



February 2019 Newsletter #29

In This Issue:

Ercoupe lands on a highway in Chicago- no problems. Long duration UAV high altitude aircraft can replace a satellite. The importation and sale of 121,5 ELT's is banned. Octogenarian report- flying after the age of 80.

We want to increase active membership in our chapter so if you want to find out more, send me an email and we'll talk tedjgordon@gmail.com.

Join us at any meeting for story telling, hints and kinks, and planning of future events. You don't have to be interested in building airplanes, or even a pilot; only a healthy interest in things that fly. Meet kindred spirits. Meetings are informal. The January meeting will be on January 12 and the February meeting will be on February 9 at Dooney Aviation on the south side of Westerly Airport: 63 Tom Harvey Rd; Westerly, Rhode Island. If you get lost call at 860 575 3429.

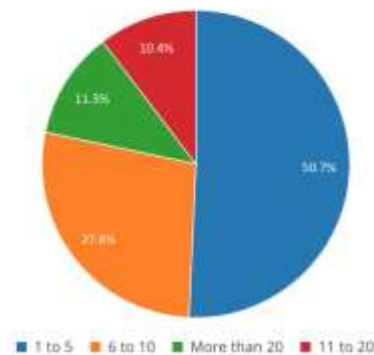
CONTEST. Tom Petry did it again, correctly identifying the photo in last month's contest. But here's a tougher one this month. Email entries to tedjgordon@gmail.com. First email with the correct answer wins \$20.00.



12/10/2018

How many hours do you fly each month, on average?

👍 🗳️ 📊 📱



■ 1 to 5 ■ 6 to 10 ■ More than 20 ■ 11 to 20

From: a poll by AOPA aopa@smartbrief.com, December 10, 2018

Our chapter has begun to talk about building an airplane as a club project. We will soon be in conversations with CAP about this possibility. There is a lot to consider. What kind of plane? Kit or scratch-built? Who will supervise the project? If we get it going will there be enough young people (and others) who are interested enough to contribute their labor on a sustained basis? Where will the cash come from? Who will own it when done? Will we keep it or sell it ultimately? Please come to a meeting and contribute your ideas and suggestions. If you can't come to a meeting send your thoughts to us by email.

President's Message

Hi. I'm Jennifer. You might know me as Sam Watrous' daughter. At November's 2018 meeting, I was elected as president of the chapter and I couldn't be more excited to start. I sincerely thank everyone who showed up and participated, as well as those who stepped up and took roles as officers alongside me.

This past year, there were many difficulties facing our chapter, from funding to member activity, to the point where it was doubtful we would make it another year. My hope is that our chapter can work together to survive and thrive, but only if we adapt to changing times.

I plan on re-organizing the chapter by digitizing the way we do things. This will make our entire process more streamlined and information will be communicated more quickly to make meetings and activities more efficient. I also hope that by having a young person like me on the officer team, we can 'turn heads' and show people that we're modernizing. As the year progresses, and as we work closely with the WAA, I believe the steps we're taking together toward the future will eventually lead us to a surviving chapter.

Thank you again, and I look forward to accomplishments this year! Here's a photo of the 2018 slate of officers.



Octogenarians- Flying After Age of 80



Ted Gordon of EAA334 and an octogenarian himself (and editor of this newsletter) recently performed a gratis study for the UFO (United Flying Octogenarian club; check it out at <https://ufopilots.org/about-us/>). He wanted to find out what drives pilots to fly after the age of 80 and their issues. Membership in the club requires that persons applying have acted as pilot in command after the age of eighty and Gordon qualifies. The club currently has over 1500 pilots with an airman certificate in fixed or rotary wing sport, or glider aircraft and was a pilot in command after read reaching 80.

In announcing the completion of the study to their membership, the club's president in an email said:

The UFO Survey is now complete and a Summary has been prepared for everyone to read. It opens some very interesting insights into the makeup of our membership and what sorts of pilots s the United Flying Octogenarians.

