



45 September 2020 Newsletter

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

Next EAA334 meetings will be on-line on August 8, and September 12, 10:00AM. Join us on line with ZOOM at
<https://us04web.zoom.us/j/5821750404?pwd=dEF2enRmQ3JBSlIOMG51UWhobVRiQT09>

In this issue: a 1957 air travel promotional film; a trailer for the old classic cult movie Airplane, and trailer for the new Top Gun movie not yet released. In print we have advice on how to avoid at least one potentially deadly airplane habit, a story about a Boeing flying boat trapped in the Pacific after Pearl Harbor, and information about a bird that soars 100 miles without flapping its wings.

Our “name that airport” contest continues: Last month it was Oshkosh- where else? We had a winner. Another competition this month. \$20.00 for the first correct answer for this month’s photo, below. Officers excluded. Hint: grass runways.



EAA 334 gets to hang its banner

The Connecticut Airport Authority approved EAA Chapter 334's request to hang its 50th Anniversary banner from EAA HQ in the Groton New London Airport terminal.

Why is a Sopwith Camel on a Runway on Top of a Manhattan Building?



The reason is pretty simple, according to the president of the company that built the building, Robert Kaufman. He told the Wall Street Journal that they put the airplane on the roof because looking down on the roof of another building is “pretty ugly.” They then came up with the idea of putting a replica airplane on top of the roof. The people peering out their windows from above probably appreciate that. Photos: Phil Hollenback/Flickr; Article: Daniel Ganninger; from <https://medium.com/knowledge-stew/why-is-there-a-wwi-airplane-on-the-top-of-a-building-in-nyc-24f30d0d324d>

President's Message

Here we are in July, the month I have always looked forward to, for the EAA Air Venture in Oshkosh, Wisconsin. Sadly, this year, due to the Covid-19 virus, it had to be cancelled as was almost everything else held in public. But the EAA was able to organize a Venture of virtual meetings and classes to help ease the disappointment. I was able to join in some of the webinars and listen to the EXPERTS. I found it much different than watching them fly their routines, meeting them personally and listening to them talk about their flying experiences. I felt it was a very good experience to get to know these Heroes of the sky. I learned they were just down to earth people that loved to fly, build airplanes, and enjoyed one another's company. Just Hanger Flying, as we all do from time to time.

The people from Garmin also created a week of virtual training, and product information with demonstrations of their new electronic instrumentation. Although way beyond me, I found the demonstrations interesting and impressed that it is available for home-built's in affordable packages.

I hope you were able to enjoy at least a few of the daily presentations and maybe learn something new. It was a good source of entertainment during these days of isolation and quarantine. But next year, virus willing, it will be good to rub elbows again and bump into others who, like me, love it.

Keep building and keep flying. Stay safe.

Blue Skies and Tail Winds,
Dave
EAA 1053112
President EAA #334



Avoiding A Deadly Habit

From Pilot Workshops.com “Tip of the Week,” featuring [Paul Bertorelli](#)

Question:

"My instructor insisted I always put the cowl plug strap over the prop. Is it really that important?" — Marcus A.

Answer from Paul Bertorelli:



Don't do this.

“Yeah, it’s that important. Cowl plugs are designed to keep out birds and chipmunks, but they do an even better job of blocking the airflow needed for engine cooling.

Forgetting them can be a disaster. I know of at least one Diamond DA-40 that got a toasted and totaled engine from this oversight. The NTSB database has a fatal Beech Baron accident caused by overlooked cowl plugs and also a handful of non-fatals.

Cowl plugs left in place might not be obvious on the ground where idle power or a quick run-up won’t produce enough heat to notice anything amiss. But at full climb power, the engine can heat quickly enough to seize.

The fix is easy: Loop the strap over one prop blade. If you forget to remove the plugs, the first spin of the prop will fling them clear. Yeah, death by embarrassment when you shut down to retrieve them, but that’s better than the other kind of death. For this reason, avoid using plugs without a strap. And while you’re over there, step back and take a final look at the entire airplane from a distance for anything else you might have forgotten, or that’s blocking your taxi. You don’t want to be that guy taxiing out with a plastic owl still perched on top of the tail.”

