

JUNE, 1991



CHAPTER 27 NEWSLETTER

JUNE, 1991 ISSUE

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

WHO IS CHARLIE DELTA?



Why, none other than Chuck and Debbie Raymond's Glassair II-S! Photo was taken in their somewhat cramped quarters (their garage basement) and not having a wide angle lens the view is definitely restricted. The aircraft is almost completed and this weekend should see it transported to Waterbury-Oxford Airport for assembly.

NEXT MEETING IS SUNDAY, JUNE 9

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 9, 1991. Time 10:00 A.M.

JUNE PRESENTATION

- Q. Do you know what a "Cleco" is?
What does it do?
How do you use it?
Where do you get it?
- A. Come to our June meeting and get the answers.

FORMER CHAPTER MEMBER DIES IN CRASH

Lou D'Agostino, of Meriden, a recent member of EAA Chapter 27, lost his life last Friday in the crash of his Piper Lance in Wallingford. It is assumed that Lou was returning from a trip to Danielson after dropping off a passenger when he was caught in a violent thunderstorm which was passing through the area at the time. According to one witness the rain was so heavy that he could barely see the flames.

Lou was the owner of the Spot Restaurant on East Main Street in Meriden and had owned his plane about five years. He was the immediate past president of the Silver City Flying Club. Chapter 27 offers its condolences to members of the family.

REMEMBER—IT'S JUNE 9 IN THE LOUNGE AT MMK AIRPORT—TIME: 10:00 A.M.

LETTER FROM THE PRESIDENT:

Hi Everyone,

Did you notice? It's June, which means this year is half over. Our best flying comes during the summer, so we have the next 12 weeks or so to look forward to. But just between you and me, the best flying I think is during the fall and spring. It gets pretty hot in the Warrior during the summer heat.

We have a new addition to our "member owned" aircraft. Dave Thompson (who is also a new member to our group), recently purchased a 1970 Cessna 150. It's in good shape, and he got a good deal. Now Jeff will have someone else to terrorize in the sky. Dave needs some help in proper care, and repairs to his new bird. It's his first one!—Do you remember your first airplane?—

I received a letter from a Mr. Dave Graves, who works on aircraft radios. He makes up harnesses for any type of equipment which you can install yourself. He published a booklet on "How To Install", a do it yourself book. He gets \$6.95 for EAA members. He is willing to talk and help anyone who needs assistance, by phone. If you have any questions, call him, it's free . . . but you will have to leave a message because he's out a lot. The number is (813) 879-2545, 3106 W. Osborne, Tampa, FL 33614.

Starting this month we will be changing our coffee break menu. Our doughnuts will be replaced by cookies, and we will have Iced Tea. We will still have hot water for instant coffee and tea if anyone wishes. It's been getting too hot, especially when it reaches 85 degrees by 11:00 a.m.

I will have to update the outcome of our Break-fast-Fly Market. This letter is written a few days before this function so as to publish it. But, the weather is looking good so far. I have my fingers crossed.

And last but not least, I talked to Bob Carlson about our file cabinet, sign, flag, and painting the name on the taxiway. But, I have nothing new to report. He still has to "think about it." The responsibility of managing both the maintenance shop and the FBO are a lot of work. If anyone has any pull with Bob, please give it a try.

"Fly High and Proud, You're an EAAer"
Until Sunday,
See Ya,
"Cowboy" Ken Winiarski
(President Chapter 27)

MAY ATTENDANCE REPORT

Erwin Hauer	James Byron
Herb Bullock	Ed Dunn
Maxted	Bob Hodge
Paul Ivers	SiriDev Khalsa
Harry Carl	Pat Manning
Bob Ryan	Bob & Sheila Seemann
Sandy McDonough	Jim Rowley
Frank T. Mlynick, Jr.	Julie Tencza
Edward F. Schinitis	Don Whelan
Fran Uliano	Fred Caputo (324)

SECRETARY'S REPORT FOR MAY

The May 12th meeting of Chapter 27 EAA began punctually at 10:00 A.M.

VICE PRESIDENT REPORT: Jim displayed to the members a small metal part he had fabricated for his aircraft. His reason for doing so was that to buy the part from an aircraft vendor was almost cost prohibitive. He suggested that club members who encounter similar problems with small parts and outrageous prices should check with chapter members who might be able to duplicate a part at a fraction of the vendor price.

SECRETARY REPORT: Last month's guest secretary read his report of the April meeting.

OLD BUSINESS: Fifty to seventy-five T shirts with a Biplane logo will be available to the membership at cost. A sample will be ordered for the perusal and approval of the membership.

PICNIC: The site of the proposed picnic has not been finalized. Membership input is requested.

FLY-IN/FLY-MARKET: To be held in cooperation with the Simsbury chapter will be held on June 2 (rain date June 8) at Simsbury Airport. If you have any items to be sold, swapped or bartered and have no way of getting them to Simsbury, call Ken.

POKER RUN—was not what could be called a brilliant success. However, neither Herb nor myself could find anything to complain about and were quite satisfied with the program.

NEW BUSINESS—The new calendars will be ordered in July. They will cost seven dollars to Chapter members. Enough will be ordered to sell at various chapter functions.

There was a suggestion and discussion about the feasibility of having a fly-in/camp-out at Candlewood in conjunction with the Danbury chapter.

Volunteers are needed before 8:30 A.M. and after 2:00 P.M. at the June 2nd fly-in with Simsbury. If you can help, call Ken.

11:05—The secretary left the meeting as he had the great pleasure of taking his mother-in-law to dinner on that fine Mother's Day.

