



44 August 2020 Newsletter

Check out the new EAA334 website at
<https://chapters.eaa.org/EAA334>

Next EAA334 meeting is on- line on July 11, 10:00AM.
Join us on line at
<https://us04web.zoom.us/j/5821750404?pwd=dEF2enRmQ3JBSlIOMG51UWhobVRiOT09>

This issue carries a broad range of topics, including:: a forgotten loudspeaker sinks an amphibian, a WWII story of a B17 limping home, the highest number of passengers ever carried on an airliner (want to guess?), a new tricycle Cub, Jews escaping from Ethiopia, and African American pilot heroes.

Our "name that airport" contest continues: Last month it was Sterling Airport, MA. Another competition this month. \$20.00 for the first correct answer for this month's photo, below. Officers excluded. Hint: Not nearby; many have been there. Send answers to tedjgordon@gmail.com



AirVenture 2020 Goes On Line



EAA intends to make the week of July 21 to 25 a celebration of "the entire aviation community by showcasing the spectrum of flight in a virtual way. Events will include streamed and on-demand content, encompassing nearly every subset of aviation, with a focus on educational, informational, and entertaining content," along with some special "highlights that include home-built's, warbirds, vintage, aerobatics, ultralights, and much more.

Taking a quick peek at what EAA has developed thus far, we can anticipate nearly a week packed full of interviews and discussions with aviation pros, military performers, NASA pilots and astronauts, and the opportunity to check out some cool EAA member airplanes. There are also forums, historical content, homebuilding workshops and tips, pilot proficiency content, and hangar flying. The Waypoints drop-down menu alludes to even more content, and it's no wonder the event will last five days: You'll need all that time just to take in all the great things EAA has in store.

From AOPA June 5 , 2020

President's Message

I grew up in Idaho. I lived in Blackfoot twice and graduated from Idaho Falls High School in 1961. I pumped gas at KIDA during my senior year in high school. I will be going out to visit next summer (hopefully), and will probably join their chapter so I can visit them as a member.

The Blackfoot airport is named after Mack Macaurely who ran the airport in the 1950s and 1960s. He was killed in Wyoming about 1969 spraying crops. I used to drive the pump truck with the spray for his son "Lucky" Macaurely during the summer of 1961 as he sprayed crops around the Idaho Falls area. I would drive out to the fields where he was going to spray and he would land and I could fill him up. He then would take off, and I would hold up a white flag and wave it so he could line up and begin his run, as he went by me only a few feet off of the ground, I would take 15 paces and hold up the flag again so he could line up and spray back the other way. Lucky was killed around 1979 spraying in Idaho. The most dangerous flying next to fire-bombing with water. I worked with those guys too from Johnson Flying Service in Montana. I would fuel while the engines were running. Twenty gallons in each wing. They kept the engines running because they were paid by "Tach Time", and it only took me four minutes to fuel them. In 1961 they were being paid \$95.50 per hour, with all expenses paid for their aircraft (TBM torpedo Bombers). Exciting times for a kid in Idaho.

Dave
EAA 1053112
President
EAA 334



A German Fighter Escorted a B-17 to Safety

by [Karthick Nambi](#)



Illustration on the event. Source: War history online

On 20 December 1943, A formation of B-17 bombers of US Air force and RAF Spitfires started from Britain on a raid for the city of Bremen. After the attack one B-17 bomber lost its power on one engine. The reduced power made it vulnerable for further attacks by German fighters. In quick succession, the bomber lost two more engines and was flying with only one engine. This slowed down the bomber, so the escorting Spitfires need to leave the bomber alone.

A German Messerschmitt piloted by Franz Stigler, a Luftwaffe ace with 27 confirmed hits, received a call to destroy the bomber. The crew had been reduced to only the pilot Charlie Brown. the remaining team were either injured or dead. The bomber was at the mercy of German fighter. The fighter pilot Franz Stigler decided not to attack and tried to persuade the B-17 bomber pilot to land in Germany. Still, Charlie Brown kept flying. The German guarded the bomber to friendly air space and saluted Charlie Brown as a mark of respect. The B-17 bomber safely reached the British airfield. The RAF commanders requested Charlie Brown not to discuss the matter with others as it might cause sympathy for German pilots.

After the war, Charlie Brown looked for Franz Stigler, who had settled in Canada. Eventually they met and started a new friendship.. World War II is dotted with violence and injustice to people. Still, there are incidents like these that restore faith in humanity.

Source: <https://www.warhistoryonline.com/instant-articles/german-pilot-in-wwii-spared-an-american-b-17-pilot-over-germany-only-to-reunite-40-years-later-and-become-fishing-buddies.html>

Editor's note: Several years ago Carol Amedeo, an EAA 334 and WAA member, recommended a book on this episode: A Higher Call (released in 2012), by Adam Makos. Well worth reading. Verified by several historical sources.

