

NOVEMBER, 1991



CHAPTER 27 NEWSLETTER

NOVEMBER, 1991 ISSUE

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

STILL ON THE ACTIVE LIST

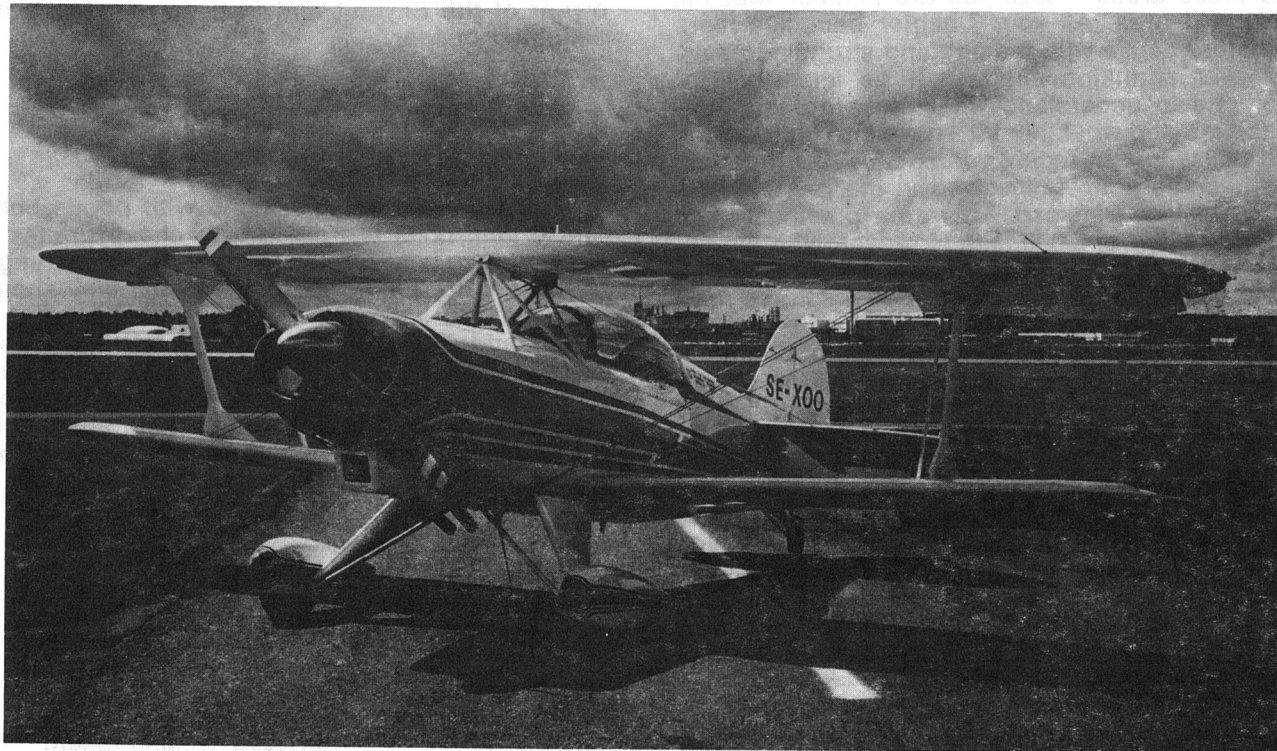


Photo shows the Skybolt built by Jim Simmons at its new home in Trollhättan, Sweden. Purchased from Jim last year by Kjell Lindstrom it still continues to capture its share of awards. (Story elsewhere in this issue). Note unique tail number.

NEXT MEETING IS SUNDAY, NOV. 10

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 10, 1991. Time 10:00 A.M.

NUMBERS, NUMBERS!

In contrast to our usual weekly local fly-ins where visiting aircraft usually are counted by the dozens, this year's Oshkosh '91 convention played host to over 12,000 airplanes.

HURRY! HURRY!

Awards Banquet-Christmas Party

Nov. 16, our awards banquet-Christmas party date, is fast approaching and at this time Jim Rowley has had only a few replies for attendance. Since he has made reservations for at least 24 people he would appreciate an earlier reply than the Nov. 15 deadline as previously published. (We have updated this to the 11th of November). So, please get your returns in as soon as possible.

Use coupon inside newsletter.

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

MOAs (MILITARY OPERATION AREAS)

Have you ever noticed that when you are planning a cross country trip, you immediately avoid the striped and/or magenta bordered areas on your chart? TCAs, ARSAs, restricted areas, MOAs, all strike fear in the heart of any VFR pilot. During flight training, we tried to understand the importance of these areas and how to utilize them without constraint or fear of violation. However, despite this training, we usually find ourselves falling back into the simple policy of not flying through these "areas of doom." Misconceptions about radios, transponders, and special procedures seem to guarantee a violation from the friendly feds. Perhaps this is a bit over dramatized. However, we all have to admit that we do have a fear of flying into these areas unless you are familiar with the rules and area. As your Chapter becomes more and more active with the ongoing struggle to save our ever shrinking airspace, it is important for everyone to understand what these areas of airspace are and what input we have into their design and utilization. In recent years, EAA Headquarters has become actively involved in the revision of a MOA west of Oshkosh. This area previously had a base ceiling of 5,000 feet. However, with the implementation of a new target system, the Air National Guard and the United States Air Force have proposed lowering this base to 500 feet.

