



CHAPTER 27 NEWSLETTER

JUNE, 1985 ISSUE

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

JOYS OF HAND PROPPING



Dick Foote's Midget Mustang gets propped by an energetic young fellow at Windham Airport at one of the fly-ins held at that field. To our recollection it took a good number of turns before finally starting. However, having witnessed a few Pitts aircraft, with their high hp powerplants, being hand propped at the recent I.A.C. contest at Orange County the above fellow had a rather easy time of it.

NEXT MEETING IS SUNDAY, JUNE 9

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Lounge on Sunday, June 9, 1985. The Meriden Air Show will be discussed at this time and slides of the recent I.A.C. competition at Orange County will be shown. Look for a short meeting so we will be able to attend Chapter 166's fly-in mentioned elsewhere in this issue.

See you on the 9th.

A FIRST-HAND GLIMPSE OF AN I.A.C. AEROBATIC CONTEST

May, 10, 1985 marked the beginning of an experience within the realm of aerobatic flying due to the enthusiasm and tenaciousness of Jim Simmons and his Skybolt.

It was on this date that Jim and I departed MMK for Orange County Airport in Montgomery, NY, for an International Aerobatic Club Competition meet which was managed by the well-known duo known as the French Connection—namely Montaine Mallet and Daniel Heligoin, and a better

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REMEMBER — IT'S JUNE 9 AT MERIDEN-MARKHAM LOUNGE—TIME 9:30 A.M.

LETTER FROM THE PRESIDENT:

I'd like to start off this month's letter by thanking Herb Bullock for conducting the May meeting in my absence. I'm confident he did a fine job.

EAA headquarters has petitioned the FAA to provide a less complicated certification process for recreational and training aircraft. Elsewhere in this newsletter you will find a letter from EAA President Paul Poberezny requesting our support and I urge you to participate in this effort. I will have copies of the petition as well as the press release at the June meeting.

The Meriden Air Show is rapidly approaching (August 25th) and our June meeting will be devoted towards making plans for our participation during this event. Please try to attend because we need your ideas and support to make this a successful venture for our chapter.

Herb and I have recently had the opportunity to participate in the I.A.C. Chapter 52 Aerobatic contest and we took some slides we will show at the June meeting also.

We have been making regular progress in the restoration of Herb Bullock and Bob Seemanns Ercope. We will soon be at a point of reassembling many items for the final time. I'd like to encourage you to come over to Herb's shop and get a glimpse of what it's like to restore an antique airplane. We have been meeting there each Wednesday evening at 7 p.m. and would welcome any assistance.

Do you have some ideas for chapter activities? If so, please bring them along to our next meeting so that we can discuss them.

Happy Flying
See you all on June 9th.

Jim Simmons

I.A.C. AEROBATIC CONTEST

(Continued from Page 1)

pair to run this type of event would be hard to find.

We arrived at the airport early Friday so Jim could register and get in a practice session on the Sportsman sequence. After registration and aircraft inspection which consisted of all paper work including weight and balance information Jim proceeded to fly his Sportsman Known Compulsory routine which consisted of 10 aerobatic maneuvers. The remainder of the first day was spent in observing the rest of the contestants arriving, completing the registration process and proceeding on to their practice sessions. In all there was a total of 33 contestants divided into 4 classes; 13 Sportsman; 11 Intermediate; 7 Advanced and 2 Unlimited.

Saturday morning at 7:00 a.m. saw a sleepy group mustering for a very thorough briefing on the rules of the contest. The importance of staying in the aerobatic box (a 3300 foot cube over the airport with completion of maneuvers at 1500 feet) was stressed, with penalty points given for straying beyond the boundaries, which were monitored by eagle-eyed observers. Incidentally, even though the

box was right over the airport at no time was the field closed to regular traffic. The rule was for a contestant to depart the box with a wing waggle in the event any traffic happened to be in the immediate vicinity. After the traffic had cleared the competing pilot would return to the box and complete his sequence. It all worked very well with only a few interruptions.

The competition started off with the Sportsman Known Compulsory Category and a field of 13 contestants including 4 first time starters including Jim. As his starting time was well down on the list I sauntered over to the judges line to see how it was done. There are 3 people to a judging station, 5 stations in all spaced far enough apart to prevent hearing the other's comments. The first person of the group is the caller who watches and calls the maneuver to be performed; second is the actual judge who critiques and comments on each maneuver and assigns a number of 1 to 10 to the pilot's effort; third member of the team is the scorer who is kept busy recording the judge's comments on the score sheet. After each competitor completes his sequence a runner collects all score sheets from all the stations and delivers them to a computer room where all data is fed into the computer resulting in a completed list of the standings in a very short time. The list is then posted on the hangar wall for all to scrutinize. Jim was surprised to find his name in third place! (He didn't think his performance was that good.

