

**NOVEMBER, 1987**



# **CHAPTER 27 NEWSLETTER**

**NOVEMBER, 1987 ISSUE**

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

## **MOVING DAY!**

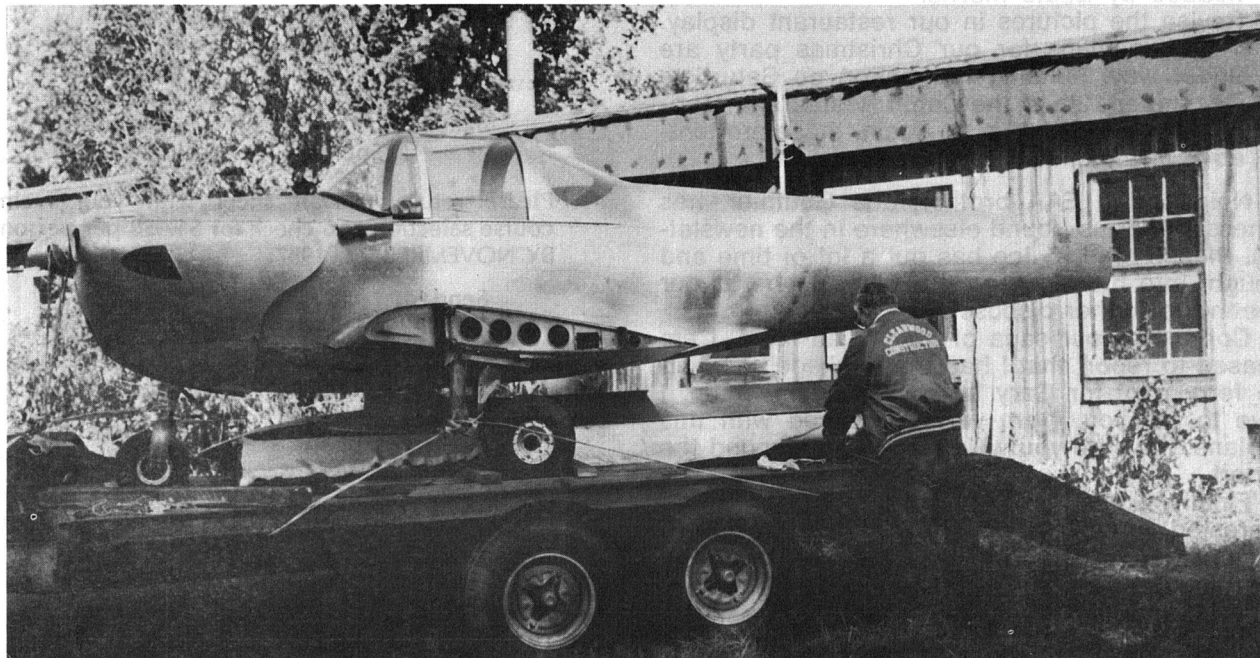


Photo shows Ed Morris, Professional Aircraft Mover, putting the finishing touches on securing the Seemann-Bullock Ercoupe prior to transporting it to Lakeside Airport for final assembly. It may just be that the first flight will take place before Christmas (1987).

## **NEXT MEETING IS SUNDAY, NOV. 8**

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 8, 1987. Time—10 A.M.

### **AEROBATICS ANYONE?**

Congratulations to Joel Volovski upon getting his Citabria flying recently after a recovering job. We've seen Joel polishing his tail dragger technique with Julie Tencza this past week. Next step will be the Sportsman's routine.

## **EAA, MAPA AND MERIDEN-MARKHAM AIRPORT**

*By Joe Gauthier, EAA Chapter 166 Technical Advisor*

I'd like to get up on Saturday morning, grab my helmet and goggles, my tool box and whatever else I need and just go out to the airport and enjoy myself. Well, first of all I don't own helmet and goggles, nor do I need any, but if I did . . . let's just go out and fly. The challenges confronting us just owning, maintaining and flying the home-built airplane would be enough to satisfy my drive.

Unfortunately life isn't quite that way. The fact that we choose to fly, for sport or business is testimony that we don't back away from activities just because they present some complexity. We generally thrive on challenge, otherwise we'd spend our time watching sports on TV or some other

(Continued on Page 3)

**REMEMBER—IT'S NOV. 8 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.**

## LETTER FROM THE PRESIDENT:

Hello once again. We've certainly had a busy month! Let me explain!!

