

MARCH, 1989



CHAPTER 27 NEWSLETTER

MARCH, 1989 ISSUE

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

IT'S LIKE THIS



Photo shows Chuck Raymond demonstrating an aerobatic maneuver he performs in his Pitts to George Molina and Dan Culhane (with back to camera). We don't know if George tried it in his Christen Eagle, shown here in the background.

NEXT MEETING IS SUNDAY, MARCH 12

The March meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, March 12, 1989. Time—10 A.M.

FAA HEAD RESIGNING

WASHINGTON—Allan McArtor is resigning as administrator of the Federal Aviation Administration according to Transportation Secretary Samuel Skinner.

Skinner told a news conference that McArtor told him he wanted to return to private life and had turned down an offer to be considered to remain at the FAA.

FAA TECHNICAL CENTER NEWS

The Federal Aviation Administration's Technical Center in Atlantic City, New Jersey has a variety of investigations under way pertaining to projects that directly affect general aviation.

Of special interest to those of us using auto fuel in our aircraft engines are some of the findings the facility came up with.

Research showed that the 80 to 91 octane engines have fewer problems with autogas than with 100LL. This may surprise a lot of people but thorough testing both in the lab and in the aircraft has proven the results.

However, fuels containing alcohol (especially wood alcohol) does cause some problems and should be avoided as it attacks some fuel system materials.

REMEMBER—IT'S MARCH 12 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

I am sure some of our members are getting psyched and prepared for April 9-15, myself included. Let's all keep notes on the trip and anything interesting we can share with our other members. The "Raymond" Activities committee has proposed some interesting events which we will discuss Sunday. The letters to your representatives and senators are at least getting replies, although what I received from Chris Dodd was disappointing. I received info from headquarters that all chapter officers have use of an 800 number to be used only for chapter info and business. We will soon be receiving a revised chapter handbook, a chapter directory and a VHS video "EAAer's" tape. I requested info on an electric trim tab, stainless fasteners, fuel injection unit, and the Dynacam engine. It's time to nominate someone from our chapter for the major achievement award. Cut-off date to get to headquarters is June 5.

The same problem we had with open gates has arrived within the past month, which has forced the airport manager to lock all gates after normal office hours. The only access after hours is the walk-in gate in front of the restaurant.

Our March presentation will be performed by Ken Winiarski.

March-April Calendar—April 8—RV Forum, Chapter 524 at Frederick, MD.

April 9-15—Sun 'N Fun—Lakeland, FL.

Think about April meeting for April 2 or 22 because of Sun 'N Fun. We'll vote on it Sunday. See you Sunday at 10. Sign up a new member

Pres. Ed

SECRETARY'S REPORT FOR FEB. 12, 1989

February's meeting of Chapter 27 was brought to order by the President and what ensued was a number of lively discussions on various topics.

Ed began by discussing a number of positive and negative aspects involving airport funds and management. Recently the Meriden Finance Board reached a 3 to 2 decision to extend bidding opportunities to other FBO's besides Meriden Airways. Obviously this could present a number of problems for Chapter 27. It was also noted (also in our previous newsletter) that the Stratford vs. Bridgeport battle over Sikorsky airport has renewed.

Ed read the monthly letter from EAA headquarters. Air Adventure Days and the Air Academy were two of the highlighted topics. The Air Academy offers 25 to 50% scholarships to applicants. Applications are available.

The Treasurer's report was read and accepted. The chapter presently has \$684.06.

The Program committee is attempting to develop some programs and had nothing to report.

The Historical committees file cabinet arrived. It was donated by George Molina last month and

a number of members provided the muscle to bring it upstairs. Doug Brady brought in a large number of old chapter photos and some trophies.

A question was brought up by a member as to the status of the meeting place and how it has been provided for. The resulting discussion made it quite apparent to all as to how easily the facilities (meeting place, hangars, tie downs, etc.) could be lost to the chapter. A number of possible solutions were presented and hopefully one will eventually be found.

The February meeting of Chapter 27 concluded with Larry Folsom's program on his experiences with making propellers for his father's Sonerai. There were 29 people present at the meeting.

LARRY FOLSOM. Secretary

KNOW YOUR FREQUENCIES

RENO, NV—From the High Sierra Flyer, voice of the mountain EAA, comes a warning on frivolous or unthinking use of certain radio frequencies for air-to-air use.

It noted that many pilots apparently are using 123.4 and 123.45 to talk between planes. It isn't legal, and the FCC apparently is monitoring these frequencies to catch unauthorized users. There is a fine of up to \$2,000 lurking for those who are caught.

Two air-to-air frequencies are legal: 122.750 for low altitude, and 122.975 for high altitude use.

