



# Experimental Aircraft Association Chapter 27 News



Next meeting Sunday, October 19, 2003, 10 a.m., Meriden-Markham Airport, Meriden

## President

Jim Simmons  
203-272-9346

## Vice President

Steve  
Socolosky  
860-569-6385

## Treasurer

Barb Johnson  
203-393-3735

## Secretary

Dave Pepe  
203-634-4457

## Membership

Mike Okrent  
203-393-2662

## Newsletter Editor

Rick Beebe  
203-230-8459

## Young Eagles

Fran Uliano  
860-347-0412

## Tech Counselor

Bob Burk  
203-874-5247

## Letter from the President

As I sit down to write this month's letter from the President, I am still smiling from a most pleasant aviation-related experience. And no, I wasn't even flying in my Skybolt biplane. Today I had the opportunity to address approximately 70 sixth graders in the Cheshire School system on the subject of General Aviation and becoming a pilot. I was completely impressed by the interest, knowledge and intelligent questions offered by these fine young people. At times, our news media may make us wonder what is happening within the school systems in America. I can only state that during my brief encounter with these kids, I found many dedicated and enthusiastic kids clinging to every word on the subject. I also found that they could grasp some of the finite details about navigation and/or equipment which I attempted to describe.

In this lecture I included an invitation to the students to join us at our upcoming

Young Eagles Rally on October 18th. Once again, their enthusiasm showed through. I can only hope that you get to meet some of these fine youngsters at our Young Eagles Rally. As we discuss the Young Eagles events within our chapter meetings, we tend to focus on goals, plans and processes. Today, these kids reminded me that it's mostly about their experiences. We should anticipate a fine turnout for the event.

Ray Morgan and Fran Uliano completed our improvements on the tetrahedron. The lighting for the tetrahedron and the windsock is currently awaiting approval from the Meriden Aviation Commission.

I've moved my GP4 to MMK and had the help of many friends, neighbors and chapter members. Thanks to all who have assisted me with the physical moves required of my project over the years.

See you all at our next meeting.

—Jim Simmons

## We need pilots!

URGENT! Calling all EAA Chapter 27 pilots! We need you! We are scheduled to hold our next Young Eagles Rally on Saturday, October 18th, from 9AM to 3PM (Rain date: October 25th). By every indication, this rally is going to be our biggest ever! THE GOOD NEWS—The efforts of our members to get the word out to Young Eagles candidates has been successful. We are getting calls regularly about the event. THE BAD NEWS—We need more pilots and planes to meet the anticipated number of Young Eagles to be flown. So, whether you have never flown a Young Eagle in the past, or you are a regular, please try to help us out and volunteer to fly some kids. We anticipate that we will also need ground volunteers as well. Please give me a call and let me know how you plan to assist us. Lets make our last formal Young Eagles rally of 2003 a huge success. I'll see you there.

—Fran Uliano, Young Eagles  
Chairman (860) 347-0412

## October Seminar

This month's seminar time will be devoted to our many chapter member project updates. If you will be attending, please prepare a brief summary of the status and progress of your aircraft project. Bring photos, parts, building tips, questions and/or suggestions for other builders. This month's seminar time is intended to bring all members up to date on everyone's progress. As part of the discussions, there will be the opportunity to visit Dave Pepe's now-flying RV-6 and Jim Simmons' soon-to-be-flying GP4. See you all there on the 19th.

## CONGRATULATIONS!

Dave Pepe and Jim Simmons both passed major milestones in the last month.



Dave Pepe's RV-6 flew for the first time on September 30 in the capable hands of Joe Gauthier. First reports are excellent!



Jim Simmon's plane made the arduous trek from his garage to the airport on October 4. It looks a lot smaller in a hanger!

October, 2003

© 2003  
Chapter 27,  
Experimental  
Aircraft  
Association, all  
rights reserved

## Our Mystery Aircraft Designer

Each month, the *Atlantic Flyer* has a “Mystery Airplane” contest where the readers are challenged to identify an aircraft shown in a photo. In the August issue the photo was of a WWII Navy XLRQ-1 amphibious glider and one of the winners was our own Maurice Libson. Some may consider that Maury had an unfair advantage, though, as he helped design the plane!

In 1941 the Navy was looking for “aquaplane type” gliders to help deliver Marines to south Pacific islands. They requested bids for 12 and 24 person amphibious gliders that could be towed behind a Catalina PBY. They figured that 20 PBYs could tow 60 12-man gliders to transport an entire battalion (715 men) with equipment. The Marines were so excited by this idea that they built the Eagle Mountain Lake Marine Corps Air Station in Pecan Acres, TX. The airstation had three 6000’ runways and a large ramp down to Eagle Mountain Lake where amphibious glider assault training would take place. It was one of four planned training bases.

The Bristol Aeronautical Corporation of New Haven was awarded a contract to design and build a 12-place, single hull amphibious glider. George Garges, originally from Grumman, was the chief engineer. Bud Dunford was head of hull-fuselage design, Dick King was head of wing design and Maury Libson was in charge of empennage design.