We watched the remaining categories compete during which time we were "volunteered" for various chores such as boundary line observer and starter for Jim and scorer for me.

Toward evening the second flight of the Sportsman Category took place and when the score sheet was posted Jim's name occupied **FIRST PLACE**. Needless to say Jim was elated, it being his first time ever in an aerobatic competition.

Sunday saw the remainder of the categories go through their known and unknown sequences. Winner of the Unlimited was Jerry Younger in a Pitts; Advanced was won by Rick Runnels and Intermediate saw Claude Chanclou take first place. Bill Stuart of Marshfield, MA and Matt Chapman of Malvern, PA both came from far back in the finals, Bill going from 11th to third place and Matt from 8th place to 4th.

Shortly after the awarding of trophies (with Jim clutching his TWO awards the group quickly left for home, leaving the airport deserted.

And that is what an I.A.C. Competition is all about. An event well worth attending—**H.B.**

CHAPTER 27 OFFICERS FOR 1985

President—Jim Simmons

Vice President—Herb Bullock

Secretary—Sheila Seemann

Treasurer—Bob Seemann

Designee—Ed Dunn

Newsletter Editor—Charlie Maxted

Printing—Herb Bullock

LETTER FROM EAA HEADQUARTERS

Dear Chapter Member,

As you know, from reading SPORT AVIATION, EAA has petitioned FAA for a return to less complicated certification procedures for recreational and training aircraft. Our petition has just been published in the FEDERAL REGISTER as Docket No. 24545. If this petition is to be successful, we must generate as many positive comments as possible before the JULY 8th deadline.

Your chapter president has a copy of the petition and a press release we have sent to the media. I encourage each and every one of you to become informed on this issue and to write your supportive comments (in triplicate) to:

Federal Aviation Administration
Office of the Chief Counsel
Attn: Rules Docket (AGC-204)
Petition Docket No. 24545
800 Independence Avenue, S.W.
Washington, D.C. 20591

Mass mailings of an identical letter are not usually effective. Also, a single letter signed by your entire chapter is not effective. FAA generally counts such a letter as one comment rather than 20 or 30.

Very often, we, in aviation feel powerless. On this occasion we can make our feelings known. Take advantage of this opportunity as soon as possible. As the old saying goes, "He who hesitates is lost." This is a challenge to the effectiveness of the EAA chapter network. Our Washington EAA representatives and your EAA headquarters staff has done its best in preparing this petition and presenting it to FAA Administrator Engen. The rest is up to **YOU!**

Yours sincerely,
EXPERIMENTAL AIRCRAFT ASSOCIATION
Paul H. Poberezny
President

CHAPTER 166 INVITES US TO JOIN THEIR PICNIC

EAA Chapter 166 has invited us to join them at their June Fly-In. Since this coincides with our next meeting, why not plan on making a day of it and we'll fly there as a group after our meeting. Their plans are as follows:

When: Sunday, June 9th, 10 a.m. to 4 p.m.

Where: Windham Airfield, Willimantic, CT

Aircraft rides: To include a Christen Eagle and a World War II Trainer—SNJ

Refreshments: Soda at 25c per can
Food will NOT be provided—
Bring your own

Airport rules: Comply with normal FAA non-controlled field regulations
Conduct all operations in a professional manner
Special instructions will be announced at the Fly-In

Sounds like a great opportunity to make new friends and share our interests in aviation. I plan to attend. Why don't you?

Jim Simmons

CALENDAR OF EVENTS

JULY 26-AUG. 2—OSHKOSH, WI—33rd Annual Fly-In Convention. Make your plans now to attend the World's Greatest and Most Exciting Aviation Event.

ROTORWAY INVITES YOU TO BOSTON!

— Did we arouse you interest in the Rotorway EXEC helicopter?

— Are you considering building a helicopter?

Well, Rotorway would like to invite you to attend their special East Coast Rotorway Sight and Sound Helicopter Show! They say that the program is so exciting and complete that only a visit to their Arizona facilities could possibly be better.

On Friday, June 7th at the Marriot Hotel, Boston Long Wharf, 296 State Street, Boston, Mass, Rotorway will be hosting its all new action packed extravaganza. The show is planned to start at 7:30 p.m.

THE SHOW IS FREE TO ALL! !

