



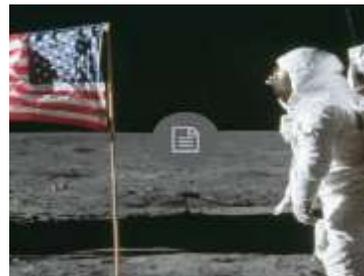
September 2019 Newsletter #36

In This Issue:

The origins of the venerable Ercoupe, New Haven Tweed wins a lawsuit, better middle seats for commercial airliners, a two-place jet powered kit and Rhinebeck revisited. What is this: a full-scale model airplane of an AIRBUS? Also, a few hot off the presses photos from OSHKOSH.

Next EAA 334 Club meeting is on Saturday morning September 14, 2019, 10:00 AM at Dooney Aviation, Westerly Airport

CONTEST. Last month's photograph was of Meriden Airport. No winners. The new airport for this month's photo recognition contest appears below. \$20 is waiting for the first correct identification. It is in our general area.



Should The Moon Landing Site Be A National Monument?

When Neil Armstrong set foot on the moon on July 20, 1969, the pictures sent to Earth captured a historical moment: It was the first time that any human set foot on another body in our solar system. Fifty years later, experts are debating how to preserve humankind's first steps beyond Earth. Could a National Park on the moon be the solution to saving Armstrong's bootprints for future archaeologists?

Just how fragile are humankind's lunar traces? On November 19, 1969, Charles "Pete" Conrad and Alan Bean manually landed their lunar module in the moon's Ocean of Storms, 200 meters from the unmanned probe *Surveyor 3*, which was left sitting on the moon's surface two years earlier, in 1967. The next day, Conrad and Bean hopped to *Surveyor 3*. As they approached the spacecraft, they were surprised: The spacecraft, originally bright white, had turned light brown. It was covered in a fine layer of moon dust, likely kicked up by their landing. From JSTOR July 2019, by Sophie Fessl

Rudders? We Don't Need No Stinkin' Rudders

Paul Berge from: https://www.avweb.com/insider/rudders-we-dont-need-no-stinkin-rudders/?MailingID=80&utm_source=ActiveCampaign&utm_medium=email&utm_content=10+Dead+In+Texas+King+Air+Crash%2C+Boeing+Coding+Outsourcing&utm_campaign=10+Dead+In+Texas+King+Air+Crash%2C+Boeing+Coding+Outsourcing-July+1%2C+2019

June 30, 2019



Ercoupe is almost a generic name for an airplane designed in the 1930s by Fred Weick of the Engineering and Research Corporation (ERCO). Weick, along with John Thorp and Karl Bergey, later incorporated the cuddly bits of the Ercoupe into the Piper Cherokee near-four-seater, and despite adding real rudder pedals, Cherokees retained a trace of their progenitor's cuteness but gained just enough attitude to win a supporting role in the 1964 James Bond film, *Goldfinger*. Pilots galore rushed to Piper FBOs after the movie's premiere and were likely disappointed, discovering that life doesn't always imitate film. But, hey, it got 'em to the airport, and that's a start.

The Ercoupe was the result of a government/private partnership to design a safe and practical aircraft that, well, frankly, during the Depression few could afford. By 1940, after testing several variants, the Ercoupe 415 hit the market just in time for World War II to take every potential pilot off that market and plunk them into just about anything but an Ercoupe. As with other aircraft manufactures, ERCO did its part for the war effort and in 1945 relaunched with the model 415C, cranking out over 4000 of them in 1946 alone. Advertised as spin-proof and requiring "no footwork," Coupes sold well until the inevitable bust deflated the postwar boom.

The Ercoupe 415C is the ubiquitous of the supposedly unspinnable Coupes and is prized because of its max gross weight being below the FAA's current ludicrously arbitrary 1320 pounds max for use as LSA. Even though at the top of this article I said I was not a candidate for president, I was lying, which proves that I am a candidate. As your General Aviation Party (GAP) candidate, I promise to appoint a GA pilot as FAA Administrator, eliminate all medical certificates and replace the Air Force One Boeing 747s with Ercoupes, because ... well, it would look so damn cute at Andrews AFB, and the world could use a smile.

