



## April 2019 Newsletter #31

### ***In This Issue:***

You will find an article on how to get a home built from home to the airport, an online refresher on takeoffs and landings, a request for PVD to pay more taxes, a review of the history of GON by a WAA member, and a new request from the Feds to say something if you see something.

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](mailto: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 March meeting will be on March 9 10:00 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.** Last months photograph was of New Bedford Massachusetts airport. No one correctly identified this airport. The new airport for this month's contest is shown below and is equally tough. \$20 is waiting for the first correct identification.



Two adolescent boys, aged 14 and 15, were arrested Thursday in Utah after allegedly taking a light sport aircraft for a Thanksgiving joyride. The duo, who police say had earlier made off with a tractor, took the aircraft from a private airstrip in the northeast corner of Utah. They reportedly got it airborne and flew at least 32 miles west along Interstate 40 before turning around and landing successfully at the municipal airport. They were arrested at the airport. The boys walked away from a group home in the Salt Lake City area and were staying with friends in Jensen, about 200 miles east. They got the tractor going and drove it to the private airstrip. They are facing a lot of charges and are being held at a juvenile detention center. There has been no mention of whether either of them has had any flight training or experience.

As we mentioned last month, our chapter has begun to think about building an airplane as a club project. We will soon be in conversations with CAP about this possibility. We are focusing on a Legal Eagle XL, built from scratch. Three teams: 1. Wings and wing ribs, 2. Engine and 3. Welded fuselage. You can find more info about the plane at [http://www.kitplanes.com/issues/30\\_1/builder\\_spotlight/Legal\\_Eagle\\_XL\\_20643-1.html](http://www.kitplanes.com/issues/30_1/builder_spotlight/Legal_Eagle_XL_20643-1.html)

# *Takeoffs & Landings Refresher- Get it here*



Hall of Fame Instructor **Wally Moran** offers useful tips and techniques to help you manage all sorts of takeoff and landing situations: normal, crosswind, short field, and soft field. This audio and eBook are part of an [Airmanship Series](#).

[OPEN THE EBOOK](#)

[START THE AUDIO](#)

# *PVD is Asked to Pay More Taxes*



The Warwick City Council in Rhode Island passed a resolution recently asking T.F. Green Airport authorities to pay \$900,000 in lieu of taxes on top of the \$500,000 the city currently receives for providing fire and police services. Rhode Island Airport Corporation President and CEO Iftikhar Ahmad calls the move illegal, but officials say the funds are needed to help cover financial gaps. Warwick Beacon (R.I.) (2/12) Repeated from Aviation eBrief 2/13/18

## *Soaring Society Scholarships*

A generous donor has made it possible for the Soaring Society of America to offer up to eight (8) \$2,000 Flight Training Scholarships. These are open to SSA members 13-24 years old that are pre- or post-solo for authorized expenses for training toward their private glider rating. They need only submit one application to apply to all scholarships. Completed applications must be postmarked no later than March 31, 2019, if submitted by mail to:

Scholarships  
c/o Soaring Society of America  
PO Box 2100  
Hobbs, NM 88241-2100

To download application: [Unified SSA Junior Scholarship Application Rev 2019 iss 2.pdf](#).

# WESTERLY AIRPORT HISTORY



As part of Westerly's 350<sup>th</sup> anniversary celebration, Sandy Niles has contributed an interesting and important piece on the history of the airport. She has allowed us to preview that article in our newsletter. Here are some excerpts.

What is now the Westerly State Airport began as a grass landing strip in the late 1920s, relatively early in the days of powered flight. Situated roughly halfway between Boston and New York, it was well located as a refueling stop for those early craft. Various commercial air operations took place from Westerly Airport, as did air mail flights. Once town-owned, it became the second state-owned airport in the United States (after T.F. Green Airport) in the 1940s. The airport was paved and expanded when it became a crucial part of the coastal defense system as a temporary U.S. Navy base during World War II. The familiar large hangar was constructed then, as was a green-painted wood building complete with a tower that would later serve as the airport's civilian passenger terminal building.