Some responses were philosophical, "...flying is part of what I am.", others amusing expressing an obligation to keep flying "because my Mooney needs me." Still others were impressive like the member who flies a home-built pressurized Lancair IV-P while building a full scale Allison-powered Spitfire. Think about that.

Some other highlights: some 372 people answered at least one question. The average age of their first lesson was 28. The average response to the question "how old were you when you were last PIC" was 83.6 years. When asked "at what age do you think you're likely to leave piloting to others?" the average answer was 90. Almost everyone said they believed that a passion for flight and the will to keep flying extended their lifespan. There was lots of discussion about activities that seem to improve health and about obtaining and as an older pilot.

Here are some paraphrased comments chosen from among the 3,752 answers:

- My parents were pilots, and I soloed in a Tiger Moth at the age of 12
- I hope to continue flying as long as I can manage the physical and executive functions
- Staying active and having fun doing flights motivates want to stay in the best shape possible
- Type rated in (respond of that listed a number of transports, flyers, and private aircraft)
- Ride my bike 100 miles per week.
- Exercise is crucial to good health at my age
- I eat half of what they put in front of you, maintain my weight , and have regular doctor checkups

The questionnaire and all responses can be found at:

<https://ufopilots.us5.list-manage.com/track/click?u=906859cba2e7fe442c75e185f&id=50c83a5ae3&e=8955cbeb03>

Flying Car Crash

From: Flying, December 17, 2018. https://www.flyingmag.com/detroit-flying-cars-test-flight-accident?CMPID=ene20181218&utm_source=email&cmpid=ene20181218&utm_source=internal&utm_medium=email&cid=44219&mid=378109507



By Pia Linqvist

While the flying car is not a new concept, with the first example emerging in the 1940s, no company has yet succeeded in producing a viable model. However, there are several companies currently working hard at the idea. This week, Detroit, Michigan-based Detroit Flying Cars had a mishap during a test flight, causing major damage to the aircraft.

The WD-1 received a special airworthiness certificate to conduct test flights in July. A Facebook post at the time said: “Now we can start testing its flying characteristics. But we will be approaching it cautiously.” Five months later, the test program had only proceeded to the high-speed taxi phase.

According to several news sources, the mishap was a high-speed taxi test gone wrong around mid-day on December 14. The WD-1 made an unplanned liftoff from the Willow Run Airport (KYIP) and shortly after the wheels came off the ground the aircraft made a hard impact. Still and video footage show substantial damage to the composite airframe. The Detroit Free Press said the owner and designer, Sanjay Dhall, was piloting the airplane and was transported to the University of Michigan.

Dhall’s business partner, David Han, told the Detroit Free Press the aircraft had conducted two successful taxi tests and Dhall was planning on only lifting the front two wheels off the ground. “It actually took flight, which was more than he had planned for,” Han said. The team plans to repair the WD-1 and continue the test program.

In flight, the flying car is powered by a 100-hp internal combustion engine. If successful, the WD-1 is expected to fly at 125 mph and have a range of 400 miles. On the ground, the WD-1 can be powered

strictly by a 40 kW electric motor, which has a range of 50 miles. The ground range can be extended to 400 miles by recharging the electric motor with the internal combustion engine.

Prohibited: Sale and Certification of 121.5 MHz ELTs



By Kate O' Conner

From AvWeb December 18, 2018 <https://www.avweb.com/eletter/archives/101/4215-full.html?ET=avweb:e4215:1940338a:&st=email#232010>

The Federal Communications Commission (FCC) issued a rule prohibiting the certification, manufacture, importation and sale of Emergency Locator Transmitters (ELTs) that operate only on 121.5 MHz last week. Similar rulemaking was issued in 2010, but at the request of the FAA and the Aircraft Owners and Pilots Association (AOPA), the Commission stayed the amendment prohibiting 121.5 MHz ELTs.

The [new rule](#) lifts the stay on prohibiting certification, manufacture, importation and sale of 121.5 MHz-only ELTs, but does allow for the continued operation of existing units. Certification of new 121.5 MHz ELTs is prohibited effective Jan. 11, 2019. The prohibition of manufacture, importation and sales will go into effect after a six-month transition period.