Bristol Aeronautical, which was apparently founded just to get this contract, had three facilities. The number one plant was in a former Ford dealership on Chapel Street, a drafting facility was located on Whalley Avenue and the number two plant was in a former trolley car barn on Campbell Avenue in West Haven.

The glider that they built, the XLRQ-1, was made almost entirely of birch plywood and could carry 15 combat-ready troops plus a pilot and co-pilot. It contained a 100hp Evinrude outboard motor—the largest available at the time—that dropped through doors in the aft section enabling the glider to motor

its way to shore once it had landed. When deployed the motor was attached to the glider’s rudder cables for steering. The XLRQ-1 was amphibious which meant it had conventional landing gear as well as a boat hull. While it was possible to glide to a runway the gear was primarily to allow for takeoffs from land.



**This photo of the Bristol Aeronautical Corporation's XLRQ-1 amphibious glider originally appeared on the front cover of the April 1946 issues of *Air Trails Pictorial*. This is glider serial number 11652.**

When towed behind a PBY, water takeoffs were also possible. They had a 72 foot wing-span with a wood box spar and truss ribs. It had a large plexiglas canopy and gull-wing doors on both sides.

The first three gliders were trucked to the Naval Aircraft Factory in Philadelphia for static and flight tests. They passed all the tests with flying colors though it was necessary to strengthen the hull to accommodate higher-than-anticipated suction loads (the water pulls at the hull at high speed and during liftoff). The glider reportedly flew quite nicely and, because it was equipped with spoilers and flaps, exhibited excellent landing control.

The Navy awarded Bristol with a contract for 100 of the gliders but before any of them could be delivered the contract was cancelled. The Navy and Marines decided that glider assault was not tactically feasible against the heavily

defended and small Japanese-held islands of the Pacific. Considering the high loss rates incurred by Army glider-borne troops in the European Theater, perhaps it is just as well. Interestingly, Naval records show that serial numbers for the gliders—which would have been called LRQ-1’s—were pre-allocated.

They would have been 33715-33814. The experimental models had serial numbers 11651-11654.

On August 10, 1943, XLRQ-1 #3 was trucked back to New Haven. It was thought that the Army would pick up the glider program and that #3 would head to Wright Field in Dayton Ohio. For some reason, that never happened. On August 16th, #2 was flown back to New Haven behind a Catalina PBY. It’s the only XLRQ-1 that ever flew. #1 was ap-

parently kept by the Navy because it shows up on a report of *Aircraft Stricken from the Navy List* dated February 28, 1945. At that time it was at the Naval Aircraft Modification Unit in Johnsville, Pennsylvania. When the Bristol Aeronautical Corporation closed it had built 5 complete gliders and had 10 more partially complete. The partially completed ones were destroyed at Navy request and it is believed that none of the rest survive today.

Information for this article came from many sources including Maurice Libson, Ev Cassagneres, Craig Swain, the Naval Historical Center, and the National Archives and Records Administration. Ev Cassagneres wrote a very nice article about the XLRQ-1 which first appeared in the American Aviation Historical Society’s *AAHS Journal* and was later reprinted in the *Atlantic Flyer*.

—Rick Beebe

## EAA AirVenture on Discovery Wings October 22.

The Discovery Wings Channel will premiere *Oshkosh 2003: Centennial Edition*, a

one-hour special focusing on this year's EAA AirVenture Oshkosh, on Wednesday, October

22, at 9 p.m. The special, mentioned in last month's newsletter, is an EAA produced recap of the recently held EAA AirVenture Oshkosh convention.

The program explores the world-changing impact of a century of powered flight, as seen through extensive insider coverage of EAA AirVenture, the world's largest annual general aviation gathering. Featured are piloting, economics of general aviation, homebuilding and access to the skies, EAA's unique aviation community at AirVenture and a look ahead to aviation's second century.

Appearances include such notable figures as Norman Mineta, Secretary of Transportation; Marion Blakey, FAA Administrator; Robert Hoot Gibson, former NASA Chief astronaut; J. Mac McClellan, editor of *Flying* magazine; Tom Crouch, Department of Aeronautics Chair at the National Air and Space Museum; as well as EAA Founder and Chairman Paul Poberezny, EAA President Tom Poberezny, EAA Executive Vice President Bob Warner; and others from the convention. *Oshkosh 2003: Centennial Edition* also includes exclusive historical footage from EAA's vast archive.



## September Meeting Minutes

September 21, 2003

President Jim Simmons opened the lightly attended meeting @ 10:00. Jim and Dave Pepe were the only officers in attendance. Newsletter editor/webmaster Rick Beebe was also in attendance.

Members present were: George Anderson, Stan Chaffin, Bill Jagoda, Chris Kohler, Maury Libson, Jim Maher, Ray Morgan, Mike Okrent, Mark Scott, Jude Steele, Fran Uliano.