We all agree national security is important especially in light of Desert Storm. However, how much is enough? Where is the limit and what about the airports under the MOA? Although in this situation the design would have allowed for utilization of general aviation aircraft when not being used by the military, once again, VFR pilots find themselves facing the difficulty of determining whether or not the area is "hot."

During meetings with the MOA planning committee, we have been successful in bringing some reasonable solutions to this particular MOA. What about your area?

We would like to remind EAA Chapters that they can participate in planning sessions for existing and proposed MOAs and other airspace restrictions in their area. Contact the division of aeronautics in your state and ask to participate in these planning sessions. Your state DOT can help you keep aware of these meetings. The meetings are open and invitations can be obtained by general aviation pilot groups. It is public airspace . . . get involved . . . attend these meetings.

Think about it and find out how your Chapter can become involved. Whether it's an MOA, ARSA, TCA, restricted area, alert area, get involved . . . you won't regret it.

REQUIRED DOCUMENTS ABOARD AN AIRPLANE

Remember "ARROW"

- Airworthiness Certificate
- Radio Station License (if a radio is installed)
- Registration Papers
- Operating Limitations (owner/operator's manual, placards)
- Weight & Balance Data

UPDATE FROM SWEDEN:

As many of you will recall, Mr. Kjell Lindgren of Sweden had purchased the Skybolt from Jim Simmons last year. During a recent telephone conversation, Jim learned the following regarding his biplane:

Kjell has a friend who is an aerobatic competitor in Sweden who usually flies a Pitts S2 aircraft. The Pitts biplane was grounded for repairs during a Swedish Aerobatic contest and Kjell permitted his friend to use the Skybolt for the competition. Kjell reports that his friend won the FIRST PRIZE in the Swedish contest!

Obviously, this result has made three people very proud; the pilot in the competition, the new owner of the Skybolt and last, but not least, the delighted builder.

COUNTERFEIT BOLTS!

The U.S.A. is being flooded with bogus bolts. These junk bolts are made with cheap grades of steel and are heat-treated improperly. The strength of these bolts are nowhere near what they should be. This bad hardware is being manufactured in Japan and Taiwan. Customs officials have contacted the EAA and let them be aware that literally thousands of pounds of these bolts have been confiscated already. The way to tell them apart is by the markings on the heads of the bolts. Listed below are the markings to watch out for.

HEADMARK	MANUFACTURER
A	Asohi Mfg. (Japan)
NF	Nippon Fasteners (Japan)
H	Hinomoto Metal (Japan)
M	Minamda Sicybo (Japan)
MS	Minato Kogyp (Japan)
Hollow Triangle	Infacso
E	Daici (Japan)
KS	Kosaka Kogyo (Japan)
RT	Takai Ltd. (Japan)
FM	Fastener Co. of Japan
KY	Kyoei Mfg. (Japan)
J	Jinn Her (Taiwan)
UNY	Unytite (Japan)

If any of these markings appear on the heads of your bolts, please contact me and let me know. The EAA would like to see some of this hardware and know from where it came.—Thanx

Jeff Davenport—269-6745

EAA CHAPTER 27 OFFICERS FOR 1991

President—Ken Winiarski: 237-1839
Vice President—Jim Rowley: 237-7179
Secretary—Charlie Maxted: 272-4922
Treasurer—Debbie Raymond: 929-2552
T. Consultant—Jeff Davenport: 269-6745
Newsletter Editor—Herb Bullock: 272-8007

FATHER DIES; DAUGHTER LANDS PLANE

SHANKO, OR—A woman in the back seat of a single-engine airplane reached over the body of her father, who died of an apparent heart attack at the controls, and landed the plane at a small airstrip, authorities said.

Patty Sharp, 23, had never flown a plane before.

"For someone to have absolutely no flying experience and the circumstances she was under, she was very, very lucky," Wasco County sheriff's Sgt. Charles Butler said.

Ms. Sharp and her father, Patrick Sharp, 62, had taken off in the Piper Cub for a day of sight-seeing and photography in eastern Oregon.

She was talking to her father when he slumped over. She reached over his body to grab the controls, she said.

"I can't imagine how she had any rudder control," Butler said.

Ms. Sharp overshot the airstrip and ran through a barbed-wire fence before the plane stopped with its nose in the ground. She wasn't injured and ran for help.