First, your Executive Board met on Tuesday, October 27th and here is what went on:

- As of November 1st we are opening our membership renewal for 1988. Any new members coming on board at this time will be given credit for the last three months of 1987.
- Update our membership roster every six months.
- Establish a "Dear Eddie" column along with an "Around the Patch" gossip column to be headed by Eddie Morris.
- Revise the pictures in our restaurant display.
- Tentative plans for our Christmas party are under way, pending ratification on Saturday, December 12th at the Cabin Restaurant, Meriden, Conn., at 7:00 p.m. Again, these are tentative arrangements.

Neighboring EAA brother, Joe Gauthier, has a message for us (found elsewhere in the newsletter). Please read it. Joe has put a lot of time and thought into his message. He plans to be at our meeting to further discuss it.

Continuing our saga of finding an RV-4, I am pleased to report that I had the privilege of being the ferry pilot for Gary Larson's new machine. I have to tell you, I am very impressed with this airplane. I'm sure you will be seeing it around the airport.

Finally, Eddie Morris tells me that if anyone is interested in buying and/or building their own home next to an airport runway with both a garage and hangar, located in a sky-ranch at Pilot Country Airport in Florida, contact him. Who knows! Maybe if enough of us are interested, we'll pool our resources and buy the whole thing.

Enjoy your flying!!

**George Molina**

### PILOT MISSES BALLET

A Connecticut pilot who is a ballet dancer missed his performance in Roanoke, VA because he was forced to land his aircraft on Interstate 81 after the craft ran out of fuel.

Three members of the Hartford (Conn.) Ballet Company—Gregory Evans, Judith Gosnell and Ken Kempe—were flying to Roanoke to appear in the show "Windsong," on Sunday, when the Piper Cherokee Archer being piloted by Evans started to run out of fuel.

State police said he brought the plane down around noon, and all three dancers escaped injury. Gosnell and Kempe were driven to Roanoke, but Evans had to stay with the plane, which was parked in the interstate median.

After the plane was repaired, the dancers returned to Connecticut without incident.

From an Associated Press story in last Monday's  
Waterbury Republican.



## EAA CHAPTER 27 CHRISTMAS PARTY

### MEMBER AND GUEST

#### PLACE:

**CABIN RESTAURANT**  
103 Colony Street  
(Downtown Meriden, Conn.)

**Saturday, Dec. 12, 1987—7:00 P.M.**

#### MENU

Prime Rib or Stuffed Shrimp  
or Chicken a la Roma  
Fruit Cup                      Vegetable  
Tossed Salad                  Roll/Butter  
Baked Potato                  Coffee/Tea  
Spumoni Ice Cream

Please return tear-off sheet with your main course selection and check for \$17.50 per person by NOVEMBER 22, 1987.

#### Send to:

**Sheila Seemann**  
89 Earl Avenue  
Hamden, CT 06514

- ☐ Prime Rib  
☐ Stuffed Shrimp  
☐ Chicken a la Roma

Enclosed check for \$———

Print Name



### OCTOBER ATTENDANCE REPORT

Bob & Sheila Seeman	Stephen Daniel
Charles Maxted	Tim Lauder
Don Whelan	Jim Rowley
D. Lecours	J. Gilchrist
J. Buckman	Jim Simmons
Bob Bailey	Jerry Murphy
Stephen R. Paradise	Hugh B. Sullivan
Ed Dunn	Jeff Davenport
Randy Hartigan	George Molina
Les Mercer	Herb Bullock
Ed Morris	

### EAA CHAPTER 27 OFFICERS FOR 1987

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

comparatively passive activity.

The same individuality that gets us into flying and the determination that keeps us there is quite often the underlying cause of some of our problems. Public relations we don't always understand. It isn't good enough to convince our neighbors that we aren't crazy because we fly small airplanes. We also have an obligation to convince the community that we don't do them any harm. Quite the contrary, we have to show them that our presence actually does them some good. We can succeed at that when they get to understand that the local airport isn't just a noisy expensive playground for the wealthy few. It actually is a strong economic resource that, when properly managed and understood by local government and the public at large will make a positive contribution to the entire community.

