EAA THE SPIRIT OF AVIATION

Chapter 334

Groton, CT

January 2019 Newsletter #28

In This Issue: new membership classes in EAA including a visit to the Coast Guard Academy Museum, New London (a new destination for most), an award won by the Groton Air Traffic Controllers as "tower facility of the year." Yea for the home team. FREE student memberships and 6 month FREE trial memberships are available to people of all ages. 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 November meeting went on the Winter schedule. The December meeting will be on December 8 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. First one to identify this airport correctly wins a $20 gift certificate. Open to all including EAA 334 and WAA members (other than EAA 334 officers and families). Email entries to tedjgordon@gmail.com. First email with the correct answer wins.

Larry Bright of the local (Groton) CAP gave our EAA chapter a briefing on how the CAP operates nationally and locally, the missions, the organization, the cadets, the air operations, etc. We left impressed and thinking about how we could work together. A construction project was mentioned and is being thought about. What would it be?

Sign hanging in the FBO at KIJD

Treasurer (and past President's) Message

After 3 years of writing the President's Message, it's time to move over and make room for some new ideas. The days leading up to the Chapter's election where filled with uncertainty. There was no doubt that Chapter 334 is important and should endure, however there was some question as to who would step up to fill the leadership positions. The results of the election where better than I could have hoped for. Here it is:

President – Jenni Watrous. Jenni brings a fresh perspective to the future of aviation and EAA. She also brings much needed technical and communication savvy. We lucked out on this one!

Secretary – Bernie Stumph. There are people that you can always count on to carry their share of the load. Bernie is that guy. Bernie has no shortage of experience either. He's got this! Thanks Bernie.

Treasurer – Bogdan Gutowski. Yep, yours truly, me. You just can't get rid of some people. This will be an easy transition since I already have all of the banking and book keeping information in hand.

Vice President – That one hit a rough patch. The elected VP unfortunately bowed out just days after the election. But have no fear; there is a backup plan. Although we are a small group, we are a dedicated group. Several of the members have stepped up to fill the bill, even though they are already doing more than their fair share. We will decide who will have the official title at the next meeting. Regardless of who gets that title, they will not bear that burden alone. We will all pitch in to carry that load until we grow our ranks.

Now for the Treasurer part of the message. We're in good financial shape. No worries. We will be able to pay our 2019 Chapter dues and still have some operating capitol to carry out the mission that our new leader puts forth. Bogdan Gutowski, Treasurer EAA334, Past President

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PS. Bogdan is taking a break from his summertime business responsibilities and is traveling in the Florida keys. He writes about his visit to the EAA Chapter at Marathon, FL, about half way down the chain:

We got sidetracked talking about how they had knee-deep water in the hangar during the hurricane. The field was under water. The chapter's flying boat was undamaged (because it floated) but other planes sustained damage from salt water. Some planes that where tied down outside where blown away into the sea. The Chapter operates a very nice museum. At least half a dozen people walked in off the street while I was there. I was invited to their next meeting 11:00 next Saturday to talk about our Chapter. In the mean time, some photos are attached. The one on the left is a club project.

Passenger Grabs Controls After Pilot Collapses

AvWeb, Nov 2 2018. https://www.avweb.com/avwebflash/news/Passenger-Grabs-Controls-After-Pilot-Collapses-231778-1.html

By Russ Niles | October 28, 2018

Sistership

When Carli McConaughy pulled on the big control column in the middle of the helicopter she was flying in over Honolulu last week, she had no idea what she was doing but she likely saved her own life and those of her fiancé and the unconscious pilot beside her. McConaughy, 35, and her newly betrothed Adam Barnett, 31, both of Joliet, Illinois, took a sightseeing flight as part of their Hawaiian vacation after getting engaged on Oahu. They told the Chicago Tribune that as they skirted the waterfront at 1,000 feet, the pilot suddenly slumped over and the Robinson R-44 dove for the water. Barnett yelled from the back seat for her to “pull it up” while gesturing to the cyclic control between their seats and McConaughy, who had no flight experience, gave it a mighty tug. It arrested the descent enough that all survived the impact with relatively minor injuries.

“We hit the water hard,” she said. “I just think it was the best way we could have crashed. We all survived.” The aircraft crashed in waist-deep water and Burnett was able to pull his future bride and the 57-year-old pilot out. They were taken to shore by first responders on jet skis. All had broken bones but no life-threatening injuries. The company that operated the helicopter told the Honolulu Star Advertiser the pilot suffered a medical issue on the flight but did not elaborate.