FEBRUARY ATTENDANCE REPORT

Ed Morris	Dave Hax
Don Whelan	Erwin Hauer
Bob Ryan	Kenneth Winiarski, Jr.
Harry Carl, Jr.	Jeff Davenport
Charles Maxted	Jim Rowley
Bob Looker	Janeen Molina
Les Mercer	George Molina
Bob & Sheila Seemann	Doug Brady
Jack Heinzmann	Ed Dunn
Siri-Dev Khalsa	Alan Hine
Dick Dice	Bob Peterson
Fran Uliano	Chuck & Debbie
Stephen Daniel	Raymond
Lawrence E. Folsom	Herb Bullock

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

MEMBER PROFILE

NAME: Robert A. Seemann
OCCUPATION: Salesman and Patent Agent
TOWN OF RESIDENCE: Hamden, CT
PILOT'S LICENSE: Private ASEL
NO. OF HOURS: 200
OWN AN AIRCRAFT? Yes, in partnership with
Herb Bullock
AIRCRAFT: 1949 Ercoupe G

AVIATION BACKGROUND

My first exposure to flying was when I was about 7, around 1945. My father lifted me onto the wing of a Piper. I remember my feet sinking into the wing, and the pilot put me behind him. As we flew off, the big stick moved around in front of me and I looked out over the side; not directly, but by cocking my head to the side and looking out of the corner of my eye as Van Johnson did out of his fighter. I did not have the chance to be in an airplane again until April, 1969, when Sheila and I took our introductory flights at several airports.

Although we couldn't afford to fly when the kids were small, Sheila and I would take them to Idlewild Airport (Kennedy) where we could go out on a deck and smell the jet exhaust as the planes turned. We also went periodically to Ramapo Spring Valley Airport where the four of us practiced running takeoffs down the runway, arms apart. It was at night when the airport was not really used, but some kill joy called the police and it was several years before we used the runway again, this time for real.

The Ercoupe is a nice plane to fly, more responsive than a Cessna 150, although no place for luggage. It climbs out at about the same rate as the 150's we learned on. I found it peculiar then, that I had to start the 150 by pulling a chain. When I was a kid, there was a water tank near the ceiling over the toilet, worked by a chain.

We picked the airport to learn, after checking out four airports including some in Long Island. Ramapo had the shortest, narrowest runway, with a cliff at each end, and we felt that if we learned there we could fly anywhere. It was a nice airport, nice people. I am sorry it is gone now, to condos, I think.

I obtained my license on the 150, but had to qualify for a four-seater Piper to take up the family at Ramapo. The airport required that we touched down in the first third of the runway, or go around. One hot, humid day we took off with full tanks, Sheila and I in a two-seater Piper. Three quarters down the runway I felt that I wanted to get out and push. We just cleared the end and staggered out over the pit. I thought about a need for a simple portable device for automatically measuring density altitude, and came up with one that I patented, calling it a Densometer. One thing leads to another, the cost for obtaining an attorney was so high that I studied law and obtained my own license to practice.

My business connection with aviation is as a salesman for hardface coatings to airframe and accessory manufacturers for Union Carbide. I go into companies like Sikorsky, Hamilton Standard and Chandler Evans. My fun connection with aviation includes EAA Chapter 27.

SX300 CRASHES

A crack in a wing spar fitting may have caused the crash of an SX300 that was being evaluated by the U.S. Air Force. Killed in the crash were USAF Capt. Nathaniel Carr and Charles Forrest Molberg, SA-32T program director for Jaffe Aircraft Corporation. Jaffe bought the SX300 design and tooling from designer Edward Swearingen. The company planned to build a turboprop version, dubbed the SA-32T, that it hoped to sell to the Air Force as a trainer.

The SX300 is a two-seat, all-aluminum, kit-built single-engine aircraft.

Molberg was demonstrating the SX300 to Carr when the accident occurred. According to the NTSB investigator, the aircraft was recorded by radar at 8,000 feet msl en route from Wright-Patterson AFB near Dayton, Ohio to a restricted area when it disappeared from the scope. Witnesses on the ground told NTSB they saw the aircraft "rolling left to right" as it descended in a near-vertical attitude. The investigator said the right wing failed at a lower spar attach fitting assembly. When it separated it struck the right horizontal stabilizer, which also separated. A preexisting crack may have led to the wing failure, he concluded.

The SX300 that crashed was the original proof-of-concept aircraft built by Swearingen, and it had a unique wing attachment assembly, according to NTSB. The 78 kits sold, of which about five are flying, have a different wing attachment and are unlikely to be involved in a similar accident, said the investigator.

FOR SALE

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.

EAA BI-PLANE PROJECT—Consists of: Fuselage, wings, center section, tail feathers (except rudder), landing gear. (except wheels), controls, motor mount, some instruments, and quite a bit of hardware. Cont. O-200 is mid time, I have the logs. It was taken out of a wind damaged Cessna 150. The prop is available also. The C-150 is available if someone wants to rebuild it, or will sell any parts they might want. I do need to sell it by June 30 and will deal. Call Sam at (203) 446-9944.

GLASSAIR RG—Kit barely started. Includes stainless exhaust, Whelans, etc. Changed circumstances dictate sale. Contact Bruce Taylor at 802-888-2194.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

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

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