



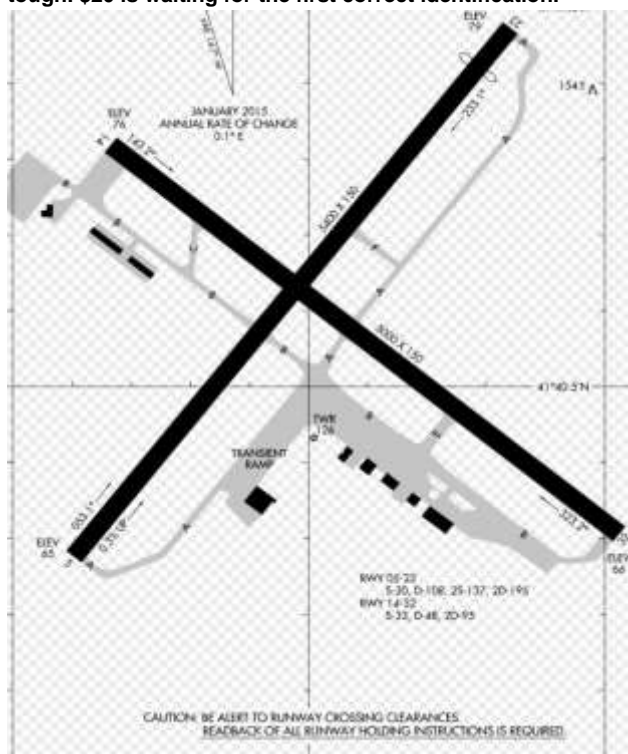
March 2019 Newsletter #30

In This Issue: A story about a fellow who flew his Cub above 19,000 feet, a club of pilots who were all over 80 as PIC's, and a device that makes it very easy for neighbors to complain about aircraft noise.

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 February meeting will be on February 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 Pittsfield 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.



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. 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.

Learn more about the plane under consideration (paste into your browser) http://www.kitplanes.com/issues/30_1/builder_spotlight/Legal_Eagle_XL_20643-1.html

Opener Launches Blackfly Fixed-Wing VTOL Flying Car That Doesn't Require A License

by [David Szondy](#) July 13th, 2018



BlckFly is a single-seater electric VTOL aircraft (Credit: Opener)
From: New Atlas, December 27, 2018

Canadian-based aviation firm Opener Inc. has unveiled its new BlackFly single-seater aircraft, which it bills as a Personal Aerial Vehicle (PAV) and the world's first ultralight all-electric fixed-wing Vertical Take-Off and Landing (VTOL) aircraft. The fully-amphibious drop-shaped flyer with fore and aft wings sporting eight electric motors has a range of 25 mi (40 km) and a top speed of 62 mph (100 km/h).

According to Opener, the BlackFly is "designed and built for a new world of three-dimensional transportation." Due to its limited capabilities, the company says that it is easy to operate and can be flown in the United States from small grassy areas without formal training or FAA licensing (ed: I'm not so sure about that).

The BlackFly is the result of nine years of development with over 1,000 test flights and boasts triple modular redundancy for greater safety, as well as an optional ballistic parachute. The company claims that it charges in under 30 minutes, has a low-noise signature, is geo-fence capable, and even has an Automatic Return-to-Home button.

Opener says that though the present version is somewhat limited, it hopes that it will one day lead to rural/urban commuting networks powered by renewable energy sources.

Small Device Drives Airport Noise Complaints

MARY GRADY FROM AVWEB JANUARY2, 2019



Imagine you live close to a major airport, and since NextGen has changed many air routes in the last few years, a lot more noisy airplanes fly right over your house. Now it's easy for those citizens to file a noise complaint — instead of facing hours of paperwork, they can just push a button on a thumb-size device like those used by Amazon shoppers to order household goods. Barbara Deckert, who lives in suburban Maryland, told the [Washington Post](#) she has filed thousands of complaints: “Clicking that button is really psychologically satisfying.”

