

NOVEMBER, 1994



CHAPTER 27 NEWSLETTER

NOVEMBER, 1994 ISSUE

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

BON VOYAGE N16CD

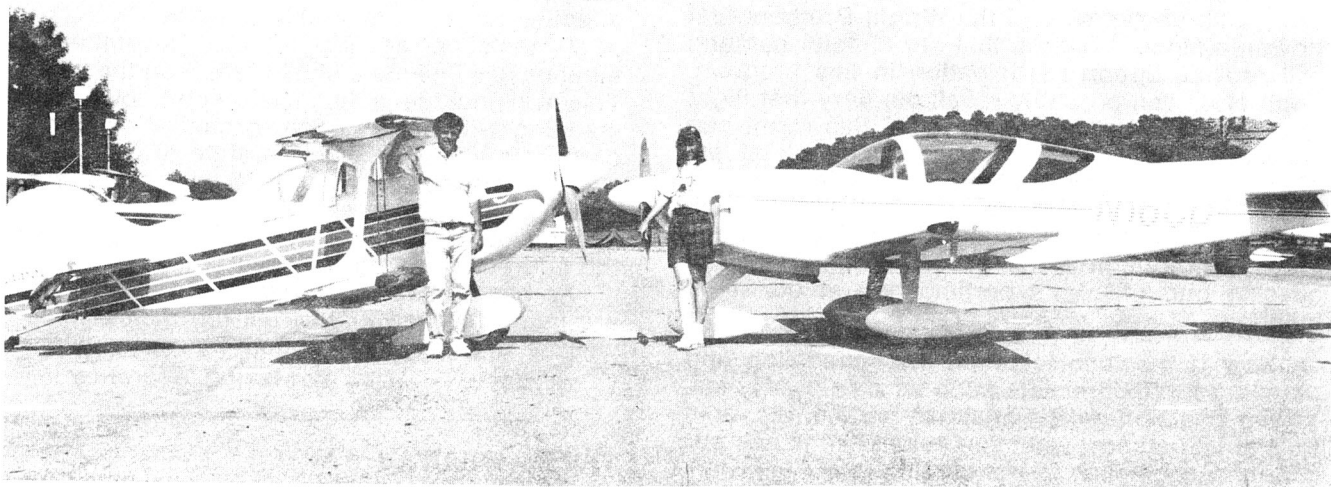


Photo shows Chuck Raymond with his Pitts and Debbie Raymond with her Glasair. They are moving to Florida, to the Venice area and are taking the airplanes with them. We don't know if the move has been made as yet but will keep you informed.

NEXT MEETING IS SUNDAY, NOV. 20

The November meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, November 20, 1994. Time 10:00 A.M.

1995 MEMBERSHIP DRIVE ON NOW!

EAA Chapter 27's officers have decided to begin our 1995 membership drive now. This move is being done so that we can recruit new members and their dues will be applied for the remainder of this year and all of next year.

RV-6 SEMINAR AT NEXT MEETING

"EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE RV-6, BUT WERE AFRAID TO ASK" will be the title of our seminar on Sunday, November 20th at 10:00 A.M. Our chapter is very fortunate to have two experienced builders of Vans Aircraft's RV-6. Charlie Maxted (whose RV-6 is rapidly nearing completion) and Jeff Fiscus (who completed his RV-6 this past spring) will be co-presenters. Topics will include plans, costs, construction techniques, flight testing and performance statistics. The seminar will include a tour of Jeff's beautiful RV-6. Everyone is welcome to attend.

REMEMBER—IT'S NOV. 20 AT MMK AIRPORT—TIME: 10:00 A. M.

LETTER FROM THE PRESIDENT

As the newly elected president of EAA Chapter 27, I have been pondering over the way in which I can best serve our chapter. I would like you to ask yourself to consider the same question. We have a nucleus of many talented people within our group. Members' skills include areas of aircraft construction, flight experience, organization, creative writing, administration, computer knowledge and access, political skills, etc. Each of us has the ability to contribute some service in the support of our chapter. I would like to urge you to consider offering your talents to EAA Chapter 27. We can use your help. Contact me, or any other chapter officer, for ways in which you can assist our chapter.

