



# CHAPTER 27 NEWSLETTER

MARCH, 1988 ISSUE

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

## ONE MORE TIME



Above picture shows the Statue of Liberty as photographed from Jim Simmons' Skybolt last summer. It will no longer be possible for us to snap away at the Old Girl if the FAA closes the Hudson River corridor.

## NEXT MEETING IS SUNDAY, MARCH 13

The March meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, March 13, 1988. Time—10. A.M.

### LATEST ON LIGHTS AT MMK

It was learned recently that two of the three hazard beacons were installed on Northeast Utilities poles. However, one of these was placed on the side of the pole rather than on top as required by FAA's specs. Question is, will it pass inspection? Third beacon (to be installed on Benham St., Wallingford) is still in the office at MMK!

### MOHAWK ALUMINUM SHORT SALE

Mohawk Aluminum Corporation, 34. Barnes Industrial Park, Wallingford, CT conducts a "Short Sale" on the first Saturday of each month, from 8 a.m. to 11 a.m. This consists of selling their scrap aluminum cuttings from their inventory. They have sheet, bar, rod, and extrusions of aluminum stock in all sorts of dimensions. The aluminum is sold by the pound and is an excellent buy. Be sure to know what quality and quantity aluminum you will need if it's to be used in your aircraft. I have found them to very helpful and I suggest that you visit their sale to get an idea of just what's available.

"What is **SCRAP** to them, is often **GOLD** to us!"

Jim Simmons

REMEMBER—IT'S MARCH 13 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

## LETTER FROM THE PRESIDENT:

I have just received some disturbing news from Oshkosh. Apparently, the FAA is at it again in their pursuit to remove our freedom of flight. Their latest NPRM (88-2 Docket No. 25531) seems to be a rider that they wish to piggyback on their recent triumph from Congress whereby it is mandatory for Mode C transponders while in a TCA. Their proposal includes three important features:

1. All aircraft operating above 6000 feet AGL must have a Mode C transponder.
2. All aircraft operating within 40 miles of an airport that has radar service must have a Mode C transponder. The FAA lists some 255 of these airports which almost cover the country with their 40 mile radius.
3. A floor of 1200 feet AGL will be established all over the U.S. as the base for controlled airspace. This means that the minimum visibility of 1 mile for VFR operations in uncontrolled airspace is eliminated and a uniform minimum of 3 miles visibility will now be uniform throughout the U.S.

The FAA has once again (in my opinion) attempted to bypass individuals from comments on this issue by setting a deadline of March 28, 1988.

Although it will be futile for the general aviation groups to flatly oppose this NPRM because of the mandate from Congress and the support of the airline industry, still it may be possible to ask the FAA for some relief for aircraft that do not have electrical systems that can support a transponder such as aerobatic and home-built aircraft and the many antique and classic aircraft.

Comments must be received on or before March 28, 1988. Comments may be mailed in **duplicate** to:

Federal Aviation Administration  
Office of Chief Counsel  
Attn. Rules Docket (AGC-204), Docket No. 25531  
800 Independence Avenue, S. W.  
Washington, DC 20591

I strongly urge every one of our members to write on this critical issue.

**George Molina**

### FEBRUARY ATTENDANCE REPORT

Glen Bothroyd	Jeff Davenport
Bob Looker	Jim Rowley
Jerry Murphy	Joel Volovski
Scott E. Ashton	Joe & Carol Gauthier
Charles Maxted	Spencer Miller
Erwin Hauer	Lawrence E. Folsom
Fran Uliano	Jim Simmons
Dotsie Lecours	John A. Faulkner
Steve Rinaldi	Charles M. Solyn
Adam Kaczmarek	Bob & Sheila Seemann
Tim Lauder	Jack Heinzman
Ed Dunn	George Molina
Siri Dev Khalsa	Herb Bullock
Hugh B. Sullivan	

## NTSB HAS CALLED FOR AD'S AGAINST LYCOMING O-320 ENGINES

*From EAA Chapter 211 Newsletter, Grand Haven, MI*

The NTSB said valve problems played roles in 71 accidents and incidents, and were the subject of 219 service difficulty reports from 190 to 1986. It noted, too, that Lycoming has published several service letters recommending ways to prevent valves from sticking or breaking.

