



August 2019 Newsletter #35

*In This Issue: A baby sent by air mail??
Wind- shear brings down a Russian airliner,
DC 3's over Normandy, and the world's
largest amphibious plane (hint: made in
China),*

*We plan an "unofficial" trip to Rhinebeck to
see the antique planes perform. Not a club
function but a trip some of us will take on
our own at the same time on Saturday July
13 in Red Hook New York to see the antique
"History of Flight" air show. To meet up
there call me at 1 860 575 3429.*

Next EAA 334 Club meeting is on Saturday
morning August 10, 10 AM at Dooney
Aviation, Westerly Airport

CONTEST. Last month's photograph was of
Waterbury (Plymouth N41) airport. No
winners. I used to fly gliders there. The new
airport for this month's contest is described
below. \$20 is waiting for the first correct
identification. It is in our general area.

0 winners.



Diesel Exhaust Fluid (DEF) is a colorless additive used with diesel engines to reduce emissions. It has mistakenly been added to jet fuel on three occasions over the past 18 months. Presumably, operators have mistaken DEF for fuel system icing inhibitors (FSII), which are also colorless. The latest DEF contamination incident caused engine flameouts at altitude in two Cessna 550 jets, one of which experienced dual-engine flameout resulting in a total engine failure landing at a Savannah, GA airport.

Podcast: *The Lafayette Escadrille*

From AvWebflash, June 14, 2019

https://www.avweb.com/multimedia/podcast/podcast-the-lafayette-escadrille/?MailingID=60&utm_source=ActiveCampaign&utm_medium=email&utm_content=MAX+Return+Expected+By+December%2C+Garmin+Co-Founder+Dead+At+81&utm_campaign=MAX+Return+Expected+By+December%2C+Garmin+Co-Founder+Dead+At+81+-+June+14%2C+2019



The Humanus Documentary Films Foundation is working on a World War I documentary that follows the story of the Lafayette Escadrille, a group of young American pilots who volunteered to fly for France at the beginning of the First World War. In this podcast, filmmakers Darroch Greer and Paul Glenshaw tell *AVweb* more about the unit's history, their progress on making the documentary and where they plan to go with the project in the future. A short version of the film, *The Lafayette Escadrille*, can be [seen on YouTube](#). (Ed: Well worth watching)

Sukhoi Encountered Wind shear

By Rob Mark June 6, 2019 From Flying, https://www.flyingmag.com/sukhoi-superjet-encountered-windshear?utm_source=internal&utm_medium=email&cid=61209&mid=547422245



The Russian Ministry of Transport's initial findings into the May 5 Sukhoi Superjet accident at Moscow's Sheremetyevo Airport said the crew received a windshear alert in the final minutes of the flight. Moments later, Aeroflot Flight 1492 landed hard on Runway 24 Left and bounced several times before bursting into flames. Forty-one people on board died in the accident while 37 survived the crash.

About five minutes after departure, as the aircraft was flying in an area of thunderstorms about 20 miles northwest and climbing through about 9,000 feet, the crew experienced an electrical failure of unknown origin. The captain began flying the aircraft by hand. The crew managed to establish radio contact with an unknown party using its UHF radio. The Russian report becomes a bit confusing here, only explaining the crew was unable to make contact with ATC. The pilots switched their transponder to code 7600 confirming the loss of communications.

The Russian report said the Sukhoi jet executed a series of turns and once overshot the runway centerline, but 15 minutes after takeoff, eventually ended up making an approach back to Runway 24 Left for an overweight landing. The Sukhoi POH called for 25 degrees of landing flaps for this approach. Twenty-three minutes after takeoff, the crew set 7700 in their transponder although the report does not indicate precisely why.

As the aircraft descended on final through approximately 1,000 feet, the windshear warning sounded five times with, "Go around. Windshear ahead." The crew continued the approach. At approximately 260 feet as the aircraft descended below the glide path the terrain alert sounded, "Glide Slope." The aircraft's airspeed increased to 170 knots.

