



CHAPTER 27 NEWSLETTER

APRIL, 1985 ISSUE

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

SUN 'N FUN ARRIVAL



Above photo shows President Paul Poberezny seated in the cockpit of his P-51 upon arriving at last month's Sun 'N Fun Fly-In at Lakeland, Florida after a four-hour flight from Oshkosh. The fly-in proved to be a miniature edition of the annual Oshkosh affair, sans crowds. Having moved the date up a bit the weather was much better than it has been in previous years. (Only one really damp day).

NEXT MEETING IS SUNDAY, APRIL 14

The April meeting of EAA Chapter 27 will be held on the 14th at Meriden-Markham Airport. A videotape of Rotorway's Executive helicopter will be shown at this time. From people who have seen this production it would be well worth the trip to Meriden to have a look. See you there!

MEMBERSHIP PACKAGES NOW AVAILABLE

We have completed assembling our 1985 membership packages and they will be available for all current members at our next meeting.

The package contains:

- Chapter Bylaws for 1985
- Membership Roster for 1985
- Member Skills Inventory for 1985
- Available Product Brochure Listing
- Available Book Listing
- Member Tool Inventory

Due to the size of this package we have decided not to mail it to our members. We will make them available at our monthly meetings. Please try to attend our meeting to pick up yours.

REMEMBER—IT'S APRIL 14 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A.M.

LETTER FROM THE PRESIDENT:

Once again, we had another fine turnout for our monthly meeting. I realize that with the coming of spring we will all want to take every opportunity we can to enjoy the weather. However, I'd like to request that you try to set aside the time to join us at each meeting as well.

Two of our planned projects for 1985 are rapidly coming into being. First, we are scheduling time to paint the name of the airport on the taxiway. Secondly, we **ARE** going to participate in the Meriden airshow this year. Our participation will consist of a static display of our aircraft and a table manned by our members to spread the word of our fine organization to those who attend. I'd like each of you to consider participating in these projects. We will certainly welcome your assistance.

The response from aircraft designers and suppliers to our chapter's request for information continues to be super. This month we watched a videotape illustrating the merits of the Polliwagon aircraft. In addition, we reviewed the information packages for the Osprey II, Sea Hawk and Cricket aircraft. Our April meeting will include a videotape on building and flying the Rotorway EXEC helicopter. I've had an opportunity to preview this film and I think it is a first class production. Don't miss it.

We are also pursuing the purchase of videotapes from the EAA illustrating such topics as welding and woodworking in conjunction with EAA Chapter 166, which is located in Hartford. By sharing these tapes between chapters we effectively will cut the cost in half and still have the availability of them for our membership.

I'm currently working on restoring our chapter to current status with EAA headquarters which includes supplying them with a copy of our by-laws and renewing the incorporation of our chapter with the State of Connecticut.

See you all at our April meeting.
Happy flying!

Jim Simmons

MEMBERS NEED OUR HELP!

Bob Seemann and Herb Bullock possess a 1949 ERCOPE restoration project which is currently about 90% completed. The project has been at a standstill since Bill O'Connor became seriously ill.

We can help these men get their ship airborne again. Herb has decided to have an open house each Wednesday evening at his shop in Cheshire and has requested our aid in completing the restoration. At present a list of remaining chores to be completed is being prepared so that we can lend a helping hand on these evenings.

On the back of this newsletter is a map to show where the shop is in Cheshire. He plans to work from 7:00 p.m. through approximately 10 p.m.

This is a fine opportunity for us to aid some members in need and learn more about the internal workings of a truly classic aircraft.

See you there on Wednesdays.—**Jim Simmons**

"I DON'T BELIEVE IT!"

How much paint do you think it will take to spell out "MERIDEN" on the taxiway? 5 gallons? 10 gallons? Could it possibly take as much as 15 gallons?

To find out I decided to measure the letter size on the ramp at Robertson airport in Plainville, CT. So I flew up there and got out my trusty tape measure. I was astonished to find that the letters were 48 feet tall! 42 feet wide! 48 feet between letters and each stroke of the letter is 9 feet wide!