Airports in areas where dismay over noise is common say they have seen dramatic increases in complaints since the Airnoise device became available. According to the Post, officials at BWI believe Airnoise is why complaints surged from 2,692 in July to 17,228 in August. The Airnoise [website](#) says so far they have logged more than a million complaints at 29 U.S. airports. They also say they plan to soon release iOS and Android apps to make it even easier to file a report.

New Plane Building Project



As noted on the first page of this newsletter, 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 likes this kind of activity, and to work with kids and adults new to the hobby. Please email the newsletter editor if you have ideas or whatever to contribute: tools, leadership, time, finance, etc. email to tedjgordon@gmail.com.

United Flying Octogenarians

Started in 1982 by a group of about 25 aviators over the age of 80, today the United Flying Octogenarians (UFO) has a membership of over 1600 men and women. When each of our members joined, at the age of 80 or older, they were still flying. Today, many of them are no longer at the controls of an aircraft, but their love of aviation still binds them to this elite group. Our oldest member is 105.

The UFO conducted a survey of its members in the latter part of 2018. The purpose was to give the UFO management a better understanding of the makeup of the membership, who they are, what they want and what can and should be done to better serve them. A beneficial by-product is the creation of a unique bank of information available to a researcher who might be interested in aging studies, both aviation related and otherwise.

372 members participated by responding to a series of questions ranging from age related ("How old were you when you took your first flying lesson") to "Tell us about your insurance situation...". The central theme was what it is like to be an elderly pilot.

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 homebuilt pressurized Lancair IV-P while building a full-scale Allison powered Spitfire. Think about that.

Recognizing that a day comes for every pilot when he or she must hang up the PIC headset one survey question asked what then? What will replace flying? Among the answers were:

REASON: 602 There is nothing to replace it.

REASON: 625 I plan to fly until I am 90. My goal is to live to be 92 and be frisky enough to be killed by a jealous husband.

UFO (and EAA 334) member Ted Gordon created the survey. The Summary and the entire survey results are available. Just e-mail a request to the UFO at:
BobsUFOMail@barkerbox.net

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).

SURFING THE WAVE Garrett Fisher /AVIATION

BRIEF January 16, 2019

This whole idea started with an online forum discussion, pondering how high a Super Cub can really go. Sure, there is the whole published ceiling that might offer insight, though there was my rather extensive personal experience flying the PA-11 to interesting heights. I exceeded the ceiling once, with a passenger, in Colorado, getting to 16,300'. In France last summer, I came close on a warm day, reaching 16,000' just over the summit of Mt. Blanc, but still hadn't broken the record again in almost five years. I had even installed vortex generators since, and it was looking like the published

ceiling was about it (16,000' in the PA-11). I supposed, on engine power alone, a Super Cub would do the same thing: roughly its published limit and not too much more. Well, that is fine on engine power. Mountain winds are another story. What goes down must have gone up somewhere else, so find the upward wind currents and see how far one can go. On an innocent morning in the Pyrenees, I told my wife I was going for a flight (without telling her what I was up to), filed a flight plan to talk to ATC, and went to the airport. I talked to the airport manager, who is a renowned glider instructor, and confirmed exactly how to best catch the waves, and asked to borrow a nice oxygen setup.

The thing is, mountain waves are very tranquil...once in them. The transition layers beneath feature plenty of turbulence and rotors, usually enough that when about to enter the wave and have things calm down, a sensible pilot turns back. After all, he and his airplane are getting the snot beat out of it. Why risk more? I had gotten into waves a number of times in Colorado and in the Pyrenees, though it was usually a nominal altitude gain and wasn't necessarily with the intent to ride them as far as I could go.

As it was a chilly winter morning, climb out was good. By 7,500', I was beginning to get knocked around. At 9,000', it got a little interesting. By 12,000', turbulence was almost gone. At 15,000' I really hooked the wave and was heading up nicely. At 19,500', French ATC put an end to the party, as Class A was lurking above, and despite my repeated pleas to continue my fun and go for a better record, they couldn't issue a variance. You know, airliners going into Toulouse and Barcelona....sigh. It took 43 minutes to get from field elevation of 3,609' MSL to 19,500' with full fuel and 100hp.

