



## 43 July 2020 Newsletter

In this issue: Airports may have reduced traffic but also a new night time use: drive-in movies. Also, the first approved Autoland system: just push the button and it takes you home and LANDS, hands off; a new electric single place plane, special permits for Experimental Amateur Built (E-AB) aircraft flying to inspections, and Tom Cruise in orbit.

Check out the new EAA334 website at

<https://chapters.eaa.org/EAA334>

Next EAA334 meeting is on- line on June 13, 10:00AM.

Our “name that airport” contest continues: Last month’s tease hint was: “not close by, but well known”: it was Minuteman Airport. Another competition this month. \$20.00 for the first correct answer for this month’s photo, below. Officers excluded. Hint: Neighboring state. Send answers to [tedjgordon@gmail.com](mailto:tedjgordon@gmail.com)



### AirVenture 2020 is officially canceled



It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, campers guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. My conclusion is, like in any good flight planning, don’t take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021.

Respectfully,

A handwritten signature in black ink, which appears to read 'Jack J. Pelton'.

Jack J. Pelton  
Experimental Aircraft Association  
CEO and Chairman of the Board

## *President's Message*

***When EAA decided to close Air Venture, I wrote HQ about our experience in reinvigorating the Chapter. And Jack Pelton, President of EAA answered.***



Hi Jack,

We at EAA 334 Concur, due to the circumstances. See you in 2021!

We are doing monthly meetings via Zoom and now have 23 members. Almost double the active membership of last year. 2019 was a busted year for us that almost ended our existence. Then we received our Fifty-year Banner and Wall Plaque, which renewed our spirits and dedication for our Chapter. The members presently within the Chapter did not know that we were 50! I ran for President with high spirit, and along with our new Officers, we got ourselves on Social Flight and other Web Sites to publicize our meetings and our activities. We had visitors from New York and New Jersey for January and February. We now have five aircraft kits

being built, of which two are near "First Flight". As I have said the membership doubled. The Officers attended Leadership Training BootCamp at Hartford Brainard airport in March 7th. And Then! All Stop, like an unexpected Crash that could not be prevented. A tiny virus has put the World in Quarantine. I have cancelled all further public meetings until cleared by the CDC and our Governor. I have however changed our meetings to virtual Zoom meetings and Highly recommend them for smaller chapters. I think you and Charlie should recommend that Chapters try them. It is great to see faces and be able to talk about our building and flying activities that can and are, going on more than ever. Social distancing at three thousand feet and 90 knots is still beautiful.

Blue Skies and Tail Winds,

Dave Sellins  
EAA334  
President

### ***To which Jack answered:***

Dave,  
What a great Chapter turn around story. Very proud of you. Also glad the new virtual tools are keeping the chapter engaged. Thank for the update.

Jack J. Pelton  
Experimental Aircraft Association  
CEO and Chairman of the Board

# Technicalities: I Sing the Airplane Electric

By [Peter Garrison](#) from *Flying*, April 28, 2020



Gabriel DeVault with the electric Thunder Gull. *Courtesy Peter Garrison*

As I taxi out, a crisp shadow follows on the taxiway beside me. I give a little burst of power, then pull the throttle lever back to idle. Out of the corner of my eye, I see the shadow of the prop stop. “Uh-oh,” I think. “The engine quit.” But no.

The airplane is a pod-and-boom single-seat ultralight converted by Mark Beierle and Gabriel DeVault to electric power using components from a Zero electric motorcycle. This is the first electric airplane I’ve been in, and I’m learning its peculiarities. One of them is, on the ground, if you pull the throttle—well, power lever—all the way back, the prop stops. You have to be careful of people standing around because when the master switch (or “kill switch”) is on, the motor is on as well, even when the propeller is not moving. It can silently spring to life at an inadvertent bump of the throttle. There’s no run-up and nothing to check. Not only that—the airplane, being an ultralight and beneath the notice of the FAA, has no N number. “Ultralight taking Runway 20 for takeoff, straight-out departure,” I report, with a persistent feeling that something is missing.