Tweed New Haven Airport Wins Runway Expansion Lawsuit

By [LORI MACK](#) ·



New Haven Mayor Toni Harp speaking at a press conference at Tweed New Haven Airport

A federal appeals court ruled in favor of Tweed New Haven airport following a lengthy lawsuit seeking to extend the runway and attract additional service to the area. New Haven Mayor Toni Harp said the ruling by the 2nd U.S. Circuit Court of Appeals in New York aligns with her vision for the city’s economic development plan. “Make no mistake, my administration is pleased with this decision,” Harp announced during a packed press conference at the airport. “We hope today’s ruling signals the first step on a path toward improved air service to an estimated one million airline passengers in this market.”

The panel of judges ruled that a 2009 state law limiting the runway to its current 5,600 feet — one of the shortest commercial runways in the country — threatened existing airline service and prevented it from attracting more commercial flights.

The ruling, said Hugh Manke, an attorney for the law firm Updike, Kelly & Spellacy, which represents the airport, “confirms a long held position of the federal government that within the boundaries of an airport like Tweed, where commercial service is being provided, neither state or local law can conflict with federal law.”

Meanwhile state Senate President Martin Looney and state Sen. Len Fasano put out a joint press release in response, urging Governor Ned Lamont and Attorney General William Tong to appeal the ruling to the U.S. Supreme Court.

CAN MIDDLE SEATS BE TOLERABLE?



OF THE MANY simple truths in the world, Hank Scott picked an especially stubborn one to disprove: that nobody likes flying in the middle seat. The founder and CEO of Colorado-based Molon Labe, Scott is the designer of the S1 seat, which puts the middle seat two inches lower than the spots on either side and pushes it back three inches. The staggered layout allows for a middle expanse up to 23 inches wide, a cheek-releasing increase over the standard 18.

The seats, made mostly of aluminum, weigh less than 20 pounds, important in planes that defy gravity.

Along with the wider middle seat, the S1 setup could defuse the silent fight with a stranger for control of the armrest. Like the seats, the armrests are staggered in height—the front half is a few inches higher than the back. That creates a natural divide, where the passenger in the middle seat gets the back bit and their neighbor gets the front. “We’re essentially solving the elbow wars,” Scott says.

There’s good news for airlines, too. The seats, made mostly of aluminum, come in at under 20 pounds. That’s among the lightest in the sky. It’s also key in a gravity-defying industry that obsesses over weight. Scott says the staggered setup doesn’t require an airline to drop any rows—and thus paying customers.

Chinese aviation buff builds full-scale Airbus replica



Zhu Yue and his friends work to build a full-scale replica of the Airbus A320 plane, in Kaiyuan, Liaoning province, China April 3, 2018. REUTERS/Sheng Li

KAIYUAN, China (Reuters) - A man in northeastern China who always wanted to own an aircraft is doing the next best thing: building a full-scale replica of an Airbus A320 jet. Zhu Yue, an aviation buff who worked as a welder and an auto mechanic, spent months studying plane models and technical drawings before he started building a homemade version a year ago with his friends. Zhu, 40, who lives in the city of Kaiyuan in Liaoning province, said he planned to turn the replica into an aviation-themed restaurant. "I want to make sure the plane is created with finesse and be the best A320 model in China," he said.

The replica - 37.8 metres (124 ft) long with a wingspan of 36 metres (118 ft) and height of 12 metres (39.37 ft) - will feature model engine turbines that can rotate and a simulation cockpit, he added. Zhu, who has so far spent more than 1 million yuan (\$158,810) of his savings and used 40 tonnes of steel on his project, hopes to complete it by the end of year at a total cost of 2 million yuan (\$317,620).

