

**JUNE, 1996**



# **CHAPTER 27 NEWSLETTER**

**JUNE, 1996 ISSUE**

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

## **TO NEW HORIZONS**



Photo shows our Flight Advisor, Bob Bailey, with his immaculate Bucker Jungman at our recent Fly-In. As noted in our President's letter, Bob will be taking his new job with a cargo airline based in Virginia. Happy flying Bob, from all of us at Chapter 27.

### **NEXT MEETING IS SUNDAY, JUNE 16**

The June meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, June 16, 1996. Time 10:00 A.M.

### **SKYBOLT RIDE WINNER**

At our May 18th Fly-In, the raffle winner for the Skybolt ride was Jim Berceli, of Wallingford,.

### **JUNE PRESENTATION BY GEORGE MEDER**

EAA Chapter 27 has lined up George Meder for a discussion of "The Real World of Stalls and Spins" and will cover the myths and facts of this subject. Slow flight and landings will also be discussed.

Statistics show that the stall spin accident is the leading cause of **fatal** accidents so George's presentation should be of interest to everyone.

**REMEMBER—IT'S JUNE 16 AT MMK AIRPORT—TIME: 10:00 A. M.**

## LETTER FROM THE PRESIDENT

As I write this month's letter, we have just conducted our International Young Eagles Day Rally at Meriden Airport and I'm pleased to inform you that we were able to introduce 35 youngsters to the world of general aviation. Thanks to all who participated and supported the event. I believe that our chapter's "One-on-One" approach provides the best experience for the kids. The smiles on the faces of the youngsters makes it all worthwhile. PILOTS—Don't forget to submit your requests to Phillips 66 for their \$1.00 per gallon rebate!

We have also completed our chapter's Spring Fly-In. As you are all aware, our Fly-In was a wash out on Saturday, May 18th and we received a relative low turnout on our rain date on Sunday. Our chapter membership turned out in force for both days of the Fly-In and once again you demonstrated your fine support for the event. I continue to be thoroughly impressed with your response. Undaunted, on Sunday, we posted a sign at the airport, inviting youngsters to participate in Young Eagles flights and this resulted in 13 new kids experiencing the joy of flying through our chapter.

Since our last newsletter, one of our Flight Advisors, Bob Bailey, has landed a job flying DC-10's for an air cargo company based in Virginia. Congratulations to Bob and we are going to miss you from our group. I'm sure that our loss will be another EAA chapter's gain. On behalf of the membership and EAA Chapter 27, thanks for your support of our chapter and our best wishes for a long and successful flying career.

Our tetrahedron project has been "on hold" during this recent flurry of chapter activity and we'll be looking to move the project along in the near future. I've asked Ed Morris to give us an update at our next meeting.

We'll be discussing some proposed new expenditures for our chapter during our June 16th meeting. Please try to attend and participate in the decision making process

See you all soon, Jim

## FALLOUT FROM JESSICA DUBROFF ACCIDENT

*From EAA Chapter Gram*

We are all aware by now of the tremendous amount of publicity which developed out of the death of seven-year-old Jessica Dubroff while she was attempting to fly across the U.S. Because of this accident, the media and the general public have demanded that the FAA and Congress take action to prevent such an accident from occurring again.

EAA and other aviation organizations have been quick to respond to this situation. EAA was in contact daily with key FAA and Congressional representatives for the first few weeks after this accident. All of us involved in sport aviation owe FAA Administrator David Hinson our thanks for keeping a level head while dealing with this situation.

John Duncan Chairman of the House Subcommittee on Aviation, has introduced a bill (H.R. 3267,

in Congress in response to this accident. **EAA supports this bill.** Congressman Duncan is reacting responsibly to a public demand for action, while ensuring that children are not excluded from the benefits of aviation.