A group of ranchers, Boy Scouts and their scoutmaster, who also had watched the plane circling, tried to resuscitate the pilot for about 30 minutes before paramedics arrived.—**Associated Press**

FAA ADMITS ERROR IN NEAR COLLISION

CHICAGO—An error by air traffic controllers nearly caused three passenger jets to collide, the Federal Aviation Administration says.

A warning from one of the planes' safety systems and a quick turn by the pilot averted disaster recently about 11 miles from Midway Airport, FAA spokesman Jim Dermody said.

"While the investigation is not yet complete, we have determined there was an operational error," Dermody said. "It was an FAA error."

A Southwest Airlines Boeing 737 was leading a Northwest Airlines DC-9, flying northeast on approach to a runway at Midway. A Midway Airlines DC-9, also en route to the airport, was flying west and would have crossed the path of the two other planes, the FAA said in a statement.

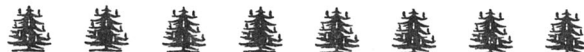
The Midway pilot saw the Southwest plane after a warning from his plane's Traffic Alert and Collision Avoidance System. The pilot turned south, flying within 800 feet of the Northwest plane. The Midway plane and the Southwest plane passed within about 1,000 feet.—**Associated Press**

2 HOT-AIR BALLOONS SOAR OVER EVEREST

KATMANDU, Nepal—The first successful hot-air balloon expedition over Mount Everest soared safely over the world's tallest peak recently and landed in Tibet, the Nepalese Tourism Ministry said.

CALENDAR OF EVENTS

NOV. 12—MERIDEN, CT—Meriden-Markham Airport, Meriden, CT—**PILOT JUDGMENT**—Through education and experience, pilots and pilots-to-be can learn good judgment just as thoroughly as they learn the mechanical concepts and basic skills of flying. In fact, learning judgment is just as much an important part of flying as learning to make good takeoffs and landings. This slide/tape program will most certainly enhance any pilot's technical and mechanical skills.



EAA CHAPTER 27 CHRISTMAS PARTY AND AWARDS DINNER

The awards dinner will be on November 16th at 7:00 p.m. at My Cousins Place Restaurant, 809 North Main Street, Wallingford, CT.

**Don't forget to bring a grab bag gift
(\$5 limit) for the annual 'swap meet.'**

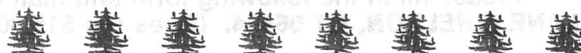
Please write in how many are attending and what you would like to eat. Send the slip back to me with the amount for your dinners, also made out to me. Please return them no later than Nov. 11 so I can give them a head count.

DINNER MENU: Tossed salad, ziti, baked stuffed potato, green beans almandine, ice cream parfait, hot rolls, coffee and tea.

- ☐ **Prime Rib \$18.95**
- ☐ **Stuffed Filet of Sole \$17.95**
- ☐ **Chicken Cordon Bleu w/Swiss Cheese and Ham \$15.95**

SEND TO:

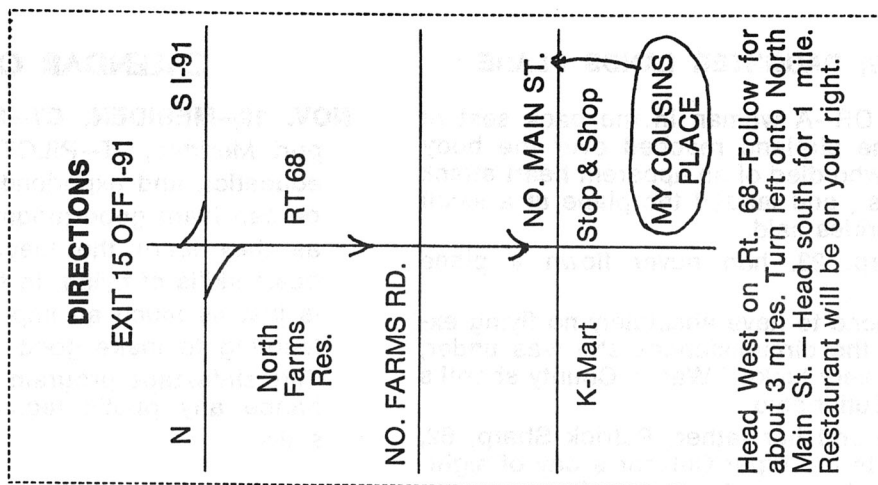
**JAMES A. ROWLEY
69 RESEARCH PKWY.
MERIDEN, CT 06450**



FOR SALE

1982 FORD V6 GRANADA ENGINE—3.0 Liter, 232 cubic inch, aluminum head, 30,000 miles. \$350—Charles Maxted, 272-4922.

AIR PROGRESS MAGAZINES—Also large assortment of antique and model aircraft magazines—1960's vintage, make offer—235-2169.



HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1991 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **DEBORAH RAYMOND, 49 HICKORY LANE, SHELTON, CT 06484.** (Dues are \$15.00 per year. Make checks out to Deborah Raymond).

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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