One of the most significant contributions to aviation that the EAA has begun is the Young Eagles program. The EAA's goal is to have flown over one million "Young Eagles" by the year 2003 (the 100th anniversary of the Wright Brothers first powered flight). I believe that our chapter can and will provide strong participation in this program. Each of us can probably recall our very first flight in a small airplane. The impact of this event can virtually effect our entire lives (just look at my checkbook). I know that the EAA will reach its goal. I also know that we would all like to look back and recall that Chapter 27 had provided a major contribution to this program. Join us in discussing our chapter's participation at our next meeting.

Now is the time to begin the scheduling and planning for 1995 events such as picnics, Fly-Ins, Young Eagles flights, Christmas parties, etc. Join us and let us know what you would like to see our chapter accomplish in the coming year.

I look forward to the opportunity to serve our chapter again and I hope to see many of you at our meeting on November 20, 1994.

Jim

CHAPTER BULLETIN BOARD REINSTATED

The use of Chapter 27's bulletin board has been reinstated. It is currently in place in the lounge area of Meriden Airport's FBO. The primary use of this bulletin board is to inform the general public about our chapter activities. I welcome your ideas and input for this important communication medium.

I am currently soliciting photographs from our membership for a display of "What our members are building and flying." Please send me a photograph of you and your aircraft and/or project. I'll see that the photograph is returned to you after our use. Please send your photos to:

Jim Simmons
295 Contour Drive
Cheshire, CT 06410

SECRETARY'S REPORT

The October meeting of EAA Chapter 27 was called to order at 10:05 at MMK.

Members present were:

Frank Mlynick	Ed Schinitis
Don Whelan	Stan Solecki
Jim Simmons	Bob Ryan
Harry Carl	Steve Daniel
Charles Maxted	

The first order of business was the nomination of a slate of officers for the 1995 year. The slate of officers was then elected for office. The results were:

President—Jim Simmons
Vice President—Stan Solecki
Treasurer—Bob Ryan
Secretary—Charles Maxted
Newsletter Editor—Herb Bullock

To help the officers get an auspicious start for the coming year, we hope there will be a good turnout of members. The chapter can only be as effective as its membership permits.

A tentative agenda for the November 20th meeting will include a status report on the chapter. This will include a financial report, our present standing with the national organization and our corporate affiliation with the state of Connecticut.

The dues for the year 1995 will remain at (15) fifteen dollars. The newsletter, as in the past, will include, on the back page, a membership form and the address of the new treasurer.

As has been said, to revitalize the chapter we are going to need input from the membership as well as a willingness to actively participate.

C. Maxted, Secretary

VIDEO LIBRARIAN WANTED

As a number of our members have in their possession numerous good aircraft videos that have been taped from TV shows it is hoped that we can start a loaner operation for these tapes. Most have been taken from the Discovery channel and are all aviation related.

A card file and record keeping system is planned. So, if someone is interested in supervising this venture, please step forward!

OFF AGAIN, ON AGAIN

We were informed that the "closed" Johnny-cake Airport has been put in service again as a commercial operation and is now known as "Atlantic Air."

EAA CHAPTER 27 OFFICERS FOR 1995

President—Jim Simmons: 272-9346
Vice President—Stan Solecki: 235-0790
Treasurer—Robert Ryan: 865-4528
Secretary—Charles Maxted: 272-4922
Newsletter Editor—Herb Bullock: 272-8007

"ON BUYING AN AIRCRAFT ENGINE AND OTHER ABSURD BEHAVIOR"

By Charles Maxted

I read somewhere about a fellow named Allen Tolle who, when he decides to create another homebuilt (he has built three or four RVs among others) he first buys the complete aircraft from tailwheel to prop with everything in between included. From this fact we can deduce a couple of things. First, he is a guy with a lot of money and second, he is very smart.

Most of us, however, have to take the other route and a disconcerting and baffling (aviation pun) route it is. I really believe that if I added up all the wasted time consumed with shipping delays, wrong parts ordered, wrong parts delivered, cribbing the checkbook so my wife won't really know a tiny bolt costs fourteen dollars, I could cut the building time by a minimum of twenty five per cent and add that same amount to my life span.

And about the little (LITTLE ? ? ?) extras that are not part of the kit. You know, those little things you may or may not want to buy to make your bird a little sharper such as the propeller, paint job, engine gauges or avionics, etc. But my discourse wanders from my theme, the buying of an engine.