The aircraft touched down approximately 3,000 feet beyond the runway threshold at 158 knots with a force of 2.55g before bouncing about six feet back into the air. On the third touchdown at 140 knots, the aircraft hit with a 5g vertical overload that ruptured the wing and fuel lines. Flames quickly engulfed the rear of the aircraft before it slid to a stop on the grass between Runway 24L and two taxiways. An emergency evacuation was carried out.

Feedback: DC 3's, C 47's Over Normandy



Last month's EAA 334 Newsletter had pictures of the DC 3's and C 47;s at Oxford airport in Connecticut on their way to France to participate in the D Day commemorations. Now here is the report on the event from Moreno "Mo" Aguiari;

<https://mailchi.mp/b8cbd69121e5/d-day-squadron-successfully-participates-in-official-d-day-presidential-flyover-556193?e=69c5694402>,

This event is one of the capstones of an effort that was almost 2 years in the making. Fifteen C-47 and DC-3 aircraft crossed the Atlantic to take part in the 75th anniversary of the D-Day invasion. The aircraft flew the original "Blue Spruce" route, departing from Oxford, Connecticut (KOXC); stopping to refuel in Goose Bay Airport (CYJR) in Newfoundland, Canada, Narsarsuaq Airport (BGBW) in southern Greenland, Reykjavik Airport (BIRK) in Iceland and refueling a final time at Prestwick Airport (EPIK) on the Western coast of Scotland before they made the final leg to Duxford Airfield (EGSU) north of London.

The aircraft then flew in formation on June 5th, 2019, dropping paratroopers in many of the same locations where they landed on the night on June 5th, 1944, followed by the overflight of the official D-Day commemoration ceremony on June 6th, 2019. The D-Day Squadron will be leaving Normandy shortly to attend the 70th anniversary of the Berlin Airlift. Be sure to keep up with the latest news and events as the D-Day Squadron continues on the next leg of its historic journey.

World's Largest Amphibious Plane Makes Maiden Flight In China

From New Atlas, December 30, 2018

Rich Haridy

December 26th, 2017



Codenamed Kunlong, this is the world's largest amphibious plane (Credit: CCTV+)

After eight years in development, the world's largest amphibious plane has taken to the skies in China for its maiden flight. The AG600, codenamed Kunlong, comfortably spent one-hour flying at an altitude of 3,000 meters (9,800 ft) before safely landing back at the Jinwan Civil Aviation Airport in Zhuhai.

This enormous plane, around the size of a Boeing 737 with a wingspan of 38.8 m (127 ft) and a fuselage stretching 39.6 m (130 ft), has been designed for a variety of domestic applications in China, from civil rescue and firefighting functions to military defense purposes in the disputed South China Sea.

The design is being heralded as a landmark for Chinese aviation engineering with 98 percent of all the plane's components being made inside the country.

"It shows that the development of civil aviation industry in our country was lifted to a new level and that our capacity of independent research and development in this area has increased by a big margin," says Minister of Industry and Information Technology, Miao Wei.

It's hard to talk about giant amphibious planes without mentioning the granddaddy of them all, the infamous Spruce Goose from the 1940s. Although the Kunlong is only a

fraction of the size of this notorious dream project from eccentric millionaire Howard Hughes, it has certainly exceeded the Spruce Goose's brief 26 second maiden flight.

The Kunlong's ability to take off and land on water makes it an incredibly useful maritime rescue aircraft and the Chinese engineers suggest the plane can safely operate on seas with up to two-meter-high (6.5-ft) waves. The plane's maiden water flight is set to take place within the next six months.

AIR MAIL A BABY?



I owe this bit of aviation lore to the fine and informative CAP newsletter, produced by Lt Col Stephen Rocketto who is editor of Thames River Composite Squadron Connecticut Wing Civil Air Patrol. Their recent issue says that it once was possible to air mail anything weighing less than 50 pounds, including babies.

The CAP newsletter reports:

FROM COASTWATCHER, Issue 13.20 28 May, 2019

In 1913, there are the first two documented cases of children being mailed. on January 17, 1913, the Breauge's of Glen Esty Ohio mailed their son to his grandmother in Batavia, Ohio. The child was insured for \$50 and the fee was 15 cents.

