

OCTOBER, 1986



# CHAPTER 27 NEWSLETTER

OCTOBER, 1986 ISSUE

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

## VINTAGE BREEZY



We don't know the above pilot's name but he is shown in his Curtis Pusher at this year's Oshkosh Convention, having just participated in the antique fly-by. We understand that gentleman's age is about the same as Glen Curtis' aircraft designs of the time, 75 years. The Curtis Pusher was dubbed "the world's most inefficient airplane" by another owner of a similar replica.

## NEXT MEETING IS SUNDAY, OCT. 12

The October meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, October 12, 1986. Time—10 A.M.

### ERROR OF OMISSION

Last month's newsletter listed the local members and guests who made the flying trip to Oshkosh. In our haste to put out the September issue we failed to include Fran Uliano and Don Whelan in Fran's Cherokee and Jim Simmons and his son Jim in the Skybolt. Sorry about that fellows!

### VIDEOTAPES AVAILABLE TO OUR MEMBERS

The following videotapes belong to our chapter and are available on loan to our members. They are usually exchanged at our monthly meetings or you can arrange for a specific tape to be available by contacting Jim Simmons at (203) 272-9346. They are all on VHS tapes.

- Pitts Aerobatics with William Shatner
- Voyager "Around the World" Project
- 1985 Reno Air Races
- 1985 Dayton Air Show
- Prescott Pusher Demo Tape
- Rotorway Helicopter Demo Tape
- Polliwagon Demo Tape
- Ellison Throttle Body Fuel Injectors
- Byron R/C Models Airshow
- EAA Aircraft Woodworking
- Red Baron Documentary

REMEMBER—IT'S OCT. 12 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

## LETTER FROM THE PRESIDENT:

I'd like to start off this month's letter with a note of congratulations to Chuck and Debbie Raymond upon receiving the 'Best Homebuilt Monoplane' award at the Orange County, N.Y. Fly-In on Sunday, September 21, 1986. We all know it is a beautiful T-18 and it's always great to have another chapter's judges agree with our opinions. Congratulations, again!

The Fly-In season has come and is almost gone for another year. I had the opportunity to visit many of them and I can only encourage all of you to make plans for visiting some of the fly-ins during the coming season. You'll find the places and people some of the nicest experiences you can hope to encounter.

During our next meeting we will be discussing the upcoming elections of officers for our chapter for the coming year. Please try to attend and participate in your organization.

See you all at our next meeting.

Happy Flying!

Jim

## AIRPORT THREATENED

All EAA chapter members are encouraged to read the Hotline section of the October issue of SPORT AVIATION for information on the attempt to close the airport at Linden, New Jersey. EAA Chapter 320 President Art Banconi has formed a committee to save the airport. The city of Linden, New Jersey, which wants to turn the airport into a real estate development, has attempted to attach provisions to congressional bills which would release Linden from its 1947 agreement with the United States government to keep the airport open. This is an extremely dangerous precedent for 600 other airports around the country which are operated under similar agreements. All EAA Chapters, especially on the East Coast, are encouraged to support Art in his efforts to keep the airport open. For more information, call Art (at home) at 718/948-4237.

## 12 INCH NUMBERS?

As you probably know by now, the FAA proposes to require a metal data plate and 12 inch N-numbers on the exterior of ALL aircraft that penetrate an Air Defense Identification Zone (ADIZ) or a Defense Early Warning Identification Zone (DEWIZ). The proposed regulation is being promoted by the U.S. Customs Service and has the support of the DOT. Unfortunately, this seems to be a public relations exercise that will have very little effect on drug traffic while penalizing innocent private aircraft owners for a problem that the federal government has been unable to resolve. At this point, your HQ staff and EAA Washington representatives are attempting to get exemptions from the rule for fabric-covered aircraft, antiques, classics and homebuilt aircraft.

## DON'T STALL IN FORCED LANDINGS

*From Chapter 551 Newsletter in Minnesota  
as taken from the RV-4 Newsletter*

Please fly safely. Aviation image and insurance rates are at stake . . . in the event of a forced landing, the key words for survival are DON'T STALL. A stall too near the ground to permit recovery will usually result in greater damage and injury than would occur if the aircraft hit the ground at its glide speed and angle. It is a normal tendency for the pilot to slow his aircraft to its minimum speed to reduce damage during a forced landing. But, an aircraft which has stalled is temporarily out of control, and in a nose down attitude. While it was at minimum speed at the time of the stall, it may have gained considerable speed by the time of contact with the ground, and even if it didn't, the contact angle is steeper.

Injuries in an aircraft crash result from rapid deceleration. The shorter the stopping distance, the greater will be the deceleration rate. If the aircraft contacts the ground at a steep angle, the stopping distance will obviously be short, and the deceleration great. If the aircraft hits the ground at a shallow angle, its stopping distance will be greater. And, even if the contact speed was higher, the deceleration rate will be less, and the landing will be more survivable. A number of factors, such as the smoothness of the terrain and obstructions (trees, boulders, buildings, etc.) on the terrain will further affect the survivability of a forced landing, but the bottom line is still that a controlled crash is better than a non-controlled crash.

Thus, the two most important words for a pilot faced with a crash landing are **DON'T STALL!** If an accidental stall should occur during the early stages of the emergency, (just after the engine quits or while trying to turn back), an intimate, subconscious knowledge of stall recovery will be invaluable. But, as contact with unfriendly terrain becomes imminent, these words should echo through a pilot's mind. **"DON'T STALL! DON'T STALL! DON'T STALL!"**

## STORMVILLE FLY-IN

As we've said in the past Jim Simmons will have to build another shelf to accommodate the mounting array of trophies he's won with his Skybolt.