“This will accelerate the transition to 406 MHz ELTs and, as a consequence, enhance the ability of search and rescue personnel to locate and bring aid to the victims of plane crashes and provide safety benefits to search and rescue personnel as well as pilots and passengers,” the Commission said. “The record demonstrates that 121.5 MHz ELTs were clearly inferior to 406 MHz ELTs due to interference and other concerns even prior to the termination of satellite monitoring of 121.5 MHz, and that the advantages of 406 MHz ELTs have increased since then.”

An Ercoupe Pilot Safely Lands On Chicago's Shoreline

December 1, 2018 By Julie Summers Walker FROM: AOPA News, December 6, 2018; edited for spacing.



In this July 27, 2018, photo provided by Chicago Fire Department, a small plane that made an emergency landing on Lake Shore Drive, temporarily halting traffic at the beginning of evening rush hour, rests on the road in Chicago. Authorities say no vehicles were struck when the single-engine aircraft landed during the early stages of Friday evening's rush hour and the pilot wasn't injured. (Chicago Fire Department via AP)

John Ginley, 25, and Ally Gilbert, 20, flew a rented Ercoupe from Ohio to Wisconsin—with an unexpected stop in Chicago on the way home. Ginley is a corporate pilot, graduate of The Ohio State University flight program, and OSU's flight team coach. He's been flying since he was 15. Ally Gilbert is a new private pilot; she got her certificate just one month before the couple flew to Oshkosh. On their way home in the rented Ercoupe, they left Oshkosh at 11 a.m. Friday. Gilbert had planned to fly left seat again, but Ginley reminded her that this was the part of the trip she'd been anticipating—flying along the Chicago shoreline at 2,000 feet msl to take pictures. It was a beautiful summer day and Chicago was preening under Gilbert's camera. She was busily snapping photos when Ginley felt and heard a change in the engine sound. He'd been cruising at 2,300 rpm, and the engine dropped to 1,500 rpm. He pushed the throttle in: once, twice, and nothing happened. He exercised it again a couple of times before saying, "Hey, Al, I think we have a problem." They were 25 minutes into the flight from Schaumburg and just north of Soldier Field and at the edge of Lake Michigan. Ginley knew they had fuel, and Gilbert looked at the oil pressure. "Everything is in the green," she said, and then, "Look, Johnny, there's a baseball field." Ginley said he had a "moment of acceptance" and needed to find the tower frequency and make the Mayday call. "I found the frequency on the iPad—135.2 [MHz]—I'll never forget it."

Ginley was calm as he told the tower at Midway they'd lost power. The tower was less cool, playing catch-up and asking if Ginley could make Soldier Field, five or six miles away. "The Ercoupe just doesn't have a great glide characteristic," Ginley said. "We had no time; there was no chance to simply glide there."

So, the tower said: "Can you make Lake Shore Drive?" Lake Shore Drive is a 20-mile expressway that runs parallel with and alongside the Lake Michigan shoreline. The Ercoupe was now at 1,300 feet msl and its engine was producing only 25 percent power. "I could feel us coming down and I saw

Lake Shore Drive out the corner of my eye,” Ginley said. “It was our best shot.” “Johnny was focused, but I got emotional,” said Gilbert. “I saw a lot of cars and I thought, Someone is going to get hurt.” She stayed quiet and Ginley asked her to squawk 7700. “She is someone who knows what she was doing. I was grateful there was another pilot next to me.” The blue-and-yellow Ercoupe was 75 feet agl and preparing to land on a four-lane highway and in the southbound lane when Gilbert saw the unbelievable: the 35th Street pedestrian bridge.

“We were not going to be able to go over the bridge. I had to go under the bridge but over the cars on the road,” said Ginley. “It was like threading a needle. I pushed the nose down and pulled the throttle again. Turned the mags off. Turned the engine completely off.” Gilbert saw the whole thing in slow motion. She saw the bridge appear behind the trees. She saw a biker on the bridge. She saw a police officer on the side of the road. She locked eyes with him.

