

FEBRUARY, 1987

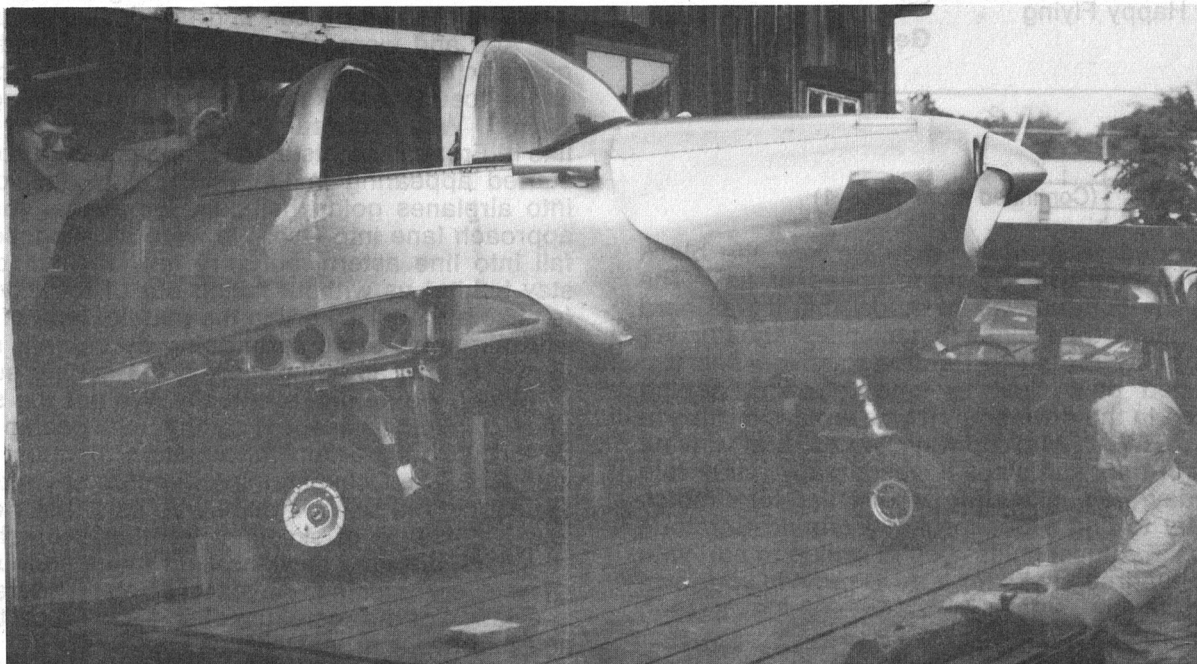


CHAPTER 27 NEWSLETTER

FEBRUARY, 1987 ISSUE

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

TIGHT SQUEEZE



Pictured above is the long-awaited emergence of the Seemann-Bullock Ercoupe from its "home" for the past few years. It was a tight fit going in the chicken coop and an even tighter one coming out as the whole canopy has been added. At the moment the aircraft is tied down a few feet from this location—under a foot of snow! With an early spring we may get it flying this summer!—Photo by Jim Simmons.

NEXT MEETING IS SUNDAY, FEB. 8

The February meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, February 8, 1987. Time—10 A.M.

BRAINARD FIELD COMMENT

In response to a request by Friends of Connecticut Aviation, Inc., to contact our respective Senator and Representative regarding the closing of Brainard Airport we are pleased to report that having sent our letters to our respective legislators in Hartford we received a prompt reply from both Representative Mary Fritz and Senator Philip S. Robertson indicating their support in keeping the airport.

OSHKOSH '86

Following is an account of the Oshkosh journey of John Boyce and Tom O'Donnell in a Baby Ace and a Piper Cub. So with John's permission, read on!

Those of you who were at encampment this year know what the weather was like the second week; those of you who weren't didn't miss much in the way of flying. Tom O'Donnell and I sat there from Tuesday until Saturday waiting for the weather to clear enough to set off for Oshkosh in Jackson's Cub and Baby Ace.

By noon, on Saturday, it looked good enough to give it a try. We did all right as far as the Hudson River, then the weather began deteriorating rapidly, the result of an approaching front which seemed to have escaped the notice of the weather gurus. We had landed at Saratoga Springs for fuel and

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REMEMBER—IT'S FEB. 8 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

Can you believe it! Is this winter time or what? By now, I'm sure we've all had it with shoveling snow, scraping windows and freezing.

