

FEBRUARY, 1986

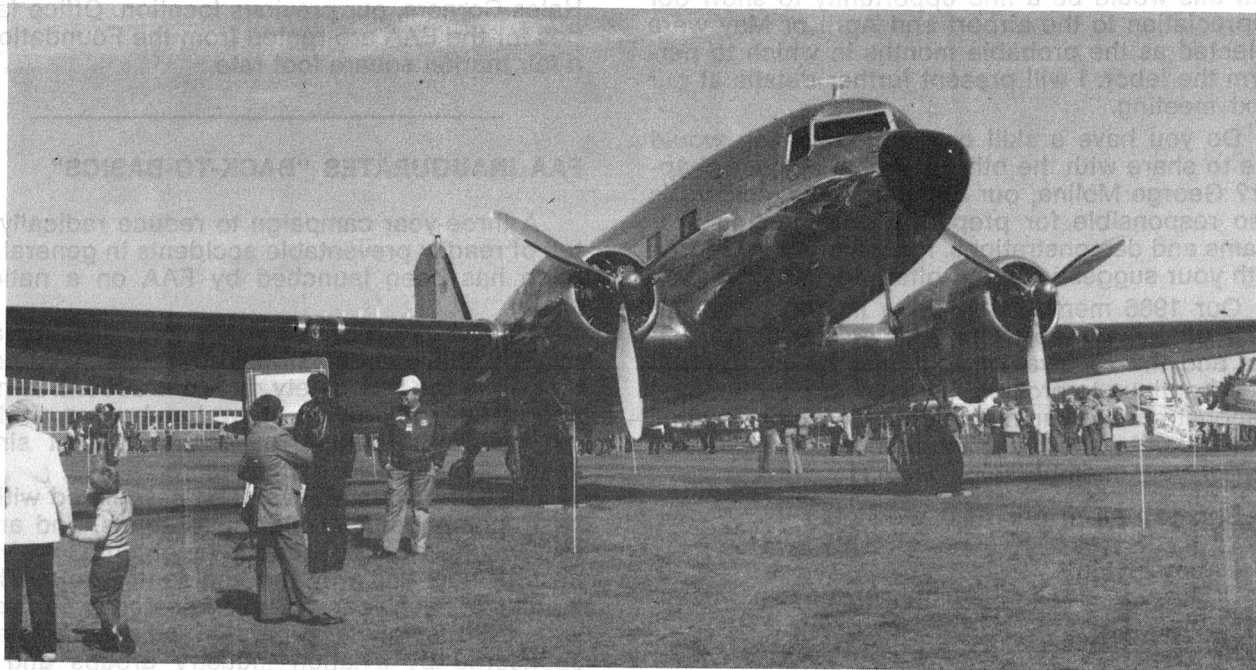


CHAPTER 27 NEWSLETTER

FEBRUARY, 1986 ISSUE

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

OLD TIMER



The venerable DC-3 recently celebrated it's 50th birthday so we thought it appropriate to publish a photo of an exceptionally well preserved example of a truly old timer. This particular aircraft appeared at the Pratt & Whitney Air Show and anniversary (their 60th) in East Hartford last October.

NEXT MEETING IS SUNDAY, FEB. 9

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 9, 1986. Time—10 a.m.

SUN 'N FUN SPECIAL

For anyone planning to attend this year's Sun 'N Fun Show in Lakeland, and doesn't have transportation, George Molina informs us that he has a spare seat in his Bonanza for the trip. Details to be worked out upon contacting him.

WHAT'S A U.F.O.?

Not necessarily what you may be thinking. It also stands for United Flying Octogenarians, an organization of pilots over 80 years of age who think young and hold current medical certificates. If you meet the above requirement, contact them at Box 123, Murrieta, CA 92362. They conduct safety meetings for younger pilots, too.

SSA 1986 NATIONAL CONVENTION

The Soaring Society of America National Convention will be held in Valley Forge, Pennsylvania on February 28 to March 2. In 1984 the National convention was held in the Hartford Civic Center and a sizeable number of power pilots were observed looking 'em over.

REMEMBER—IT'S FEB. 9 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

Another winter month has finally passed. I hope that most of you are working on your projects in a nice, warm workshop where you can enjoy your labor. I recall attempts at working in my detached, un-insulated two-car garage with a single kerosene heater (which had to be on for at least two hours in advance). A winter jacket and gloves were mandatory. I hope your working conditions are better than mine were.

Hal Schnerr has inquired about our offer to paint the airport name on the taxiway. At our last meeting I explained that he has requested that we paint the present taxiway and once it is repaved (in a year or two) that we repaint it again. We agreed that this would be a fine opportunity to show our appreciation to the airport and April or May were selected as the probable months in which to perform the labor. I will present further details at our next meeting.