The full-power climb is unexpectedly steep, and the airplane is somewhat nose-heavy, and so, when landing, I should fly it on rather than attempt to stall it on. There is no vibration, but the airplane is noisier than I expected. You imagine an electric motor will be practically silent, and maybe it is, but the propeller, chopping its way through the disturbed wake of the pod and wing, isn’t.

Flying an electric airplane is like flying a conventional airplane when you’re down to the last hour’s fuel. But at least in the electric airplane you know precisely, to two decimal places, where you stand. Charging time is a function of supply voltage; a 220-volt outlet will top a completely drained battery in an hour. At typical electric rates, the cost of a full charge is \$1.20. After 40 minutes in the air, I am there and do. My landing is atrocious. Forgetting I’m not supposed to stall it on, I let the plane develop too much of a sink rate and then find I don’t have the elevator authority to arrest it. After I collide with the runway, an inept dance on the heel brakes ensues.

Well, I thought, that was fun—except for the end.

# Short Final: Migratory

Editorial Staff, April 20, 2020, Av Web



On a nice fall afternoon, I was returning to my home airport after a Missouri Pilots Association board meeting. Another member was about 10 minutes ahead of me, and we were both on flight following with Kansas City Center. I heard Center give my friend a traffic advisory as we were nearing Kansas City.

**Center:** "Warrior 1234, be advised numerous targets maneuvering 12 o'clock, 15 miles."

**Warrior:** "Roger. Could those be migratory waterfowl?"

**Center:** "No, ma'am, not unless they're equipped with transponders."

*Chris St. Germain*  
*Kansas City, MO*

## Special Permits for E-ABs Needing Inspections

**May 21, 2020** – Following a request from EAA and AOPA, the FAA has [released a policy](#) that will make it easier for some owners of experimental aircraft to obtain special flight permits (SFPs) for their airplanes in order to reposition them for condition inspections.

Rather than requiring a full in-person "condition for safe operation" sign-off from an FAA inspector, which was previously required for SFPs, the policy allows DAR-Ts (designated airworthiness representatives supervised by a FSDO) with appropriate function 0635





There are quite a few people who think actor Tom Cruise was rather far out with some of his films. This news from NASA then won't sound all that surprising—the actor is headed to space to shoot an action film aboard the International Space Station.

This would be the first time ever that a film has been shot on site in space. The news first broke on May 5 in *Deadline*, an online magazine of entertainment industry news. In addition to NASA, the as-yet-untitled film will include the efforts of Elon Musk and Space X. While no studio has signed up on the project just yet, *Deadline* said this one won't be another episode of the *Mission Impossible* series.

NASA administrator Jim Bridenstine said, "We need popular media to inspire a new generation of engineers and scientists to make NASA's ambitious plans a reality. NASA is excited to work with Tom Cruise on a film aboard the Space Station." *Deadline* said, "There has never been a leading man (Jackie Chan might dispute this) who puts himself at risk as often as does Cruise, in the name of the most realistic action sequences possible. If he is successful shooting a project in Musk's space ship, he will be alone in the Hollywood record books."

# Coronavirus: Airport becomes drive-in cinema

11:45, May 05 2020; Stuff. <https://www.stuff.co.nz/travel/news/121408784/coronavirus-airport-becomes-drive-in-cinema>



MINDAUGAS KULBIS/AP

For the time being, Vilnius International Airport is busy. Not with people heading for an exotic destination. But cinemagoers pack the tarmac in their cars to watch a movie while the grounded planes are parked in background.

A drive-in cinema has been set up at Lithuania's main airport as part of the Aerocinema project that will run until the end of May.

A silver screen has been stretched out outside gates 1-4, and some 150 cars with a maximum of two people per vehicle - except families - can watch a movie. A recent screening was the Oscar-winner South Korean film *Parasite*.

Each car pays €15 euros (NZ\$27) with proceeds going to the Vilnius International Film Festival that is behind the project.