After Pearl Harbor, This Plane Accidentally Flew Around the World

In reading background material for this newsletter, I came across a remarkable piece about a Boeing flying boat that landed at Pearl Harbor two days after the Japanese attack. It is a long piece appearing on <https://medium.com/s/story/the-long-way-round-the-plane-that-accidentally-circumnavigated-the-world-c04ca734c6bb> but well worth your time. I have copied a short section here to whet your appetite for a war-time saga that evokes memories in those of us who are of a certain age, and should be exciting to younger history buffs who almost certainly have not heard previously of this adventure. Rather than trying to compress it, I have reproduced one part as it originally appeared. If you have time (and who doesn't in this time of hibernation) take a look. As far as I can tell, it's all true. (editor- TG)



... When they had landed the day before (in Leopoldville), both Ford and Mack had noted the strong current in play in the Congo river — at least six knots by their estimation. Now, taking Swede's reservations on board, they decided to try and use that current to their advantage. Mack taxied the *California Clipper* upstream and they prepared to make a take-off run. It was now or never.

Ford threw the throttles forward to full power and the flying boat's engines roared into life, sending *California* racing down the Congo in the 100 degree heat. Ahead of them, in the distance, both Ford and Mack could just make out the start of the Congo gorges — a network of cataracts, waterfalls and rapids running through a maze of canyons at the end of the river.

The guidelines for the Boeing 314 stipulated that the absolute maximum time it could spend at full power for takeoff was 90 seconds. Without thinking about it, Ford, Mack and Swede all began mentally counting up towards this total. 20... 30... 40... The *California Clipper* raced down the Congo but refused to break free of the water. The broken exhaust hammered and howled, the rapids drew nearer and nearer, and the engine gauges pushed further and further into the red. The overloaded seaplane still refused to break free from the water. 50... 60... 70... All eyes on the flight deck were fixed on the gorges ahead now. They were barely 1,500 yards away. The airspeed indicator crept over 70 knots and Ford rocked the flying boat, desperately trying to break her free from the river as he'd done in Khartoum.

"Ninety one seconds!" Swede suddenly shouted, his eyes locked on the engine gauges, their needles pinned in the red. "Keep those throttles open!" Ford shouted back. "We're red-lining!" Swede shouted

again, as the plane he'd grown to love began to shudder violently, as if howling in pain. "We could blow at any time!"

Ford refused to answer. Just as the flying boat seemed about to hit the gorges he gave one final, desperate, heave on the yoke and she finally broke a few inches free from the water. The *California Clipper* flew forward over the rim of the gorge. Without the benefit of the ground effect that had allowed her to break free of the surface, she immediately plunged down into the rocky defile below, curving out just above the water once again. The plane was now racing along just a few feet above the water through the narrow rock walls of the Congo valley.

With her engines still red-lining, the *California Clipper* screamed in agony. 100... 110... 120.. 130... every second at full power was an extra inch of height, but it was also a step closer to critical failure. "Rate of climb ten feet a minute!" Mack shouted over the sound of the aircraft's distress, his eyes locked on the dials in front of him.

"Mack!" Ford shouted to his co-pilot. "Turn ahead!" Ford's eyes had remained firmly focused forward and he'd spotted that the canyon they were flying down was about to make a shallow turn. They wouldn't clear it before they got there.

Ford nodded and waited for the point at which he'd need to begin a gradual turn. Then, to his horror, he discovered that the controls wouldn't respond. "What the hell is wrong?!" He bellowed, as the canyon wall loomed ever closer. "Swede?!" Quick as a flash, the engineer suddenly realized what was happening. "It's the extra fuel in the wing tanks!" He shouted back over *California's* screams, "It's bending the wings! The aileron cables must be trapped!"

Without thinking, Ford lunged for the rudder pedals. He would later say it was pure instinct. Whatever it was, it almost certainly saved both plane and crew because it worked. It slewed the aircraft round just enough and she cleared the canyon wall by a whisper.

140... 150... 160... 170... *California* had now been at full power for twice as long as the Boeing 314 was rated for. Every second seemed like an eternity to her crew. She howled and shuddered, as if trying to pull herself apart. Every twist in the canyon also forced Ford or Mack to pull the aerial equivalent of a hand break turn, pounding the pedals in order to avoid a crash.