I then proceeded to lay out the design for painting "MERIDEN" on our taxiway. The taxiway measures 30 feet wide. This seems like the ideal height for our letters. The width of the letters would proportionately be 24 feet wide. The width of each stroke should be approximately 6 feet wide. A few calculations for each letter of the word "MERIDEN" and we end up with the need to paint 3,200 square feet. I telephoned a local paint supplier and he advised me that we would be lucky if we could cover 100 square feet per gallon due to the method of application (roller) and also that we are painting on old pavement. Thirty-two gallons would be required if we didn't spill a drop and we were able to spread it on evenly.

Obviously at a cost of \$8.00 per gallon this project is beyond the financial capabilities of our chapter and I have already informed the airport management of this shortcoming. They are seeking other means of financing the project which include Meriden Airways and the airport commission. I'm sorry to say that until this can be resolved the project will have to remain on hold.—**Jim Simmons.**

OPEN HOUSE AT TWEED-NEW HAVEN APRIL 21

Our chapter has been invited to display our aircraft and man a table recruiting new members at the open house at Tweed-New Haven airport on Sunday, April 21. This invitation has been extended by Martin Mador, president of Yale Aviation, Inc., who is sponsoring this event. The purpose of the event is to educate people as to the various facets of aviation and I'm hoping for a good turnout from our members.

Martin Mador and Ev Cassagneres (Event Chairman) plan to attend our meeting on April 14 and personally extend their invitations to you all. We'll also discuss manning of a table at this event.

CHAPTER 27 OFFICERS FOR 1985

President—Jim Simmons
Vice President—Herb Bullock
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Designee—Ed Dunn
Newsletter Editor—Charlie Maxted
Printing—Herb Bullock

QUICKIE FILES FOR CHAPTER 11

Quickie Aircraft Corp. soon will file for protection from creditors under Chapter 11 of the federal bankruptcy code, while it pursues an appeal of judgment entered against it in U. S. District Court in Denver, **Western Flyer** newspaper has learned.

"We're contemplating Chapter 11 to protect the company during the appeal," said Quickie's attorney Brent Ayscough. He explained that the Denver court had denied several post-trial motions he had entered to overturn a \$155,000 judgment against the company.

A Quickie builder, Joseph A. Mullan of Denver, filed suit against the company after his Quickie crashed on takeoff. He argued that the company did not warn him about the effects of high density altitude on the aircraft and claimed that the Quickie had unusual handling characteristics. Although Mullan's competence as a builder and pilot was called into question, the jury awarded him \$155,000 in damages, plus about \$40,000 in interest.

Ayscough said, "We definitely are going to appeal. We have a pretty good chance (of winning.)" He added that Quickie planned to reopen for business "in a few days;" Chapter 11 is necessary, he said, to preserve the company's assets and allow it to support builders during the appeal.

Ayscough asserted that "Quickie intends to stay open anyway it can." But when the **Flyer** staff tried to reach Quickie president Gene Sheehan, a recording announced that the company's line had been disconnected. Before the holidays, Quickie announced it was shutting down until January 2.

Ayscough maintained that Quickie was "an extremely solvent company" before it lost the suit and had only the "usual amount of unpaid bills" on the books before the court award.

A campaign to raise money for the appeal has been encouraging, Ayscough said. "We think that with a little more support we can pay for the appeal," Ayscough would not say how much money had come in, but he said his office has received "hundreds of letters" of support.

The appeal would be filed in the 10th Circuit Court of Appeals in Denver. If Quickie does appeal, the case would not be argued for a "fairly lengthy period of time," Ayscough confirmed.

From "On Approach"—**AVEMCO**

FUNNEL INFORMATION

Three new funnels for filtering water and dirt from aviation fuels have recently come to our attention.

The first one is a German import and is advertised in **Aviation** magazine. It sells for \$95.00.

Trade-A-Plane had the second offering at a price of \$27.95.

On our recent visit to Sun 'N Fun at Lakeland we watched a demonstration of a fuel, dirt and water filter funnel which sold for \$9.95 (Special price for the show—\$7.95.) This funnel really separated the water from the fuel.—**H. B.**

CALENDAR OF EVENTS

APRIL 26-28—KILL DEVIL HILLS, NC—3rd Annual Wilbur Wright Fly-In. Co-sponsored by the First Flight Society, the National Park Service and EAA Chapter 339. Contact Bob Woody (919) 473-2111 or Katherine Martin (919) 441-4124 for information.

