

**JANUARY, 1997**



# **CHAPTER 27 NEWSLETTER**

**JANUARY, 1997 ISSUE**

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

## **BENT BIRD**



As reported in our November newsletter, Chuck and Debbie's Glasair came to grief upon not quite reaching the runway at St. George Island, FL. This photo shows the aircraft's final stopping place. The full account of the mishap appears in this issue of the newsletter as related in a letter from Chuck to Jim Simmons.

## **NEXT MEETING IS SUNDAY, JAN. 19**

The January meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, January 19, 1997. Time 10:00 A.M.

**DON'T FORGET YOUR DUES!**

## **THE FAR'S AND YOUR HOMEBUILT**

There seems to be some confusion as to recording and keeping records on building your homebuilt. Therefore, this month's seminar will go over the procedures to be used in complying with the record keeping, filling out log books, photos and other facts required by the FAR's in the process of constructing your homebuilt.

The discussion will be ably conducted by our Technical Counselors, Jeff Davenport and Ed Morris.

**REMEMBER—IT'S JAN. 19 AT MMK AIRPORT—TIME: 10:00 A. M.**

## LETTER FROM THE PRESIDENT

As we begin the new year, I would like to thank everyone who helped make EAA Chapter 27 the huge success that it was in 1996 and I encourage you to continue to provide your support during 1997.

Our recent Christmas Party turned out to be another fine EAA event. We had 55 people in attendance at Georges II Restaurant and everyone appeared to enjoy the occasion. Some people traveled great distances to get to the party, however, none was farther than Don Whelan's trip from Las Vegas, Nevada. We will discuss plans (and possible changes) for next year's party at our January chapter meeting.

Our chapter received some very nice publicity from the Cheshire Herald, a local town newspaper. Specifically the article featured our chapter's recent efforts and accomplishments with the Young Eagles program. A well deserved thanks goes out to Ev Cassagneres for his persistence in seeing that the chapter receive this recognition and publicity.

Along those lines, our chapter had pledged to fly 80 Young Eagles for 1996. I am proud to inform you that we flew **106** Young Eagles during the year. Thanks to all of the members who assisted in our Young Eagles efforts, and a congratulations to our Young Eagles Chairman, Fran Uliano, for his fine leadership and for personally flying 26 of the youngsters. This is clearly a program that is truly worthwhile. I also believe that we can be especially proud of the fact that the vast majority of these flights are "one-on-one" encounters. Let's try to exceed 106 kids for 1997.

This is also the time of year when we begin our membership drive for the coming year. I hope that you will continue to demonstrate your support for EAA Chapter 27 by promptly paying your dues for 1997.

See you all at our next meeting.

Jim

## A MODEL YOUNG EAGLE'S DAY

*By Charles Maxted*

By the end of Saturday, November 16, 1996, Bob Rahn, Tony Proulx and Al Vollmer had had a very pleasurable and fulfilling day. On this bright and sunny day they had brought to Meriden-Markham Airport a group of their model airplane building students to participate in a Young Eagle Day sponsored by EAA Chapter 27.

Stan Solecki, our chapter Vice President, handled the paperwork for the program and Bob Ryan took on the job of traffic control and picture taking. Our pilots that day were President Jim Simmons, Young Eagles Chairman Fran Uliano, Ev Cassagneres and Ed Morris who is the technical counselor for our chapter. Ed Schinitis again provided the welcomed coffee and donuts for the pilots and guests.

Since the youngsters were airplane model builders, they had a good understanding of the

basic aerodynamics of flight and followed closely the pre-flight inspection and start-up procedures. Ed Morris stated to me that the youngsters who flew with him were able to climb the aircraft, descend and make turns with a minimum of instruction. Few of the youngsters could reach the rudder pedals, but that was little hindrance to these enthusiastic young eagles.

The parents were as interested as their sons and daughters. Cameras of varying sizes and shapes and degrees of sophistication were evident and in constant use. Bob Ryan took a Polaroid snap of each youngster and pilot as they exited the airplane at the end of the flight. This, combined with the video and zoom shots taken by the parents will become a lasting memento for these young eagles.

