

NOVEMBER, 1986



CHAPTER 27 NEWSLETTER

NOVEMBER, 1986 ISSUE

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

GOING UP!



The Goodyear blimp on a "high speed" pass at Wittman Field at this year's Oshkosh Convention proves that it's not only fixed wing aircraft which can accomplish this maneuver. The blimp made numerous night flights over the city of Oshkosh and the University of Wisconsin displaying truly spectacular changing lighted designs on its ample surface.

NEXT MEETING IS SUNDAY, NOV. 9

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 9, 1986. Time—10 A.M.

AVIOTEX VIDEOTAPE AT OUR NEXT MEETING

Aviotex Corporation has provided us with a videotape which highlights their TABS (Total Aviation Briefing Service) service. They offer a weather briefing service and flight plan service for pilot use with your own personal computer or their equipment. We believe you will find it informative.

FIRST SOLO IN THE RAYMOND T-18

Congratulations to Debbie Raymond upon making her first solo flight in the Thorp T-18. We understand this was done at Waterbury-Oxford under rather gusty conditions. Debbie observed that the absence of the extra person in the right seat made a difference in handling the aircraft but she nevertheless "greased it on" according to bystanders. Nice going, Debbie!

A RARE OPPORTUNITY IN JANUARY

In January, 1987, Mr. Paul Poberezny, EAA National President, will be the guest of honor at a dinner sponsored by an EAA Chapter in Rhode Island. Paul will be the guest speaker and available for questions and answers. All EAA members are invited to attend. We will have details at our November meeting.

REMEMBER—IT'S NOV. 9 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A. M.

LETTER FROM THE PRESIDENT:

I'll start off this month's letter with an excerpt from a headquarters newsletter to chapter presidents; "Aviation has certainly faced many challenges during 1986 and the future does not look any brighter." The letter went on to state that the FAA has had much talk about Airborne Collision Avoidance Systems and Altitude Encoding Transponders for **ALL** aircraft flying above 4,000 feet. Liability insurance is continuing to be out of control. Chapters have been involved in legal actions following fly-ins and they didn't obtain insurance or have their chapter properly incorporated in their states.

While the information does not paint a pretty picture, we should not be discouraged from pursuing our hobby with enthusiasm. Our November meeting will be a very important one for our chapter. We will be electing our officers for the next two years. We have outlined the candidates elsewhere in our newsletter. These officers will be relied upon to lead our chapter's direction for many aviation related activities.

Please try to attend and cast your ballot for your choice of candidate for each office.

I'll see you all at our next meeting.

Happy Flying!

Jim

1987 CANDIDATES FOR OFFICE

Following is Chapter 27's list of candidates for office for the coming year:

PRESIDENT

George Molina
Jim Rowley

VICE PRESIDENT

Ed Morris
Jeff Davenport

TREASURER

Sheila Seemann

TECHNICAL CONSULTANT

Ed Dunn

SECRETARY

Need a nomination

NEWSLETTER EDITOR

Herb Bullock

OCTOBER ATTENDANCE REPORT

Steve Paradise	Jim Rowley
Hugh Sullivan	David R. Flood I
Ed Morris	Jim Simmons
Les Mercer	Fran Uliano
Sheila Seemann	Glen Bothroyd
Siri Dev Khalsa	Jim DeAngelo
George Bendesi	Jim Peck
Spencer Miller	Chuck Raymond
Ed Dunn	Debbie Raymond
Tim Lauder	George Molina
Jeff Davenport	Herb Bullock

LINDEN, NJ BATTLE LOST, WAR NOT OVER

EAA Washington representative David Scott and Chapter 230 President Art Bianconi reported some bad news to Headquarters regarding our efforts to keep the Linden, New Jersey, airport open. Our work on this issue received a blow when the Senate and House conferees adopted a resolution including a rider introduced by New Jersey representative Bernard Dwyer which will allow the city of Linden to break its 1946 agreement to continue operating the airport. We are disappointed in Senator Frank Lautenberg (D-New Jersey) who had promised to oppose such action but who remained silent during the final vote. However, the language of the rider may allow the airport to remain open for the next 20 years as it received ADAP funds from the federal government in 1981 . . . agreeing at that time to keep the airport open until the year 2001. At this point, at least, FAA intends to hold them to this agreement. This will save the airport, for at least a few years, before the developers swoop in. We will continue to monitor the situation which can set an unfortunate precedent for many airports around the country.

SPITFIRE ARRIVES IN OSHKOSH . . . "SPIRIT OF ST. LOUIS" RETIRED

EAA member Cliff Robertson has generously loaned his MK IX Supermarine Spitfire to the EAA Air Museum. It was flown to Oshkosh by former RAF ace Jerry Billing in late October. The Spitfire is now on display in the Warbirds Gallery in the museum.

EAA's "Spirit of St. Louis" replica was retired from flying status during the last week of October. The "Spirit" has now been put on display in the Antique/Classic Gallery of the EAA Air Museum. Prior to its retirement, EAA member Verne Jobst flew the "Spirit" on several "photo missions" for both TV and print journalists. EAA's "Spirit", which was the only flying replica of Charles Lindbergh's aircraft, will remain in the museum on permanent display. Members of Charles Lindbergh's family sent a congratulatory telegram to EAA, which was read during the retirement ceremonies which coincided with the joint Board of Directors meeting.

Tourists will find it easier to spot the EAA Air Museum as they drive by on Highway 41. An F-86 is being mounted on a pedestal near the highway. Signs on the pedestal will encourage those who might otherwise pass by to, "Visit the EAA Air Museum." Also, a new sign has been erected on the road leading to the museum itself, which welcomes visitors to the "World of Sport Aviation."