The root of the problem is lead salts that form a sludge in lubricating oil and gum up the valve guides. The program is most bothersome for the O-320 engines that were designed years ago to run on 80-octane avgas, but now operate in a 100-octane world. (The so-called 100 low lead has about four times as much tetraethyl lead as 80).

Lycoming says that valves can get gummed up, too, when an engine is operated in hot air or when cooling airflow is reduced, such as in slow flight. To alleviate valve problems in O-320 engines, the Safety Board has asked the FAA to take priority action in issuing five separate AD's. One would require all owners of airplanes with O-320 engines to have their oil and oil filters changed every 50 hours or six months. Another AD would require installation of full-flow oil filters on Cessna M-Model, N-Model and P-Model Skyhawks and Cardinals built in 1968, along with Piper Warriors and Robinson R-22 HP helicopters.

These aircraft also would be affected by an AD requiring periodic inspections of valve guide clearances. The inspection periods would be every 300 hours or three years for the airplanes, every 150 hours or two years for the Robinson.

Exhaust valves in Cherokee 140's and early model (1974 through 1977) Warriors, I-Model through M-Model Skyhawks and Gulfstream American Travelers and Cheetahs would also have to be inspected either at 100-hour intervals or during annual inspections and replaced at the next engine overhaul with sodium-cooled valves.

The fifth AD recommended by the NTSB would require solid-stem exhaust valves in Piper Super Cubs, Tri-Pacers and Cherokee 140's, Beech Sports, Mooney Mark 20's and Champion 7-GCB's to be inspected every 150 hours until they are replaced by sodium valves.

### AOPA CONVENTION AT NASHVILLE

The Aircraft Owners and Pilots Association 33rd annual convention and industry exhibit will be held October 6-8, 1988, at the Opryland Hotel in Nashville, Tennessee.

