

**JULY, 1992**



# **CHAPTER 27 NEWSLETTER**

**JULY, 1992 ISSUE**

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

## **NON-SMOKING OR SMOKING?**

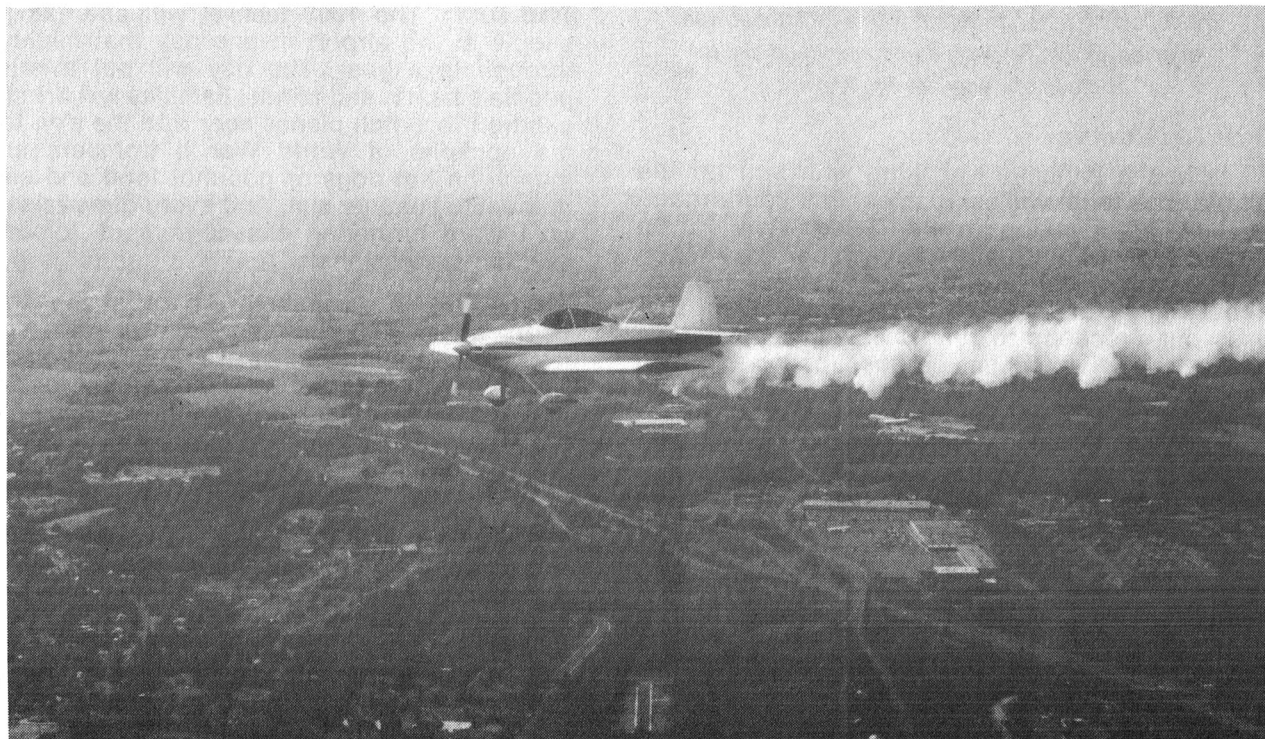


Photo shows Jeff Davenport in his RV-4 about to pass a somewhat slower Cessna Skyhawk. He was on his way to the EAA Chapter 726 Fly-In in Orange, MA last week.

## **NEXT MEETING IS SUNDAY, JULY 12**

The July meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, July 12, 1992. Time 10:00 A.M.

### **GLASAIR TAKES AWARD**

At the EAA Chapter 726 Fly-In in Orange, MA on June 28, the Best Homebuilt Award went to Chuck and Debbie Raymond for their beautiful Glasair II S. Congratulations, folks!

## **BURNING BIRD'S NEST FORCES LANDING**

DANBURY—A bird's nest lodged in a plane engine caught fire and forced the pilot to make an emergency landing at Danbury Municipal Airport after the cockpit filled with smoke.

The fire was out by the time the pilot, David Leslie of Hartsdale, NY landed his single-engine plane recently. He was not injured and the plane was not damaged.

"A big puff of smoke came up into the cockpit," said Leslie, 28, who was en route from Hartford to White Plains, NY. "I figured I should call in an emergency landing."

The plane was about 10 miles from the airport when Leslie noticed the smoke.

**REMEMBER—IT'S JULY 12 IN THE LOUNGE AT MMK AIRPORT—TIME: 10:00 A.M.**

## LETTER FROM THE PRESIDENT:

For our July meeting we will see a video on the Montana Coyote. We will also make final preparations for our picnic on August 9th.