Do you have a skill or experience you would like to share with the other members of our chapter? George Molina, our chapter vice president is also responsible for preparing our meeting programs and demonstrations. Please contact George with your suggestions and offers for assistance.

Our 1986 membership drive is underway and we need your support. Our dues are certainly nominal and the renewal of your membership allows us to continue to provide the newsletter, meetings, demonstrations, summer picnic and other events with which to share our interest in sport aviation. Renew your membership **TODAY!**

See you all at our next meeting.

Happy Flying!

Jim Simmons

WHAT DO YOU KNOW ABOUT YOUR EAA?

President Paul's letter to chapter presidents this month contained some very interesting facts about our organization which was enlightening to me and may also prove to be informative to chapter members.

The question by members is often asked "Why are my dues used to support the EAA Air Museum and the flying of some of the museum aircraft?" The answer is and has been for many years, the EAA is a separate organization with its own Directors and its own treasury. The EAA Aviation Foundation is a separate corporation with its own Board of Directors, each holding their own separate board meetings as required by law.

The Experimental Aircraft Association is supported mainly by membership dues and any proceeds from the Convention, and, on a smaller scale, advertising and merchandising. EAA members' dues are not used to support the Air Museum, the Foundation or the flying or restoration of aircraft. Incidentally, all museum aircraft flown during 1985 flew less than 100 hours, mostly to and from air shows which paid for their appearances.

The EAA owns one flying machine, a Bell helicopter, which was purchased in January of 1976

and is used specifically during the EAA Convention. Its main function is for traffic control, emergencies and annual site surveillance and evaluation for future planning. It is flown by a hired, qualified pilot and remains in flyable condition while in storage. On rare occasions it may be flown locally for photography work. The helicopter on today's market is worth approximately 40% more than was paid for it.

The EAA Foundation (Air Museum), a non-profit corporation under IRS Code 501(c)3, contributions to it being tax deductible, is funded by individual contributions and by many large and small corporations who have recognized EAA's value to aviation and people in general.

The present Headquarters and Air Museum facility is owned by the Foundation as it was in Hales Corners, our previous location. Office facilities for the EAA are rented from the Foundation at a fair market square foot rate.

FAA INAUGURATES "BACK-TO-BASICS"

A three-year campaign to reduce radically the toll of readily preventable accidents in general aviation has been launched by FAA on a national scale.

This "Back-to-Basics" campaign was activated by FAA Administrator Donald D. Engen, who noted that while the U.S. safety record is second to none and steadily improving, there has been a continuing pattern of pilot-error accidents that simply never should have happened.

These accidents have been associated with 12 basic components of flight operations, and an intensive effort will be made to heighten pilot awareness of how and why the accidents occur. Three months of each year will be dedicated to each subject. Pilot safety seminars in all of the states, sponsored by aviation industry groups and the FAA, will all deal with the same subject during this period. For example, the first quarter of 1986 will spotlight takeoff and landing procedures.

Unofficially, there were over 1,000 takeoff and landing accidents in 1985 alone. Accidents during these phases of flight have traditionally comprised the largest grouping year after year.

For a schedule of safety meetings in your area on 1986's topics, consult your Accident Prevention Specialist or Counselor or an FAA district office. Anyone interested in participating in Back-to-Basics by sponsoring a safety meeting should contact their local Accident Prevention Specialist for assistance.

CHAPTER 27 OFFICERS FOR 1986

President—Jim Simmons
Vice President—George Molina
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

A FLIGHT IN TIME

BRIDGEPORT (AP)—A replica of what some claim to have been the world's first airplane in 1901 is about ready for a test flight, and those behind the project believe their model will fly.

Researcher William O'Dwyer of Fairfield said the plane is modeled after a plane developed by Gustave Whitehead. He said the test flight should prove that Whitehead, and not the Wright brothers, was actually the first to fly.

Andrew Kosch, also of Fairfield, who will pilot the model, said the Whitehead replica will be towed by a car in the vicinity of the Captain's Cove Seaport to air test it as a glider in a few weeks.

Kosch, who is a high school biology teacher in Stamford, pilots ultralight planes as a hobby.

Glider tests were conducted by Whitehead and other airplane inventors to make sure their crafts would fly before they added motors to make actual test flights.

Kosch said he is confident that the model will fly, because it begins to lift off the ground in the slightest wind when its wings are unfolded.

As his own contribution to the city's 150th anniversary celebration this year, seaport developer Kaye Williams built a hangar at the seaport for the model, and has pledged to donate about \$10,000 for building it.

Williams said Whitehead is an example of the geniuses who made Bridgeport great.

O'Dwyer claims that Whitehead flew his monoplane at various points along the Long Island Sound shoreline in August and November 1901, more than two years before Orville and Wilbur Wright flew their biplane at Kitty Hawk, N.C. Both the Whitehead and Wright planes were actually like huge kites, he said.

