Winiarski
Fran Uliano
Tom Kulikowski

SOLAR CROSS-COUNTRY FLIGHT ENDS SHORT OF KITTY HAWK

KILL DEVIL HILLS, NC—He didn't make it to historic Kitty Hawk, but pilot Eric Raymond celebrated the first trans-continental flight by going sail boarding.

Raymond, 33, said winds prevented a Kitty Hawk landing, but were good enough for sail boarding.

Raymond's Sun Seeker ultralight aircraft was safe from the wind in a shed at the farm where he landed, nine miles short of the Wright Brothers Memorial after a 2,467-mile flight.

Low visibility, rain and unfavorable wind forced him to land at the farm near the community of Spot, about 500 yards from Currituck Sound, which separates the mainland from the offshore barrier island where Kitty Hawk and Kill Devil Hill are located.—AP

REMEMBER—IT'S SEPT. 13 IN THE SOUTH HANGAR AT MMK AIRPORT—TIME. 7:00 P.M.

LETTER FROM THE VICE PRESIDENT

Hello everybody.

I hope you all had a nice summer.

We had our annual picnic in July and the weather held out for us hot and hazy. We would have had more people attend if our communications were better. But still a good time was had by all.

A short unprepared meeting was held on Thursday, Aug. 9th in the south hangar. The meeting started at 7:30 instead of 7:00 to let more members show up. Discussed were the air show, airport renovations and security; the Windham Fly-In and getting our Christmas party plans in motion.

We will be having our next meeting on Sept. 13, Thursday at 7:00 P.M. in the south hangar if the classroom in the administration building isn't finished. On talking with the attending members most agreed that Thursday nights are a good night for the meetings, because it leaves the weekends free for fly-ins or other commitments.

Election of officers are coming up soon and at our next meeting we should talk about nominations for office.

Well, that's all for now—See you at the meeting.

Vice President, Jim

OPERATION ENCODING ALTIMETER ERRORS

If your mode C altimeter reports erroneous altitude to ATC, it will believe you to be at that altitude, as happened below: A King Air crew was passing from 17,000 feet for Flight Level 200 when the captain noticed a discrepancy of 800 feet between the left and right altimeters. The captain leveled off at Flight Level 200 and asked ATC to confirm the altitude. ATC replied they showed the King Air at FL 200. The right hand altimeter, a regular barometric, non-encoding type, showed the aircraft was at 20,800 feet. Since ATC had indicated FL 200 and the left hand height encoding altimeter said 20,000 feet, the crew assumed the right hand altimeter was in error.

Upon landing at destination, the crew noticed that it was the **left hand** altimeter that showed 800 feet low and the **right hand** altimeter that read correct field elevation. Therefore, the King Air had flown the route 800 feet higher than flight planned.

If the height encoding altimeter reads 20,000 feet in the aircraft, the radar display will also reflect that altitude and no error in altitude will be detected by air traffic control.

Apparently, bench testing of height encoding altimeters has, on some occasions, revealed altitude drift of as much as 2,000 feet, without warning flags appearing. The frequency of such unpredictable drift in altitude in aircraft equipped with encoding altimeters is unknown.

This was recorded in the Canadian Aviation Safety Letter issued 4/88 and it was the first case they had heard of concerning encoding altimeter drifts.

LAKELAND '90—THE TRIP DOWN

By Jeff Davenport

Our trip to Florida was the RV-4's first trip longer than 60 miles. I had about 60 hours on it when we took off on a Monday morning at 6:30 a.m. bound for Salisbury, MD, our first stop. The plane ran with no problems, thankfully, during our whole trip. We made Salisbury in an hour and 15 minutes. Our next stop took us into the Carolinas. We arrived there and called on Unicom for fuel.—Yes, they were expecting the fuel truck in about 3 hours! Onward to our alternate airport. This was a beautiful airport with 4 planes on it. And no one around. Seems that you have to call a person who lives down the road a piece to come up and give you your fuel. Jim slept on the FBO's couch for about 15 minutes before continuing. A couple of stops later brought us into St. Augustine, FL. This is THE place to stop at in Florida. This airport has more aerobatic planes in one place than you can imagine! A really neat place to stop and rest for a while.

The next stop was Lakeland. It was only an hour away and we had just refueled so I thought I was in good shape for all the traffic at Lakeland—But, listening to ATIS told me that the warbirds were extending "THEIR" airshow for another 15 minutes, then another 15, then another 15 . . . So we landed at Plant City, which is right next to Lakeland and waited, and waited—for the warbirds—they do own the sky, don't they? ? ? When it did open up to us little guys, we circled the lake behind another RV-4, and then more RV's formed up nice and tight behind us! Four of them! The controller let all of us go on to land in a group! Then we waited on the ground for over an hour on the wrong side of the airport before they let us in to park. Our flying time to get to Lakeland was 6 hours and 45 minutes at 175 mph average ground speed—the winds were good to us. We saw lots of people from back home down there and we enjoyed ourselves.

NOTICE ON FUEL LINES

We had an article in a previous Technical Counselor News on fuel systems by Chris Falconer of Edmonton, Alberta. Several technical counselors have called suggesting that if you are going to use solid wall tubing that it is better to use aluminum tubing because copper tubing is well known to work harden.