"Going out onto an airport apron, which is usually only possible to access after check-in, is an exciting experience. I hope this would create a lifetime impression on our audience," said Algirdas Ramaska, head of the film festival.

The Baltic country's airspace has been closed commercial aviation and Lithuania's three airports -including the Vilnius airport that served five million passengers last year - have been shut because of the pandemic.

# Hey, Tower, Do I Amuse You?

Paul Berge May 7, 2020, AvWeb May 7, 2020 <https://www.avweb.com/insider/hey-tower-do-i-amuse-you/?MailingID=%CAMPAIGNID%>



.... Years ago, when I was working in the Des Moines, Iowa (KDSM) tower on a mildly busy VFR day, and approach handed me a string of arrivals, neatly spaced like Walmart shoppers in line for nose swabbing, so all I had to do was launch departures between them. What made the lineup interesting was the airplane that checked on frequency with "North American" in his callsign. I assumed it was an old North American Navion (low wing, four-seat, complex). Given its impressive groundspeed though, I asked the pilot in my Opie Taylor voice, "Gee, Mister, is that a P-51 Mustang?"

The pilot answered, "Affirmative," and probably expected a landing clearance. Instead—because Mustangs weren't a daily occurrence—I glanced over my shoulder to make certain the supervisor was busy reading his Road & Track magazine, and I asked the Mustang pilot as quietly as I could, "Do you need to perform a low pass gear check past the tower?" I might've added, "Please!"

Aero Chivalry requires that all Mustang pilots be cool and do their best to amuse the huddled masses, yearning to breathe free avgas fumes. The pilot replied that he did, indeed, need a gear check, something normally the pilot initiates when suspicious that the landing gear is stuck in the up position. No such request had been made. I was strictly free-wheelin' here and cleared the Mustang for a "Looowwww approach," which the P-51 pilot obliged in a reverse banana pass and tower cab level that made the super sit straight and reach for a cigarette, as I innocently broadcast, "North American 31Z, gear appears to be up. Cleared to land." And the supervisor gave me an irritated nun look that said I wasn't management material. She was right.

# *First Autoland Aircraft is FAA Certified*

Kate O'Connor

May 18, 2020 AvWwb Flash, May 19, 2020



The Piper M600/SLS became the first aircraft equipped with Garmin's Autoland system to receive FAA type certification on Monday. In the event of an emergency, Autoland is designed to "control and land the aircraft without human intervention," taking into account factors such as aircraft performance, terrain, obstacles and weather. In addition, the system, which is capable of activating automatically or via a dedicated button, communicates with air traffic control and provides visual and verbal information for passengers. Autoland activation can be canceled at any time using the autopilot disconnect button.

"The FAA certification of Autoland is a day of celebration for the entire aviation industry as we redefine the expectations of not only the pilot, but more importantly the passenger, and what should be standard equipment on general aviation aircraft," said Garmin Executive Vice President and Managing Director of Aviation Phil Straub. "Our congratulations to Piper for certifying this safety enhancing technology on the M600 and delivering one of the industry's most significant innovations to our respective customers."



According to Piper, deliveries of Autoland-equipped M600s will begin immediately.



Dear Ted,

Henry Ford once said, "When everything seems to be against you, remember that an airplane takes off against the wind, not with it." It's been six weeks since we've closed our doors to you, our visiting public, as we continue to observe Governor Ned Lamont's executive order to close through May 20, 2020.

But while the exhibit hangars are still in the dark, our attitude is "Open for Business!" I invite you to join us on [NEAMathome](#), where our mission of preserving, engaging, and inspiring continues on this new page on our website. The goal is to provide you and your family with educational resources, fun activities, virtual tours, and information about our collection and exhibits that you may not know. Each week more content is added, and we continue to stay engaged through our Facebook and Instagram platforms until the day we can again open our doors.