I spoke to Bob Rahn and asked him to tell me about the program he and his two friends had started. They have been building model airplanes for a number of years. Two years ago they were looking for an indoor area where they might fly some rubber band powered models. They spoke to the people at the Milford, Connecticut Recreation Department and were allowed to use a local gym a couple of times each week. A short time later they were asked if they would be willing to teach some youngsters between the ages of nine and twelve how to build model airplanes. The trio, although never having taught before, agreed to give it a try. The program was set up to meet after school and was to last ten weeks. The program's success was most gratifying. Now, two years later, they have had over a hundred boys and girls take the course. So many of the young people wanted to repeat the program that an intermediate course was designed and begun.

A local newspaper heard about the program and ran a picture of the group and wrote an article about its activities. EAA Chapter 27 member Bob Burk saw the article and called Bob Rahn and told him about the EAA Young Eagles Program. Bob then contacted Fran Uliano who sent him materials about the program. The interest was there from both the youngsters and their families. Fran, Bob and EAA President Jim Simmons set up the program date for flying and November 16th turned out to be a perfect flying day. The day's success can best be summed up by one of the young eagles who, when asked about his flight could only say "AWESOME."

### EAA CHAPTER 27 OFFICERS FOR 1997

**President—Jim Simmons: 272-9346**  
**Vice President—Stan Solecki: 235-0790**  
**Treasurer—Robert Ryan: 865-4528**  
**Secretary—Charles Maxted: 272-4922**  
**Technical Counselor—Jeff Davenport: 269-6745**  
**Technical Counselor—Ed Morris: 265-3932**  
**Young Eagles Coordinator—Fran Uliano: 347-0412**  
**Flight Advisor—Bob Bailey: 281-4332**  
**Newsletter Editor—Herb Bullock: 272-8007**

## REPORT OF THE GLASAIR MISHAP

By Chuck Raymond

Jim:

When you requested that I write an article for the newsletter, I decided to wait until after the first few test flights. Now that that is out of the way, the following is an account of Debbie's crash.

On Sunday, June 30, Debbie planned a flight to Saint George Island, Florida. The island is located in the Gulf and sits near the Northwest corner near Panama City. When we departed Atlanta it was a very hot hazy day. Right after departure I queried Debbie if she felt comfortable flying in these conditions. She said that she had difficulty and requested that she fly instrument and that I watch for traffic and navigate. About two hours later and near the Florida coast, the haze got worse and there was still some early morning lifting fog banks. So, we ducked under them and flew at an altitude of 1,000 feet or so. I noticed that the terrain below was mainly swamp, and was crossed by an occasional dirt road. We spotted a long causeway that went from the mainland out to the island. It appeared that the causeway went out into the ocean and infinity. About one quarter of the way St. George came into view. We followed the northern side of the island and flew west to pick up the airport. We spotted the runway and looked desperately for the windsock and couldn't locate it. Deborah also commented that the airfield didn't have any aircraft and buildings and appeared to be abandoned. This seemed to upset her. I advised Debbie to come in over the water and put the plane down on the numbers. The runway threshold appeared to be limestone and if the wind turned out to be a tailwind we would roll out onto hard limestone that appeared at both ends of the runway. While on the downwind leg I advised Debbie that she overextended that leg. She turned to final and headed in. I noted that she was low on the approach, but she had made approaches like this before and any time I touched the controls she would come back, that I was a half second before her and I usually got a good chewing out. We were very low and tidal waters, swamp, sawgrass went zooming by. I started to blurt out "give it power and pull up" but all I got out was "give it power" when we started to plow through the sawgrass and make contact with the "Hard limestone" threshold. That's when all hell broke loose and the following sequence of events happened in a few micro seconds. What appeared to be hard limestone turned out to be sandy soil. The nose assembly is (was) held on by only eight 3/16 bolts and the whole assembly departed the aircraft, the nose came crashing down and sand, rocks and grass plowed up over the plane. The pointed end of the wheel pants dug in and the right main departed the aircraft and as it did it punched the right flap into the full up position. This caused the right wing to dig in and started a half cartwheel-half wingover down the runway. With the left wing accelerated forward and the left flap still down the plane came down on the spinner and skidded backwards down the runway and rotated over onto the leading left wing edge. All the while this was