Then, finally, as if she were determined to make one last lunge for freedom, the *California Clipper* ripped free of the canyon and climbed slowly into the sky. "Shut her down!" Yelled Ford. Swede Roche lunged for the engine controls, bringing the aircraft back down to normal cruise climb. He looked at his watch — rated for no more than 90 seconds at full power, she'd been at it for more than three minutes.

Swede couldn't resist it, he leant down and stroked the deck. "Good job baby." He whispered. "Good job."

In the cockpit, for the final time, Bob Ford and Johnny Mack turned the *California Clipper* to the west. If they survived this leg, then they knew they were as good as home. "Let's not do that again." Said Mack, beads of sweat running down his face.

(The original piece is by John Bull and appeared in the July 19, 2020 edition of the Medium Daily Digest)

Columbia Aviation Celebrates 40th Anniversary

Excerpted from the July 2020 Aviation Digest - New England issue



photo taken in 1980 at Columbia's facility in Groton, Connecticut (KGON)

As much of our industry repositions itself in the wake of COVID-19, Columbia Aviation Companies took time to celebrate this milestone in April of 2020, their 40th anniversary. While the pandemic may have shelved their celebratory plans, it fails to diminish the sense of pride and accomplishment that comes from knowing the company has served the general aviation community for four decades. Their incredible record of excellence and success can be attributed to dedicated, passionate owners and to every employee throughout their locations.

Established in 1980, the Columbia brand was born in an old, white Quonset hangar at the Groton New London Airport in Connecticut. It provided aircraft maintenance and a variety of other aviation services. Today, Columbia Aviation Companies represent a full-service FBO's that offer comprehensive aircraft support to the general and corporate aviation communities. Columbia is an Authorized Daher Distributor, providing Daher factory authorized sales and service for the eastern seaboard from Maryland to Eastern Canada.

Columbia Aviation Companies has had a long-standing reputation as an industry leader committed to delivering unparalleled service. They've established that stellar reputation with the hard work of the more than 100 devoted employees, several of whom have been with them since the humblest beginnings. In fact, the majority of the staff have been with them over twelve years. The experience for the maintenance technicians represents over 100 years of combined aircraft maintenance experience alone. The aircraft division is comprised of a group of seasoned professionals who have been part of the Columbia team for over two decades. They are tremendously proud to boast such powerful, collective experience. It is the people and their knowledge, skills and dedication that have directly contributed to their success throughout the last 40 years.

Columbia remains committed to focusing on quality improvements across all their FBO's, including the use of Flight Bridge at all locations. Staff at KBHB, KRUT and Mystic Jet Center have established a universal approach to customer service, assuring every customer is treated with the same level of professionalism no matter their destination.

Columbia has no plans to rest on its laurels, however. They look forward to the future with a renewed passion for what they do. Columbia Aviation Companies is incredibly grateful for the last 40 years and look forward to the next 40!

Andean condors can soar 100 miles without flapping

by David Szondy, New Atlas, July 16, 2020



New research shows that the Andean condor is capable of soaring more than 100 mi (160 km) without flapping its wings. The research... indicates that the world's heaviest soaring bird, which weighs up to 15 kg (33 lb), only flaps its wings one percent of the time it's in flight.

The question is, how does a heavyweight like the Andean condor manage to stay aloft? Found in the Andes mountains along the Pacific coast of South America, the Andean condor is not only heavy, it has a wingspan of almost 3.3 m (11 ft),

Once airborne, the bird would soar for a long time as it sought out updrafts and rising thermals to help it gain and maintain altitude.

According to the team, one bird managed to go for five hours without flapping as it passed the 100-mile mark. One significant point was that the birds the team studied weren't fully mature, which suggests that these energy-saving techniques of soaring are adapted by the condors even when very young. Aside from taking off, the condors only flapped when their glides between thermals were likely to bring them close to the ground.

The findings were published in the [*Proceedings of the National Academy of Sciences*](#).



For the last three months the staff has worked hard to bring you NEAMathome, keeping you updated on our social network outlets, and preparing for our re-opening of the outdoor grounds and our exhibit hangar.