The New England Air Museum will be better than ever on the day we reopen. We are actively working to complete parts of our New England Women in Aviation exhibit, and we are adding amazing new technology to our Kaman exhibit. We are also working hard to reschedule as many of our missed events as possible, so check our events calendar periodically for updates.

We hope you and your loved ones are well, and that together our staff, volunteers, members, and community will get through this. We hope to see you back soon!

***REMINDER: EAA334 meeting for May has been cancelled. June meeting will take place on Zoom, June 13 10:00AM.***

***HERE IS AN ON-LINE BOOK ON ENGINE MAINTENANCE-IT'S FREE AND DOWNLOADABLE.***

<https://superiorairparts.com/SuperiorEligibilities/EM101/mobile/index.html#p=1>

## June/July Webinars

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### **Predictive Maintenance**

**Wednesday, June 3 at 7 p.m. CDT**

Presenter: Mike Busch | Qualifies for FAA WINGS and AMT credit.

[Register Now >>](#)

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### **Pass Your Checkride**

**Wednesday, June 10 at 7 p.m. CDT**

Presenter: Larry Bothe | Qualifies for FAA WINGS credit.

[Register Now >>](#)

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### **Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship**

**Tuesday, June 16 at 7 p.m. CDT**

Presenters: Mike Lents and Aaron McCartan

[Register Now >>](#)

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### **The Doolittle Raid Story**

**Wednesday, June 17 at 7 p.m. CDT**

Presenter: Chris Henry

[Register Now >>](#)

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## Your Airworthiness Inspection — Be Ready

Wednesday, June 24 at 7 p.m. CDT

Presenter: Joe Norris | Qualifies for FAA WINGS and AMT credit.

[Register Now >>](#)

**Some of the Lectures planned by the New England Air Museum, Bradley Airport, Windsor Locks, CT are listed below (double check their website before you go):**

Sunday July 19, 2020

### “Bradley International Airport: 70 Years of Historic Highlights”

**Presented by Robert Bell** The second busiest airport in New England serves over 7 million travelers a year. It started as tobacco fields, developed into a military airbase, and then transitioned into a commercial airfield. Learn how Bradley International Airport evolved and see what it looked like along the way while considering its future. Rare photographs and historic data will be part of this exploration.

**The Danielson Airport Open House, typically held in early June, is cancelled this year to support efforts to stem the outbreak of COVID-19.**

**New Member Benefit: EAA Videos :** After extensive development and testing, EAA has fully integrated video content within [EAA.org](http://EAA.org). Now, when you visit the site, you can click the Videos tab at the top to access thousands of titles covering everything from aviation history to Hints for Homebuilders, and all of it is available free of charge by using your existing EAA member login. Please note that the legacy site will be retired soon, so please update your bookmarks or links.

## CLASSIFIED SECTION

Anyone can list equipment, products, materials, and what not for sale or wanted in this classified section. Please include a description, and your contact information if applicable. Listing is free. Your input will remain active for the next few newsletter issues. EAA 334 will not be involved so if you see something of interest, just initiate the contact.

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*Jeremy Lauer is a student pilot looking into building a plane, which would probably be an RV-12. He wants to help someone who is currently building a kit plane in the area to learn building techniques. Please let him know if you could use an assistant or know of another building project looking for a little help in return for some training. He can be reached at 860 884 5823, text or leave a message.*

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# KHFD Hangar for Sale



T-Hangar for sale: Asking \$82,000 - Will consider lease arrangement  
Approximately 1000 sq. ft. - 43' bi-fold door - Will fit up to light twins  
Upgraded lighting and electrical outlets

**Call Russ Beers at 860-681-1328 for details**

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## *Aeronca Chief For Sale.*

Located in Westerly. 1941 (pre-war) Aeronca Chief, model 65-ca. It takes a continental a65 engine, but I guess can use others from what I have seen. The last annual on it was in 1997, the 2 logs I have date from the 1940's and 1990's. Best as I can tell it has about 3700 hrs tt on it. It has been hangared at least the last 25 yrs. The tubing looks good (no major rot) I think it would be an easy resto project. It spent 10 Yrs in the BDL air museum. 1941 Complete airframe, but no engine or prop. Asking \$3,500. A restoring project. Please contact the owner via e-mail Gary Rumph at [gradyguy23@comcast.net](mailto:gradyguy23@comcast.net)