happening the plane was threatening to go over on its back. Everything in the cockpit became weapons. Debbie's hand was violently slapped into the wind screen and although she tightly straps herself in, she was tossed out of her seat and was thrown back into the fire extinguisher that is located in between the seats. My legs were violently thrown up into the edge of the instrument panel and I received two deep shin gashes that quickly swelled up to orange size lumps. The radios dislodged and became flying missiles. The nosewheel assembly punched through the belly panel and cracked the main fuel tank center section releasing fuel. The plane slid to an abrupt stop and slammed down on the rudder and tail cone. We both popped out of the wreckage and hobbled away. I turned and looked for fire. There wasn't any and I walked back to the plane while Debbie screamed at me. I turned off the fuel and master. I turned back to Debbie and she was more upset than any time in our marriage. She blurted out how sorry she was. But I didn't want to hear any part of this. I told her that all that mattered was that we were still alive. I told her that we fly a lot and travel to many far away places in some of the worse weather and these things will happen. Also, the damage appeared to be at points of contact and may be repairable. My legs were in pain and bleeding so I suggested that Debbie go for help . . . I didn't want to leave her alone in 115 degree temperature. I watched her walk all the way down the runway and disappear into what appeared to be tropical underbrush. About 1/8 of a mile from the airport Debbie spotted a park rangers booth. The following discourse occurred: Ranger, "May I help you?" Debbie, "Well, yes sir—you see, well I crashed my plane on your runway and I need help getting it off . . . Ranger, "What !!! oh my God . . . sit down . . . are you hurt? . . . I'll call an ambulance, I'll call the fire department." Well, he not only called the mentioned, he called the shore patrol, the Coast Guard, the Civil Air Patrol, the FAA, the paramedics and the park rangers. Within ten minutes this lonely airstrip became a beehive of activity. There were ships off shore, a plane circling overhead and an invasion of ambulances, fire trucks, ranger vehicles and volunteers speeding down the runway. Before I could open my mouth water was spraying everywhere, a stethoscope was on my chest and Gatoraid was being poured into me. I felt bad that we caused so much trouble and expense. The Civil Air Patrol took over and we became spectators. Fuel had to be cleared away and they provided the tools and tanks to drain what fuel was left. Then the plane was half hoisted and half carried onto a flat bed truck and carefully unloaded by a shack near the runway. Debbie and I thought, "How do we get home; how do we get out of here?" Our thoughts were answered by the Civil Air Patrol. He invited us over to his house on the island to clean up, eat and to clean our fuel and oil soaked clothes. Are you ready for another Chuck and Debbie story? . . . Well, here it comes. The Island is a rich man's hideaway and is full of multi million dollar ocean front homes owned by retired and bored executives. They told us that we were the most exciting thing to happen to the quiet and sleepy island in years and they found



us very entertaining. The Civil Air Patrol man that took us in was a retired bank president. He poured gin and tonics till we were cross eyed. His beach front home was large, contemporary and very comfortable. The next day, Debbie hitched a plane ride back to Atlanta and the man I stayed with assembled a group of volunteers to take the craft apart and load it up into a Penske truck. He labored along with me in the boiling sun and heat the whole day. I stayed one more night before making the nine-hour drive back to Atlanta. Debbie is the darling of the local members of the Confederate Airforce and has flown her plane to many of the area airshows where she has become a well known and popular person. When I arrived Debbie and her Confederate friends were there to meet me. They unloaded the parts and placed the plane in their repair and paint hangar. I had full use of the vast machine shop and any hardware was free! I worked on the plane evenings and weekends until the end of August. I could see that progress was slow so I stopped working at my day job and went full time until the restoration was complete. This was about mid November. Damage was a ruined prop, damaged engine and extensive wing and fuselage damage. Stoddard Hamilton shipped all new landing gear assemblies, engine mount and various fiberglass parts and other hardware. The Confederate Airforce painted the plane for only the cost of materials. It is more beautiful than ever and one has to really look to notice any repairs. The test flights included high "G" testing and high speed flight. Many speed modifications were taken advantage of and the plane is about 15 miles an hour faster.