### EAA CHAPTER OFFICERS FOR 1988

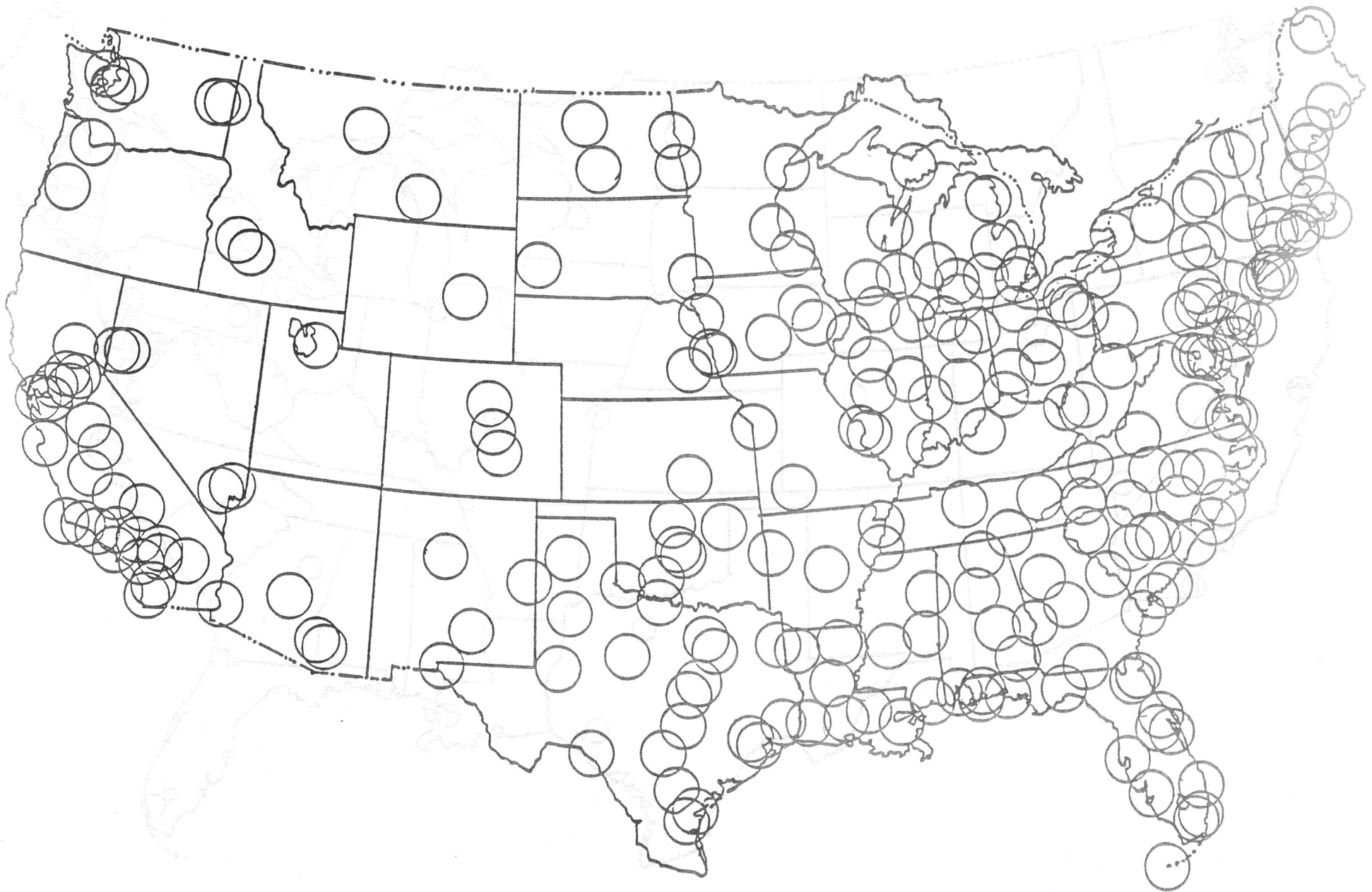
**President—George Molina**  
**Vice President—Ed Morris**  
**Secretary—David R. Flood I**  
**Treasurer—Sheila Seemann**  
**Technical Consultant—Ed Dunn**  
**Newsletter Editor—Herb Bullock**

**CURRENT TCA'S IN WHICH MODE C IS REQUIRED**





**TCA'S, ARSA'S, TRSA'S, MILITARY RADAR**  
**in which Mode-C would be required under the new regulations**



## CHANGES IN THE AMATEUR BUILT AIRCRAFT CERTIFICATION

By Ben Owen

The following changes have been made by the FAA to amateur built certification and documentation by the builder. The "major portion" definition is now more than 50% of the fabrication **AND MORE THAN 51%** of the assembly. The FAA is asking for specific evidence, particularly so for those aircraft built from kits. Each application will be handled on a case by case basis. Recommendations are that in process inspections should be conducted by knowledgeable persons (i.e. EAA Technical Counselors, certificated mechanics, etc.) The record should indicate what was inspected by whom and the date of the inspection. Builders should document construction using photographs taken at appropriate times prior to covering or finishing. The photographs should clearly show the methods of construction and quality of workmanship. Such photographic records should be included with the builder's log or others construction records.

The FAA **WILL NOT** perform any progressive inspections during the construction of the aircraft. Those FAA offices that had done progressive inspections may no longer do so.

When the prospective builder contacts the district office to advise the FAA of the construction project, the inspector should provide the administration requirements that are to be met by the builder at the time of airworthiness certification. In addition, the prospective builder **should submit to the FAA a three-view sketch, drawing or photograph** of the proposed aircraft project and a **tentative completion date** for the project. The usual forms will have to be submitted: The Registration Application AC Form 8050-1, the Application for Airworthiness Certificate (FAA Form 8130-6) and a new form—Eligibility Statement for Amateur Built Aircraft (FAA Form 8130-12).

