

**SEPTEMBER, 1992**



# **CHAPTER 27 NEWSLETTER**

**SEPTEMBER, 1992 ISSUE**

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

## **FLY-IN TIME**



Photo shows Debbie Raymond and the Glasair IIS upon arrival at the recent Orange, MA Chapter 726 Fly-In. Since then, she and Chuck have been to Oshkosh and out to the Rockies. Debbie's account of their trip is in this newsletter.

## **NEXT MEETING IS SUNDAY, SEPT. 13 AT NEW HAVEN**

The September meeting of EAA Chapter 27 will be held on Sunday, September 13, 1992. It will be held at the Tweed-New Haven Airport Festival at New Haven Airport. See Pres. Jim Rowley's comments for further information.

### **PICNIC UPDATE**

Chapter 27's picnic is now scheduled for Sunday, September 27, weather permitting.

## **RUTAN WINS REPUBLICAN NOMINATION**

Voyager pilot Dick Rutan won the Republican nomination for the U.S. House of Representatives from the 42d District in the June primary, besting three other contenders for the seat now held by a liberal Democrat.

Rutan garnered 37.2 per cent of the vote. His closest competitor managed only a 29.2 per cent tally. The round-the-world pilot will now face Democrat George Brown, the incumbent.

Rutan said he decided to run when Brown's previously liberal 36th District stronghold was re-districted to what is now the conservative 42d, which encompasses San Bernardino, Rialto, Fontana and Rancho Cucamonga, Rutan's birthplace.

**SEE YOU AT TWEED-NEW HAVEN**

## LETTER FROM THE PRESIDENT:

Well, as you know, the weather didn't cooperate for our cookout. I am rescheduling it for Sept. 27th. Maybe the weather will be better.

Our meeting this month will be at New Haven Airport on September 13th. At this time there will be a static display of antique aircraft, jet fly-by's, warbirds, etc.

I will be there helping out a friend with his booth on model aircraft. If you are there I will have a short meeting at the BUILD RIGHT/FLY RIGHT BOOTH at 12 noon.

On September 27, Chapter 324 and the Antique Airplane Club will have their Fly-In at Simsbury Airport. with a raindate the following Sunday.

I also apologize for not setting a date sooner for the picnic, but I have had many, many other commitments.

Well, see you in New Haven  
Jim

Also: If you haven't sent back your returns for the Christmas Party GET ON IT! It's in 2 months. Note: Maps and Christmas Party form reprinted in this issue.

*(Continued from Page 3.)*  
*Flying the Rockies*

a grizzly bear dog. The ride was romantic, beautiful, adventurous and we got to ride at a full gallop for three miles. The next day we were bruised cripples. Early that evening we drove 20 miles to a spot where grizzlies were spotted and saw a sow with two cubs . . . They are big mommas!

Early the next morning we drove back to the airport and headed back. The local pilots advised us to fly through Marias' Pass. We did, and this was the most spectacular flight yet. By this time I had gotten used to mountain flying and took many pictures. Once through the pass, Chuck flew into the mountains and near the horse trails hoping to spot young cowboy "Will" and his white ten gallon hat. We combed and searched the slopes and peaks, but all we saw were two hikers standing on the same spot 3,000 feet above the ravine that we overlooked the day before while on horseback. We were at an altitude of 5,700 feet and 200 feet above the party and the summit. They were waving frantically at us and we gave them a wing waggle and flew east into the plains. Our craft was carrying two pouting occupants on a long journey home.

## FOR SALE

**INSTRUMENTS FOR SALE**—1 cylinder head temperature gage \$20; 1 exhaust gas temperature gage \$20; 1 20 lb. fuel pressure gage \$40; 1 Chevy Spectrum alternator with built-in regulator (new) \$150. Chuck Raymond (203) 929-2552.

## CALENDAR OF EVENTS

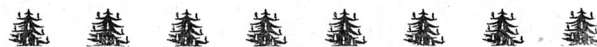
**SEPT. 13—NEW HAVEN**—Tweed-New Haven Annual Airport Festival.

**SEPT. 13—STORMVILLE**—EAA Chapter 130 of Danbury will hold its annual Fly-In at Stormville Airport, Stormville, NY. Awards, antiques, classics, warbirds and homebuilts. Contact Earl Folsom (203) 929-0206 or Chuck Lowell (914) 278-6881.

**SEPT. 16-20—RENO, NV**—Thunderbirds, Team America, Sean Tucker, Pepsi Skywriter. For more information call Tornton Audrain (702) 972-6663.