And then they were landing, and the left lane seemed to clear of traffic. Ginley thinks he landed with his foot on the brake. He turned slightly to the left and the tires hit the curb. Their headsets flew off, as did his glasses. They came to a stop in 400 feet. The propeller stopped and, in that moment, Ginley feared they’d be rear-ended by a car. He told Gilbert “we have to get out” but she was frozen, crying, and couldn’t move. He unfastened her seat belt and got her out of the aircraft. They stood for a moment, and he hugged her.

“The cavalry arrived within minutes,” Ginley said. The police officer on the side of the road had called in the emergency. “Every police car, ambulance, and fire truck, as well as news teams. It was calm and then chaos. We walked around the aircraft and there was absolutely not a scratch on it. We were amazed.” The Ercoupe was towed to Chicago Executive Airport, and the FAA investigated. The throttle cable had broken off at the carburetor and the engine had vibrated the throttle back to idle, so Ginley had no throttle control. “It was a freak occurrence,” he said.

New Membership Opportunities

Now available to all who are interested, a FREE 6 month trial membership (no fee for either the local EAA 334 Chapter, or the national EAA organization). Simple application: just send us an email with your first and last name, street address, city, zip, and OPTIONALLY, date of birth, home phone, and work phone. tedjgordon@gmail.com or dsellins@comcast.net

An EAA Student Membership is available free to any young person 8 – 18 ½ years old who has completed a Young Eagles flight. Also, free access to Sporty's Learn to Fly Course (\$199 value) and upon completion of the first three volumes of the Sporty curriculum, a free first flight lesson (\$120 value).

Zephyr S HAPS (Solar High Altitude Pseudo-Satellite) by Airbus



A record-breaking solar-powered plane

Airbus's Zephyr S HAPS set an all-time record on August 5, 2018, staying aloft for more than 25 days. The flight, staged in Arizona, went to 70,000 feet, comfortably above other aircraft and most clouds. Despite its 82-foot wingspan, the solar-powered UAV weighs just 165 pounds, which—along with a power-management system that focuses on maintaining battery temperatures to ensure optimal charge and discharge rates—helped it consume less overall energy. It maintained its elevation all through the night, a feat that other sun-powered planes still can't achieve.

Zephyr Airbus

From Pop Sci November 27 2018

2019 EVENT SCHEDULE

REMINDER: We changed to the winter schedule when daylight savings time ended on November 4. After that time EAA334 meetings are scheduled on the second Saturday of each month at 10:00 AM at Dooney Aviation at Westerly Airport. Address: 63 Tom Harvey Rd., Westerly, RI. Next meeting is on January 12th, 10:00 AM

For some interesting EAA Podcasts; register at
www.eaa.org/webinar

Post-Maintenance Checklist

Wednesday, December 5 – 8 p.m. CST

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

[Register Now >>](#)

Master the Transition: Earning Your Complex and High-Performance Endorsements

Wednesday, December 12 – 7 p.m. CST

Presenter: Tom Turner | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Tail Wheels 101: Inspection and Maintenance

Wednesday, December 19 – 7 p.m. CST

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

[Register Now >>](#)

Just Inspect It, Please

Wednesday, January 2 – 8 p.m. CST

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

[Register Now >>](#)

Less Than Ideal: Short Field, Soft Field, and Obstacle Operations

Wednesday, January 9 – 7 p.m. CST

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

An IMC Icing Accident - Why?

Wednesday, January 16 – 7 p.m. CST

Presenter: Andy Miller | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

Introducing the EAA Flight Test Manual

Wednesday, January 23 – 7 p.m. CST

Presenter: Tom Charpentier, Vic Syracuse | *Qualifies for FAA Wings credit.*

[Register Now >>](#)

New Plane Building Project

EAA 334 is considering starting a plane building project to engage young people in the hobby, encourage growth in membership, and to have some fun in the process. We are soliciting ideas: where, when, how, etc. and specifically for a project leader who has built airplanes before, likes tat activity, and likes to work with people new to the hobby. Please email the newsletter editor if you have ideas or whatever to contribute. tedjgordon@gmail.com

SUGGESTIONS, SERVICES, PHOTOS, ETC.