NEW BUSINESS: Elsewhere in this issue is a member profile of Jim Byron.

Ken demonstrated a crimping tool for forming different shapes in aluminum or steel. It is planned to show a different tool at the monthly meetings from time to time.

The meeting adjourned at 11:04 A.M.

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

MEMBER PROFILE

NAME: James Byron

ADDRESS: 840 Hartford Tnpk., Hamden, CT 06517

HOW LONG FLYING? I have been flying balloons since 1980. I have a commercial LTA Free Balloon rating and I am also a student pilot for fixed wing aircraft (SEL).

HOW LONG EAAer? I am a recent member of the EAA. I joined after attending the Sun 'N Fun Fly-In last year.

INTERESTS: (BIPLANES — GLASS PLANES — ULTRALIGHTS, ETC.) I have built and designed 6 different balloons over the last 10 years. This included patterning, cutting, sewing on the fabric (envelope) portion and weaving and cable construction on the basket portion of the aircraft. Each balloon is certificated experimental/amateur built, the same category as many EAA homebuilts and kit planes. As builder, I am also certificated as the repairman for each of the homebuilts.

TYPES OF SKILLS YOU HAVE: The sewing skills needed for the above projects as well as the machinery, cutting table, fabric sources were relatively easy for me as I own a sewing company. My company manufactures auto mechanic fender covers for auto dealerships, quick lube franchises, parts dealers, etc., and as a result is well equipped for custom fabrications.

WHAT YOU WANT TO BUILD OR ARE BUILDING?

Sometime this summer I hope to earn my fixed wing rating (SEL) and at some time in the near future build one of the many kitplanes which are available. I would be very interested in seeing other local EAA members' homebuilts, both complete and in progress. Anyone interested in exchanging balloon time for airplane time?

VIDEOTAPE ON OSHKOSH TO BE PRESENTED

Whether you have flown your aircraft to Oshkosh, Wisconsin, for the annual EAA Fly-In Convention, ridden with others or, most importantly, plan to fly to "EAA OSHKOSH" this year, you know the important role arrival and departure procedures play in terms of overall safety during Convention week. The Federal Aviation Administration (FAA) has produced an easy-to-understand videotape on these procedures that will be mailed to each Chapter President FREE OF CHARGE within the next two weeks.

The seventeen-minute video includes excellent graphics and actual in-flight footage taken from an airplane during the arrival sequence to "OSHKOSH." We encourage you to make this video the highlight of your next Chapter meeting. It contains information that is relevant not only to your Chapter, but also to other pilots and aviation enthusiasts in your area. You may wish to invite these local groups to attend your next meeting, or schedule a special showing for their benefit. Either way, it would be an excellent way to introduce new people to the benefits of an EAA Chapter membership.

NOTE: Ken has this tape and will show it at the June 9 meeting.

TECHNICAL COUNSELOR NOTES

Handy Tool-Protractor

One of our builders recently installed the ailerons and flaps on his project. The setting of the exact number of degrees of travel on these control surfaces is sometimes hard to measure. I used a 360° protractor that Sears sells. It has a round face with 360 graduations and a pendulum type pointer hanging down. However you rotate it, it always points straight down. Laying this on your control while moving it up and down will tell you how many degrees your surface travels. It enables you to set your control throws to plus or minus one degree. It's a very easy and accurate way to set your throws. That's it for now!—**Jeff Davenport.**

Lycoming Engine Airworthiness Directive!

All Lycoming engines with a rear mounted propeller governor that uses an external oil line from the governor to the front of the crankcase. It seems that this oil line is steel and is subject to failure by cracking. Engine oil is used to control the pitch on your variable-pitch propellers. If this steel line cracks—you will lose your engine oil! Not very pleasant. Please call me for details, or talk to your local mechanic—It's IMPORTANT!

Jeff Davenport—269-6745

CALENDAR OF EVENTS

JUNE 15—PLUM ISLAND, MA—Chapter 502 Fly-In. Rain date June 16th.

JUNE 16—HANSON, MA—Chapter 279 Breakfast, 9 till noon. Cranland Airport.

JUNE 29—ORANGE, MA—Chapter 726 Fly-In/Fly-Market—Food.

JULY 6—DOVER, VT—Mt. Snow Airshow.

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

FOR SALE

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

WANTED—LUSCOMBE PARTS—Pete (203) 376-8566.

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.

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Jeff Davenport—203-674-2525

CALENDAR OF EVENTS

JUNE 12—PLUM ISLAND, MA—Chapter 502 Fly-In. Rain date June 18th.
JUNE 18—HANSON, MA—Chapter 279 Breakfast. 8 till noon. Cranford Airport.
JUNE 29—ORANGE, MA—Chapter 726 Fly-In/Fly. Market—Food.
JULY 6—DOVER, VT—Mt. Snow Airshow.
JULY 26-AUG. 1—OSHKOSH, WI—EAA Oshkosh 91 Annual Convention. Willman Field.

1991 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **DEBORAH RAYMOND, 49 HICKORY LANE, SHELTON, CT 06484.** (Dues are \$12.00 per year. Make checks out to Deborah Raymond).

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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NAME: James Byron

ADDRESS: 840 Hartford Trpk, Hamden, CT 06517

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NOTE: For the purpose of this video, the "typical" arrival sequence is shown. The actual arrival sequence may vary from Chapter to Chapter. The video is intended to be a general guide only. It is not intended to be a substitute for the EAA Handbook or the EAA Pilot's Handbook.