This will also cover our August meeting.

See you on Sunday,  
Jim

## TWEED-NEW HAVEN AIRPORT FESTIVAL

*The following letter, together with a fact sheet was received by Jim Rowley. If anyone would like to help in any way, let Jim know.*

Dear Mr. Rowley:

It was a pleasure speaking with you on the phone. This letter will serve to confirm your organization's participation in the Tweed-New Haven Airport Festival on Sunday, September 13, 1992.

I have included a fact sheet that will tell you about our goals. We are a non profit event that uses our proceeds to fund aviation scholarships for aviation volunteer groups, colleges, high schools and inner city youths. Last year several business leaders donated matching funds so that over \$17,000 in scholarships were disbursed.

Any activity, static displays and exhibits that you may care to display would be welcome. We are also having a large FAA Fly-In Safety Seminar on the day of the event which may prove interesting to your general membership. We enthusiastically look forward to EAA's presence on the day of the event and believe that the day will be a better one for it! I will be in contact by phone in the near future to discuss the matter further.

Sincerely,  
Claire P. Richardson  
Festival Secretary  
488-2504

## TWEED-NEW HAVEN ANNUAL AIRPORT FESTIVAL FACT SHEET

**HISTORY:** In September of 1991, Tweed-New Haven Airport turned 60. In commemoration, a committee of interested people threw a gigantic birthday party that drew more than 10,000, far beyond the committee's projections. More than \$17,000 was raised in scholarship money, and the funds are being distributed in four scholarships through the University of New Haven, the Civil Air Patrol, Yale Aviation and the New Haven School System.

**TODAY:** Planning is now underway for a 1992 Aviation Festival at Tweed-New Haven Airport. The purpose of this event, set for Sept. 13, is two-fold.

**FIRST:** The event will provide money for aviation-related scholarships.

**SECOND:** The event is designed to introduce

Tweed-New Haven Airport to the Greater New Haven community.

**LET'S FACE IT:** Tweed-New Haven Airport is a valuable resource to the city of New Haven and surrounding towns and cities. It is the economic hub that is fueling new business development for the region. It is the arrival and departure point for many business executives new to the city, and many who call Connecticut home. Visitors who fly through Tweed-New Haven spend money in our restaurants, conduct business in our towns and cities, stay overnight in our hotels, use our taxis and visit our stores. The airport's ability to grow, prosper and enhance our economic environment is directly proportional to the support we give it.

**THE DAY:** The 1992 festival will entertain more people at the airport in one day that might pass through in a year. The day will put aviation in people's hearts and minds. Families will bring their children to watch planes soar into the sky, to tour the cockpits of World War II bombers and to munch on hot dogs or gourmet food and soak in in the late summer sun. And every dime raised will go toward furthering the careers of tomorrow's aviation professionals.

**FUTURE:** The committee is back at the drawing board again. This time, we hope to raise enough from the event to sponsor even more scholarships. Another goal is to set up endowments for education and development groups that use and promote the airport. The committee also plans to ask Mayor John C. Daniels to proclaim the second Sunday of each September as Airport Day.

**WHAT YOU CAN DO:** Just as other community events need generous nurturing and support by the community, from the Volvo International Tennis Tournament to the Molson Summer Street Festival, so too does the 1992 airport fest need your support. Whether it's your services, a generous donation, help with publicity or a pair of hands on the day the gates swing open, we'd love to hear from you. Please help us help our community!

*For further information contact:*

Michael Romei  
The Colony Inn  
1157 Chapel Street  
New Haven, CT 06510  
203-776-1234