It sure felt good taking the Bonanza and Eagle for a ride this past week-end after a deep freeze. Please make your plans for our mid-winter escape —(Sun 'n Fun) from March 15 to the 21st. We plan our pilgrimage as a gaggle of Chapter 27 EAAers.

It's been quite hectic this past month, as we have attended quite a few meetings on the issue of our beloved pastime. I will report on this at this Sunday's meeting

Happy Flying

George Molina

OSHKOSH '86

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had headed west again when we saw the black wall of a huge thunderstorm ahead of us.. (The weather in general was so murky that it was hard to see more than eight to ten miles ahead). We beat a hasty retreat to Saratoga and got the two ships tied down just in time to avoid getting drowned in the downpour. It was a classic Hudson Valley TRW+, with howling winds and driving sheets of rain, and since it was already rather late in the day, we packed it in and headed for a motel. Don't try to find a decent motel around Saratoga Springs in August unless you're willing to part with over a hundred bucks for it, AND provide your own transportation, since it is the racing season (horses, Ugh!).

Well, any old port in a storm.

We got to the airport for an early start next day, but the fog didn't lift enough to fly until about 11. On our way again at last! For about fifteen minutes. Then we ran into low scud, too low to go under, but of such uncertain extent it didn't make sense to try to go over, either. Fortunately, we spotted a small grass strip along the river (Mohawk), and made a brief pattern and landed. After an hour or so visiting with the friendly natives, it had cleared up enough to be flyable, and away we went. From that point on the weather got better and better, all the way to Osh, in fact. Because of the two-hour range of the Ace (at seventy MPH), we made frequent frequent fuel stops, among the most interesting of which was at Dansville, NY, a beautiful field with an active glider operation and a convenient ridge. The Region 3 competition is usually held there. Well worth a visit some day, but a long drive.

We landed Sunday night just east of Cleveland and made an early start, flying down the lakefront under the TCA and looking diligently for golf courses (very few), beaches (even fewer), parks or whatever. It's funny how an engine goes into automatic rough as soon as you are over water or out of reach of a landing area. We got the same feeling going along the Chicago lakefront. The view was simply awe-inspiring, with nothing but

water on your right and the Chicago skyline on your left. Personally, I was glad to get through the area and over flat land again.

By late Monday, we were within range of Osh just in time to learn that the field was closed for the next hour and a half because of the daily air show. So we put in at Fond du Lac, 30 miles or so to the south to wait it out. There were literally hundreds of airplanes there, mostly waiting, just as we were. We took off again about 6:30 and immediately learned that the airport was open again, but only for IFR departures and arrivals. VFR (that's us, folks) would be held until 7:15, wherever they happened to be, which found us circling over a hundred acres of corn some 20 miles southwest of our destination. We were looking around anxiously at the setting sun and the declining fuel in the Ace and were just about to turn around and go back to Fond du Lac when Approach Control announced that VFR arrivals were again being accepted. Well, I swear I've never seen anything like it! From all points of the compass, little specks started appearing in the sky, rapidly developing into airplanes going hell-bent for leather for the approach lane into Osh. We were all supposed to fall into line astern, but very few of them could stay behind us without falling out of the sky. We felt like a Model T Ford in the middle lane of I-95, with airplanes of all sorts going by us, left, right, above, below, all trying to beat the setting sun.

Which we all did, eventually. We got the ships tied down and went about setting up the camp after dark, but that's a familiar situation for most Nutmeggers. The Oshkosh thing beggars any attempt at description, so let it merely be said that we enjoyed four days of excellent weather, workshops, seminars, airplane gawking, and a stupendous air show every evening. Anyone remotely interested in aviation of the recreational sort should certainly see this event at least once.

There was a mild frontal passage Thursday evening so the next day I departed in the Cub for St. Paul, with Ann Marie, to visit Lisa overnight. Saturday morning we headed southeast, to Madison, WI, dropping Annie off there and joining up with Tom and the Ace. From there we made it around the south side of Chicago and headed east, landing for the night just north of Ft. Wayne. After chasing a deer off the runway Sunday morning, we were on our way again with no problems until we ran into an area of foul weather starting just south of Cleveland and lasting until central Pennsylvania. With the Interstate 80 as our guide, we made it to the Delaware Water Gap, then north-

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EAA CHAPTER 27 OFFICERS FOR 1987

President—George Molina

Vice President—Ed Morris

Secretary—David R. Flood I

Treasurer—Sheila Seemann

Technical Consultant—Ed Dunn

Newsletter Editor—Herb Bullock

THE WORKINGS OF POLITICS

We recently attended a political function at the State Capitol in which we visited with the governor, senators, representatives and state attorney general.