O.K. I shall begin. I have taken a Tum for the tummy and an Excedrin for the brain so am ready to roll. The third kit of the RV-6 had been ordered and naturally the trucker's union picked that particular time to strike so I decided I would buy an engine and work on that. Trade-A-Plane was then given serious perusal and calls to various parts of the country began. How many did I make? Well, if you own stock in the telephone company just note the time span when your dividend rose three points. Buying an engine by phone is a lot like a blind date or taking out a loan and expecting to pay it back on the winnings from the Lotto ticket you just bought. Brother, the odds are against you.

I bought one. The shipping cost from sunny California was a mere \$450. It came and Herb and I went to Plainville to pick it up. Why wasn't it delivered to my house you ask? The last kit delivered to me, a mere 350 pounds came by Yellow Freight driven by a cretin who forgot to put his hand cart on the truck that morning. He was young, strong and healthy. I am old, weak and will never see sixty-five again. And after struggling with that huge monster of a crate I feel very lucky that I may just make sixty-seven. Well, Herb and I got the crate home and we opened it. Zounds! It was a beauty. About two hundred hours since overhaul. Herb was impressed. I was ecstatic. I removed the logs and took them into the house to be read that evening.

As I made myself comfortable that evening in my lounge chair, logs on my lap, dog by my side and wife busy making supper, I thumbed through the engine log. The last page appeared and there in bold and readable script was: "Removed because of prop strike! !!" What prop strike? No one had said a word about a prop strike. Had I asked? I scrounged through my desk. Where was that check list I had made? There, right at the top, be-

low engine time was, "Did it have a prop strike?"

It was too late to call and the next two days were the week-end. The next morning I went to the airport and spoke to the mechanic. He was kind enough to search the AD to see what Lycoming had to say about prop strikes. Sure enough there was one and the rear of the engine had to be torn down to check gears and various other things. Needless to say THE CRANK HAD TO BE CHECKED so in total we are talking roughly in the 400 to 500 dollar bracket. My sleep the next two nights wasn't what you might call restful. The The dreams alone would keep a practicing psychologist occupied for the next ten years. I called Monday at twelve sharp which is nine Pacific coast time and spoke to the salesman. He said he thought he had told me there had been a prop strike as they made it a point to inform buyers. I told him I would not have bought an engine with a prop strike. He was understanding and said to ship the engine back and they would refund my money. He even said to ship it back COD which I did. This cut my losses to just the \$450 and two bottles of Excedrin. The years off my life I don't count as I'll be going to Heaven anyhow.

Thus it was back to Trade-A-Plane for me. Be sure to send in your membership dues so you can read the exciting conclusion of my experience in engine buying.

NORTH AMERICAN AIRCRAFT & AEROSPACE GUIDE LISTS MORE THAN 200 MUSEUMS

If you are interested in airplanes and enjoy touring aviation museums, the "North American Aircraft & Aerospace Museum Guide" definitely should be in your library. Now in its sixth edition, this paperback is the most comprehensive guide to aviation museums that has been compiled anywhere.

Editor Ronald B. Stone has added more than 20 museums to the latest edition, bringing the total to more than 200. The museums listed in this book range from facilities that only exhibit aviation artifacts, to those for which aviation is simply a sideline to the main displays. The airplane or aviation items may be part of an exhibit of something completely unrelated to flying.

For aviation museum enthusiasts who are planning to do some traveling and want to visit facilities, the book includes a map of the United States and Canada with listings showing where museums are located and a reference number to that facility's actual listing. There is also an index showing on what pages museums in various states are located. All this combines to make the directory a very handy reference.

Each museum listing includes the full name and address, items on display (including an itemization of planes and other major artifacts), the operating days and hours, and fee schedule. The listings also include a photo from the museum collection or possibly a picture of the museum itself.

The 210-page paperback is available for \$14.95 plus \$1.55 shipping and handling from Bruce/Beeson Publishers, 1401 Tomahawk Lane, Olathe, KS 66062-3205.

HERB BULLOCK
1315 Meadow Road
Cheshire, CT 06410

1995 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **ROBERT RYAN, 6 MANOR COURT, NORTH HAVEN, CT 06473**. (Dues are \$15.00 per year. Make checks out to EAA Chapter 27).

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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