In conclusion I would like to say that Debbie is a good pilot. She flies in some very bad conditions and remains very cool. There was a time that I would take control from her if I didn't like what I saw and she would complain that I was one half second ahead of her. Because of that I started the habit of letting things go that I didn't like and she would eventually make the correction. Well, both of us have learned a lesson from this. If an aircraft is not exactly where I want it to be I will take over and I don't care if it is Debbie or a ten thousand hour instructor. This brush with death was too close for me to allow this to happen again. We all have our off days and that one belonged to Debbie. I have also learned that the aviation community is a strong brotherhood and family. Because of that I am very grateful to all the pilots of Saint George Island, the Georgia Confederate Airforce and Stoddard Hamilton. Without their help this would have been a near impossible task.

Chuck and Debbie Raymond

### FOR SALE

**McCAULEY WHEEL HALF 5.00x5. No. C-30598;** Hamilton Standard prop governor, model A-4-A5 (275 Jacobs). Frank Podgwaite, 78 Culver Lane, North Haven, CT 06473. Voice 203-776-4758; Fax 203-288-4458.

### ATTENTION RV BUILDERS

Since we have such a large number of Van's Aircraft enthusiasts ( 4 flying RV's and another 17 under construction) I believe you will not want to miss our next EAA Chapter 27 meeting.

At that time, a proclamation will be offered regarding the future participation of RV enthusiasts within our chapter activities.

Be sure to be there. You may want to express your opinion.

### CONGRATULATIONS—CHARLIE MAXTED

Our chapter secretary and bulletin board chairman, Charlie Maxted, has recently completed Phase IX of the FAA Wings program. This signifies successfully completing nine years of recurrent phase reviews. This is certainly a fine example for all of us to follow.

A hearty congratulations from the members of EAA Chapter 27!

### 1997 MEMBERSHIP DRIVE UNDERWAY

It's that time of year again when we ask you to continue your financial support for the activities of EAA Chapter 27. Where else can you receive all of this camaraderie, fellowship, knowledge, experience, newsletters, activities, fun, coffee donuts, etc., for only \$15 per year. Be sure to pay up now, before we raise the rates. Please be sure to send in your 1997 membership form with your payment.

### COSTUME HELP

I am in need of articles of clothing to create a costume as a vintage World War I pilot which I plan to portray at a business meeting. I would be interested in speaking to anyone in possession of such items as; leather or cloth flight helmet, goggles, white silk scarf, flight jacket, knickers, boots, etc.

I am 6 feet tall and 200 pounds Please contact Jim Simmons at (203) 272-9346 if you are willing to lend the article to me for a couple of weeks (or have some suggestions where I might find them). I will be sure to see that they are returned to you in a prompt fashion.

Thanks in advance for your help, JIM

### NOVEMBER ATTENDANCE REPORT

Jim Simmons  
Ed Schinitis  
Maury Libson  
Stan Solecki  
Al Basso  
Les Mercer  
Herb Bullock  
Stan Chaffin  
Jim Maher  
Mike Kredar  
Fran Uliano  
Ed Morris  
Gerald Desrochers

Bob Brown  
Tony Vallillo  
Frank Mlynick  
Abel Padilla  
Mike Zemsta  
Patty Wehrli  
Bill Simon  
Fran Grieco  
Oscar Duff  
Harry Carl  
Bruce Terkelsen  
R. E. Ryan

## SECRETARY'S REPORT

The November 17th meeting of EAA Chapter 27 began at ten o'clock at Meriden-Markham Airport.

Attendees were welcomed and a roll call of the officers was taken. All officers were present and accounted for. Two visitors were welcomed, one of whom is going to build an RV6-A. So what else is new?

The treasurer reported a total of \$678.16 presently in the treasury. The report was accepted by the members present.

Our tech counselors, ranging far afield, reported on a Falco in Florida with some glue problems. The top surface of one wing had to be removed, resanded and reglued.

