

JUNE, 1989



# CHAPTER 27 NEWSLETTER

JUNE, 1989 ISSUE

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

## LATEST RV



Photo shows Richard Van Grunsven's RV-6A shortly after its arrival at this year's Sun 'N Fun Fly-In at Lake-land. (Tri-gear version). With Van's Aircraft arrangement to purchase new engines at a considerable discount when combined with the RV kits it is about the best buy ever for the homebuilder.

## NEXT MEETING IS SUNDAY, JUNE 11

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 11, 1989. Time—10 A.M.

### LOOKER HIGHLIGHT

The May 12, 1989 issue of The Waterbury Republican newspaper contains an in depth article of Chapter 27 member Robert Looker's KR homebuilt project. Written by staff writer Daniel Peterson the account was well written with special mention of the Experimental Aircraft Association.

## MERIDEN 85.5 RACE

BY DEBBIE RAYMOND

This event went well and we all had a good time. However, I came in last (sob-sob). The spotters did a magnificent job and without their efforts we couldn't have held the event.

We still can't figure out how Kenneth Winiarski placed third in his Cherokee. There are rumors that he installed booster rockets under his wings. Earl Folsom calls me on the phone now and then and asks me if I am sure that he placed second. He insists that he came in next to last. Peter Simmons has threatened to enter next year in a Toma-

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**REMEMBER—IT'S JUNE 11 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.**

## MEMBER PROFILE

**ED DUNN EAA #645**

I was fortunate enough to have grown up on Long Island in an area that was surrounded by Roosevelt Field, Floyd Bennett Field, and what was then known as North Beach Airport. At every opportunity I rode my bike to North Beach to watch the Sikorsky Flying Boats. North Beach Airport became LaGuardia Airport some years later. We also swam and flew model airplanes on the sands of Idlewild Beach which later developed into Kennedy Airport. Nearby was the Smithtown Aviation Country Club. It was not at all unusual to see people like Charles Lindbergh fly in there on a week-end.

My formal education in aviation began when I entered High school where a curriculum in aviation trades was offered. It was during this period that I designed and built my first homebuilt, a glider. My actual flight training began at the age of 16. The war in Europe had been heating up about this time, and it seemed inevitable that the United States would soon be involved. At the age of seventeen I decided to apply for pilot training in the Aviation Cadet program of the Army Air Corp. I was accepted, and after the completion of training was eventually assigned to a B-29 group. I remained with them through the completion of the war in the South Pacific.

After completing my education in college, I went to work for Fairchild Aircraft. It was about this time that the Experimental Aircraft Association was formed, and I became one of its earliest members. I was one of a group who formed Chapter 3 on Long Island and served as its President. During this period I happened to meet Dave Thurston who was involved in the design and construction of an amphibian then known as the Colonial Skimmer. I was involved in the flight test program leading to the award of a type certificate. The airplane eventually went into production with a name change to the Lake Amphibian. Some years later I was also involved in some minor design work on the Helio Courier.

In the early 1950's, there was a revival of mid-gt air racing and I was very much involved. Tom Cassutt was one of my neighbors and we worked on the original Cassutt racer in addition to a more radical one built some years later. Another friend and neighbor by the name of Mel Stickney owned the original Midget Mustang built by Dave Long. At that time horsepower of the mid-gts was limited to 85 HP. We spent a good deal of time making refinements to get the maximum performance out of both airplanes. We succeeded in getting the Cassutt up to 200 MPH.

My first homebuilt airplane was built more than 30 years ago. When I relocated to Connecticut and brought the airplane with me I ran into some problems. At that time, there was a State Aviation Commission that regulated airplanes within the State. Homebuilts were rare at that time and they did not know what to do with me. Fortunately, they had open minds and allowed me to meet with State officials. Together we formulated some ground rules

that governed homebuilt aircraft within the state for some time after that.

Over the years I have built a Tailwind, T-18, Baby-Ace, and a Davis which I have been flying for the past 16 years. In addition, I have helped in the construction of six other homebuilts. I presently have a Long Eze under construction. Years ago when the Designee program was initiated, I was appointed to fill one of those positions. I continued to serve in that capacity for 26 years up through the Technical Advisor program.

I have been fortunate in that my professional life has always been involved with airplanes. Initially it started with some design engineering work for some of the light plane manufacturers and eventually progressed to military aircraft. Now I find myself very much involved with space hardware. My work in the space program led to an opportunity several years ago to pilot the LEM (Lunar Expeditionary Module) in a simulated moon-scape. This is the unit that landed on the moon.