Ten days later, the Savis family in Pine Hollow, Pennsylvania paid 45 cents to have their daughter delivered to relatives in Clay Hollow.

Who knew?

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..

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 .

July 13; On Saturday July 13 several of us are planning to drive to Old Rhinebeck Airdrome in Red Hook New York to see the antique "History of Flight" air show. We wonder if others would also like to make the trip on the same day and meet there. Low key, plan your own trip, pay your own way. It is 150 miles by auto from Groton CT.

Tickets cost \$25.00 for the museum and airshow.

Should be fun to meet there amid the hot dogs, popcorn, old rotary engines, daring young men in their flying machines and all that. If you think of it, please let me know if you plan to go. Once there to meet up call me at 1 860 575 3429.

Speaker Series at the NE Air Museum (BDL)

July 22 - Maiden Flight - The Role of Katharine Wright Guilford author, **Henry Haskell** comes from a long line of Henry Haskell's - his father, and his grandfather whose second wife was the sister of Orville & Wilbur Wright - Katharine Wright. Haskell will bring together the love and strife experienced by Katharine, her husband Henry Haskell and brother Orville.

August 19 - B-29 Bomber - The Story of FiFi Don Boccaccio, a crew member and tour leader on *FiFi*, one of two B-29 WWII bombers still flying, provides a "Behind the Scenes" look at *FiFi* and what it takes to keep wind under her wings.

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>

Some Interesting Meetings and Podcasts (Note CDT for some)

Tips for Flying Into EAA AirVenture 2019

Tuesday, June 11 at 7 p.m. CDT

Presenter: Fred Stadler | *Qualifies for FAA WINGS credit.*

AirVenture 2019 Ultralight/Homebuilt Rotorcraft Arrival Procedures

Wednesday, June 12 at 7 p.m. CDT

Presenter: Mark Spang | *Qualifies for FAA WINGS credit.*

Managing Energy and Developing Style: A Beginner's Guide to Advancing in Aerobatics

Tuesday, June 18 at 7 p.m. CDT

Presenter: Aaron McCartan | *Qualifies for FAA Wings credit.*

EAA AirVenture 2019 Features and Attractions

Wednesday, June 26 at 7 p.m. CDT

Presenters: Rick Larsen and Dennis Dunbar

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.

Saturday, August 24, 2019

10:30am – 3:00pm

Maine Air Museum

98 Maine Ave

Bangor, ME 04401

(207) 941-6757

Organizer: Ray Gibouleau

Email: gibouleau@hotmail.com

Phone: (207) 852-5796

Fly or drive to Bangor, Maine for a delightful UFO (Union of Flying Octogenarians) meeting at the Maine Aviation Museum. Check this museum out at <http://maineaviationmuseum.com/>. For those flying in parking on the General Aviation Ramp is a short walking distance from the GA terminal to the museum. There is a landing fee of less than \$4 for most single engine piston airplanes (not waived). There is also a 'security fee', waived if fuel is purchased, and, according to a phone conversation with the BGR FBO, not generally charged for singles anyway. Air traffic is very light compared to other airports of this size.

August 17 Groton Airport
National Aviation Day

**Groton - New London Airport
Celebrates National Aviation Day
Homebuilt Rally!**

**6th Annual Open
House & Walking
Tour**

**Saturday August 17, 2019
10AM - 2PM**

**155 Tower Avenue
Groton, CT 06340**

- Aircraft Static Display
- Scenic Helicopter Rides
- Guided Facility Tours, Indoor Exhibits & More

**FREE
ENTRY**

To Exhibit Aircraft, email: dsellins@comcast.net

FosterNW@aol.com

A circular inset photograph showing a yellow and blue homebuilt aircraft, possibly a biplane or a light aircraft, parked inside a large hangar. The aircraft has a yellow fuselage and blue wings and tail. It is a high-wing aircraft with a tailwheel landing gear. The hangar has a concrete floor and metal walls.

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

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. 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 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,