



December 2019 Newsletter #39

In this issue: the latest on the B17 crash at BDL, “hangar” vs. hanger, Oliver Wright’s bust is stolen, a video of the Lilium’s flight test and the special November meeting.

If you’re not a member, please join us; complete the application form on the last page of this newsletter and bring it with you to our next meeting on November 9, Dooney Aviation, 63 Tom Harvey Rd. Westerly Airport, 10AM. Also, existing members: dues now due for 2020 (\$20, \$10 for 3 years).

The next meeting of Chapter 334 will be of special significance: we will discuss future activities of the chapter, officers, projects, and tours. We will also have a slide presentation by member Rob Schaum of Old Saybrook who is building a Murphey Rebel and is about to move it to the airport for final assembly and flight testing. Please come if you can.

There is \$20.00 waiting for the first person who identifies this (relatively) local airport, Entries to tedjgordon@gmail.com.”



Origin of Hangar: Etymology



The Thames River Composite Squadron of the Connecticut Wing of the Civil Air Patrol publishes a wonderful newsletter that not only reports on the accomplishments of their cadets, but includes some little-known facts from aerospace history. The October 22 issue contained this piece about the origin of the word hangar (often misspelled as “hanger.” Hanger is for clothes or curtains; hangar is for aircraft.

“The Wrights referred to the place in which the aircraft was stored as ‘the shed,’ a name which lacked grandeur. Since the aircraft was stored by hanging it from an overhead support, they considered the name “hanging garage” and considered the possibility of using the abbreviated “hang-gar” as its name. Wilbur started to paint a sign but found that the space allowed for only one “g” so he settled on “hangar.”

Orville Wright Bust Stolen From Monument

Russ Niles

AvWeb Oct 14, 2019

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Orville Wright is missing and the National Parks Service (NPS) wants him back. A copper reproduction of a bust of one of the founding fathers of aviation as we know it was stolen from the Wright Brothers Monument on Big Kill Devil Hill overnight Saturday or Sunday morning. The heavy granite base was toppled and damaged. Wilbur apparently escaped untouched. The damage was discovered by a hiker early Sunday morning and the NPS is urging anyone who knows anything about the crime to call its tip line at 888-653-0009.

It's not the first time one or both of the brothers has been removed from their perches above the windswept dunes where the brothers conducted their early flight tests. The original sculptures that used to be at the monument have been stolen twice before and recovered so the NPS apparently decided to put those in safekeeping and display the copies. It would nevertheless like to restore the monument as quickly as possible and the fastest and easiest way would be to get the reproduction back.

From: https://www.avweb.com/aviation-news/orville-wright-bust-stolen-from-monument/?MailingID=189&utm_source=ActiveCampaign&utm_medium=email&utm_content=FAA+MAX+Cert+Rapped%2C+Boeing+CEO+No+Longer+Chairman&utm

[campaign=FAA+MAX+Cert+Rapped%2C+Boeing+CEO+No+Longer+Chairmen-Monday+October+14%2C+2019](#)

WII B-17 Crashes At Bradley



International Association of Fire Fighters Local S15

NEW DETAILS OF B-17 CRASH EMERGE

October 15, 2019 By Jim Moore

A preliminary NTSB report on the fatal October 2 crash of a vintage Boeing B-17 Flying Fortress in Connecticut includes evidence that the aircraft may have had trouble with more than one of its four engines.

An NTSB drone perspective on the wreckage of the B-17 that crashed October 2 at Bradley International Airport in Connecticut. Photo courtesy of the NTSB via YouTube.

Seven people including the pilot, co-pilot, and five passengers died after the Boeing B-17G operated by the Collings Foundation crashed 1,000 feet short of the Bradley International Airport runway the crew was attempting to return to.

The ill-fated flight of the World War II bomber never left the traffic pattern or climbed more than about 500 feet above the ground, according to the [NTSB preliminary report](#) on the accident released October 15.

The flight departed at 9:47 a.m. with three crewmembers and 10 passengers aboard. One of the pilots requested a return to the airport within three minutes, the NTSB report states. The crew reported a “rough mag” on the No. 4 engine and acknowledged a landing clearance from the tower moments later. “At that time, the airplane was about 300 ft agl on a midfield right downwind leg for runway 6,” the report states.