MAY 30—JUNE 9—PARIS, FRANCE — Paris Air Show, Le Bourget, France. Contact GIFAS, 4 rue Galilee, Paris Cedex 16 F-75782, France.

JULY 26-AUG. 2—OSHKOSH, WI—33rd Annual Fly-In Convention. Make your plans now to attend the World's Greatest and Most Exciting Aviation Event.

CONNECTICUT SOARING CENTER

Following is a quote from the Connecticut Soaring Center's newsletter:

"In keeping with the spirit of our past social events, we are scheduling a Spring open house for Saturday, April 20th. CONNECTICUT SOARING will be providing a ham and we ask that you bring a favorite dish to share."

"Join us earlier in the day for a Fiberglass Repair Workshop presented by our speakers Rich Schlueter and Mike Shade from Grob. They will also be demonstrating the new G109B Motorglider.

WHAT TYPE OF AIRCRAFT ENGINE IS IT?

Weight: 90—100 pounds less than a Lycoming O-235
Size: 1/2 the size of a Lycoming O-235
Economy: 40%—50% less fuel consumption than a Lycoming O-235
Horsepower: Increase rating by 5 horsepower to 120 horsepower
TBO: Double TBO to 3000 hours
Cost: Less than 50% that of a new Lycoming O-235
Any idea what engine it is?

See you at our April meeting with the correct answer.

Jim Simmons

WANTED

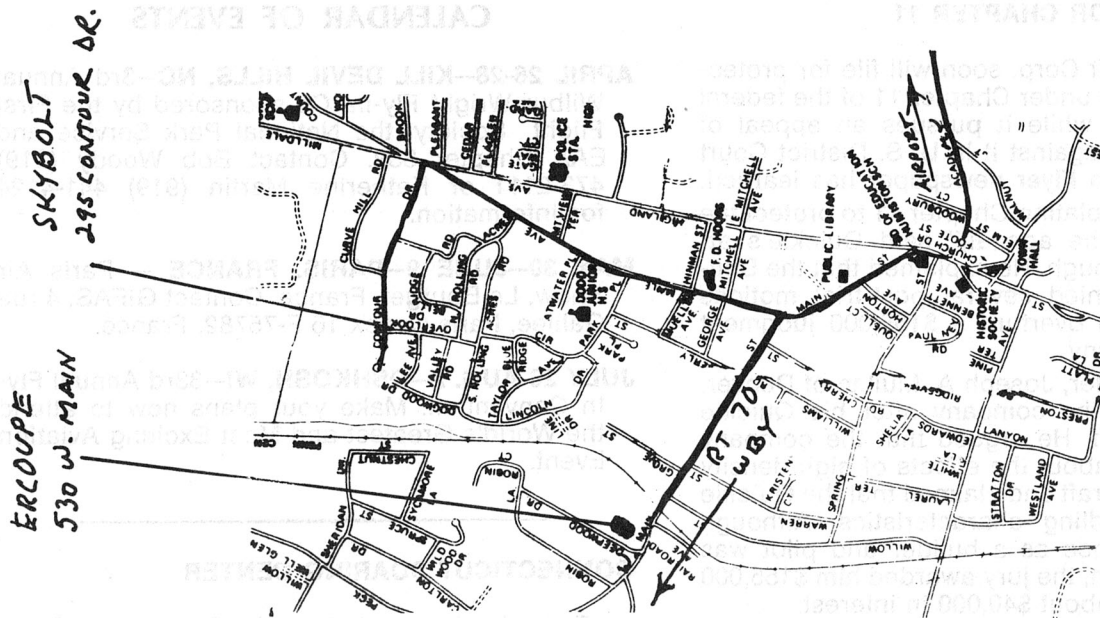
CESSNA 150 OR 152—Other aircraft of comparable size considered. Morris Dibner, 34 Welton Street, New Haven, CT 06513. (203) 776-7592.

FOR SALE

CESSNA 150, FRESH ANNUAL—King Nav-Com, Intercom, Clean A/C. Nolan Getsinger (208) 522-5783.

GENAVE 200B NAV-COM—Cary Yrene (208) 357-7059.

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.



CHARLES MAXTED
 957 Coleman Road
 Cheshire, CT 06410

1985 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **BOB SEEMANN, 89 EARL AVENUE, 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?