We were excited to open in May and provide our visitors a safe and fun outdoor experience. If you were able to come, this gave you an opportunity to get up close and personal with the outdoor aircraft, and get a glimpse of the aircraft in



our storage hangar. I want to thank the volunteers who came back to answer the visitors questions.

In June, we were able to open all three indoor exhibit hangars. With much discussion, we made the decision to open the exhibit hangar doors to give you a true "Open" Air Museum experience. Our visitors have enjoyed seeing the aircraft in this new way, and they have enjoyed the social distancing activities the program staff provides. With 90,000 sq. ft. of space, there is plenty of room to be safe.

I hope you have an opportunity to visit us soon, and **Thank You** for your continued support through our emails.

Debbie

Executive Director

REMINDER:

The next EAA334 meeting is on- line on August 8, 10:00AM. Join us on line at <https://us04web.zoom.us/j/5821750404?pwd=dEF2enRmQ3JBSllOMG51UWhobVRiQT09>

A few Videos you may like:

A 1957 AIR TRAVEL VIDEO

https://www.airlinerratings.com/news/fabulous-colour-video-flying-golden-age-travel/?utm_source=newsletter&utm_medium=email&utm_campaign=latest_headlines

Trailer for the Movie Airplane

<https://www.bing.com/videos/search?q=trailer+for+movie+airplane&view=detail&mid=17A50EA6701ABC0425F017A50EA6701ABC0425F0&FORM=VIRE0&ru=%2fsearch%3fq%3dtrailer%2520for%2520movie%2520airplane%26FORM%3dATUR01%26PC%3dATUR%26PTAG%3dATUR01RAND>

Trailer for the New Top Gun Movie, 2020

<https://www.bing.com/videos/search?q=Trailer+for+top+gun&view=detail&mid=86F82B4E3AB51196176C86F82B4E3AB51196176C&FORM=VIRE0&ru=%2fsearch%3fq%3dTrailer%2520for%2520top%2520gun%26FORM%3dATUR01%26PC%3dATUR%26PTAG%3dATUR01RAND>

August Webinars

Why Valves Stick

Wednesday, August 5 at 7 p.m. CDT

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

[Register Now >>](#)

Legal Issues in Buying and Selling GA Aircraft

Wednesday, August 12 at 7 p.m. CDT

Presenters: Kathy Yodice, Patrick Floyd and Alan L. Farkas | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

Air Shows: Not Just Events, But a Lifestyle!

Tuesday, August 18 at 7 p.m. CDT

Presenters: Grant and Brittany Nielsen

[Register Now >>](#)

How to Use Your Pilot's Operating Handbook

Wednesday, August 19 at 7 p.m. CDT

Presenter: Mike Bauer | Qualifies for FAA WINGS credit.

[Register Now >>](#)

Experiment in the Cockpit: The Women Airforce Service Pilots of World War II

Wednesday, August 26 at 7 p.m. CDT

Presenter: Katherine Sharp Landdeck

[Register Now >>](#)

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, usually held in early June, is cancelled this year to help stem the pandemic.

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.

New York Air Show is Planned for the Orange County Airport (but check before you go).

GOSHEN – The New York International Air Show set for late August will not be held at New York Stewart International Airport as it has for years, but rather at the much smaller Orange County Airport in Montgomery.

The show is scheduled for August 29 and 30, but the site will be changed. Officials said a final decision has not been made as to if the event will be held this year because of the COVID-19 pandemic.

County Executive Steven Neuhaus said it will have smaller attendance and will take on the look of a drive-in movie with parked cars full of attendees.

He said tickets must be purchased in advance and anyone who moves away from their vehicle for bathroom use or to buy food will have to wear a face covering. From: <https://midhudsonnews.com/2020/07/14/new-york-air-show-to-be-held-at-orange-county-airport/>

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 **SOLD;**

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.



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. Ron writes: "Some of the guys have taken an interest in seeing if she will be a worthwhile project or not. We are currently stripping and disassembling, to bring to the blaster then we will assess her and further review. So if anyone is interested in getting involved in this project they would be graciously welcomed. "

Please contact Ron 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>