When the war ended, the airfield returned to its primary use as a General Aviation airport. The runway improvements made for the Navy defined the layout we still have today: two crossing pavements that are aligned roughly southwest/northeast, and southeast/northwest. A non-directional radio navigation beacon, runway lighting, and a rotating light beacon provided fairly modern aids to air safety and navigation.

In 1970, true scheduled air service came to Westerly in the form of New England Airlines. William Bendokas had seen an opportunity to serve the isolated community of Block Island with air transportation. Beginning with just one single-engine airplane, NEA grew to its present 8 aircraft, including four of the familiar Britten-Norman (British-made) Islander twin-engine, 9-passenger airplanes. NEA was and is Rhode Island's ONLY based airline. To this day, the residents of Block Island rely on this year-round service for everything from having auto parts, wedding flowers, and Chinese food delivered, to routine and urgent passenger transportation to and from the mainland. In the warm months, the air traffic increases dramatically, bringing tourists to and from the island in a mere 12-minutes' flight. New England Airlines also has a robust charter flight business.

The airport has been home to several other businesses, as well. In the heyday of private flying, the late 1970s through the 1980s, a comprehensive pilot training school made its home at the Westerly Airport. Jeff Helm and his team of instructors taught hundreds of local people the art and science of flying airplanes. Tony DiConstanza's Westerly Air Service,

whose faded sign still adorns the old green hangar, offered aircraft servicing and maintenance. A busy and popular restaurant occupied part of the terminal building. Reeves Air has a full-service aircraft maintenance hangar and office on the west side of the airport. Reeves moved here from the Waterford Airport when that airfield closed in 1987, bringing expertise in all aspects of aircraft engine and airframe maintenance.

In the 1980s, Jeff Helm and Charles Taylor started a new air charter business, named Watch Hill Air Charter. In some ways an intended competitor to New England Airlines, this new business acquired land on the south side of the airport, and built a brand-new combined hangar and terminal facility. This is still located adjacent to the airport, and a special arrangement with the state enables access to the airport runways via a new taxiway. Watch Hill Air Charter, however, went out of business in the early 1990s. The facility it occupied was acquired by Peter Dooney. Dooney Aviation operates as an FBO with fuel sales, including Jet A fuel. A Connecticut entrepreneur with strong aviation interests, Mark Simmons, runs several businesses from Westerly Airport, including banner towing (aerial advertising), passenger rides in his restored military trainer airplane, an AT-6, and some charter flights and instruction.

Late in 1998, local pilot Sandy Niles organized a meeting for the purpose of community-building among airport users and supporters. The idea of forming a new association met with enthusiasm, and in January of 1999, the Westerly Airport Association was established. This was partly hoping to counter the national trend of smaller, local airports being closed for more lucrative development, such as for housing and businesses - just as happened at Waterford in 1987. Members were and are committed to spreading word of the benefits of a valuable resource such as a local airport to the community in which it is situated. The WAA has hosted the popular Wings Over Westerly family festival at the airport several times, featuring aviation-related activities and exhibits, as well as providing a venue for the Experimental Aircraft Association's Young Eagles program, through which volunteer pilots have given free airplane rides to hundreds of school-age children locally. The WAA has also raised money and given over \$25,000 in scholarship aid to local students pursuing college majors in aerospace-related fields of study.

## *GETTING THE HOMEBUILT TO THE AIRPORT*

*FROM Kitplanes, April 2019* By Jon Croke Photos: Jon Croke



A number of aircraft kit builders work on their projects in the comfort of their homes, the garage being a popular room of choice. While a major portion of the build can be completed there, one



cannot avoid the day when the wings need to be attached and our limited space at home becomes a problem. There is going to be a transportation challenge getting the completed fuselage to the local airport for final assembly. Whether that airport is near or far, moving an airplane via roadways requires some planning so that it can arrive safely—especially after all of the work we have accomplished this far.