The latest acquisition was at the September 7 Fly-In at Stormville, NY where he took home the best biplane award for the second year in a row. Congratulations, Jim. Now where is the next Fly-In?

## 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**

## CALENDAR OF EVENTS

### CITY TRIES TO BAN EXPERIMENTAL AIRCRAFT

As the result of a fatal accident involving an experimental/amateur built aircraft, the mayor of Fenton, Missouri (near St. Louis) has been attempting to ban experimental aircraft from Weiss Airport which is a private field within the city limits. In a long and detailed letter describing the amateur built aircraft movement, its safety and its high standards, President Paul Poberezny invited Mayor Joseph Morgan to visit the EAA Convention. The mayor, who apparently had his mind made up, did not bother to answer the letter. In the interim, EAA staff members have been in contact with Fenton media representatives and elected officials in an attempt to defuse this issue. The FAA has also notified the local authorities that it would go to court to block such efforts by the city. EAA Chapter 32 President, Frank Kerner and a number of other EAA members including Bob Stagner of Poplar Bluff, have been meeting with the FAA, the media and local officials in an attempt to resolve the matter peacefully. Thus far, our combined efforts seem to be having a positive effect. But, this should be an important reminder to all of us. Not everyone understands or likes "those little airplanes" and it's not only Washington that attempts to pass overly restrictive regulations under the guise of safety.

### \$60 RADIO LICENSE PROPOSED BY FCC

Operators of aviation ground radio stations will be paying over \$200,000 per year for license applications and renewals under the Federal Communications Commission's proposed fee schedule.

FCC officials told BUSINESS AVIATION newsletter that the agency's records show there are about 38,000 licensees of aviation ground stations. There currently is no fee charged for the five-year licenses, but under the FCC proposal the agency will collect \$60 for each license application, renewal or change to an existing license.

After discounting stations operated by the Civil Air Patrol—which are not included in the fee proposal—the cost to operators of other aviation ground station operators is expected to exceed \$200,000 per year, based on about 4,000 renewals annually.

The FCC also is seeking a \$20 fee for applications, renewals or changes of licenses for air-ground radio telephone service. FCC hopes to implement the new fee schedule—which affects a wide range of broadcast activities—by April 1, 1987. —AVEMCO.

### NEW FAA CIRCULAR ON TRAFFIC PATTERNS

The FAA will publish a new Advisory Circular (AC90-66A) on traffic patterns at airports without control towers. The circular provides for operations at single and parallel runways, and special traffic patterns for ultralight aircraft where there are simultaneous regular aircraft operations. There are also traffic patterns for glider operations with simultaneous powered aircraft on adjacent paved runways near grass areas where sailplanes are operating. The circular also contains provisions for sport parachute zones.

**OCT. 11-12—SUSSEX, NJ**—EAA Tri-Chapter Liberty Year Fly-In sponsored by Chapters 73, 238 and A/C Chapter 7. Contact Vearl Lack 201 584-9553.

**OCT. 12—KINSTON, NC**—Stallings Field Aviation Day '86 Air Show presented by the Lenoir County Chamber of Commerce.

**OCT. 25-26—WINCHESTER, VA**—EAA Chapter 186 Fall Fly-In. Municipal Airport. Contact George Lutz 703 256-7873.

**NOV. 12—PHOENIX, AZ**—Desert Sportsman Pilots Association 5th Annual Fall Air Show. Contact 602 969-4694.

### COLLISION AVOIDANCE SYSTEMS HEARING

Hearings were held in late September, in Washington, on Collision Avoidance Systems. We are pleased to note that one of the most interesting witnesses was Representative Robert K. Dornan (R of California) whose district includes the community of Cerritos where the August 31st mid-air occurred. He has been a pilot for 36 years and even before the recent mid-air collision had introduced the bill, H.R. 3905, which would have required collision avoidance equipment on all airliners. This bill has laid dormant for several months. Representative Dornan favors ACAS over all other systems. In his presentation, Congressman Dornan said he thought ACAS should be adopted now, because it is immediately available and if installed on a voluntary basis, it would not prove to be a burden to anyone. No doubt, the airlines and corporate aviation would install ACAS immediately since the estimated cost is approximately \$7,500 for an airline unit and less than \$2,000 for a general aviation unit. A recent EAA Policy Statement sent to all EAA Chapter Presidents and Newsletter Editors stated that EAA favors the ACAS system over other possible alternatives.

### 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.

**300 BACK ISSUES OF SPORT AVIATION**—From September, 1960 to date. All in excellent condition. John Boyce, Peck Road, Bethany, CT 06525.

# CALENDAR OF EVENTS

**OCT 11-13-1988** - EAA 7th-Century Library  
 You are invited to dinner at 7:30 and  
 a 9:00 Open House at the Old St. Mary's Church.

**OCT 13-14-1988** - RINGBROOK, MD - Ringbroom Field Aviation  
 Day 88 Air Show presented by the Eastern County  
 Chapter of Comm-13

**OCT 25-28-1988** - WALK HESTER, VA - EAA Chapter 138  
 Fall Fly-in, Mountain Airport, Contact: George  
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**NOV 13-14-1988** - ALBANY, NY - Queen's Sportsman Flika  
 Association 5th Annual Fall Air Show, Contact:  
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### COLLISION AVOIDANCE SYSTEMS HEARING

Hearings were held in late September in Wash-  
 ington on Collision Avoidance Systems. We are  
 pleased to note that one of the most interesting  
 witnesses was Representative  
**HERB BULLOCK**  
**1315 Meadow Road**  
**Cheshire, CT 06410**

before the report mid-air collision had introduced  
 the ...  
 ...

FOR SALE

## 1986 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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