**SEPT. 27—SIMSBURY, CT**—EAA Chapter 324 will hold their 12th Annual Summer Fun Fly-In at Simsbury Airport. (Rain date the following Sunday).

**SEPT. 26-27—WALLKILL, NY**—Chapter 474 Fly-In, Kobelt Airport. Trophies awarded to the best registered aircraft in each class.



## EAA CHAPTER 27 CHRISTMAS PARTY

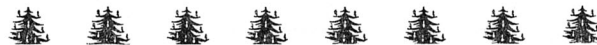
The EAA Chapter 27 Christmas Party will be held on November 7, 1992 at My Cousins Place Restaurant, 809 North Main Street, Wallingford. Please select your dinner choice from this form and mail your check made out to Frank Mlynick no later than October 25, 1992.

- ☐ **Prime Rib—\$18.95**
- ☐ **Baked Stuffed Shrimp—\$18.95**
- ☐ **Chicken Cordon Bleu—\$15.95**

**DINNER MENU:** Wild Rice, Green Beans Almondine, Carrot Cake and Coffee or Tea

### SEND TO:

**FRANK MLYNICK**  
**71 PARK DR.**  
**KENSINGTON, CT 06037**



## EAA CHAPTER OFFICERS FOR 1992

**President—Jim Rowley: 237-7179**  
**Vice President—Stephen Daniel: 268-1738**  
**Secretary—Ed Schinitis: 237-2869**  
**Treasurer—Pat Manning: 274-5240**  
**T. Consultant—Dennis Sullivan**  
**Newsletter Editor—Herb Bullock: 272-8007**

## FLYING THE ROCKIES

By Debbie Raymond

We flew our Glasair to Oshkosh. After crossing Lake Michigan we dialed in Wittman ATIS. They were reporting level 5 thunderstorms and a tornado at Appleton. So we landed at Manitowoc, tied up the plane and ran for cover. We ended up homeless in a 7/11 store. The clerk was desperately trying to find us a room when a 17-year-old boy adopted us and took us to his home. It turned out to be a 5,000 square foot home in the middle of eight acres of farmland. We were fed gourmet food and homemade bread and desserts. We were given a choice of one of two large bedrooms and we slept in **both!** The next morning we flew over to Oshkosh and spent two nights in Earl and Jane Folsom's camper. Early Tuesday morning we departed Wittman Field for a direct flight to Bozeman, Montana. We had clear skies and even listened to country music until we reached Aberdeen, South Dakota. There we encountered a 150-mile diameter level 5 thunderstorm with 3" hail. We were advised by flight service to fly north to Jamestown, North Dakota, and then head west to Dickinson. Upon reaching Dickinson we couldn't get around the storm and flew further north. From this point on we were over the plains and had nothing to navigate by and relied on VOR and Loran. We showed an altitude of 4500 feet but we were only 300 to 500 feet above the ground. It wasn't until we reached the Badlands of western North Dakota that we were able to get around the back of the storm. The Badlands are aptly named—I doubted if we would survive a landing and if we did we wouldn't be able to crawl out. We punched in Baker, Montana for fuel and landed there. No one was there except an empty rodeo ring and an occasional pickup truck passing by on a distant road. We figured we had enough fuel to make it to Miles City, Montana, and Wiley Field. We landed in clear skies, fueled up and headed toward Billings and Bozeman Montana. This was our first experience flying the Rockies and we were overdosed on adrenalin. We flew through Bozeman Pass—elevation 6,002 at 9,000 feet. Both sides of the pass had mountains ranging from 8,000 to 9,000 feet. We could see distant mountains with 10,000+ elevations. I was flying and Chuck was taking photos. After going through the pass I started a descending sweeping right turn. I soared near the mountains that circled the valley below. The beauty of it all is beyond description. Early the next morning we departed for West Yellowstone and followed a mountain road to the park. We were at 7,500 feet and gawked at 10–11,000+ peaks on both sides of our flight path. Chuck was flying and pestering me to take pictures—but I was too electrified to do so. Chuck would become frustrated and would turn over the controls and would shoot away while I sat there frozen at the controls. We flew through some passes and entered into the park. We landed just as a group of experimentals were departing. It was early morning and we picked up our rental car and spent the day sightseeing the park. The next morning we departed Yellowstone and flew to Jackson Hole, Wyoming. We flew south along the western ridge