Visit to the Coast Guard Academy

One of the unique things visiting pilots (or even those permanently in the neighborhood) can do in New London is visit the Coast Guard Academy. This huge spectacular sculpture is displayed there and in its claws is a Nazi swastika. Why? How?

It turns out that this bird was a figurehead, removed from a tall sailing ship. She was built at the Blohm+Voss Shipyard in Hamburg, Germany in 1936, and commissioned as Horst Wessel, *Eagle* was one of three sail-training ships operated by the pre-World War II German navy. For history buffs, Horst Wessel was a martyr of the Nazi party, the Berlin leader of the Nazi Party's "stormtroopers" – the Sturmabteilung or "SA" who was murdered in 1930, and was the writer of the lyrics to the Nazi national anthem. At the close of the war, the ship was taken as a war reparation by the U.S., re-commissioned as the U.S. Coast Guard Cutter *Eagle* and sailed to New London, Connecticut, which has been her permanent homeport ever since. The ship's mission is training cadets as officer candidates but it also performs a public relations role for the Coast Guard. Eagle; it welcomes the public to visit and is a floating goodwill ambassador for US diplomatic relations. She is about 300 feet long, and can make 20 knots under sail.

History and specs from https://www.uscga.edu/about-eagle/; the other history bits from Wikipedia

GROTON AIR TRAFFIC CONTROL TOWER NAMED 'FACILITY OF THE YEAR'

The view from the tower at Groton-New London Airport as a corporate jet takes off Friday, Nov. 2, 2018. The tower crew was recently given the "2017 Facility of the Year" award for the northeast from the government contractor that manages the operations for the FAA. Photo by Sean D. Elliot/The Day

The Day, November 14. 2018 , updated November 15. 2018 Kimberly Drelich **Day staff writer**

Groton — At the air traffic control tower at Groton-New London Airport, there's a collective 163 years of experience.

The five air traffic controllers come from backgrounds in the Army and the Navy and at air traffic control towers in Boston and at Bradley International Airport, among other posts.

"We all have the same level of training, and it's unique that we're working together," Chet Moore, air traffic manager at Groton-New London Airport, said in a recent interview.

That level of experience means that they have seen every imaginable scenario — and if something new arises, they make sure to note and communicate it, he said.

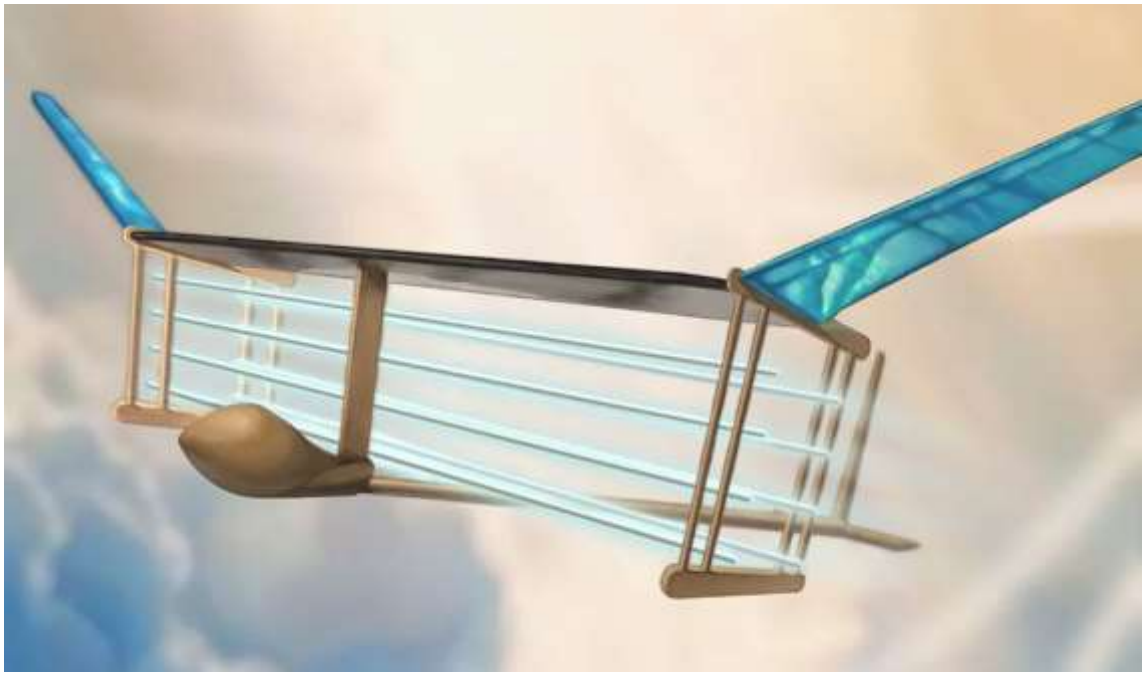
At Groton-New London Airport, they see aircraft from 757s to large military transports, to small Cherokees and twin-engine Senecas. And on some occasions — as during an **Aircraft Owners and Pilots Association fly-in last fall** — they handle 200 planes arriving within a four-hour period.