The Duncan Bill, in part reads:

- (a) PROHIBITION—No pilot in command of an aircraft may allow an individual who does not hold—
  - (1) A valid private pilots certificate issued by the Administrator of the FAA.
  - (2) The appropriate medical certificate issued by the Administrator under part 67—to manipulate the controls of an aircraft if the pilot knows or should have known that the individual is attempting to set a record or engage in an aeronautical competition or aeronautical feat, as defined by the Administrator.
- (b) REVOCATION OF AIRMEN CERTIFICATES—The Administrator shall issue an order revoking a certificate issued to an airman—if the Administrator finds that while acting as a pilot in command of an aircraft, the airman has permitted another individual to manipulate the controls of the aircraft in violation of subsection (a).
- (c) STUDY—The Administrator of the Federal Aviation Administration shall conduct a study of the impacts of children flying aircraft.

At the current time there are 20 cosponsors of the bill. They are Congressmen: Shuster, Lipinski, Weller, Clinger, Lightfoot, Paxton, Martini, Kelly, Traficant, Nadler, Boehlert, Coble, Thompson, Hamilton, Woolsey, Cramer, LaHood, Danner, Petri and Rahall.

This proposed bill will not affect the EAA Young Eagles Program, nor will it restrict pilots from letting their own children touch the controls of their aircraft. This bill will prevent children from attempting to set records with the corresponding media attention.

## NEW AIRCRAFT FOR EAA MUSEUM

The EAA Aviation Foundation has received a Prescott Pusher homebuilt for the EAA Aviation Foundation's collection. The airplane took five years of construction and was first registered with the FAA in 1991. The airplane is in excellent shape as proven when Emery Wisman flew it to us in Oshkosh. We thank him for his generous donation.

### EAA CHAPTER 27 OFFICERS FOR 1995

**President—Jim Simmons: 272-9346**  
**Vice President—Stan Solecki: 235-0790**  
**Treasurer—Robert Ryan: 865-4528**  
**Secretary—Charles Maxted: 272-4922**  
**Technical Counselor—Jeff Davenport: 269-6745**  
**Technical Counselor—Ed Morris: 265-3932**  
**Young Eagles Coordinator—Fran Uliano: 347-0412**  
**Flight Advisor—Bob Bailey: 281-4332**  
**Newsletter Editor—Herb Bullock: 272-8007**

## LANCAIR N14EM TO CALIFORNIA

By Joe Gauthier

Ernie Marshall's beautiful light blue Lancair 235 is tucked away safely in a well appointed hangar in Laverne, California, at Brackett Field under it's new owner's loving and watchful eye.

I flew the Lancair to California solo, leaving on the 27th of April and arriving on the 3rd of May. The route was Meriden, Cambridge Ohio, Bloomington Indiana, Springfield Missouri, Amarillo Tex., Albuquerque, Phoenix, Banning California and Laverne California. The trip was uneventful. The weather, after keeping me grounded in Bloomington Indiana for 2 days cooperated for the remainder of the westbound trip. Except, of course, for the infamous Los Angeles basin Smog haze. I covered 2630 statute miles in a little over 17 flight hours (clock time) for an average speed of just over 150 MPH. Most of the time I was at 6500' MSL, occasionally at 8500' and once at 10,500 for about an hour just east of Albuquerque and again at 12,500 for about 30 minutes just east of Phoenix. Average fuel burn was 6.6 GPH. The best Ground speed I saw was 180 knots for a short time between Oklohoma City and Amarillo, the slowest was 120 knots for about 1 hour between Albuquerque and Phoenix. The Lancair and its 118 HP Lycoming pay a price for the long climbs to altitude in net ground speed and fuel burned. The longest leg in miles was Springfield, MO to Amarillo, 495 statute miles, and Meriden to Cambridge, Ohio, 3 hours 15 minutes for time.

At both of the high altitude airports I used, I made trial flights, without baggage or full fuel to evaluate the performance at the unfamiliar density altitudes. I made two trips around the pattern at Amarillo, 3,600 MSL and one at Albuquerque. The highest Density altitude encountered was leaving Albuquerque at 6735' and of course the longest ground run was there also, about 3500 feet to break ground. The temperature was about 67 degrees and the wind was calm. Not having any experience with the high altitude takeoffs was the major reason I flew solo. With baggage and fuel, solo, the aircraft was about 35 lbs under gross weight. I was in radio contact with ATC the entire trip and under radar surveillance 99 per cent of the time. It pays to have good avionics. Only one controller asked me what "Experimental" type I was. I was talking to Albuquerque Center, east of Phoenix and he said he knew what a Lancair 235 was.