After more than 45 years of flying I have experienced just about everything flying has to offer, the good and the bad. I still thoroughly enjoy flying, but do it strictly when I feel like it. Preferably without the benefit of a radio and some disinterested individual on the ground telling where and how to fly. I got as close to the moon as I am ever going to get. On the other hand I have had the rare experience of taking a cruise aboard a Nuclear submarine, so I have really explored the heights and the depths of our environment.

### PROPOSAL FOR NINE NEW TCAs

FAA has issued an NPRM (Notice of Proposed Rulemaking) to establish a new terminal control area (TCA) at Charlotte/Douglas Airport. In addition, eight more TCAs are planned by the agency at Memphis, Phoenix, Baltimore/Washington, Washington Dulles, Tampa, Orlando, Salt Lake City and Houston Hobby airports. The TCAs would consist of airspace from the surface to 10,000 feet above sea level within a 30-mile radius of the airport. Establishment of the TCA will impose additional operating requirements on pilots and give air traffic controllers additional authority. Equipment requirements include an operable two-way radio, a transponder with automatic altitude-reporting capability and V.O.R. Comments are due by July 7, 1989. (Docket 89-AWA-1)—Courtesy of AVIATION DAILY.

### EAA CHAPTER OFFICERS FOR 1989

**President—Ed Morris: 265-6236**  
**Vice President—Jim Rowley: 237-7179**  
**Secretary—Larry Folsom: 723-2532**  
**Treasurer—Sheila Seemann: 281-6449**  
**T. Consultant—Jeff Davenport: 269-6745**  
**Newsletter Editor—Herb Bullock: 272-8007**

## SECRETARY'S REPORT FOR MAY

The May meeting of Chapter 27 was opened by Jim Rowley at 10:11 a.m. All of the chapter officers were present except Ed Morris, who was away on business.

Debbie Raymond gave an update on activities. The air race has been opened up to production aircraft flown by chapter members. One more volunteer is needed and also a hand-held radio. The Barnstorming Day date has been changed from Sept. 10 to the 17th. The 10th is the date of Chapter 130's (Danbury) fly-in at Stormville, NY.

The secretary's report was given. A motion to accept was made by Stephen Daniel and was seconded by Don Whelan.

Jim read through a number of flyers and letters from headquarters and other chapters. A letter was received asking for a donation to help with the purchase of Duane Cole's Taylorcraft. The aircraft will be given to and displayed at the EAA museum. A motion was made by Jim Rowley to send \$50. It was seconded and approved by the chapter.

The chapter received a letter inviting its home-built aircraft and antiques to Bridgeport air show. This is apparently a two-day event. A display area is planned.

The fly-in at Orange, MA is on June 24 and 25.

The chapter is going to nominate Ed Dunn for an EAA Achievement Award.

Sheila eventually got an opportunity to give the Treasurer's report. The chapter has presently \$742. A motion to accept the report was made by Bob Ryan and seconded by Stephen Daniel.

The meeting concluded with Jeff Davenport's presentation on the installation of braided lines and alternatives to Aeroquip. Jeff and other members has done business with Waltsco, Inc., a Wallingford based firm that has a large inventory of industrial fittings, hoses and lines. They are reasonably priced and they make and test lines if required.

Waltsco, Inc.  
68 North Plains Industrial Road  
P.O. Box 5008  
Wallingford, CT 06412  
Tel. (203) 265-1675 or 265-5693

LARRY FOLSOM. Secretary

## ATTENDANCE REPORT FOR MAY

Jim Rowley  
Jeff Davenport  
Stephen Daniel  
Scott Ashton  
Don Whelan  
Bob Looker  
Harry Carl, Jr.  
Tom Kulikowski  
Larry Folsom  
Ed Dunn  
Bob Ryan

Kenneth Winiarski, Jr.  
Chuck & Debbie  
Raymond  
Siri-Dev Khalsa  
Larry & Carrie Hardy  
Charles Maxted  
Ken Legace, Chap. 143  
Baltimore, MD  
Al Hine  
Herb Bullock

## MERIDEN 85.5 RACE

(Continued from Page 1)

hawk. Peter had the third best speed and time around the course in his Long Eze, and placed fourth with his handicap. When Charlie Belshe passed me and crossed over the wind sock ahead of me I said "Oh—S——" Charlie's Q-200 really screams with that O-200 Continental. Charlie averaged 161 m.p.h. He must have been doing over 190 m.p.h. in the straight aways.

Norman Rosignol flew a perfect race in his 85 h.p. Continental powered Vari Eze. The timer said that he got his wheels off the ground right away. And one of the pilots said he flew a tight turn. As a result, Norman took first place. Congratulations!