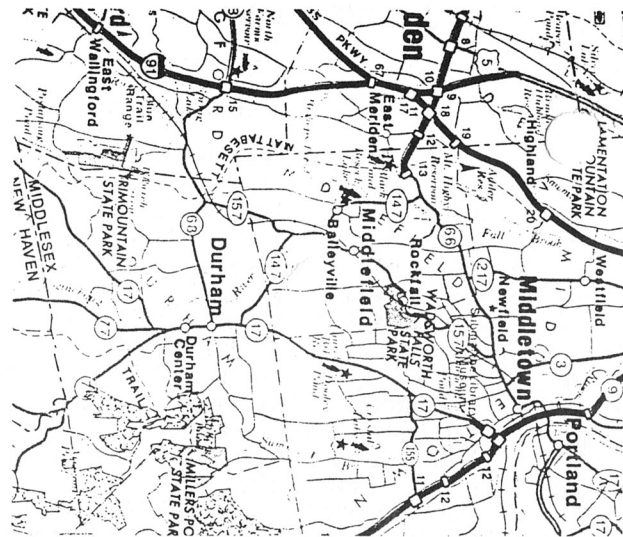
of the Tetons Mountains and were awe stricken by the 12,000 to 13,800+ peaks. Chuck was at the controls and wanted to fly into the mountains for a closer look. I protested but you know Chuck. We were at 9,500 feet and passed over one of the closer summits only 200 feet above the ground. The other side had a deep 3,000 drop off and it nearly sucked the breath out of me. By this time I was protesting and using all kinds of profanity, so Chuck flew down into a ravine between two mountains and back out into the valley. We hooked around the southern end of the range and flew through Teton Pass to Jackson Hole Airport. We spent the day there and ate barbequed ribs at Bubbas'—the best ribs anywhere. Then we drank ginger ale (honest) at the Cowboy Bar where the bar stools are saddles. I dragged poor Chuck into every trading post I could find and bought some very exotic Indian jewelry. Late that afternoon we headed back to the airport and took one last look at the beauty that surrounds the valley. We were warned by the locals to be on our toes. Afternoon winds were blowing and planes have been rolled while in flight through the pass. The ride was very rough but the worst thing we had happen was a toss up onto a knife edge. We landed at Driggs, Idaho and spent the night in this small western town of 850 (no traffic lights) and dined that night on fine ITALIAN cuisine! Early the next morning we departed Driggs on a meandering flight to Kalispel, Montana, located by Glacier Park. This was a 300-mile run through some of the highest peaks and wildest country in North America. We could see mountain glaciers and visibility was 250 miles or better. We bedded down at the Aero Motel at Kalispel Airport. Early the following morning we drove a rental car through the park by way of "To The Sun Highway." I drove and now it was my turn to terrorize Chuck. He is afraid of heights when out of a plane. It was a stormy day and we drove under, through and above the clouds. It was raining in places and snowing. The mountains, glaciers and cascading waterfalls were spectacular. We took lots of pictures.

The highway eventually followed the eastern down slopes where we headed toward the Canadian section of the park. We spent the night in a fairyland style hotel called The Prince of Wales. It has a lounge with two-story windows that overlook Waterton Lake (ten miles long) and is flanked by 9 & 10,000+ glacier clad peaks. We took a short hike up one of the mountain trails and stared at signs warning to look out for grizzlies. Near the hotel is a tiny village where wild life passes throughout the day. We saw antelope, ram, elk.

The next day we drove down to Two Medicine Lake and spent the night at the "Many Glacier Lodge." The next day I talked Chuck into hiking up to Grenlin glacier. It turned out to be a ten-mile and 6-hour hike up into the mountains. The hike was the most exhausting thing I have ever done. The next morning our car had two very stiff occupants on a trek to East Glacier Lodge. I wanted to go horseback riding and we took an all-day ride into the mountains the following day. The riding party consisted of Chuck, me, a cowboy guide and

(Continued on Page 2)  
*Flying the Rockies*





### DIRECTIONS

EXIT 15 OFF I-91

N S I-91

North Farms Res.

RT 68

NO. FARMS RD.

NO. MAIN ST.

K-Mart

Stop & Shop

MY COUSINS PLACE

Head West on Rt. 68—Follow for about 3 miles. Turn left onto North Main St.—Head south for 1 mile. Restaurant will be on your right.

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

## 1992 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **PAT MANNING, 340 PLATT ROAD, WATERTOWN, CT 06795-1731.** (Dues are \$15.00 per year. Make checks out to Pat Manning).

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 .....

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