



CHAPTER 27 NEWSLETTER

OCTOBER, 1985 ISSUE

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

BD-5 PROJECT

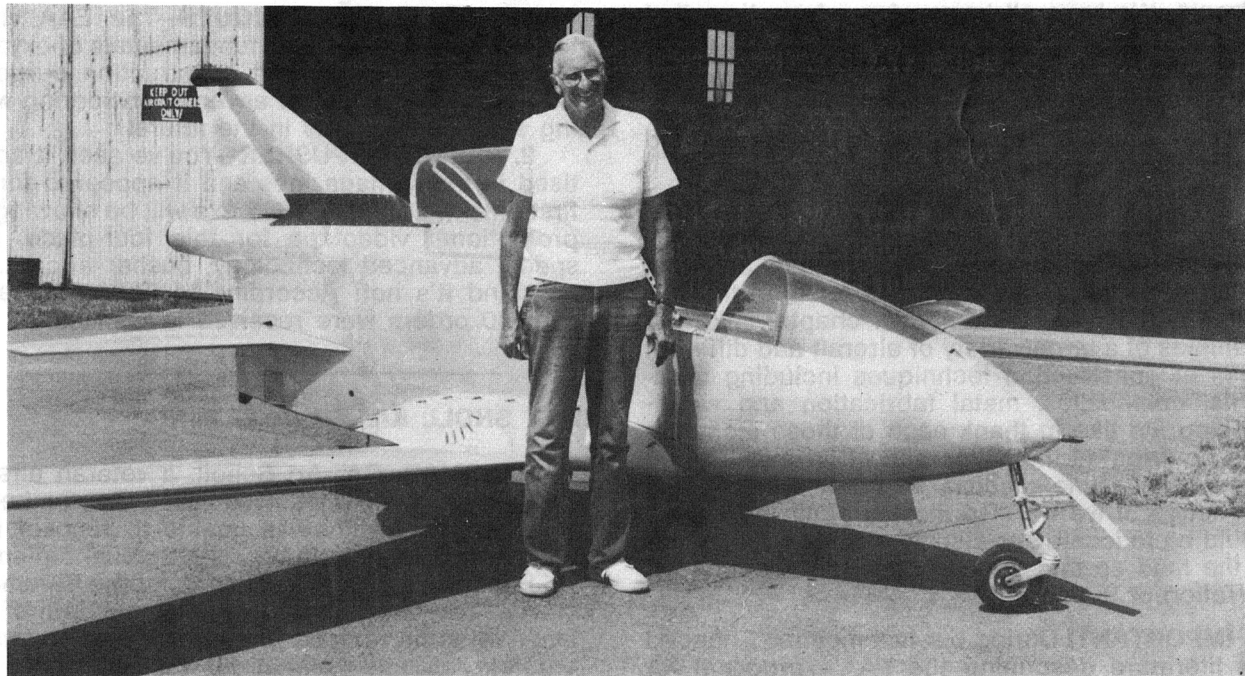


Photo shows a proud Fred Troske, EAA 65158, of Waterbury, Conn., standing in front of his almost completed BD-5 aircraft at Meriden Airport. Fred has already spent 12 years to reach this stage of construction and the last item to get the ship in the air is a power plant, namely a Honda Civic engine with aluminum block. The aircraft was brought to the South hangar where it was assembled in time for the first Meriden Airshow which was cancelled due to weather so it didn't get much of a public showing. Perhaps we'll see it flying at the next Airshow.

NEXT MEETING IS SUNDAY, OCT. 20

Due to the fact that Pratt & Whitney Aircraft Company is having their Airshow this coming weekend (Oct. 13) it was decided to move the Chapter 27 Sunday meeting date to the following Sunday, October 20. A number of our members have expressed a desire to attend the P&W show **early** therefore the decision to rearrange our schedule.

See you all at MMK on the 20th!

CHAPTER BULLETIN BOARD

Our chapter finally has a great location for our bulletin board on the wall of the PROP STOP restaurant, here in the FBO at Meriden Airport. If you haven't seen it, be sure to visit the restaurant and I believe you'll agree that this is an excellent medium for increasing the public awareness of our presence.

Please try to provide us with some pictures of your completed aircraft and/or project so that we can keep updating the bulletin board and have it contain pictures of a current nature. The bulletin board presently contains a fine sequence of pictures illustrating the construction of Ed Dunn's Davis DA-2.

Keep us in mind for your favorite snapshots.