So that answers the musings of the mind. It was astonishingly cold, though the airplane handled as normal. Mixture was leaned quite a bit to keep the engine running, airspeed was consistent, and nothing was too terribly out of the ordinary. Some descending circles with GPS indicated upper level winds of 58kts in the wave, though I still haven't broken my wind record. That was done at 13,500' just east of Yellowstone in 2015 in the Absaroka Mountains.



If it's not obvious, I'd love to go higher in the Cub .

Stolen Hercules Wreck Found

RUSS NILES FROM AV WEB JAURAY 11, 2019

<https://www.avweb.com/letter/archives/101/4229-full.html?et=avweb:e4229:1940338a:&st=email#232098>



The discovery of a plane wreck at the bottom of the English Channel will likely solve a 50-year-old mystery that some believe the RAF and USAF might rather remain below the surface if local lore is correct. Few details have ever been released about the crash of a USAF C-130 that was stolen by a homesick mechanic in 1969 but one theory is that it was shot down, ostensibly out of fear it would crash into a populated area. Sgt. Paul Meyer, a private pilot and a chief mechanic with the Air Force, got drunk on the night of May 23, 1969, and hatched a plan to fly the transport from RAF Mildenhall back home to Langley, Virginia. He posed as a captain, got the plane fueled and took off.

The plane dropped off radar and military officials on both sides of the pond were tight-lipped about its fate at the time. Wreckage, including a life raft, washed up on the island of Alderney in the Channel Islands. As for Meyer, the authorities just said they presumed he had died even though a body in what looked like a flightsuit was spotted in the same area and apparently left to drift away. An organization called Deeper Dorset believes it has found the wreck of the Herc, and vows to get to the bottom of the mystery. It's urging the military to fess up if it has anything to hide.

“Having located the aircraft we can already dispel a lot of stupid rumors and conspiracy theories, which is certainly half the battle won,” an unnamed spokesman told the Daily Mail. “It is, though, fairly obvious that many facts regarding that day have been withheld and it would be a really good idea if someone got the file out and started talking to us before we start to tell the story our way.” The spokesman said they have clear photos of the wreck that prove it's the right airplane and they're looking for a deal from a film company to finance the full investigation.

2019 EVENT SCHEDULE

REMINDER: We changed to the winter schedule when daylight savings time ended on November 4, 2018 . 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 February 9, 2019, 10:00 AM

Some interesting EAA Podcasts (note CST)

2/6/19	7 p.m. CST	Breaking Good	Mike Busch
Qualifies for FAA Wings and AMT credit.			

From time to time, every piston aircraft owner faces the question of how to break in new cylinders. Sometimes this involves just one or two newly replaced jugs, other times it's after a top or major overhaul. There's a lot of conflicting information about how best to do this. In this webinar, Mike Busch A&P mechanic with inspection authorization goes back to first principles to take the mystery out of how to do it right.

2/27/19	7 p.m. CST	Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft	Jeff Goin
Qualifies for FAA Wings credit.			

3/6/19	8 p.m. CST	An IA's Dilemma	Mike Busch
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. CST	First Flight, No Fright: All About Discovery Flights and Introductory Lessons	Prof. H. Paul Shuch
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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 provides 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.

FAA Webinar is also scheduled:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=88871

Wednesday, February 13

19:00 Central Standard Time (17:00 PST, 18:00 MST, 20:00 EST, 15:00 HST, 16:00 AKST, 18:00 Arizona, 01:00 GMT)

"Avoiding Gear Up and Gear Collapse Mishaps"

Topic: Become one of 'those who won't' have a gear accident with the information you'll learn in this webinar.

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.

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



A FREE preflight de-icing sprayer is also available.

Just call or email:

Ted Gordon 860 434 8608 or
tedjgordon@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

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.

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860-205-7640 Cell

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 tedgordon@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, 2018 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 (tedgordon@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,