Although politics has never been one of my favorite subjects, I seem to be getting more involved as of late due to my commitment in leadership positions in several organizations.

I must say, it's interesting to be with and watch politicians and the political system at work. Since this function was a \$150 a plate dinner, I decided to get an education for that money.

Here are some of my impressions:

1. Politicians, while taking a stand on an issue, would rather remain everyone's friend.
2. Are not experts in most issues they have to vote on.
3. Are not only willing to listen but actually need to know the information from experts.
4. If we can get to them before they can make up their minds, chances are we'll be influential.
5. Response to organized constituents and lobby groups.

I came away with a sense that we must call on our organization's most brilliant minds so that when our turn comes, be able to make an effective, structured, visual and simple presentation during a very short period of time allowed.

As these proceedings unfold, we'll be hearing more on the subject.

George Molina

VIDEO FOR THIS MEETING

Bob Hoover is featured in this month's video presentation flying a Sabreliner and a T-28. Both the Thunderbirds and Blue Angels also appear in this professionally made film.

OSHKOSH '86

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eastward across New Jersey to the Tappan Zee Bridge on the Hudson, a landmark even I couldn't miss, thence directly to Bridgeport and HOME!

Except for one short leg westbound in Ohio, Tom flew the Ace all the way out and back and I flew the Cub. We didn't have radio contact with each other most of the way but stayed close enough to signal with wing-wagging and the like. Dave had to put a special "half notch" of flaps on the Cub flap selector in order to slow it down enough to stay with the Ace. Seventy was our cruising speed, and our ground speed, with the vagaries of the wind, was pretty much the same both ways, about seventy-five on the average. I got lost only once, trying to find the airport at Dubois, PA. Fortunately, Tom spotted it and was able to lead us both in without embarrassment. The trip took about 30 hours, both ways, excluding my side trip up to St. Paul. Under ideal conditions, we'd have made better time in the ASW-15.

John Boyce

CALENDAR OF EVENTS

MARCH 15-21—LAKELAND, FL—Sun 'n Fun EAA Fly-In. Where Spring Is In The Air. Contact 813/644-2431 Mon.-Fri., or P.O. Box 6750, Lakeland, FL 33807.

MAY 1-3—CLEVELAND OH—3rd Annual Air Racing History Symposium. Contact Jim Butler, Society of Air Racing Historians, 36250 Lake Shore Blvd., #518, Eastlake, OH 44094.

JULY 31-AUG. 7—OSHKOSH, WI—35th Annual EAA Convention. Never too early to start making your plans!

PIPER BLASTS AUTO FUEL

In a contradictory and misleading service bulletin issued on January 14, 1987, the Piper Aircraft Corporation states that, "The use of automotive fuels is prohibited in Piper airplanes." Paul Poberezny has challenged the validity of the service bulletin in a letter to Piper President Frank G. Manning. In his letter, Paul describes the lengthy, detailed and highly successful auto fuel test program conducted by the EAA Aviation Foundation. He notes that current "aviation" gasoline (100 LL) has never been tested to the extent to which EAA tested mogas and that, to our knowledge, FAA has never defined any fuel specifications for 100 LL. The Federal Aviation Administration has approved the use of mogas as an aviation grade gasoline for over 350 different airframe and engine combinations.

When mogas is used in conjunction with an FAA approved STC, it IS for all intents and purposes, aviation grade gasoline. Any other conclusion is illogical! You will certainly be reading more about this issue in Sport Aviation in the future. Several of your Headquarters staff members suspect that the lawyers for Piper's parent company, Lear Seigler, may be preparing themselves a future "product liability defense" by issuing the service bulletin. However, as Paul said in his letter to Mr. Manning, "In spite of careful record-keeping and EAA's own independent investigations, we have absolutely no records of **ANY** incident or accident in which mogas, of ASTM D-439 specifications, when used in conjunction with an FAA approved STC, has been shown to be a casual factor."

FOR SALE

PIPER COLT—500 SMOH, Ceconite, in annual. (203) 283-4440, evenings.

PAZMANY PL4-A—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500, Chuck Bouffard, (802) 655-0220 evenings.

'46 LUSCOMBE 8A—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

STINSON 108-2—165 Franklin, heavy case. Less rudder, cowl and prop, \$3,000. Ed Morris (203) 265-6236.