**Treasurer's Report:** Not given due to absence of Barb Johnson.

**Tech Counselor Report:** Discussion of a golf shirt that would have the chapter logo. A number of members will get quotes based on the sample that was displayed at the meeting. Will resolve next meeting, or at least have further discussion. On a personal note, I am happy to report the first two flights of my RV-6, N842DP, by Tech Counselor Joe Gauthier. He reports good engine and flight characteristics. I also earned a tailwheel endorsement and a WINGS signoff from Joe. The weight and balance was also done by Joe after weighing the plane on his scales. Joe also performed the final air worthiness inspection for me. Joe will become the FAA amateur-built DAR shortly and he will perform this service for a lot less than the FAA DAR. No wonder Joe Gauthier is the EAA Tony Bingellis Award winner. I can't wait to fly my RV-6 myself. Also Jim Simmons is now assembling his GP-4 in the FBO maintenance hangar. You have to see this aircraft to appreciate the technology and workmanship.

**Young Eagles Report:** Fran Uliano indicates 950 kids flown, with the emphasis on

the one to one relationship that our chapter employs. The next YE day will be Saturday, October 18 (raindate October 25) and we hope to make the long-standing goal of 1000 kids flown. Please be there as a pilot to help fly the anticipated large turnout of kids.

**Library:** We are looking for donations of books and videos for the purpose of providing an information base to the chapter members and FBO patrons. See Mike Okrent. For the new homebuilder, I have a set of books by Tony Bingellis to loan. Also Rick Beebe seeks projects in any stage of completion for the Chapter 27 website. If you haven't visited it do so at <http://www.eaa27.org/>.

**Other business:** *Compass Calibration Pad* is complete at the south end runup area. You can thank Jim Simmons and friends when you swing your compass.

*Holiday Party* will be at the Hawthorne Inn. Time to start planning. Only two meetings before the party!

*Sport Aviation Article:* Jim Maher will work on an article that will show our chapter to be in the best spirit of EAA. This was at the invitation of EAA headquarters.

*Tetrahedron Project* is finished. Check it out. Also the wind sock will be replaced by the FBO. The chapter has made it easier to see from the air by building a high contrast area under both items

**Seminar:** Given by the inimitable Jim Simmons on *Building, Flying and Owning Homebuilt Aircraft*. Jim gave a great talk and we all learned a lot

—Submitted by your secretary, Dave Pepe

---

## Holiday Party!

This year's Holiday Party will be held in the Sherwood Room at the Hawthorne Inn in Berlin, CT on Sunday, December 7 at 5:30 p.m. There will be a cash bar from 5:30 to 6:00 followed by dinner at 6:00. The price is \$30 per person, tax and tip included.

The dinner will include soup du jour, salad, an entree, dessert and coffee. With the salad you'll have the choice of Zinfandel Vinaigrette

or Parmesan Peppercorn dressing. Our entree choices are Chicken Valencia, Sole Florentine; or Sirloin Tips. There will be roast potato and vegetable du jour (wasn't there du jour in the soup too?). Dessert will be Chocolate Mousse Cake.

There are only two meetings before the party so be sure to sign up soon! Thanks to Maury Libson for making these arrangements.

---

## AOPA Expo in Philadelphia, October 30 - November 1

The AOPA was founded in 1939 at Wings Field in Philadelphia and it returns to its birthplace October 30-November 1 for AOPA Expo 2003. 500 exhibitors are slated for the Pennsylvania Convention Center and 60 aircraft will be displayed at Philadelphia International Airport.

Thursday morning starts with a free "Meet the Administrator" session with the FAA's Marion Blakey. She will update pilots on general aviation ini-

tiatives, and she will welcome questions from the audience. Luncheon on Thursday will feature a special presentation on the Wright brothers by Darrell Collins, a National Park Service historian at Kill Devil Hills, N.C.

AOPA President Phil Boyer hosts Friday morning's free general session. He'll be joined by representatives from 10 of the top avionics manufacturers to discuss the rapid advance in general aviation technology.

There will also be 80 seminars on a wide variety of topics of interest to airmen.

AOPA Expo 2003 is open to the public. Daily admission to the exhibition hall and static display costs \$30, while admission that includes the seminars is \$45. The exhibit hall and product demonstrations open at 10 a.m. each day, closing at 6 p.m. the first two days and at 4 p.m. on the last day. Call 1-888-GO2EXPO or see [www.aopa.org](http://www.aopa.org).

*You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?*

*The deadline for submission of materials for the April newsletter is November 6, 2003.*

### 2003 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following information and mail with your dues to:  
EAA Chapter 27, c/o Barbara Johnson, 9 Dillon Rd., Woodbridge, CT 06525  
(Dues are \$15.00 per year, make checks payable to: EAA Chapter 27)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email address: \_\_\_\_\_

EAA Membership No: \_\_\_\_\_ Pilot rating held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_ % completed? \_\_\_\_\_



EAA Chapter 27  
c/o Richard Beebe II  
360 Mountain Rd  
Hamden, CT 06514-1415  
[newsletter@eaa27.org](mailto:newsletter@eaa27.org)

Meetings held on the third Sunday of the month at Meriden-Markham Airport,  
Meriden, CT at 10am unless otherwise noted.  
[www.eaa27.org](http://www.eaa27.org)