NTSB: Aviation Accident Report

<https://app.nts.gov/pdfgenerator/ReportGeneratorFile.ashx?EventID=20200604X90229&AKey=1&RTyp e=Final&IType=LA>



On June 3, 2020, about 1630 central daylight time, an ICON A5 amphibian airplane, N838BA, was substantially damaged when it was involved in an accident near the Sky Harbor Airport (DYT), Duluth, Minnesota. The pilot and passenger were not injured. According to the pilot, he taxied downwind on the water for takeoff. When facing into the wind, he applied full power and about 5 seconds later, heard a "loud bang". He shut down the engine, climbed out, looked back, and saw that all 3 propeller blades were missing. At this point, the airplane started to sink. He and his passenger donned life jackets and evacuated the airplane. Substantial damage was noted to the airplane's fuselage, including holes in the hull. Several days later, the pilot recalled that before he taxied out, they washed the airplane. During the wash, he had placed a portable speaker on the top of the airplane to listen to some music while they worked. He did not recall putting the speaker away before departure. The pilot added, "that the speaker must have rolled over the engine compartment and into the propellers ..." During a telephone conversation with the National Transportation Safety Board Investigator In Charge, the pilot stated that he has not since located the speaker.

Back to the Future: Tricycle Cub



After an extensive period of market research, CubCrafters has officially decided to certify and offer a nosewheel option for its flagship Part 23 certified aircraft, the CC-19 XCub. In an on-line poll, 40% said "not my cub of tea" and 35% said "terrific."

<https://www.avweb.com/polls-quizzes/poll-what-do-you-think-of-cubcrafters-nosewheel-xcub/?MailingID=375> AvWeb, June 21, 2020

Black Pilot Heroes, Missing from History



“When I retired from the corporate world, my passion for aviation led me to become a docent and STEM educator at Frontiers of Flight Museum at Dallas Love Field. I undertook a project to discover and highlight the stories of people of color, and women, in aviation. It was an eye-opener, to say the least.

Emory Malick was a young, skilled woodworker in Pennsylvania. Born in 1881, in 1911 he built his own airplane. In 1912 he earned the first pilot's license issued by the Fédération Aéronautique Internationale. In order to do that he needed to find a school that would accept him, and he wound up in California. He was not able to fly in World War I because of his race. After the Great War, however, he went on to get his federal air transport (commercial) and aircraft mechanic licenses and made a living flying passengers, aerial photographers and performing exhibitions.

In 1905, at age 10, Eugene James Bullard fled Columbus, Ga., alone after a white lynch mob tried to take his father. He wanted to go to France where, his father had told him, everyone is treated the same. It took him eight years — traveling on foot, hopping trains, riding with a Roma caravan, doing odd jobs, and stowing away on a German freighter — to eventually reach the U.K. As World War I broke out, Bullard, like many ex-patriot Americans, joined the French Foreign Legion. He served admirably in the trenches, ignoring his own injuries to save comrades and earning the first of his several decorations, including the Croix de Guerre. While recovering, Bullard found a way to get into the flying corps. He is credited with two aerial victories, including one against a pilot of von Richthofen, the Red Baron's Flying Circus.

Most American volunteer aviators transferred to American units when the U.S. entered the war in 1917, except Bullard. He was denied the opportunity because he was black. After the war he opened an athletic club and a restaurant in Paris. In World War II he used his fluency in German to spy on Nazi officers in his bistro and report the results to

the French Resistance. As Hitler's forces took Paris, he returned to the U.S. with his daughters.

And we might not know any of this had he not taken a job as an elevator operator at Rockefeller Plaza in New York, where Dave Garroway invited him on the *Today Show*, which aired from that building. Bullard's story rivals any adventure novel, and yet "The First Black Fighter Pilot" remains largely unknown.

Bessie Coleman grew up in Waxahachie in a family of sharecropping cotton farmers in the early part of the last century. As part of the Great Migration, she moved to Chicago near the end of World War I and heard aviation stories from returning flyers who patronized the nail salon where she worked. Unable to find anyone to teach her to fly in the U.S., she went of France with support of Robert S. Abbott, the publisher of *The Chicago Defender*, an African-American newspaper. Coleman returned to the U.S. and used her skills as an exhibition pilot and parachutist to generate interest within the African-American community in the field of aviation. She died in an airplane accident in Florida in 1926. After funerals in Jacksonville and Orlando, she was buried in Chicago with an estimated 30,000 people attending.

A couple of years later, a Chicago businessman, mechanic, and World War I veteran, William J. Powell, took up Bessie Coleman's cause. Unable to obtain aviation training in Chicago, or anywhere east of the Mississippi, he moved to Los Angeles. Over the next few years, he brought together a number of African-Americans who shared his ideas, and his Bessie Coleman Aero Clubs brought aviation to the black community. A "Colored Air Circus," featuring all African American pilots and parachutists held in Los Angeles in December 1931, drew 40,000 spectators. Some members of the club became the first people of color to enter a national air race and the first to fly from coast to coast.

Other stories I encountered, like that of the Aztec Eagles, an elite squadron of Mexican pilots who flew in support of U.S. troops and sailors in the Philippines during World War II, are largely missing from the conventional histories.