The tower controller inquired about the flight’s progress back to the runway, and the pilot responded they were “getting there” and on the right downwind, the report states. There were no further communications. Witnesses and airport surveillance cameras confirmed the aircraft struck approach lights about 1,000 feet short of the runway, then hit the ground about 500 feet short of the runway. It continued onto the runway surface before veering right, crossing a grassy area and striking vehicles and a deicing fluid storage tank. The aircraft was largely destroyed in a post-crash fire.

The pilot, Ernest “Mac” McCauley, 75, and co-pilot Michael Foster, 71, both died in the crash. Five passengers taking part in a flight operated under the FAA Living History Flight Experience exemption were also killed; five other passengers and one crewmember were hurt, four of them seriously. One of the five passengers and one person on the ground suffered minor injuries.

Some details in the report suggest the crew may have been trying to cope with trouble in two engines, not just one. Propellers attached to the No. 3 and No. 4 engines were found with blades in the feathered or partially feathered positions. The No. 3 engine was recovered from the top of the deicing fluid tank, and “one blade was impact damaged and near the feather position. The other two blades appeared in a position between low pitch and feather,” the NTSB report states. “One propeller blade exhibited a 5-inch tip separation and the separated tip sections were recovered from 100 ft and 700 ft from the main wreckage. The No. 4 engine was recovered from the deice building. All three propeller blades on the No. 4 engine appeared in the feather position.”

A fuel sample recovered from one of two fuel tanks supplying the No. 3 engine was found to be free of contamination, the report states. There is no mention of fuel testing or contamination that might have affected any of the other engines.

Video: Lilium's eVTOL flying car is now doing freeway speeds

By [Loz Blain](#)

October 22, 2019 From New Atlas, 10/24/19



Lilium's 5-seater eVTOL has now been shown flying at over 100 km/h
Lilium

Six months after revealing its five-seat electric VTOL aircraft, German startup Lilium has shown it flying at speeds over 100 km/h (62 mph), and moving between VTOL and winged flight, in a new video.

The Lilium aircraft, a [super-sleek design inspired by the manta ray](#), is capable of transitioning between drone-style VTOL hover and efficient, long-range winged aircraft modes thanks to its four tilting banks of electric jet motors, which can face downward for liftoff, landing and hover, or tilt forward to draw air over the front and rear wings.

With 36 of these small, electric ducted fans, the Lilium has a high-pitched, jet turbine-like sound that appears to be significantly quieter than a helicopter. Its ability to transition to winged flight will give it a speed, range and efficiency advantage over other devices like the [Volocopter](#) and [eHang](#), albeit at the cost of extra complexity.

The new video shows how the tilting banks deliver what looks like a fairly smooth acceleration after takeoff, and demonstrates the aircraft's ability to soar and execute banked turns before coming to a stop in a hover, and descending gently.

How long until we see services like this become active? Well, there's still one glaring problem to overcome, that being what to do in case of total catastrophic failure. If the Lilium is moving fast, it can presumably be landed like a glider in the hands of a skilled pilot. If it's high in the air and hovering, perhaps a ballistic 'chute can bring it down gently if it loses thrust. With 36 fans, there's certainly plenty of motor redundancy. But from lower heights, below about 120 feet, where a parachute won't have time to open and slow it down properly, a total failure would make the Lilium – and all other similar eVTOLs – a complete death trap.

This is one of the issues holding the technology back, the others including aviation authority certification and a broader plan to address how these aircraft will best interact with city airspace when the 3D commuting revolution begins. But there are very clever people working on all of this, and progress has already been astoundingly quick. Enjoy the video below!

Lilium eVTOL reaches 100 km/h in testing

Source: [Lilium](#)

Sorry to report that Café 511, the KGON restaurant has closed, but sources say that a new restaurant is being considered.

2019 EVENT SCHEDULE

REMINDER: EAA334 meetings are generally 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 NOVEMBER 9, 10:00 AM at Dooney's.**

NEW ENGLAND AIR MUSEUM (Bradley Field)

Haunted Hangars Trick or Treat

The Museum will host its first [Haunted Hangar Trick or Treat](#) on Saturday, October 26th from 10:00 a.m. to 3:00 p.m. Ghosts, Witches, Princesses, and Superheroes are invited to tour the museum and collect a treat when they sit in the pilot's seat of a "spooky themed" historic aircraft. A costume contest will be held where the winning Trick or Treater will get a free family membership.