Moore credits the controllers and their efforts with earning the facility a recent award. The tower recently was named the 2017 Facility of the Year in the New England region by Midwest Air Traffic Control Service Inc., the company that runs the facility under government contract, Moore said. The award notes the employees' "Outstanding Service and Excellent Performance."

Pilot's Library Donated by Dave Sellins, EAA 334

Dave Sellins, an outstanding member of EAA 334 has constructed this table and signage, and initially stocked this library for the use of transient pilots, guests and visitors. It is located in the office liunge at Dooney Aviation, ay KWST. If you have something pertinent to aviation, bring it along; if you want to borrow some material, feel free.

A new MIT plane is propelled via ionic wind *(Credit: MIT) from; New Atlas Nov. 25m 2018*



A team of MIT engineers has flown what was long thought impossible – a heavier than air craft that needs no moving parts for achieving powered lift. The 5-lb (2.3-kg) prototype with a 16-ft (5-m) wingspan doesn't use propellers, turbines, or fans, but instead relied on a silent stream of ionized air to maintain steady flight on an indoor course of over 197 ft (60 m) at MIT's duPont Athletic Center. The principle behind the MIT team's 10 recent test flights is called "electroaerodynamics" and uses an ionic wind to create thrust. The idea isn't new. The effect was first observed in the 1920s, and thanks to the work of Major Alexander de Seversky and others, it has gained a niche following in aeronautical and hobbyist circles.

The basic idea is to build a grid consisting of a series of wires or lengths of foil, with one set acting as a positive electrode and the other as a negative electrode. When charged, the positive electrode strips the electrons away from surrounding air molecules, which are then attracted to the negative electrode, and as they rush along, they collide with neutral molecules and push them. This creates a tiny, but measurable thrust.Until now, the problem has been that electroaerodynamics has been little more than a lab bench toy with its practical applications limited to things like electronic air purifiers. This is because the technology doesn't scale very well. The amount of thrust can be increased by making the craft bigger, but doubling the size only increases the grid's surface area by its square, while the craft's volume, and hence its weight, increases by its cube.

The result is the tiny flying machine quickly becomes too heavy to lift itself, which is why most such machines have been tiny gossamer things dependent on outside power tethers to barely hover – a far cry from de Seversky's dream of passenger-carrying ioncraft silently whisking

commuters to and fro. According to MIT, the breakthrough came as a result of Steven Barrett, associate professor of aeronautics and astronautics at MIT, being inspired by the silent fictional shuttlecraft of *Star Trek*. Taking this as his starting point, Barrett and his team worked for nine years on an ion propulsion system that needs no moving parts.

They managed this by making a glider-like drone with an airfoil made up of thin wires toward the leading edge and thicker wires aft, looking like a radio antenna from the early 20th century. These act as the electrodes to move the air molecules and provide forward thrust. Meanwhile, inside the fuselage is a bank of lithium-polymer batteries and an electrical system devised by Professor David Perreault's Power Electronics Research Group in the Research Laboratory of Electronics to supply 40,000 volts to the electrodes. It's bit primitive, but it does fly instead of merely hover or glide.

"This was the simplest possible plane we could design that could prove the concept that an ion plane could fly," Barrett says. "It's still some way away from an aircraft that could perform a useful mission. It needs to be more efficient, fly for longer, and fly outside."

According to Barrett, the new ion flyer has a lot of potential applications, from silent, non-polluting drones to supplemental propulsion for more conventional aircraft. To this end, the team is now working on improving the efficiency of the design, increasing the electrode array's surface without adding too much weight, and devising new flight control mechanisms.

"It took a long time to get here," says Barrett. "Going from the basic principle to something that actually flies was a long journey of characterizing the physics, then coming up with the design and making it work. Now the possibilities for this kind of propulsion system are viable."

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).

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 December 8th, 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 >>

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.

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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

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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

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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860-872-2278 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.

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 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/eaa/renew-eaa/renew-membership

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