I did some reading before leaving to learn about mountain/desert flying and turbulence and wind. My guardian angel must have been working double shifts because I never ran into anything more than a moderate chop. I think I hit my head on the canopy because of rough air only two or three times the entire trip.

There certainly is some breathtaking scenery to experience in the southwest; majestic mountains and seemingly endless desert. I was surprised to see how widespread the forest fires were just east of Phoenix and north of Albuquerque. Just east of Phoenix, I was 4,000 feet above and 10 miles north of a fire zone, the controller called 5 or 6 fire fighting aircraft targets low on my left.

The visibility was very good about 100 miles or more, I could see the flames eating away at the tall pine trees but I managed to see only one of the fire fighting aircraft. Are they on instruments in all that smoke? Hard to imagine.

This flight was my first experience with a hand held GPS. The new owner shipped me his Garmin GPS 95XL, which has a map that displays the aircraft track, course and the airports and VOR's near the route. Those of you who have similar units know what a delight they are. Those who have never used one are in for a very pleasant surprise when you get your hands on one. I plan of having a great time at Oshkosh shopping for one that fits my fancy

Mechanically, the only activity was a change of spark plugs in Springfield, Mo because they looked worse than I thought they should after only 20 hours in service. The guys in the maintenance operation at Springfield certainly were accommodating. I got a corner of the hangar to work in and all the support I needed.

I flew the Lancair in the Los Angeles area extensively letting the new owner and his friend get familiar with the handling of 14EM. Some of that flying was at Density altitudes of 3800' and temperatures of 90 degrees. Couldn't have done that without the constant speed propellor.

The trip was a learning experience for me, one that won't soon be forgotten. The new owners really love their beautiful new airplane. The Lancair is in good hands. Nonetheless, some of us here in Connecticut will miss her . . .

## PILOT AND SONS UNHURT IN MMK MISHAP

Norm Gavin and his two sons, Peter and John, were uninjured when their Beech Bonanza crashed on takeoff and skidded off the end of the runway at Meriden Airport recently.

All three managed to extricate their luggage and run to safety before the aircraft was destroyed by fire

## FOR SALE

**1969 RED MGB — VERY GOOD CONDITION.** Original owner.—272 4922.

**AIRCRAFT WIRE**—First quality, 19 strand tinned copper, Tefzel insulation, some sheilded, some thermocouple, some multiple wire bundles, good selection. Whatever you need, there's a good chance that I have it. 1-2 of Aircraft Spruce prices. John Anderson (203) 225-2336.

**65 HP LYCOMING**—Total time 600 hrs. 0 since major. Also 2 65 hp Franklins, disassembled. Plus spare parts. (203) 393-1225.

**ARC R546 ADF RECEIVER, ARC IN346 ADF INDICATOR.** complete with mounting tray, loop antenna & cable; C-152 parts & service catalogs; Associated Brand jumper cables with Cessna GP plug, new; 2 6.50x10 tubes; McCauley wheel half 5.00x5 No C-30598; Mounting brackets for wheel pants on C-150 152. Hamilton-Standard prop governor model A4-A5 (275 Jacobs). Please contact Frank Podgwaite, 78 Culver Lane, North Haven, CT 06473. Voice 203-776-4758; Fax 203-288-4458

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

## **1996 EAA CHAPTER 27 MEMBERSHIP FORM**

Please fill in the following form and mail with your dues to: **ROBERT RYAN, 6 MANOR COURT, NORTH HAVEN, CT 06473.** (Dues are \$15.00 per year. Make checks out to EAA Chapter 27).

Name ..... Phone .....  
Street ..... City ..... State .... Zip .....  
Current EAA No. .... Pilot Rating Held .....  
Do you own an aircraft? ..... Make and Model ..... Registration No. ....  
Do you have a project? ..... Model ..... % Completed .....

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