Sonex To Offer Two-Place Jet Kit

Kate O'Connor from AvWeb, July 12, 2019; <https://www.avweb.com/recent-updates/experimentals/sonex-to-offer-2-place-jet-kit/>



Image: Sonex Aircraft

Sonex Aircraft has announced that it is developing a two-seat version of its SubSonex JSX-2 jet. According to the company, the SubSonex JSX-2T will have similar wing loading and handling to the single-seat version. The JSX-2T will offer side-by-side seating, an estimated cruise speed of greater than 200 mph (174 knots) and an estimated useful load of 970 pounds.

“SubSonex JSX-2T is designed to be the lowest cost jet trainer ever,” Sonex said. “It will be a perfect trainer for the single-place JSX-2, and for those who want to share the unique experience of jet-powered flight in a light aircraft.”

The standard engine option for the JSX-2T is the PBS TJ-100 turboprop, which is also used on the JSX-2. The more powerful PBS TJ-150 is also available. Sonex says that its target price for the JSX-2T kit, including engine and completion costs, is under \$140,000. The projected development timeline for the aircraft has not yet been announced.

Below: A Shot from EAA334's Excellent Trip to Rhinebeck and Some Photos from Oshkosh

Any one recognize the intrepid aviator on the left about to take a biplane ride at Rhinebeck? Other photos are from Oshkosh. On the right, below a beautiful *Fly Baby* at Oshkosh



Sam and Scott Watrous of EAA 334 and Scalebirds



A stand up e-helicopter



prototype. Lota of interest.

Scalebirds displayed their first kit



Many jets; lots of electrics

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 .

I Wanna Sue Someone

Wednesday, August 7 at 7 p.m. CDT

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

[Register Now →](#)

Rotax 912iS Sport Engine Overview

Wednesday, August 14 at 7 p.m. CDT

Presenter: Jorge Tavio | *Qualifies for FAA WINGS and AMT credit.*

[Register Now →](#)

What Is Scenario-Based Training: How to Use It in Your Everyday Flying

Tuesday, August 20 at 7 p.m. CDT

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

[Register Now →](#)

Loss of Control – Root Causes and Innovation Opportunities

Wednesday, August 28 at 7 p.m. CDT

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

[Register Now →](#)

August 24, 2019; Maine Air Museum

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 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.

There is an area at the rear of the museum that allows viewing of the comings and goings on Bangor's 11,440 foot runway. Food for this event will be served in this area and furnished by Jeff's Catering. The buffet, at US \$30 per person, includes BB Ribs, Steak and Chicken, with corn on the cob, boiled Maine new potatoes, salads, appetizers, etc. If you'd like a lobster, add \$10. Preregistration is required; do so by email or phone shown above. When preregistering note if you'd like the lobster add on so it can be ordered. If only a few order the lobster at the extra cost that option will be dropped from the menu, as it takes extra work to obtain, cook and serve lobster (tools, butter, bibs, etc.).

If there are insufficient registrations to make this event viable it will be canceled and those preregistered will be notified. The cutoff date for registration is Wednesday, August 15th. Please include a phone number or good email address when registering.

Please pre register! Ray Gibouleau, UFO Maine Rep.

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)

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.

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

Photo: www.flyj.com



The
**Westerly
Airport
Association**
presents:

Wings Over Westerly



**Free Admission!
Free Parking!**

*Static
Aircraft
Display*

*Show Cars
(Antiques,
Classics, Rods)*

*Aviation
Career &
Education Info*

*Kids Crafts
Amusements*

Pony Rides

Face Painting

Police K-9 Demo

*Food Trucks
and lots more!*

Making
WAAves!
The Westerly Airport Association
A 501(c)(3) non-profit organization

A Family Event Celebrating Aviation

Featuring "Young Eagles" **FREE** airplane rides for kids ages 8 - 17*
Helicopter Rides and Airplane Rides also available at family-friendly prices!

WOW-flyer-2019_tn

September 7, 2019

10 am - 3 pm

Rain Date Sunday, September 8

Westerly State Airport

for more information, please visit
www.westerlyairportfriends.org



* free airplane rides for eligible youths available on a first come, first-served basis, weather permitting. Parental permission required.

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,