The trailer that fits the bill is the snowmobile trailer. Designed to typically carry two snowmobiles, its small-diameter wheels keep the deck close to the ground and also eliminate any wheel well obstructions on that deck. Loading your aircraft, like loading a snowmobile, is a matter of using small ramps—or using a deck tilting mechanism that is built into some models. This feature allows loading without the use of ramps.

No trailer will be perfectly suited for aircraft transportation, and the snowmobile trailer is no exception. Since the length of the trailer may only be 12 feet, expect your fuselage tail to hang way back beyond the trailer end. However, this is not a deal killer as I have traveled thousands of miles across the country with a red flag hanging off the fuselage end (red light at night). You do want to keep in mind that there is a substantial arcing motion that is made at the fuselage aft end when turning corners. Another positive feature is that there is plenty of room under and alongside the fuselage for carrying other components of your build. Sometimes it is easier just to make a second trip for the wings. My experience is that for the typical tricycle-gear homebuilt project, the snowmobile trailer is the simplest, lightest, and best suited trailer to get your project across town or across the country.

## *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](mailto:tedjgordon@gmail.com) or [dsellins@comcast.net](mailto: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).

# *White House Orders Agencies to Defend the Skies From Cyberattacks*

By Jack Corrigan, February 20, 2019 from <https://www.nextgov.com/cybersecurity/2019/02/white-house-orders-agencies-defend-skies-cyberattacks/155018/>

In its National Strategy for Aviation Security, the Trump administration called on the government to unify its efforts to combat threats in the country's airspace. And as the airlines grow increasingly network-connected, agencies must also work to identify and protect against potential vulnerabilities in cyberspace, officials said....The administration wrote. "The use of 'disruptive technologies,' such as cyber connectivity and unmanned aircraft, in reckless or malicious ways, along with the constant evolution of terrorist threats to manned aviation, requires a fresh, whole-of-community approach."

The White House also highlighted the potential threats posed by the 7 million commercial drones expected to be in the air by 2020. The government has already seen unmanned aircraft used to smuggle drugs, weapons and money, the administration said, and drones could become an even greater problem if they're used for reconnaissance or equipped with explosives.

## *2019 EVENT SCHEDULE*

***REMINDER: We changed to the winter schedule when daylight savings time ended on November 4, 2018 . After that time EAA334 meetings have been 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 March 9, 2019, 10:00 AM***

***Some Interesting AOPA and EAA Podcasts (Note CST in some lisr***

Saturday, March 9, 2019 at 08:30 Eastern Standard Time

Location:

Mid Island Air Service, Inc.

101 Hering Drive

Ronkonkoma, NY 11779

Select Number: EA1189284

Description:

You are invited to an exclusive safety workshop on Technically Advanced Aircraft – Learn What You Don't Know given by Joe Foresto CFI, Commercial Pilot, former Airline Pilot, Retired FAA Washington Headquarters Operations Inspector. At this two hour informative briefing we will discuss the A-Zs of some of the major GPS equipment and learn the differences, similarities, things you should but don't know, training, and accidents caused by lack of knowledge. Pilots need to make good decisions, and only you can choose to be a safer pilot! Click on the link below to register TODAY!

To view further details and registration information for this seminar, click here:

[http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=89284](http://www.faasafety.gov/SPANS/event_details.aspx?eid=89284)

## **March 6: 8 p.m. Eastern Time**

### **AOPA's High School Initiatives and Scholarships**

Have you been searching for a way to inspire the next generation of pilots? You don't have to be a teacher or a flight instructor, just an enthusiastic pilot who wants to encourage young aviators in your community. Would you like to learn more about AOPA's new high school aviation STEM curriculum that is offered to high schools? Hear the latest on the wide range of resources AOPA offers to enhance high school programs and engage their students, including flight training scholarships and free aviation STEM curriculum. Join AOPA's Cindy Hasselbring and Ferdi Mack to learn how to get involved. Check the project at <https://aopa.realmagnet.land/scholarships>