EAA CHAPTER 27 OFFICERS FOR 1990

President—Ed Morris: 265-3932

Vice President—Jim Rowley: 237-7179

Secretary—Larry Folsom: 723-2532

Treasurer—Debbie Raymond: 929-2552

T. Consultant—Jeff Davenport: 269-6745

Newsletter Editor—Herb Bullock: 272-8007

T-18 ATTENDS CHAPTER 502 FLY-IN

By Debbie Raymond

Chuck and I flew up to the Plum Island, MA Chapter 502 fun fly-in this past summer. We flew over some pretty New England countryside and we were rewarded for this by landing at a beautiful ocean resort airport. The countryside is surrounded by snaking rivers and channel full of sailboats. Runway 10 was the active. To land I had to just skim over a tree line and then dive down to the runway. On my roll out I had to fight a direct and stiff cross wind.

We were greeted by the friendliest group of people I have ever met in aviation. These people are grass roots flyers. The most enthusiastic was "Smoky" the airport manager, bank officer, ex-fire chief, land developer. Smoky first soloed in 1936. He survived a crash in an Ercoupe. Smoky has more energy than two 18-year-olds. He gave Chuck and I a personal drive-through tour of the Newburyport Restoration. This was the first time I was ever taxied around in a fire car. Everybody in town knows Smoky—what a character.

The cross runway at Plum Island is grass and at the west end of the runway is a restaurant. We had lunch there. The view from the restaurant is pretty. One can see sailboats sailing up one of channels.

It was this Chapter that had a flying accident last summer. Several planes flew up state one late afternoon for dinner. One of the pilots in the party explained the following: On their return flight in the dark and over the mountains they all flew into a fog patch and found themselves in a black hole. Apparently one of the pilots panicked and flew his plane down and crashed into a field and only received minor injuries to himself and passengers. The pilot relating the story to us said that he didn't believe his instruments and got into a "Dead Man's Spiral" only to recover a few hundred feet above the ground and just under the fog. The pilot of the other craft, who always preached—"to climb when in such trouble"—tried to get under and crashed into the side of a mountain, killing all occupants. The sad part of the story was two-fold. They tried to call Center and couldn't; and two—if they had climbed they would have climbed out of it quickly because the fog was low and cradled in a mountain basin. The scary thing about this is if you fly at night over water or mountainous terrain with no lights below—you can find yourself in a black hole.

When it was time to leave Smoky asked Chuck to put on a little air show with the T-18. I knew I was in for a ride but not like this. Chuck must have forgot and thought he was flying his Pitts. After a half-dozen hammerheads, wing overs, inverted flying, rolls and so on—I started to turn green.—"Chuck stop—if you don't stop, I'll kill you, you son of a—"

WHEN IT COMES TIME TO VOTE—

It should be remembered that Rep. Bruce Morrison, running for Governor on the Democratic ticket, was no ally of Civil Aviation in our recent confrontations with the FAA and the Great Airspace Grab.

CALENDAR OF EVENTS

SEPT. 16—WINDHAM, CT—Chapter 166 picnic at Windham Airport. For info contact Ernie Marshall, (203) 643-1333.

SEPT. 20-23—RENO—National Championship Air Races, Reno, Nevada.

SEPT. 22-23—MANCHESTER, NH—New England Escadrille Fifth Annual Warbird Airshow, Manchester, NH Grenier Field.

SEPT. 23—MANSFIELD, MA—Chapter 701 Fall- Fly-In/Fly Market, Municipal Airport, Mansfield, MA.

SEPT. 30—SIMSBURY, CT—Fly-In sponsored by the Antique Aeroplane Club of Connecticut, Simsbury. Rain date to be following Sunday.

APRIL 7-13—LAKELAND, FL—Sun 'N Fun, Lakeland, FL.

SOME THOUGHTS ON DENSITY ALTITUDE

An article in "Airline Pilot" written by Dr. David R. Jones, M.D. tells us something about ourselves: "If any one factor symbolizes successful flyers, it is our self confidence, their absolute faith that they can always depend on themselves. Events that shake this faith, that cast doubt on their self control, may lead to a **disproportionate anxiety about flying.**"

If you only "think" or "guess" that the airplane you are flying will take off fully loaded in temperatures of 90-100 or even 110 degrees, like encountered enroute to Oshkosh, you may come to find flying not so enjoyable without knowing why, find yourself not wanting to fly. Too bad. We would suggest that you, in the summer months, use the density altitude information in your pilot's handbook. With the hot weather upon us, flying a 150 horsepower, 4-place aircraft, fully loaded with baggage can lead to surprises unless you prepare yourself by reviewing the density altitude chart, rate of climb information, etc.—**Technical Counselor News.**

FOR SALE

SENENICH PROPELLER—Metal, 73DM 6-0-56. Fits 150 HP Lycoming O-320. Dressed down to minimum Good for homebuilt, length ok, \$350. Ken Junior 237-1839.

STEARMAN (mostly) PARTS — At reasonable prices. Project complete, selling extras including fuselage with papers. Send SASE to A. Gomez, RR #1 Box 265 Lambertville, New Jersey 08530.

WANTED—O-200 ENGINE—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

SILVER CITY FLYING CLUB—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-4922 for membership information.

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