### *Three Point Tie Down Kit for Sale*



AVAILABLE: Portable 3 point tie-down kit. Appears to be same design as FLYTIES sold by Aircraft Spruce for \$99.95. Used once at Oshkosh. Yours for \$40.  
 Three straight rods go in the ground easily at three different angles and remove just as easily. Really solid system, will secure anything short of an Anatov AN158 yet weighs less than 6 lbs including the PVC storage case. What you see in the photo is what you get. Located in Stamford, CT. Can be picked up at Danbury Airport (DXR) by appointment.  
 Bob Barker 203 321-1073 or [BobsUFOmail@BarkerBox.net](mailto:BobsUFOmail@BarkerBox.net)

**IMPORTANT:** The FAA has published a list of over the counter medications that are safe to take when you are PIC. Find it here:

<https://image.mail.aopa.org/lib/fe3615707564067d701d78/m/3/449b0481-518e-472f-b15f-7168a68f09e7.pdf>

## *American Champion 7 FC Tri-gear for Sale*

Ron Tylor, son of former member Bob Taylor, has put up this restoration project plane for sale. It obviously has been idle for several years and needs striping and rebuilding. Please contact him for details. [ront984@gmail.com](mailto:ront984@gmail.com)



***Anyone can recommend a person, product, or company here that they have found helpful or useful.*** You can even recommend yourself. Please include the nature of the service or product, and contact information if applicable. Listing is free. Your input will remain active for the next few newsletter issues. EAA 334 will not be involved so if you see something of interest, just initiate the contact.

**A&P Mechanic with IA: Greg Prentiss;** EAA Technical Councilor 15 years  
Builder of the Glassair N28P, first flight June 1999; Amateur Built Experimental and Light Sport Aircraft ; Extensive experience composites, engines  
If you'd like anything else, ring me up. Greg Prentiss, 20 Dockerel Road, Vernon, CT 06066, [greg.prentiss@gmail.com](mailto:greg.prentiss@gmail.com); 860-872-2278 Home/Office, 860-205-7640 Cell

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**SimplexAero**, owned by Jeff Erickson of Old Saybrook, teaches tail wheel and provides sport pilot training. He also offers scratch plans for the Cloud Duster and the Zing.

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# Membership Application

## EAA 334- Fulfill your dream to build and fly.

Our club is dedicated to flying of all sorts. We exchange information and experiences. We provide help where needed in promoting safety, airplane construction, and operation. Meetings take place on the second Saturday of each month at 10:00 AM at Mystic Jet Center, Groton/New London Airport. We invite you to join us.

To explore membership, join, or renew your membership, please complete this form.

Select membership type and duration:

- ☐ FREE 6 Months Full Membership trial
- ☐ One-year full Membership in EAA 334 \$20.00\*\*
- ☐ One-year Student Membership \$12.00 (<18)\*\* Free if you have had a Young Eagle flight
- ☐ 3 year Membership \$10.00 discount
- ☐ Family Memberships \$25 a year \*\*

\*First Name \_\_\_\_\_

\*Last Name \_\_\_\_\_

\*Address \_\_\_\_\_

\*City \_\_\_\_\_

\*State \_\_\_\_\_ ZIP \_\_\_\_\_

\*Email \_\_\_\_\_

Phone \_\_\_\_\_

Aircraft \_\_\_\_\_

\*Required information

\*\* For membership in EAA Chapter 334, send the completed form and check payable to EAA 334, to *Dave Sellins, 20 Old Colony Rd, N. Stonington, CT 06359*. Membership in the EAA National organization is also required. For more information go to: <https://www.eaa.org/en/ea/renew-ear/renew-membership>