3/6/19      8 p.m.      [An IA's Dilemma](#)      Mike Busch  
CST      **Qualifies for FAA Wings and AMT credit.**

*When performing an annual inspection, what should an A&P mechanic with inspection authorization do when they find something significant in the aircraft's maintenance records that conflicts with what the aircraft owner says? Who should the A&P/IA believe, the owner or the logbooks? Like many things in aviation, the answer is it depends. Maintenance expert and A&P/IA Mike Busch explores this thorny issue with the help of two real-life case studies whose outcomes were quite different.*

3/13/19      7 p.m.      [First Flight, No Fright: All About Discovery Flights and Introductory Lessons](#)      Prof. H. Paul Shuch  
CST      **Qualifies for FAA Wings credit.**

*The introductory lesson or discovery flight is a common marketing tool used by flight schools to introduce potential customers to the wonders of flight. It can be a make or break moment resulting in either an enthusiastic student or someone who will never set foot in an airplane again. In this FAA Safety Team WINGS award webinar, a longtime CFI tells his fellow instructors what he does to make this a positive experience, and explains to potential students what they should expect.*

3/20/19      7 p.m.      [Temporary Flight Restrictions, Airspace, and ADS-B](#)      John Townsley  
CST      **Qualifies for FAA Wings credit.**

*Temporary flight restrictions (TFRs) are a fact of flying. John Townsley will discuss the more common TFRs that we may encounter on a coast-to-coast cross-country flight. Some TFRs can appear with no notice, others may show up with lots of warning, and some are charted. John discusses strategies we can use to learn when and where TFRs might be along our route of flight. He will explain what pilots should do to avoid a violation, including some gotchas that have tripped up many pilots and the types of violations and enforcement. This webinar will also include a brief discussion of where ADS-B Out will be required after January 1, 2020, including some of the benefits and pitfalls of that not-so-new requirement.*

3/26/19      7 p.m.      [Avoiding Stalls and Spins](#)      Gordon Penner  
CST      **Qualifies for FAA Wings credit.**

*Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of stalls and spins as commonly covered in the emergency maneuver training (EMT) course. Understanding these simple principles will help you to avoid an unintentional stall and spin.*

4/23/19    7 p.m.    **Controllability as Affected by Weight and Balance**    Gordon Penner  
CST    **Qualifies for FAA Wings credit.**

*Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of how critical flying within weight and center of gravity (CG) range is to controllability of the airplane. He provide examples of how being out of CG range can put your aircraft out of control.*

### *May 31 and June 1: Westchester Airport*

The first U.S. Aircraft Expo in New York will take place on May 31 and June 1 at the Westchester County Airport (KHPN) in White Plains. As in previous years, the U.S. Aircraft Expo will be open from 10 a.m. to 4 p.m. local time, with an aircraft ownership seminar on Friday afternoon. Aircraft manufacturers such as Textron Aviation, Piper, Quest, Honda Aircraft, Pilatus, Cub Crafters and more will be on hand to show off their new airplanes.

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## ***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](mailto:tedjgordon@gmail.com).

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

***(copy this URL directly in your browsers search bar)***

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***Aircraft Listing A 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](https://www.wingswap.com/search?search=&category=4&manufacturer=63&sort_by=date_desc)***

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***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

***A FREE preflight de-icing sprayer*** is also available.

Just call or email:



Ted Gordon 860 434 8608 or  
***[tedjgordon@gmail.com](mailto:tedjgordon@gmail.com)***

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***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.

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#### **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](mailto:greg.prentiss@gmail.com)

860-872-2278 Home/Office

860-205-7640 Cell

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**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 [tedigordon@gmail.com](mailto:tedigordon@gmail.com))

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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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A year ago 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 ([tedigordon@gmail.com](mailto:tedigordon@gmail.com)). Inputs from the airports themselves are also particularly invited.

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## 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 \_\_\_\_\_

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#### \*Required information

\*\* For full membership in EAA Chapter 334, send the completed form and check payable to Bogdan Gutowski <bogdan.gch@gmail.com> ,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-ear/renew-membership>

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