CHAPTER 27 OFFICERS FOR 1986

President—Jim Simmons
Vice President—George Molina
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Herb Bullock

LIABILITY LEGISLATION STALLED BY CONGRESSIONAL RECESS

A number of important product liability bills have been stalled by the Congressional recess in the last days of October.

Representative Peter Rodino (D-New Jersey) of the Judiciary Committee still refuses to permit Congressman Dan Glickman's General Aviation Product Liability Bill (H.R. 4142) to be discussed on the floor of the Congress. In spite of the fact that the bill addresses only product liability issues which relate to sport and general aviation, and in spite of the fact that the bill has the support and con-sponsorship of at least 180 other congressmen, Representative Rodino says that he feels the bill may be "anti-consumer." He certainly didn't get that idea from EAA, AOPA, GAMA, NATA, U.S. Parachute Association or the Balloon Federation . . . we have all vocally supported the bill.

Senator Nancy Kassenbaum's (R-Kansas) General Aviation Product Liability Reform Bill (S.2794) was finally voted out of committee and on to the Senate floor . . . only to encounter staunch opposition by Senator Ernest Hollings (D-South Carolina). Senator Hollings, who was one of the founding members of the Association of Trial Lawyers of America (and also one of its first presidents) has bitterly opposed the bill on the basis that it is "anti-consumer." Again, Senator Kassenbaum's bill was supported by all concerned aviation associations in the United States. However, we are told that the Trial Lawyers Association was successful in its attempts to get all 60,000 of its members to oppose the bill, in writing. The Senator's offices were, in some cases, literally inundated by a blizzard of letters from lawyers saying that the bill was "unfair to consumers." Unfortunately, EAA members were not as vocal and persistent in their support of the bill as the Trial Lawyers were in their opposition to it. While the views of the national aviation organizations are well known in both the Senate and the Congress (EAA has testified before both bodies) it is individual letters by individual consumers that are needed to sway Congressional opinion.

Just before the session ended, Senator Bob Dole (R-Kansas) successfully ended debate on Senator Bob Kasten's (R-Wisconsin) omnibus product liability bill (S.100). Senator Dole stated that there was not enough time to debate the issue prior to the congressional recess. Ralph Nader, a number of "pseudo-consumer groups" and the Association of Trial Lawyers of America have mounted bitter attacks against the bill and Senator Kasten himself. They have portrayed Senator Kasten as "anti-consumer," have publicly denounced him and the bill, and are actively campaigning for his opponent in this month's election. If they are successful, S.100 will probably not be heard from again.

Although the national aviation organizations and associations were able to assist in the drafting of these important tort reform measures and although we were very successful in supporting the sponsors of this legislation, all of these promising efforts met failure as Congress was about to adjourn. We may have an opportunity to resurrect some of these measures in 1987. Let's hope so. These issues deserve your study and support. If

your congressmen and senators are to be expected to vote wisely on these issues, they need the input of each and every EAA member.

AV-GAS VERSUS MO-GAS

For the EAA members who are interested in the lead content of Av-Gas and Mo-Gas the following information was obtained by Dave Flood who contacted Dick Roemer of the EAA at Headquarters.

Mo-Gas	Lead Content
Low Lead Fuel	.05
Leaded Fuel	.1
Av-Gas	Lead Content
80-87	.5
100-130	4.0
100 LL	2.0

Mr. Roemer states that Mo-Gas and Av-Gas are evaluated differently as to the degree of lead content. However, the difference is so minute that it is not worth mentioning, and he recommends the above figures.

FAA ADMINISTRATOR PROMISES NEW RESTRICTIONS

We have been notified by our Washington representatives that FAA Administrator Donald Engen held a public press conference on FAA's efforts to minimize the possibility of mid air collisions. Shortly after the accident in Cerritos, California, the Administrator set up a task force to study terminal control areas. The task force returned a report with **10 recommendations**. The Administrator discussed the three primary recommendations at the news conference. (1) FAA intends to increase the penalty against private pilots who knowingly, or unknowingly, violate TCAs. Anyone entering a TCA without prior permission will receive a 60 day suspension of his or her pilots license. (2) TCA configurations will be enlarged, simplified and made more uniform. (3) All category II TCAs will be "upgraded" to category I TCAs . . . which will require Modet C altitude encoding transponders of all traffic from ground level to infinity.

FOR SALE

PAZMANY PL4-A—250 Since new, 50 since Top Overhaul. Left mag. is new Always hangared. Very Good shape. Asking \$6,500, Chuck Bouffard, (802) 655-0220 evenings.

'46 LUSCOMBE 8A—65 hp, Mattituck Major. 345 SMOH. Ragwing. At Meriden Airport. (203) 272-3702

KR-2—Airframe in excellent condition. No engine, no radio. Was flying for two years, \$3,000. Also Revmaster 2100D engine, new, complete, still packed, \$3,000. Contact Jeff Friedman, (718) 523-5330.

EAA BIPLANE P-2—Continental 85-F, 250 hours airframe & Majored engine. Fresh annual, "SHARP" — Always hangared! \$8,500—(203) 272-3830.

STINSON 108-2—165 Franklin, heavy case. Less rudder, cowl and prop, \$3,000. Ed Morris (203) 265-6236.

Please fill in the following form and mail with your dues to: **BOB SEEMANN, 89 EARL AVENUE, HAMDEN, CT 06514.** (Dues are \$10 per year).

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