If you have comments, suggestions, news, photos or whatever for this newsletter, or want to be dropped from the mailing list, please forward to tedjgordon@gmail.com.

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.

Mike Armstrong, mikea180@hotmail.com, is selling some equipment Kitfox model 4 wings complete with Flaperons installed. Always hangared. \$2000 or best offer.

Also: Kitfox model 4 Horizontal stab and elevator \$350

Also; Rotax 582c with electric start 350 hours overhauled by Leading Edge at 320 hours \$1500 or best offer. Please contact him via email (his email address is given above) or by phone: 860 663 1162, or cell: 203 376 0002 to get details or to negotiate.

Check for aircraft parts:
<https://www.hangarswap.com>

(copy this URL directly in your browsers search bar)

New Aircraft Listing Site. Just started: a new web site for buying and selling aircraft and equipment Check it out at:

https://www.wingswap.com/search?search=&category=4&manufacturer=63&sort_by=date_desc

Partial hangar for rent. If your plane or trike is small or if the wings come off (intentionally) and you are looking for a storage place to rent

Ted Gordon 860 434 8608 or
tedjgordon@gmail.com

A FREE preflight de-icing sprayer is also available.

Just call or email:



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

EAA Technical Councilor 15 years
Builder of the Glasair N28P, first flight June 1999
Designated Airworthiness Representative, Manufacturing (DAR-F)
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
860-872-2278 Home/Office
860-205-7640 Cell

I took a Flight Review with CFI Cliff Brown at Danbury (KDXR). Cliff is a member of the staff of Sport Flying of Connecticut run by Tony Debany (<https://www.exitaviation.com/flight-school>), located at Exit Aviation. It was a pleasant low-tension experience.

Total Aircraft Parts, Inc. (Cessna Service Center, Aircraft Maintenance & Parts Sales) Brainard Airport (KHFD)

Email: TotalAircraft@yahoo.com
Telephone: (860) 278-9577
Performed **dynamic propeller balancing** for me: quick and efficient (Ted Gordon tedjgordon@gmail.com)

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.

In April, I landed at KIJD (Windham Airport) and found a new FBO in operation. Mechanic, fuel, clean, prop maintenance, etc.; all are good. Also a few restaurants are within in walking distance. We ate at an old fashioned diner. If you have first hand reports about services and food at nearby airports that you think would be of interest to other local pilots, please tell us (tedjgordon@gmail.com). Inputs from the airports themselves are also particularly invited.



It is a pleasure for me to recommend this little gem that I bought on line from Amazon. It is listed as a "Personal Misting Fan Handheld USB Rechargeable Battery Fan Portable Cooling Water Mist Heat Stroke Prevention," and sells for less than \$15.00. It is set up provide a modest breeze, but it also injects a fine water mist- a fog, really- into that breeze to get a bit of evaporative cooling. Multiple wind speeds, multiple fog intensity, rechargeable batteries. Comes in a variety of colors by several manufactures. On hot days under my bubble canopy it makes a difference. Think about it for next summer.



Membership Application

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

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. In the summer, our meetings are on the second Thursday of each month, 7:00PM at Dooney Aviation, located at Westerly Airport. Address: 63 Tom Harvey Rd., Westerly, RI. In winter, meetings take place on the second Saturday of each month at 10:00 AM at Dooney's Aviation. 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 (through 17 years of age)***
- ☐ 3 year Membership \$10.00 discount **

*First Name _____

*State _____ ZIP _____

*Last Name _____

*Email _____

*Address _____

Phone _____

*City _____

Aircraft _____

*Required information

** For full membership in EAA Chapter 334, send the completed form and check payable to Dave Sellins at email dsellins@comcast.net. Membership (\$40.00 per year) in the EAA National organization is also required. For more information go to: <https://www.eaa.org/en/ea/renew-aea/renew-membership>

*** EAA Student Membership is available FREE to any young person age 8 – 18 ½ who has completed a Young Eagles flight,