

JUNE, 1992



CHAPTER 27 NEWSLETTER

JUNE, 1992 ISSUE

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

AEROBATIC CONTESTANT



Photo shows Marilyn Pearson just before taking off for her turn in the Sportsman's Competition of the I.A.C meet held at Orange, MA recently. It was her first competition and she finished in ninth place. In our opinion the judges should have placed her somewhat higher as she flew her maneuvers much better than some of the other contestants.

NEXT MEETING IS SUNDAY, JUNE 14

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 14, 1992. Time 10:00 A.M.

KITPLANES MAGAZINE INFORMATION

The latest issue of KITPLANES magazine contains a picture of Debbie and Chuck Raymond and their Glasair together with a story. The magazine also has an article by Jim Simmons and his Skybolt. (The Swedish one).

JIM BEDE AT IT AGAIN

Trade-A-Plane recently carried an advertisement for Jim Bede's newest kit project. Remember the BD-5? This new one is known as the BD-10 Jet and some of the performance specs are as follows:

Capacity 2 persons
Max Rate-of-Climb 30,000 fpm at Sea Level
Max Speed... Mach 1.4 (800 KTAS/920 MPH TAS)
Cruise Speed Mach .91 (525 KTAS/603 MPH TAS)
Max Range @ 45,000' 2425 NM
Stall Speed @ Max Gross Wt ... 74 KIAS/85 MPH
Engine (single) General Electric CJ-610/J-85

The price?—Complete material kit (less engine and avionics: \$197,500.00.

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

LETTER FROM THE PRESIDENT:

Well, fellow pilots, summer is finally upon us, the time of haze, heat and thunderstorms. Although it hasn't been the warmest of springs, it's still better than the cold winter wind.

For June's meeting, I will be showing a video that was sent to me by William G. McDermitt, president of Seabird Aviation, Inc., who is kitting an amphibian airplane called the Sao Paolo Seabird, a version of the Le Petrel.

Also, we will be talking about planning our Christmas Party.

See you on Sunday,

Jim

DANBURY AIRPORT HAS NATION'S BEST TOWER

DANBURY—Danbury Municipal Airport's control tower was named the best in the United States in 1991 by the Federal Aviation Administration in its rating of 350 towers at similar-sized airports across the country.

FAA spokesman Mike Ciccarelli said the top rating is based on a long list of criteria, including efficiency of service, employee development, communications and staff morale.

The airport's nine controllers, perched in the glass booth atop the 62-foot-high tower, monitor about 132,000 takeoffs and landings a year. Tower control covered 16 emergencies in 1991, mainly involving difficult landings, according to Tower Supervisor Arthur Wooley.

There are about 500 air-traffic control towers in the country. According to Airport Administrator Paul Estefan, others ranked in the same class with Danbury include Hyannis, Nantucket and Providence. Danbury's tower won regional awards in 1987 and 1990, but this is its first national honor.

THINGS JUST AIN'T THE SAME

Everything is further away than it used to be. It's twice as far to the corner, and I note that they have added a hill. I've given up running for the bus. It leaves faster than it used to. It seems they're making stairs steeper than in the old days too, and have you noticed the smaller print they use now in the newspaper? There is no sense in asking anyone to read aloud—everyone speaks in such a low voice I can hardly hear them. And the material in clothes—so skimpy now—especially around the waist. It's almost impossible to reach my shoelaces, and I just can't figure out why. Even people are changing—they are so much younger than they used to be when I was their age. On the other hand, people my own age are so much older than I. I ran across an old classmate the other day and she had aged so badly she didn't recognize me. I got to thinking about the poor thing while combing my hair this morning, and in so doing I glanced at my reflection—really now, they just don't make good mirrors anymore either.—ANONYMOUS

PILOT QUIZ

COURTESY OF AVEMCO—ON APPROACH

1. The conditions necessary for the formation of cumulonimbus clouds are a lifting action and
 - a) unstable air containing an excess of condensation nuclei.
 - b) unstable, moist air.
 - c) either stable or unstable air.
2. What feature is normally associated with the cumulus stage of a thunderstorm?
 - a) Roll cloud
 - b) Continuous updraft
 - c) Frequent lightning
3. Which weather phenomenon signals the beginning of the mature stage of a thunderstorm?
 - a) The appearance of an anvil top
 - b) Precipitation beginning to fall
 - c) Maximum growth rate of the clouds
4. What conditions are necessary for the formation of thunderstorms?
 - a) High humidity, lifting force and unstable conditions
 - b) High humidity, high temperature and cumulus clouds
 - c) High humidity, lifting force and cumulus clouds
5. During the life cycle of a thunderstorm, which stage is characterized predominately by downdrafts?
 - a) Cumulus
 - b) Dissipating
 - c) Mature
6. Thunderstorms reach their greatest intensity during the
 - a) mature stage
 - b) downdraft stage
 - c) cumulus stage
7. Thunderstorms which generally produce the most intense hazard to aircraft are
 - a) squall-line thunderstorms
 - b) steady-state thunderstorms
 - c) warm-front thunderstorms
8. A nonfrontal, narrow band of active thunderstorms that often develops ahead of a cold front is known as a
 - a) prefrontal system.
 - b) squall line
 - c) shear line
9. If there is thunderstorm activity in the vicinity of an airport at which you plan to land, which hazardous atmospheric phenomenon might be expected on the landing approach?
 - a) St. Elmo's fire
 - b) Wind shear turbulence
 - c) Tornadoes