Young Eagle Chairman Fran Uliano reported that the chapter has flown one hundred and six youngsters this year. November was a good month for the Young Eagles program as a total of forty-eight lads and lasses were given their first airplane ride.

The tetrahedron project should be completed by the year 2000AD if all goes as planned.

The nomination committee presented the slate to the membership; the same officers will be on board for the next year.

After the 50/50 raffle and coffee break, Jeff Davenport showed the video he took of the engine assembly for another RV. Look out Cessna and Piper, here come the RVs!

The meeting was adjourned at 12:03.

## LETTER TO JIM SIMMONS FROM BOB RAHN

Mr. Jim Simmons  
President EAA Chapter 27  
295 Contour Drive  
Cheshire, CT 06410

Still have not gotten over the wonderful time we had with you and the other members of EAA 27. We can't wait until the next session. I would like you to convey our sincere thanks to E. Morris, Fran Uliano and Ev Cassagneres. It was fantastic to watch how they worked with our youngsters.

I have enclosed a copy of a note I sent to Flying Aces Club leader Lin Reichel. Lin writes the Newsletter for the FAC which is a national scale model plane club with chapters all over the country. Incidentally, the FAC was founded right here in Connecticut. I am sure Lin will pass on the accomplishments and desires of the EAA program.

Jim, if you get a chance I would like to have another dozen or so of your Young Eagles brochures to hand out. I have had a number of inquiries about the program.

I sincerely hope that you and your friends have a wonderful holiday season. There are 18 Milford youngsters that had an early Christmas present from your organization.

Sincerely,  
R. A. Rahn  
24 Mercury Drive  
Milford, CT 06460

## EAA's Adult Air Academy

February 16-22, 1997

EAA Aviation Center, Oshkosh, WI

**Come to Oshkosh, the Mecca of Sport Aviation, for a week of aviation discovery and fun!**

EAA's Adult Air Academy is where you can develop the knowledge and skills needed to build or restore your airplane. Gather with other aviation enthusiasts for a week of specialized, hands-on instruction tailored to your individual abilities and interests.

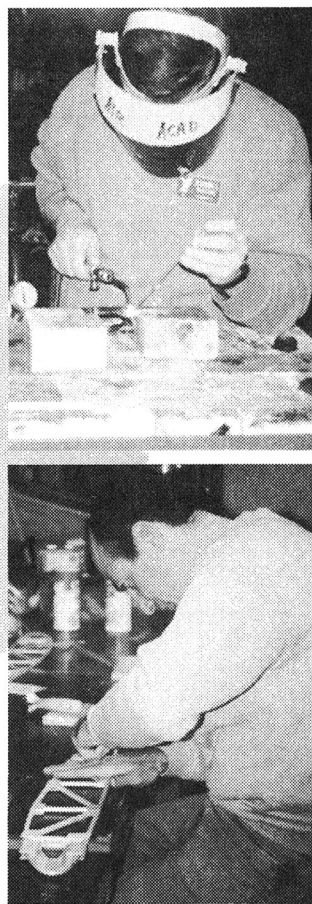
### **Learn about . . .**

- welding
- sheet metal fabrication
- woodworking
- composite construction
- fabric covering
- upholstery
- aircraft engines

Enrollment fee is \$800 which includes all instructional materials as well as meals and lodging during your stay in Oshkosh.

Call **414-426-6815** for more information.

Enrollment is limited—call today!



**HERB BULLOCK**  
**1315 Meadow Road**  
**Cheshire, CT 06410**

## **1997 EAA CHAPTER 27 MEMBERSHIP FORM**

Please fill in the following form and mail with your dues to: **ROBERT RYAN, 6 MANOR COURT, NORTH HAVEN, CT 06473.** (Dues are \$15.00 per year. Make checks out to EAA Chapter 27).

Name ..... Phone .....  
Street ..... City ..... State ..... Zip .....  
Current EAA No. .... Pilot Rating Held .....  
Do you own an aircraft? ..... Make and Model ..... Registration No. ....  
Do you have a project? ..... Model ..... % Completed .....

Meetings Held on the Third Sunday of the Month at Meriden-Markham Airport, Meriden, CT Unless Otherwise Noted