Homer Hagues, a member of the Tuskegee Airmen during World War II, told students in 2013 at the Frontiers of Flight Museum that battling racism was more difficult than fighting in the war. The sound barrier was broken before the first black Navy, Marine and Air Force pilots got their wings. That this all happened during my lifetime is stunning to me. The color barrier in commercial aviation only fell in 1964, and only after a lawsuit brought against Continental Airlines forced a crack in the door, which prompted American Airlines, seeing which way the windsock was blowing, to hire its first black pilot.

It would seem that the path to racial equity and equality must go down the road of inclusion. I can only speak from my narrow focus on aviation and aerospace, but I expect that many American endeavors have similarly untold stories. I look forward to when the rich tapestry that is American history, all of it, doesn't require that I, or anyone, spend hours and months and days combing dusty archives to find and see the beauty in it all.

Craig Marckwardt is a volunteer docent at Frontiers of Flight Museum. He wrote this column for The Dallas Morning News.

Most Passengers Ever Carried

Daniel Ganninger, Jun 14 <https://medium.com/knowledge-stew/the-most-passengers-ever-carried-on-an-airplane-561f0be1a8ab>



[Eric Salard/Wikimedia](#)

In 1991, Ethiopia was nearing the end of a debilitating civil war. The government of the country was about to be toppled, and the country of Israel and worldwide Jewish organizations were concerned for the fate of thousands of Ethiopian Jews.

The Beta Israel, as the Ethiopian Jews were known, were unable to flee the civil war. The Israeli government had sensed the worsening situation in 1990 and made covert plans to get them to Israel. George H. W. Bush wrote a letter to the then leader of the Ethiopian government, Mengistu Haile Mariam, asking him to allow all the Jews to exit the country at once. The Ethiopian leader's previous stance was only to allow the Beta Israel to leave the country in exchange for weapons, but this time, he agreed to let them go.

The massive airlift was code-named "Operation Solomon," and though it had been planned for weeks, the Israeli government and defense forces only had two days to carry it out. They ended up completing it in less than 36 hours. Israel ended up airlifting about 14,500 Ethiopian Jews on 40 different flights with 28 aircraft in the air at one time. El Al, the Israeli national airline, used Boeing 747 and 757 aircraft, the largest in their fleet, to transport the Ethiopians who sat two or three to a single seat. One such flight aboard a 747 held 1,086 passengers, which usually only had a capacity of 400–500 passengers depending on the configuration. Never before had one flight carried so many people at one time. Two babies were born during the flight, which brought the total up to **1,088 passengers**.

Though 14,500 Ethiopian Jews had been evacuated, about 1,000 Ethiopian Jews had to remain in the country because news of the airlift had been leaked. This forced Israel to suspend its operations.

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

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

Re-Opening of the New England Air Museum!

Following a successful outdoor-only opening on Memorial Day Weekend, the New England "Open" Air Museum is poised to reopen all indoor and outdoor exhibit spaces beginning Friday June 19.

While the museum's indoor spaces will be open, the wide-open exhibit hangar doors will make everyone feel as though they are still outdoors in the fresh air.



With 90,000 square feet of aircraft hangars and **wide-open hangar doors**, there really is no better place to go for safe, socially distanced fun.

The great thing about this museum is that everyone can have a great experience, see incredible aircraft, learn and have fun all without the need to touch anything. The outdoor space will remain open with 10 aircraft, and visitors can see another 50 aircraft indoors, plus dozens of engines and exhibits on various aspects of aviation history.

The entire museum has been cleaned and sanitized since the last visitors left back in March. The shortened hours of 10:00 - 3:00 daily will leave the staff extra time for cleaning at the beginning and end of each day. To ensure the health and safety of the museum's visitors, staff, and volunteers, the New England Air Museum will follow all COVID-19 rules issued by the Governor Ned Lamont and the Reopen Connecticut panel.



REMINDER:

The next EAA334 meeting is on- line on July 11, 10:00AM. Join us on line at <https://us04web.zoom.us/j/5821750404?pwd=def2enRmQ3JBSllOMG51UWhobVRiQT09>

July Webinars

Was Justice Served?

Wednesday, July 1 at 7 p.m. CDT

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

[Register Now >>](#)

Fast Track to Experimental

Wednesday, July 8 at 7 p.m. CDT

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

***Shuttle, Houston* — a Look Inside Space Shuttle Mission Control**

Tuesday, July 14 at 7 p.m. CDT

Presenter: Paul Dye

[Register Now >>](#)

Completing the FAA Application for Medical Certificate: Legal Traps for the Unwary

Wednesday, July 29 at 7 p.m. CDT

Presenters: Greg Reigel and Patrick Phillips | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

EAA to host virtual aviation week

The Experimental Aircraft Association will offer a virtual Spirit of Aviation Week from July 21 through 25 in lieu of the annual AirVenture fly-in event that was canceled. A variety of on-demand and streamed content will be available online, including air show performances, educational forums, homebuilt airplane workshops and virtual exhibits.

A lecture planned by the New England Air Museum, Bradley Airport, Windsor Locks, CT is 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. 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.

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.

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

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



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

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



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; 860-872-2278 Home/Office, 860-205-7640 Cell

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.

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>



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>