The Sight and Sound program was designed to allow you to see just how far your interest in personal helicopter ownership extends. Rotorway will be providing factory representatives on hand as well as an actual EXEC helicopter.

Rotorway has extended this invitation to all of our members. However, they would like to have you make a reservation due to the limited availability. Contact me at (203) 272-9346 if you would like to attend and I'll give you the information for making your reservation.

Jim Simmons

ADVISORY CIRCULAR HANDOUT

An Advisory Circular on Metal Propeller Blade Failures will be handed out at this month's meeting.

WANTED

I AM LOOKING FOR A PARTNER—For the construction of a Polliwagon or Lancer. Will finance. Contact George Bendesi, (203) 736 0621.

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

FOR SALE

AIRCRAFT ENGINE—4-cylinder, Franklin 90 hp, with accessories and log books. \$1,500 or best offer. (203) 399-5073. (From June BUY-LINES Newspaper)

EAA BIPLANE—Lycoming 125 engine, 110 hrs. newly painted. Reasonable offer accepted. (914) 888-2733.

SPORT AVIATION MAGAZINES, 1961-1984—Mint condition, \$150 plus shipping. (914) 888-2733.

JULY 29-AUG 3-OSHKOSH, WI-38th Annual Fly-In Convention Make your plans now to attend the World's Greatest and Most Exciting Aviation Event!

MOTORWAY INVITES YOU TO BOBOWY

--Did we arouse your interest in the Bobway EXCO helicopter?

--Are you considering building a helicopter? Well, Bobway would like to invite you to attend the special Bobway Show, Saturday, August 1st, 1985, at the Marriott Hotel, Boston, Massachusetts. They say that the program is so exciting and complete that only a visit to their Arizona facilities could possibly be better.

On Friday, June 1st at the Marriott Hotel, Boston, Massachusetts, 200 State Street, Boston, Massachusetts, you will be holding the show.

CHARLES MAXTED

957 Coleman Road

Cheshire, CT 06410

THE SHOW IS FREE TO THE PUBLIC and Second program was designed to allow you to see just how far your interest in personal helicopter ownership extends. Bobway will be providing factory representatives on hand as well as an actual EXCO helicopter.

Bobway has extended this invitation to all of our members. However, they would like to have you make a reservation due to the limited availability. Contact me at (203) 373-8348 if you would like to attend and I'll give you the information for making your reservation.

Jim Simmons

ADVISORY CIRCULAR HANGOUT

An Advisory Circular on Pilot Privileges. This is a new advisory circular on Pilot Privileges. It will be held at the next meeting.

WANTED

1985 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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Dear Chapter Member:
As you know, from reading SPORT AVIATION, EAA has petitioned FAA for a return to less complicated certification procedures for recreational and training aircraft. Our petition has just been published in the FEDERAL REGISTER as Docket No. 24546. It is this petition is to be successful, we must generate as many positive comments as possible before the JULY 9th deadline.

Your chapter president has a copy of the petition and a release we have sent to the media. I encourage each and every one of you to become informed on this issue and to write your supportive comments (in triplicate) for:

Federal Aviation Administration
Office of the Chief Counsel
Attn: Rules Docket (AGC-204)
Petition Docket No. 24546
600 Independence Avenue, S.W.
Washington, D.C. 20591

Three mailings of an identical letter are not usually effective. Also, a single letter signed by your entire chapter is not effective. FAA generally counts each a letter as one comment rather than 50 or 500.

Very often, we, in aviation feel powerless. On this occasion we can make our feelings known. Take advantage of this opportunity as soon as possible. As the old saying goes, "the who hesitates is lost." This is a challenge to the effectiveness of the EAA chapter network. Our Washington EAA representatives and your EAA headquarters staff has done its best in preparing this petition and presenting it to FAA Administrator Engen. The rest is up to YOU!

Yours sincerely,
Paul M. Popkewitz
EXPERIMENTAL AIRCRAFT ASSOCIATION
President

CHAPTER 27 INVITES US TO JOIN THEIR ZINGO

EAA Chapter 188 has invited us to join them at their June 29th. Since this coincides with our next meeting, we will plan on going. We will have a special presentation on the new EAA rules. We will have a special presentation on the new EAA rules. We will have a special presentation on the new EAA rules.

What? Chapter 188 is inviting us to join them at their June 29th. Since this coincides with our next meeting, we will plan on going. We will have a special presentation on the new EAA rules. We will have a special presentation on the new EAA rules. We will have a special presentation on the new EAA rules.

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