REMEMBER—IT'S OCT. 20 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

During our September meeting I had the distinct pleasure of presenting a couple of awards to two of our members:

— I presented Les Mercer with an award for the completion of his FP-101 Ultralight aircraft which is at the airport.* He is presently going over the last details in preparation for its first flight.

*Les has since taken his aircraft home to avoid the wrath of hurricane Gloria.

— Additionally, Herb Bullock received an award for "Honorable mention" in an EAA Newsletter Competition sponsored by Chapter 45 in Pennsylvania. We have all known for a long time that Herb has been providing us with a first class newsletter and it was great to see him receive recognition from outside our chapter.

Once again, Congratulations to Les Mercer and Herb Bullock!

On September 15th we provided our static display of our members' projects at the Meriden Airshow. We enjoyed some great weather and met plenty of potential new members for both the National EAA as well as our own chapter. We had examples of a large variety of aircraft and different types of construction techniques including ultralights, composites, metal fabrication and wood-working. I'd like to thank each of those members who contributed their time and effort into making this display a fine success. The only thing I'd like to change, if we were to display again next year, would be to locate our display closer to the center of the field so that we can hear the announcers' narration of the show.

IMPORTANT! During our last meeting I handed out literature describing the FAA's proposal for "Recreational Pilots Certification." The proposal, as written, contains not only unnecessary restrictions on the Recreational Pilot, but also imposes additional requirements for PRESENT pilots. Please be sure to review this proposal and write to the FAA with your opinion before the deadline of October 24, 1985.

I've completed the necessary forms and made the necessary payments to bring our chapters' incorporation status up to date and active with the Secretary of States office.

During our October meeting I would like to establish a nominating committee for the nomination of candidates for office in our chapter for 1986. We will be holding elections at our November meeting. The officers of our club provide the direction for all of us for the coming year and we need new people, with new ideas, to keep our chapter active and revitalized for the future. Please give some thought to the election and your own contributions to the future success of the chapter.

I hope to see many of you at our next meeting which will be at 10 a.m. on October 20th.

Happy Flying!

Jim Simmons

1986 E.A.A. CALENDARS FOR SALE

We are currently offering 1986 Calendars, imprinted with the Chapter Logo, to our membership for \$4.00 each. We have received 25 calendars and they will be available on a first come, first serve basis, so be sure to order yours today. We have provided a convenient order blank on the back of this newsletter which you should mail to our chapter secretary, Sheila Seemann.

VIDEOTAPE PROGRAM FOR OCTOBER

We will be showing two excellent videotapes at our next meeting:

1. **WELDING TECHNIQUES**—The EAA videotape illustrating the basic fundamentals of oxyacetylene welding for aircraft construction purposes. This tape is a primer for anyone considering welding steel components in the future.

2. **PRESCOTT PUSHER**—You've seen it advertised in many magazines and it appeared for the first time in Oshkosh, 1985. We will be showing the promotional videotape for this four-place, high speed, advanced technology, pusher aircraft. It's new and it's hot! According to Flying Magazine over 40 orders were received in Oshkosh.

ART SHOLL KILLED IN FILMING

PALOMAR, CA—Art Scholl, a veteran airshow and movie stunt pilot, was killed September 16 when he apparently was unable to recover from an inverted flat spin in his Pitts Special biplane.

Scholl was flying a sequence for the Paramount movie "Top Gun" about five miles offshore of Palomar when he radioed to his crew that he "had a problem." Moments later he radioed again that he "had a real problem." His crew, circling the area in another airplane, did not actually see the Pitts hit the ocean, apparently because the airplane descended through a thin cloud layer. When they arrived over the crash site, only a few pieces of wreckage were visible on the surface. No sign of Scholl had been found at press time, but the Coast Guard was still conducting a search.

Scholl, 53, was known on the airshow circuit as the "flying professor," because he held a PhD in aeronautics. He was very active as a pilot for Hollywood as well. Scholl held every pilot certificate in the book, and he was a licensed airframe and powerplant mechanic.

CHAPTER 27 OFFICERS FOR 1985

President—Jim Simmons

Vice President—Herb Bullock

Secretary—Sheila Seemann

Treasurer—Bob Seemann

Designee—Ed Dunn

Newsletter Editor—Charlie Maxted

Printing—Herb Bullock

STICKING VALVES—WARNING SIGNS

One of the regional service managers at the Lycoming factory indicated that his experience over the years included working on engines with sticking valves. He commented that the engine will almost always provide a warning by running very rough at start up. As the engine warms up, it may then smooth out after a few seconds and run normally, but the initial roughness is a warning that preventive maintenance action is required.