The Whitehead replica was designed by aeronautical engineers using photographs of planes designed and flown by Whitehead and news articles of the day. Among those engineers was Herbert Kelley, of Yucca Valley, CA, O'Dwyer said.

The boatlike fuselage of the Whitehead model has been constructed with a bowsprit and a mast from spruce covered with canvas. Its batlike wings have been fabricated from bamboo poles and rayon.

To complete the structure, workers must finish connecting the wings to the fuselage with wires to form a rigid, diamond truss, as Whitehead had constructed it, O'Dwyer said. Soon, they will varnish the canvas to make it impervious to air, he added.

Whitehead arrived at the design of his plane after many years of studying bats, seagulls, flying fish and condors, O'Dwyer said.

He said the model's creation by a crew of about two dozen people over the past few months results from 22 years of research he conducted to demonstrate that Whitehead, a German immigrant living in Bridgeport, was the first man to successfully fly.

CALENDAR OF EVENTS

MARCH 16-22—LAKELAND, FLORIDA—12th Annual Sun 'n Fun Fly-In, hosted by the Experimental Aircraft Association. Contact, Sun 'n Fun Office, P.O. Box 6750, Lakeland, FL 33807.

APRIL 25-27 — KILL DEVIL HILLS, N.C. — The fourth annual Wilbur Wright Fly-In at the Wright Brothers National Memorial. Saturday night banquet with awards for best dressed aviator and aviatrix. Event celebrates the birthday of Wilbur Wright, April 16, 1867. Aircraft will be judged with competition in five classes — homebuilt, ultralight, antique, classic and warbird. Sponsored by the First Flight Society, the National Park Service and Experimental Aircraft Association Chapter 339 of Norfolk, Va. The Civil Air Patrol will assist in the event, which also includes an antique and collectible auto show. Contact: Gene O'Brien, managing director, First Flight Society, P.O. Box 1903, Kitty Hawk, N.C. 27949. Telephone (919) 441-3761.

JULY 19-27—QUEBEC, CANADA—First Air Rally of Quebec, including about 50 light airplanes touring the northern part of the Province of Quebec and landing at bush airports formerly used to develop the James Bay Hydro-electric project. Pilots and their passengers will sleep in tents and receive meals prepared by cooks flown in on "reliable DC-3s," according to organizers. Contact International Air Rally Organization, 1860 Broadway, Suite 1406, New York, N.Y. 10023.

FEBRUARY VIDEOTAPE PRESENTATION

Jim Simmons recently mounted a video camera on his Skybolt and proceeded to tape a complete aerobatic routine. It is planned to show this film at the February meeting. Here's your chance to see what it's like "From inside looking out."

WANTED

PARTS FOR STINSON 108-2 — Left Wing, Left Strut, Prop, Tailfeathers, Cowling, Windshield — Ed Morris (203) 238-1134.

HONDA CIVIC ENGINE—EB 2 or 3. Must have aluminum block. Fred Troske. 753-7833.

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

FOR SALE

TABLE SAW—Eight-inch with attachments including dado head and moulding head. Fred Troske 753-7833.

MARCH 18-22-LAKELAND, FLORIDA-19th Annual Sun 'n Fun Fly-In, hosted by the Experimental Aircraft Association, Contact: Sun 'n Fun Office, P.O. Box 8758, Lakeland, FL 33807.

APRIL 25-27 - KILL DEVIL HILLS, N.C. - The 10th Annual Wright Fly-In at the Wright Brothers National Memorial. Saturday night banquet with awards for best dressed aviator and aviator. Event celebrates the birthday of Wilbur Wright. April 18, 1907. Aircraft will be judged with competition in five classes - homebuilt, ultralight, antique, classic and warbird. Sponsored by the First Flight Society, the National Park Service and Experimental Aircraft Association Chapter 322 of Norfolk, Va. The Civil Air Patrol will assist in the event, which also includes an antique and collectible auto show. Contact: Gene O'Leary, managing director, First Flight Society, P.O. Box 1803, Kill Devil Hills, N.C. 27904. Telephone (919) 441-3701.

HERB BULLOCK

1315 Meadow Road
Cheshire, CT 06410

JULY 18-22-QUEBEC, CANADA-Quebec, including about 5000 people, including the northern part of the Province of Quebec and landing at bush airports formerly used to develop the James Bay Hydro-electric project. Pilots and their passengers will sleep in tents and receive meals prepared by cooks flown in on "tailgate DC-3s," according to organizers. Contact: International Air Rally Organization, 1800 Broadway, Suite 1408, New York, N.Y. 10023.

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Jim Simmons recently mounted a video camera on his Sky II and succeeded in taking a complete cinematic routine. It is planned to show this film at the February meeting. Here's your chance to see what it's like from inside looking out.

1986 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	

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