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

AIRCRAFT SCALES

There has been much discussion within the CT Chapters and your State Organization about purchasing a set of accurate scales for use by individuals for their homebuilt/restoration projects. We have seen some pretty poor results using bathroom scales and feel this is a worthwhile effort.

We discussed the idea of using funds from Connecticut Chapters to purchase the scales and then reimburse the chapter treasuries with a nominal fee that would be assessed to each individual using the scales. Some chapter members (not only Chapter 166) expressed their concern about personal liability claim in the event some individual got in trouble with an airplane that had been weighed on our scales. We checked with EAA HQ and a local attorney and found that there was indeed an exposure. The attorney said the exposure was great, and HQ said the exposure was there and we would have to decide how great it was.

At the Chapter 166 May meeting this was discussed again. In recognition of the concerns of some members, we have decided to proceed with the following plan and welcome EAA'ers from around Connecticut and elsewhere to join us.

We will form an independent group to acquire and operate our scale club.

There will be no EAA money or other ties involved.

A group of individuals will be assembled to act as the administrative governing body (Officers, Directors, etc.) for affairs of this organization. Joe Gauthier will act as coordinator until someone else volunteers.

We will prepare a set of By-Laws that are patterned after the existing Chapter 166 rules. There will be no reference to EAA or the State Association or any Chapters within. Every member will get a set of by-laws before they join.

We have decided on the \$1500 set of race car scales. Accurate to 1/2 % and better. Depending on the consensus of participants, we have the option to go to a set of certified scales, same accuracy, for \$3,200.

If we can get 30 people committed, which is not unreasonable to expect, we should get the \$1500 set for \$50 each.

The actual assessment/membership cost will be determined simply by dividing up the cost of the scales by the number of members we have signed up. Our range is not less than \$50 and no more than \$100.

This payment does not convey any ownership to the individual but simply entitles his/her use of the scales for personally owned aircraft without additional fees. The scales are the property of the club. This entitlement is not transferable. One member cannot sell his/her membership to another individual. No one gets to use the scales unless he/she is a paid up member. No rental/loan of the scales to non-members will be permitted. There is no profit/income motive to this operation whatsoever.

The cost to new members, after the group is initially formed, will be determined by the club officers and approved by a majority of the membership.

Money from additional memberships, beyond

CALENDAR OF EVENTS

JUNE 13—NEWBURYPORT, MA—Plum Island Airport, Chapter 502 Fly-In. Rain date, June 14.

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.

AIRCRAFT REGISTRATION BILL UPDATE

Both Jim Simmons and I have received replies to our recent letters sent to Cheshire's Representative David Thorp regarding the proposed Aircraft Registration Bill in Connecticut. Mr. Thorp is in total agreement based on the present knowledge of the bill. However, he informs me that the ranking member of transportation states that there is no bill at this time. Probably a next year job?

the original group, will be used to keep the scales current and pay expenses as incurred. The club officers will authorize disbursement of excess funds back to the individuals if and when a surplus is declared.

Because this is a significant investment and there is concern about the well being of this equipment, several volunteer members from around Connecticut will be delegated to act as custodian for this equipment. They will be responsible for keeping track of where the scales are at all times and co-ordinating their use.

Members who accept temporary custody of the equipment assume responsibility for their security and condition.

I have a list of 13 individuals from Chapter 166 who have previously expressed serious interest in getting this done.

Please call me, Joe Gauthier, at 635-4058 Home or 553-3054 Work and let me know if you are interested.

MAY ATTENDANCE REPORT

Jim Rowley
Harry Carl
Stephen Daniel
Charles Maxted
Stan Solecki
Don Whelan

Fran Uliano
Jeff Davenport
George Anderson
Bob Pulford
Bob & Sheila Seemann
Herb Bullock

ANSWERS TO PILOT QUIZ

1. b 2. b 3. b 4. a 5. b 6. a 7. a 8. b 9. b

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

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