Just a few days after these comments were made, a conversation with an aircraft owner confirmed that the regional manager's comments were right on target. This is the story which the aircraft owner related:

An aircraft had been purchased recently and the owner flew it to altitude in the vicinity of his home airport to satisfy himself of the aircraft capability to fly over mountainous terrain during a planned vacation trip. Content that the aircraft and engine were capable of meeting his requirements, the vacation trip was undertaken. All went well smoothly on the first 300-mile leg of the trip which ended with a planned overnight stop.

When the engine was started the next day, it was very, very rough, but smoothed out and ran normally after a short time. With the engine running smoothly, the vacation trip continued to its destination. The aircraft was then tied down and not operated until it was time for the return trip . . . a period of about one week.

As the engine was started for the return trip, it again gave indications that a valve was momentarily sticking . . . it ran very rough for several seconds, but then smoothed out. With the engine running smoothly again, the return trip was started. After 1 to 2 hours of flight at altitude, over mountainous terrain, the engine ran very rough again for a short period of time, and then smoothed out. The pilot decided to land at the nearest airport.

Examination of the engine revealed a considerable amount of oil leakage. The cause—a valve which had stuck solidly and caused the pushrod to bend. This bending ruptured the pushrod tube and allowed oil to escape. This is a classic example of the damage which sticking valves can cause.

The lesson to be learned is quite simple. Do not neglect the warning signs. Perhaps the experience related here will allow others to recognize a rough running engine at start up as a possible indication of sticking valves. The next step is to take immediate action to prevent damage.

FLARING TOO HIGH

A Quickie II flown by a pilot who had less than three total hours in the Q-2, flared high and then bounced three times. During the third bounce the front wing to which the main landing gear is attached broke. The aircraft ran off the left side of the runway. There was no injury to the pilot.

TEFLON TAPE

Parts of Teflon plumber's tape, used to seal threaded connections, has been found in several instruments lately, including gyros, altimeters, and airspeed indicators. The tape apparently disintegrates as it is forced into the threads, and the shreds of tape are free to go into an instrument, or in the case of a vacuum system, they can go all the way to the pump. We have been wondering if some of the low time failures of vacuum pumps are caused by this tape. We have documented failures in gyros caused by the tape shreds.

The submitting repair station recommends that Teflon tape not be used in aircraft systems and suggested the use of some other type of thread sealer for this application.

NEW PRODUCT REPORT

3M Products has developed a new two-part epoxy gun and mixing nozzle. The dual packs of epoxy adhesive can be applied directly through the nozzle, mixing the glue as it travels down the nozzle. It is a very convenient and clean method of handling epoxy adhesive. For further information on the types of epoxy dual packs available, contact Tools & Abrasives, Inc., P.O. Box 2487, 145 Ivy Place, Oshkosh, WI 54903. Approximate prices are: the glue gun \$19.95; the disposable nozzle \$.75 each; and the dual pack cartridges \$4.50.

WANTED

HONDA CIVIC ENGINE—EB 2 or 3. Must have aluminum block. Fred Troske. 753-7833.

I AM LOOKING FOR A PARTNER—For the construction of a Polliwagon or Lancer. Will finance. Contact George Bendesi, (203) 736 0621.

CESSNA 150 OR 152—Other aircraft of comparable size considered. Morris Dibner, 34 Welton Street, New Haven, CT 06513. (203) 776-7592.

FOR SALE

TABLE SAW—Eight-inch with attachments including dado head and moulding head. Fred Troske 753-7833.

SECURITY 350 PARACHUTE—6 months since new. One of the thinnest, most comfortable chutes available. Contact Jim Simmons. 272-9346.

EAA BIPLANE—Lycoming 125 engine, 110 hrs. newly painted. Reasonable offer accepted. (914) 888-2733.

SPORT AVIATION MAGAZINES, 1961-1984—Mint condition, \$150 plus shipping. (914) 888-2733.

1986 EAA CALENDAR OFFER**Mail to:****EAA CHAPTER 27****c/o Ms. Sheila Seemann****89 Earl Avenue****Hamden, CT 06514**

Please place my order for the 1986 Calendars as listed below:

QUANTITY ORDERED: x \$4.00 each —

(Total Amount Enclosed)

NAME:

STREET:

CITY, STATE, ZIP:

CHARLES MAXTED**957 Coleman Road****Cheshire, CT 06410****1985 EAA CHAPTER 27 MEMBERSHIP FORM**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).

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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