

JULY, 1991



CHAPTER 27 NEWSLETTER

JULY, 1991 ISSUE

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

IT'S CHALLENGER TIME



EAA Chapter 27 member Alan Hibbard is shown strapping himself into his 2-place Challenger monoplane at the recent Simsbury Fly-In. We saw him demonstrate what a STOL aircraft this is by seeing him make an extremely short field takeoff. Alan is distributor for the Challenger which is a kit plane in the under \$10,000 class. He can be reached at 129 Fall Mountain Road, Bristol, CT 06010.

NEXT MEETING IS SUNDAY, JULY 14

The July meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, July 14, 1991. Time 10:00 A.M.

FARE REDUCTION!

For the summer travel season, British Airways is slashing the roundtrip price of a seat on its supersonic Concorde jet. Through Aug. 30, travelers on the 3½-hour first-class journey from New York to London (and back) will have to fork over just \$6,999 instead of the regular \$8,334 roundtrip fare.

SPRAY CAN NOZZLE CLEANING

*"Fine Homebuilding" The Bucker Newsletter
John Bergeson, Editor*

Help for spray can nozzles: I wanted to use a partially consumed can of spray paint the other day, but the perennial problem prevented me from doing so—the nozzle was full of dried-up paint. I searched around the shop for another nozzle and ended up using the one off my can of WD-40. When I put the nozzle back on the can of WD-40, I gave it a squirt to clean it out, and realized that I could do the same thing with my spray can nozzles. Now when I'm done using a can of spray paint, I put its nozzle on the WD-40 can for a cleaning blast.

REMEMBER—IT'S JULY 14 IN THE LOUNGE AT MMK AIRPORT—TIME: 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hello, Hello, Hello

Thank God for Summers—The days are long and warm, the flying is terrific, and it's the best time for vacation, such as yours truly, up in the great north . . . MAINE. The people up here are terrific. No one ever makes comments about the paint job on the Warrior. Hope you all are having fun vacationing.

Well, Vice President Jim and myself are still kicking ideas around for our picnic. We figure August due to the rash of fly-ins during July; Oshkosh. We will be discussing final arrangements at the next meeting.

In the past, we have been talking about survival gear, but I have a little story to tell you. It's about this pilot from up north "Maine" who flew his Cessna from his home to a fishing spot some way away. He wanted to get fishing early, so he left the night before. During his flight, he had a major electrical failure. Everything went off, radios, lights, etc. He looked out but it was a moonless night and could only see one thing . . . Black. He had a flashlight on board but it was buried in the baggage compartment way in back. His trusty handheld was by his side, so he kept his cool and flew until he thought he was close, then he clicked his handheld for lights, only to find out his batteries were on their last leg—could barely receive, but no power to transmit. He circled some time and was running low on fuel. Finally, someone who was inbound for another airport keyed their mike and turned on the lights at that airport by accident, only 3 miles ahead. So, to make a long story short, he landed safely. But do you think he learned his lesson? I always keep my flashlights (notice I said lights—more than one) handy, and how often do you charge your handheld? Remember, same with charts, "on Board" may not be good enough. Handy is the only way! "Live and Learn"—"Learn and Live."

Well, 'til next meeting,

See Ya,
Cowboy
Ken Winiarski

GLASAIR REPORT

The help we have received by EAA members has been very helpful. But the hordes of people that have been showing up and asking questions while this shake down work is being performed has cost us dearly. So far it has cost us a new fuel valve, a vital cotter pin was not installed into the injector, the plane was flown without any of the lower cowl fasteners installed—and the engine was nearly lost because a mag fell off. The questions being asked and the pressure to see the craft fly is costing me a lot of money and may cost Chuck his life. In the future I would suggest that when a new craft is put on the line—to stay away to allow the people working on it to put 100% concentration into the tasks they are performing.

DEBBIE

CALENDAR OF EVENTS

JULY 20-21—DAYTON, OH—Dayton Airshow.

JULY 26-AUG. 1—OSHKOSH, WI—EAA Oshkosh 91 Annual Convention, Wittman Field.

JULY 27-28—N. KINGSTON, RI—Quonset Airshow.

AUG. 3-4—SCHENECTADY, NY—Schenectady Airshow.

AUG. 23-24—SUSSEX, NJ—Sussex Airshow.

SECRETARY'S REPORT FOR JUNE

The June meeting of EAA Chapter 27 was called to order at 10:15 a.m.

The meeting opened with a report on our joint fly-in and fly-market with Chapter 324 at Simsbury. The report given by Fred Caputo of Chapter 324 was quite positive. There were about one hundred aircraft in attendance and more than one hundred and fifty people in attendance. Aircraft ranged from ultralights to twins with one person coming from as far as Virginia.

The two chapters made a profit of \$660.00 with Chapter 27's share being \$232.00.

The secretary's report was read.

A guest treasurer reported a total balance of \$1067.89 in the treasury which includes the profit from the Simsbury fly-in.

The tech counselor reported working with and helping two fellows building an RV-4.

OLD BUSINESS: At the present moment the T-shirt sales, the painting of the runway at Meriden and the place for the upcoming picnic are all on hold.

NEW BUSINESS: Ken has received information from a small publication called "Events Bulletin" that we might possibly use to publicize future events of Chapter 27. The publication has a circulation of about 35,000 and the ads are around \$35.

PRESENTATION: A short demonstration of the Cleco tool and its uses.