## EAA CHAPTER OFFICERS FOR 1992

**President—Jim Rowley: 237-7179**

**Vice President—Stephen Daniel: 268-1738**

**Secretary—Ed Schinitis: 237-2869**

**Treasurer—Pat Manning: 274-5240**

**T. Consultant—Dennis Sullivan**

**Newsletter Editor—Herb Bullock: 272-8007**

## CIVIL PENALTY DEMONSTRATION PROGRAM

"Accuser, Investigator, Prosecutor, Judge, Jury and Appeals Court: All In One"—In 1987, in response to a request from the FAA, Congress passed legislation which established the CIVIL PENALTY DEMONSTRATION PROGRAM. It is interesting to note that this was not a stand-alone piece of legislation, considered on its own merits, but instead was tacked onto the legislation which reauthorized the Airport and Airway Trust Funds. Prior to 1987 the FAA could not impose a civil penalty on its own, such cases were tried in Federal Court by the U.S. Attorney General. Now, the FAA didn't have to prove a case in court—unless they wanted to go after more than \$50,000 at a time. As requested by the FAA at the time of enactment, this was a two year demonstration program. It has been extended several times and will expire on August 1, 1992—WE CAN STILL KILL IT!! THERE IS STILL TIME TO ACT!! Your letters to members of the House and Senate Subcommittees on Aviation will let them know that you are opposed to any further extension of this program which denies to the accused the protections guaranteed in the Constitution of the United States. Jack Harrington, Chairman of the EAA Legal Advisory Council, called upon Mike Pangia, Attorney on the Council also a former FAA Attorney, to discuss the FAA Civil Penalty Demonstration Program explaining the inherent injustice of the program as it now stands; an article written by Mike entitled "The Civil Penalty Battle—Where Do We Stand" appeared in the October 1991 issue of "SPORT AVIATION" on page 84. This article details the reasons why the program should not be extended. Please read it carefully and reflect upon how this erosion of your civil rights might affect your future or that of your children and grandchildren. LET CONGRESS HEAR FROM YOU!!

"THIS POWER GRAB USUALLY BEGINS IN AREAS THAT AFFECT A RELATIVELY SMALL NUMBER OF PEOPLE WHERE THE OBJECTION OF THE MAJORITY IS NOT PROVOKED. BUT, THIS POWER GROWS AND BEFORE YOU KNOW IT, IT AFFECTS MORE AND MORE FREEDOMS, PRIVACY, RIGHTS AND PRIVILEGES."—(Source: Chapter 287 May Newsletter).

### WATERBURY-OXFORD AIRPORT CLOSING

The Waterbury-Oxford Airport will be closed for 30 days in September for resurfacing of its 5,000-foot runway.

The exact date of closing has not been set and may include a few days in August.

### JUNE ATTENDANCE REPORT

Jim Rowley  
Ed Morris  
Stephen Daniel  
Rick Batchelder  
Fran Uliano  
Harry Carl  
Frank Mlynick

Charles Maxted  
Pat Manning  
Edward Schinitis  
SiriDev Khalsa  
Ed Dunn  
Herb Bullock

## CALENDAR OF EVENTS

**JULY 31-AUG. 6—OSHKOSH, WI—EAA** Oshkosh '92. For more information call (414) 426-4800.

**AUG. 9—EAA CHAPTER 27 PICNIC.**

**AUG. 16—GROTON, CT—CT State Experimental Aircraft Association Fly-In.**

**SEPT. 6—WINDHAM, CT—EAA Chapter 166 Fly-In.**

**SEPT. 13—STORMVILLE, NY — EAA Chapter 130 Fly-In.**

### LET THERE BE LIGHTS

From NASA Aviation Safety Reporting System, P.O. Box 189, Moffet Field, CA 94035. As an air carrier Captain for one of our "mega-carriers" as well as in ex-small airplane pilot, I know how difficult it is to see small traffic. In fact we often don't ever see much of the small traffic called to us. I also know that the landing lights are rarely used by small airplanes except for seeing the runway for landing. . .

All major carriers, many corporate operators, and many other high performance aircraft make extensive use of landing lights, not just for landing, but at all times below 10,000 feet. This operating practice makes those aircraft more visible by a factor of ten or more, day and night.

**The most effective and economical anti-collision device ever invented is already installed on 99% of all aircraft! It is the landing light.** Pilots must be taught to use the landing light . . . at all times in the terminal area, and even in cruise in congested regions.

There are a few drawbacks: Landing lights on small airplanes may burn out quickly with continual use. Also, some small planes have lights mounted on retractable nose gear. Even so, pilots' judicious use of landing lights may indeed increase aircraft visibility in high activity traffic areas.

### ORANGE, MA HIGHLIGHTS

Following is a list of pilots and aircraft which attended the EAA Chapter 726 Fly-In at Orange.

Jeff Davenport—RV-4  
Chuck and Debbie Raymond—Glasair  
Al Hine—Rans  
Earl Folsom—Sonair II  
Larry Folsom—Boredom Fighter  
John Smitrovich—SE-5  
Curt Hewett—Cessna 140  
Fran Grieco—Cessna 172

### FOR SALE

**INSTRUMENTS FOR SALE**—1 cylinder head temperature gage \$20; 1 exhaust gas temperature gage \$20; 1 20 lb. fuel pressure gage \$40; 1 Chevy Spectrum alternator with built-in regulator (new) \$150. Chuck Raymond (203) 929-2552.

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

## **1992 EAA CHAPTER 27 MEMBERSHIP FORM**

Please fill in the following form and mail with your dues to: **PAT MANNING, 340 PLATT ROAD, WATERTOWN, CT 06795-1731.** (Dues are \$15.00 per year. Make checks out to Pat Manning).

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 .....

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