Special thanks to:

Harry Carl—Spotter

Jim Rowley—Spotter

Jeff Davenport—Spotter

Andy Rose—Timer

Bob Ryan—Timer

Larry Hardy—Timer/Spotter and wife

And last but not least—Chuck Raymond

## CALENDAR OF EVENTS

**JUNE 11—MERIDEN**—Chapter 27 public relations day. Fly a citizen.

**JUNE 24-25—ORANGE, MA** — 13th Annual New England Fly-In, Orange Municipal Airport. Homebuilts, Antiques, Classics, Flea Market.

**JULY 28-AUG. 3—OSHKOSH, WI**—37th Annual Experimental Aircraft Association Fly-In. Contact John Burton, EAA, Wittman Airfield, Oshkosh, WI 54903-3086. Phone 414-426-4800.

**AUG. 26-27—SCHENECTADY, NY**—Northeast Flight 89 Airshow—Schenectady County Airport. Thunderbirds, military, demos, homebuilts.

## FOR SALE

**WANTED—O-200 ENGINE**—Core or complete, any condition. Peter Baltrush, (203) 723-2411.

**SILVER CITY FLYING CLUB**—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 239-3711 for membership information.

**ELECTRONICS FOR SALE**—Antenna Coupler Splitter. Nav or Com; Antenna Development, 1 into 2 \$15. Circuit Breakers—WOOD \$5 ea. KLIXON \$4 ea. King KA42 Loop Antenna with Antenna Specialist Sense Antenna. For ADF installation—Complete \$100. Grimes Rotating Beacon, Red, new bulbs, 1 still in pack. Bulbs worth \$25 each—\$60. King KN64 KN62 install tray with install kit—Complete \$100. Mobil AD 50 and AD 30 oil—\$2 ea. Narco NAV-12 self-contained Nav Loc Receiver and G-S indicator—\$500. Call Rob at (203) 284 9588.



Mark Peter had the third best speed and time around the course in his long race, and placed fourth with his handicap. When Charlie Bolete passed me and crossed over the wind sock head of the race, I said "Oh-S---" Charlie's G-200 really outperformed with that G-200 Continental. Charlie averaged 181 m.p.h. He must have been doing over 150 m.p.h. in the straight away.

Norman Rosignol flew a perfect race in his 55 G-200 Continental powered Van Eas. The timer said that he got his wheels off the ground right away. And one of the pilots said he flew a light turn. As a result, Norman took first place. Congratulations!

Special thanks to:  
Harry Carr-Spotter  
Jim Rowley-Spotter  
Jill Davenport-Spotter  
Andy Rose-Timer  
Bob Ryan-Timer  
Larry Hardy-Timer/Spotter  
And last but not least-Christie

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

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JULY 18-AUG. 3-OSHKOSH, WI-37th Annual Experimental Aircraft Association Fly-In. Contact John Butler, EAA, Wilbur Airport, Oshkosh, WI 54903-3008. Phone 414-428-4800.  
AUG. 28-29-GENESEE COUNTY, NY-Northeast Flight 89 Airshow-Genees County Airport, Thurston. Airshow, military, demos, homebuils.

The May meeting of Chapter 27 was opened by the Rowley at 10:11 a.m. All of the chapter's pilots were present except Ed Dunn, who was away on business.

Bobbie Raymond gave an update on activities. The air race has been opened up to production aircraft flown by chapter members. One more vote is needed and also a head-to-head race. The Genees County data has been checked. The race is to the 17th. The 10th is the date of Chapter 27's (Davenport) fly-in at Stormville, NY.

The secretary's report was given. A motion to accept was made by Stephen Daniel and was seconded by Don Whelan.

The treasurer read through a number of letters and letters from headquarters and other chapters. A letter was received asking for a donation to help with the purchase of Duane Cole's Taylorcraft. The aircraft will be given to and displayed at the EAA museum. A motion was made by Jim Rowley to send \$50. It was seconded and approved by the chapter.

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The meeting concluded with Jill Davenport's presentation on the installation of pre-bred lines and alternatives to Aerocube, Joff and other manufacturers. There has been some business with Wallace, Inc. a Wallingford based firm that has a large inventory of industrial lifting hoists and lines. They are reasonably priced and they make and test lines if required.

Wallace, Inc.  
68 North Plains Industrial Road  
P.O. Box 5008  
Wallingford, CT 06495  
Tel. (203) 265-1675 or 265-5693

## 1989 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **SHEILA SEEMANN, 89 EARL AVE., HAMDEN, CT 06514.** (Dues are \$12 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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