Upcoming Events

Thursday, November 7th - [Business After Hours](#) with Gen. "Fig" Newton
Saturday, November 9th - Veterans Day Program
Friday, November 29th - Santa Visits and Behind the Scenes Tours
Saturday, December 14th - Breakfast with Santa
December 26th - 30th - Holiday Vacation Activities

The Rhode Island Wing of the Civil Air Patrol has started a new Squadron in Westerly RI. They meet Thursday evenings from 6 - 9 pm, at the Westerly Education Center. Col. Stranahan is the CO and Lt. Col, Robert Gubala is the second in Command. Dave Sellins, EAA Chapter 334, has attended some of the meetings and will furnish reports in future Newsletters. At the present time they have 8-10 new Cadets from our area. Stay tuned. Anyone wishing to volunteer and help Cadets, please attend a meeting and speak with the Colonel. They are looking for volunteer members .

November EAA Webinars

What is Preventive Maintenance?

Wednesday, November 6 at 7 p.m. CST

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

[Register Now >>](#)

EAA Ray Aviation Scholarship – 2020 and Beyond

Tuesday, November 12 at 7 p.m. CST

Presenter: David Leiting Jr.

[Register Now >>](#)

The First 400 Feet

Wednesday, November 13 at 7 p.m. CST

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

[Register Now >>](#)

Crew Resource Management: How To Do It Right

Wednesday, November 20 at 7 p.m. CST

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

[Register Now >>](#)

Emergency Notification Systems

Tuesday, November 26 at 7 p.m. CST

Presenter: Phil Lightstone | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

Presenter: Loss of Control Committee Members | *Qualifies for FAA Wings credit.*

[Register Now →](#)

November 18 - The Real Story: The JFK Jr. Accident. Steve Demko was a National Transportation Safety Board investigator for the aircraft accident in which John Kennedy Jr. lost his life. Steve will tell the real story of what happened that night off of Cape Cod. Steve's wife, Jill, also from NTSB, will overview the operations of that outstanding organization.

If you're looking for something to do next weekend check out support@socialflight.com. This site publishes interesting events on a Friday describing what you might do and where in the coming weekend, too short a time horizon for this Newsletter but certainly worth reviewing if you want some suggestions for the next few days.

Socialflight also has a new feature: "Burger Flight, which makes finding a terrific airport restaurant as easy as tapping on a screen. Burger Flight is included in SocialFlight's free app, and it shows airport restaurants as burger symbols on the map. Thousands of airport restaurants are featured on the moving map." From <https://www.flyingmag.com/burger-flight-helps-pilots-find-airport-restaurants?cmpid=ene20190411>

New Member Benefit: EAA Videos

After extensive development and testing, we've fully integrated our 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.

EAA Tradeshow Schedule:

- March 14-16: International Women in Aviation Conference; Long Beach, California
- April 2-7: Sun 'n Fun Int'l Fly-IN & Expo; Lakeland, Florida
- May 10-11: AOPA Fly-In; Frederick, Maryland
- June 21-22: AOPA Fly-In; Livermore, California
- September 13-14: AOPA Fly-In; Tullahoma, Tennessee

July 23-29: EAA AirVenture; Oshkosh, Wisconsin

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.

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: Greg Prtentiss

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

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.



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. 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 \$40.00**
- ☐ One year Student Membership \$12.00 (<18) Free if you have had a Young Eagle flight
- ☐ 3 year Membership \$10.00 discount **

*First Name _____

*Last Name _____

*Address _____

*City _____

*State _____ ZIP _____

*Email _____

Phone _____

Aircraft _____

*Required information

** For full membership in EAA Chapter 334, send the completed form and check payable to EAA 334, to Ted Gordon, 1 Smilax Dr. Old Lyme, CT 06371. Membership in the EAA National organization is also required. For more information go to: <https://www.eaa.org/en/ea/renew-aea/renew-membership>