A film made by the FAA and sent to EAA chapters about flying into Oshkosh was shown. The film was seventeen minutes long and demonstrated methods of approaches for fast aircraft, average speed aircraft and radioless aircraft. The film will be on loan to members wishing to review the procedures. See Ken.

There was a short discussion about the problem facing general aviation when leaded fuel is phased out in 1992.

Secretary
Charles Maxted

EAA CHAPTER 27 OFFICERS FOR 1991

President—Ken Winiarski: 237-1839

Vice President—Jim Rowley: 237-7179

Secretary—Charlie Maxted: 272-4922

Treasurer—Debbie Raymond: 929-2552

T. Consultant—Jeff Davenport: 269-6745

Newsletter Editor—Herb Bullock: 272-8007

SAFETY DATA EXCHANGE BULLETIN BOARD SYSTEM

There is now a new service through the Federal Aviation Administration (FAA) for the use of those involved with Amateur-Built and Ultralight Aircraft. This new service consists of a Bulletin Board for those who wish to participate in the Service Difficulty Reporting System and Safety Information of said type aircraft.

By establishing the Bulletin Board, interested users can obtain service and safety information from 1530 to 0700 Central time (Monday through Friday) and 24 hours on weekends and holidays. Reports which are entered on-line into the system by members of the aviation public will be available to everyone within 12 to 24 hours.

Any PC with a modem or any terminal equipped with a modem can be used. The same equipment used for connecting with DUATS can be used with this system. Normal parameters are 1200-N-8-1, but any baud rate from 1200 through 2400 is useable, and the system is entirely menu driven for ease of use. The telephone number for this system will be 1-800-426-3814, and the password is SAFETY. Also this system is programmed to use UPPER CASE letters only.

Users of this system will be pleased to know that it is designed to protect the anonymity of the submitter. No identifying information such as registration number, serial number, city, etc., can be entered into the data base. The only identifying element will be a model name such as "Varieze." Even in the unlikely event that someone should wish to use the information in the data base for an enforcement action, it would be impossible.

Accident and incident reports will not be made available in this system in the traditional accident report format. A major complaint from users has been that accident reports were detrimental in many ways to the pilot or owner of an aircraft. Since the Safety Data Exchange Bulletin Board is interested in the rapid exchange of safety information, the service or safety problems contained in an accident report will be extracted and entered into the data base in the same format as any other safety report. (No identification.)

The type of information that will be in this system will be that pertaining strictly to safety and service problems on amateur-built and ultralight aircraft. As a general guideline, anything that happens with your aircraft, which may happen to another person's aircraft, should be reported. The exchange of safety information will improve safe flying for everyone. The type of information that would be helpful is as follows:

- Model of aircraft (must be entered)
- Engine make and model (particularly if an engine problem)
- Propeller make and model (particularly if a prop problem)
- Component make and model (particularly if a component problem)
- Part name and part number
- Location and condition of the part or problem
- Remarks, in sufficient detail to help others identify the same problem
- In other words, enter the information that you

would like to see if you were reading the report.

It should be stressed here again that this system is just for amateur-built and ultralight aircraft and not type-certificated aircraft. There are many regulations and statutes which cover the service difficulty system as it pertains to type-certificated aircraft. The reporting of safety problems for these aircraft is strongly encouraged through the traditional system.

Please be patient with any problems you may experience since the system is still in the development stage. Your questions, suggestions, or comments are welcome. The only way this system will grow and accomplish its purpose of improving the exchange of safety information is with your support.

MEMBER PROFILE

Name: Erwin Hauer

ADDRESS: 303 Wooding Hill Road,
Bethany, CT 06524-3144

HOW LONG FLYING? I flew gliders in my teens, then not for 40 years. Private pilot, gliders 1985. INTERESTS: (BIPLANES — GLASS PLANES — ULTRALIGHTS, ETC.) Sailplanes, particularly with self-launch capability.

TYPES OF SKILLS YOU HAVE: As a sculptor, some of the skills I had to develop and use are: Welding, (TIG, gas) metal work, wood work, pattern making, mold making, foundry work and composite work. No electronics. None of the above is aircraft quality.

WHAT YOU WANT TO BUILD OR ARE BUILDING?

I had the opportunity to buy a set of wings, 90% finished (52 ft. span, all metal) and tailfeathers for the HP 14 high performance sailplane, designed by Richard Schreder. If I proceed with the project, I'll not build the fuselage designed for the pure sailplane, but come up with one most suitable for self-launch; pod and boom, pusher engine above the boom.

HOW FAR ALONG ON PROJECT? Decision time about going forward with the project will be within the year. I have a partially built kit for the Monera sailplane for sale.

FOR SALE

1982 FORD V6 GRANADA ENGINE—3.0 Liter, 232 cubic inch, aluminum head, 30,000 miles. \$350—Charles Macted, 272-4922.

MISCELLANEOUS PARTS FOR SALE—0-290 Lycoming, 125 hp from GPU, torn down—Miscellaneous instruments—Skinny wheels, 500x300 narrow with brakes. Roger Cochran, 929-6057,

LONG EZ PROJECT FOR SALE—Bob Fisher. Winsted Precision Co., Winsted, CT (203) 379-2788

KING COMMERCIAL COURSE FOR SALE — Ed Morris 265-3932.

AIR PROGRESS MAGAZINES—Also large assortment of antique and model aircraft magazines—1960's vintage, make offer—235-2169.

our dues to: **DEBORAH RAYMOND, 49 HICKORY**
(year. Make checks out to Deborah Raymond).

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