**PUBLIC RELATIONS . . .** There is our challenge. The FBO can't do it alone. Flying clubs, pilot organizations, even local government can't do it in a by themselves either. Needless to say, those who try must have the news media on their side as well.

As a percentage of total population we pilots are in a definite minority. We can't afford to waste even one voice. Moreover, we can't afford to have voices singing different tunes. If we find it difficult to agree the least we should do is keep our problems away from the public and others we are attempting to influence. We'll work together and survive or, continue to disagree and all go down the drain.

The energy available to do this job is in short supply, let's not waste any of it. If you don't contribute to the solution you may be part of the problem. If you let your personal motives influence your decisions your contribution becomes ineffective as well.

The attitude held by those who say "I don't fly at night anyway," or "My airplane has never been vandalized," are certainly expressions of indifference that can be as counter productive as anything I've mentioned so far. Positive steps are required on the part of all who are involved.

Don't misunderstand me. I'm not saying we necessarily have to get involved in scrutinizing city/FBO contracts, or interfere with municipal/FBO negotiations or even sit on the Aviation Commission. We need to gather facts that may lead us into those areas but we should tread lightly. What useful purpose can be served by irritating the very people who can decide against us? There's no doubt in my mind that nobody benefits when terms like "cash cow" and "fast buck artist" are put into print. The fact is, they actually widen the gap we are trying to narrow. This behavior is totally inappropriate and serves only to alienate and antagonize those we try to deal with. The wrong signals are sent and we lose ground. Our motives become unclear, the issues distorted and people begin to question objectives and divide opinion.

I believe our obligation is satisfied once we are assured that those in positions responsible for the decisions that affect us have all the facts. To go beyond this as a group requires an enormous

amount of coordination and seldom truly succeeds. The result of attempting to do this usually is that a few begin to represent their own personal views as those of the group they claim to represent. That condition is quickly recognized by those we wish to interact with and the entire effort, even the good work that preceded begins to lose effectiveness. The results are deep divisions among our ranks and lack of credibility. The final decisions that are made are then carried out without the benefit of our input. We lose.

Once our public/community/internal relations situation improves and we can agree on the priorities and approach that we should use, we can get back to our main objectives. We can continue to talk to public officials, the airport operator, the news media and anyone else we collectively agree should be involved. We'll have the support needed to have the beacons installed, the lights turned back on, the potholes patched, the snow plowed, the fence fixed and all the other issues that brought us together in the first place.

A meeting has been scheduled on Tuesday, the 24th of November to discuss the state of affairs at the Meriden Airport. Our public officials have been invited as have the news media. Let's get our act together, discuss the issues, get the facts, put our personal priorities aside and attend this meeting.

The meeting will be held at the Yale Inn at 900 East Main Street, Meriden in the Town Crier Room at 7:00 P.M. Mr. Robert Wilke from AOPA will also be in attendance.

**MAPA Board Member, Joe Gauthier, EAA 31860.**

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## NOVEMBER PROGRAM

The program for November features Stephen Daniel who will demonstrate metal wing rib construction of the Teenie Too he is building.

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## FOR SALE

**"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) 276-9178 for membership information.

**60 AMP ALTERNATOR**—For Cessna 172. 100 hrs since Mattituck. From a Lycoming 0320 E2D.—Jeff Davenport (203) 269-6845.

**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

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



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A meeting has been scheduled on Tuesday, the 21st of November to discuss the state of affairs at the Meriden Airport. Our goal is to have the meeting together, discuss the issues and then meet with our personal, political and business friends to discuss the meeting.

The meeting will be held at the Yale Inn at 900 East Main Street, Meriden in the Town Office Room at 7:00 P.M. Mr. Robert Wilke from ACPA will also be in attendance.

MAPA Board Member, Joe Gauthier, EAA 31888.

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

#### NOVEMBER PROGRAM

The program for November features Stephen Daniel who will demonstrate metal wire rib construction of the Teebie. Joe he is building.

#### FOR SALE

"SHEILA SEEMANN" - FORMERLY V. BACER 120  
Please find this many years ago. Make sure you  
call 203-241-4322.

on share opening available. Call 203-241-4322 for more information. Call 203-241-4322 for more information.

### 1987 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 .....