A one-time airworthiness certification process may be conducted **at the option** of the certification inspector or his designee.

The passenger warning is not necessary for single place aircraft, obviously, although it is required for aircraft with two or more seats.

**EAA SUGGESTS** that the "builder's log" in common use be a three ring notebook in which a running explanation of work done and hours worked is kept in addition to occasional photographs of work accomplished and also photographs of the builder working on the aircraft. Bills of sale, etc., may also be contained in this notebook. It is recommended that upon completion of the aircraft, the last entry in this builder's log be carried forward to a small aircraft log book, such as those available from EAA, so the builder will not have to carry his large builder's log book with him in the aircraft.

**NOTE:** EAA Technical Counselors still do not sign log books. The builder should note in his log book the date and name of the Technical Counselor who performed the visit.

## FAIRFAX COUNTY ORDINANCE UPDATE

The County of Fairfax, Virginia, proposed an ordinance that would effectively prohibit a person from doing work on any motorized vehicles. It permitted minor maintenance. The purpose was to control commercialism in residential areas. Although the intent was good, the results would have been disastrous to hobbyists who do extensive work on automobiles, boats and even airplanes. The ordinance was to cover work inside garages as well as outside. Fast action by the Sports Car Clubs and the local EAA Chapter, through meetings and letter writing campaigns to the County Board members, caused the withdrawal of the proposal until such time as a more equitable rule could be formulated.

We must all be alert to the resurfacing of the proposal in another form.

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## CALENDAR OF EVENTS

**MARCH 11-13—TITUSVILLE, FL—TICO '88** sponsored by the Valiant Air Command. Call (305) 268-1941.

**APRIL 10-18—LAKELAND, FL—Sun 'N Fun Fly-In.** Call (813) 644-2431.

**APRIL 29-MAY 1—MISSISSAUGA, ONT., CANADA** — Sport Aircraft Expo. Toronto International Centre. Contact 416/235-2642.

**APRIL 29-MAY 1—CLEVELAND, OH—4th Annual** Air Racing History Symposium. (216) 946-9069.

**MAY 29—BRECKENRIDGE, TX—11th Annual Air** Show sponsored by West Texas CAF Wing.

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## FOR SALE

**RV-4 TAILFEATHERS**—Complete. ready to mount. Also RV-4 canopy manufactured by The Airplane Factory. 1 new ELT battery, fits Pointer or D & M ELTs. Chuck Raymond, (203) 929-2552.

**"BLUEBERRY"—SONERAI I FORMULA V RACER.** 150 hours total time—Many spare parts. Make offer. Call (203) 281-4332.

**SILVER CITY FLYING CLUB**—Has share openings available. The club owns two aircraft; a Cessna 172 and a Piper Warrior. Call (203) 272-4922 for membership information.

**MISCELLANEOUS PARTS FOR SALE**—60 amp. 28 volt alternator. PN 611 503 0102. DOFF 10300B. 400 hrs. Best offer. Prestolite 28 volt starter—MHB-4015, 100 hrs. best offer. Two 12 volt YUASA batteries—NEW—with acid and battery box. No. YB14LA2—\$25 ea Cleveland wheels and brakes—5.00x5 PN 40-78B & 30-9. Kit No. 199-102—\$250. John Faulkner—265-6002

**60 AMP ALTERNATOR**—For Cessna 172. 100 hrs since Mattituck. From a Lycoming O320 E2D.—Jeff Davenport (203) 269-6845.

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We must all be alert to the rescinding of the proposal in another form.

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

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RV-4 TAILFITTERS—Complete ready to mount. Also  
RV-4 canopy manufactured by The Airplane Factory.  
1 new EL battery. Its Partner or D & M EL's. Check  
Inventory (203) 259-2252.

## 1988 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 \$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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