



Chapter 334

Groton, CT

#53; May 2021

Chapter 334 was formed fifty-one years ago



Check out the EAA334 website at

<https://chapters.eaa.org/EAA334>.

The next EAA334 meetings will be on Saturday,

April 10 at 10:00AM and May 8 on-line, at

[https://us02web.zoom.us/j/82731590005?pwd=UVFqY3ZXM0JOaURPdEg0anN3Tlplkdz09;](https://us02web.zoom.us/j/82731590005?pwd=UVFqY3ZXM0JOaURPdEg0anN3Tlplkdz09;ID=82731590005)

ID 82731590005; passcode: 12345. A special presentation will be from Survival Systems Inc. of Groton who will brief on their operation.

Please submit photos of people and aircraft for use in our newsletter header banners; submission will be taken as permission to use the material. Editor will make the choice each month. This month's photo was submitted by Ted Gordon (member EAA 334) and the lady is his late wife, Ann.

Inside this issue you will find copies of a few articles, first reported elsewhere that might have been April Fool jokes. But as far as the newsletter can find out, these really happened.



See the story about balloons and Cleveland inside this issue.

President's Message.



Spring has arrived, and with the continued vaccinations against the Covid-19 virus, we are looking forward to a summer that will be opened up to gathering together again.

As I write this, I am in Kissimmee Florida enjoying some warm sun. The Florida Sun & Fun is planned to open the season of air shows April 15th. All of the activities here seem to be respecting social distancing and requiring facial cover masks when entering. Temperatures are also being taken as you enter park gates. Apparently necessary precautions are being taken everywhere to prevent the spread of the virus. I heard various reports of Florida's activities before I came down, but everyone is being respectful and cautious as far as I can see.

I have heard from Bob Korkuc, who is writing a book about the Wright Bros. building their gliders and finally their powered Machine in 1903. It was Dr. George A. Spratt that developed the glass wind tunnel to show the airflow over the wings (using smoke) that developed the shape of the wing into the aerodynamic shape, we all know today, that produces lift and controls the point of lift for flight. Once this was shown to the Wrights in 1902 their gliders were able to fly and be controlled in flight with a man onboard. The gliders Of 1900 and 1901 could not fly and be controlled in any manner. Because of this, Bob Korkuc (Kor - kis), has received permission from the State of Pennsylvania to erect a Memorial at the farm where George Spratt lived and built the wind Tunnel for the Wrights. He needs about \$2,100 for the project, which he is hoping to dedicate in October. He is asking for donations to support his effort and has received almost half of what he needs. I am personally donating \$100 in Spratt's honor. George A. Spratt (son), was one of our Chapter 334 founding members. Because of this, I am asking for donations of any amount, by anyone who wishes to help support this historic effort. Make checks out to (EAA 334) and send them to me at the address below, or to our Treasurer, George McMillin. We will send a donation to the Spratt Memorial in May from the chapter. Thank you all,

Stay safe

Dave Sellins, EAA 1053112
20 Old Colony rd.
N. Stonington, CT. 06359

Cleveland's Disastrous Balloon Release

Sean Kernan; Better Marketing; September 16, 2020

(The event reported here took place on September 27, 1986, ed.)

There's a beautiful, sparkling curiosity in a child's eyes as they watch a brightly colored balloon being inflated. In many ways, balloons embody the spirit of our youth, the feelings of letting go, the joy of living untethered. But balloons also pop, slip away, and deflate. They disappoint. And it's very analogous to the nature of life.

It started, like most marketing disasters, in a well-intended place, with not enough thought. They'd hoped to raise money for needy families and children. So they planned an event where they'd attempt to break the Guinness Book of World Record for the largest balloon release. They dubbed it '86 Balloon fest. And there would not be a sequel, for good reason.

If you'd lived in Cleveland at the time, there's a good chance you'd have gotten a knock on your door from a child (and, hopefully, a guardian) asking if you'd like to donate.

Personally, I hate door-to-door sales. But against children? I'm helpless. Last month, a mousey young girl with thick, dark-rimmed glasses, a big backpack, and a clipboard came by to raise awareness for bee endangerment. She didn't even finish her monologue before my hand was outstretched.

The United Way did this in 1986 with balloons, asking for one dollar for each, with all proceeds going to needy families. The campaign was a massive financial success, but it would all backfire.

The United Way hired a vendor to build a giant platform, three stories high. It had a stretchable net going across the roof. As more balloons went in, it adjusted and gently housed them.

The big day came: 2,500 children, volunteers, and adults gathered beneath the giant net in the center of Downtown Cleveland. At the start of the gun, they started filling balloons with helium and releasing them to drift into the overhead net. Individual balloons began dripping upwards. Quite quickly, this net bulged to epic proportions.



Author via Twitter



Author via YouTube

The first sign of trouble came from a phone call via their weather team, who reported a pressure system that might be bringing a storm with it. Officials decided to release early, stopping short of their 2 million balloon goal, settling for a mere 1.4 million. Then, they did the count down. 3, 2, 1, launch.

The net opened and the balloons took on the shape of a slow nuclear explosion, with the balloons all bulging outwards:

Balloons usually stay afloat and drift for several hours. Theoretically, they should have spread out more. But, because of the incoming cold air in front of the storm, it pushed many of the still-full balloons straight to the ground. All across the city, giant, bright orbs bounced across highways. Thousands hovered in the air, hypnotizing drivers until they were interrupted by the slam of their bumper into another.

But these were the least of Cleveland's problems. For starters, the balloons careened into the Cleveland Airport, shutting down the airport and causing major safety hazards. Airline workers had to remove balloons from the planes' turbine engines.

Then, even worse, a missing person's report came in for two fishermen. They'd been out fishing and their boat was found turned sideways, with them presumably thrown into the water. The Coast Guard then found themselves in a nightmare rescue scenario. All across the water were "endless minefields of balloons."

Then, in an almost comical twist of bad luck, thousands of balloons landed on a rare Arabian horse farm. They began popping and confusing the horses, causing them to panic (because they are prey animals). Anyone who has worked with horses knows the biggest threat to their health is themselves. Several horses ended up attempting to jump fences and break out of barriers, hurting themselves, requiring medical care.

Lastly, hundreds of thousands of balloons landed in nearby lakes, in particular, Lake Erie, where rubber and remnants from the balloons created ecological hazards that remained for years.

Quite predictably, and with due cause, a stream of lawsuits came in from damaged parties, including the families of the drowned men, the horse farmer, and others who'd been in auto-accidents. It defied logic to approve such an event in the first place. There were myriad ways this could have gone wrong. And a few of them came to fruition, potentially costing two men their lives. The United Way did succeed with their record, coming in at 1,429,643 balloons.

And the event was surely beautiful—for a moment. But the price was high. The United Way learned the hard way that what goes up must come down.

After the resulting lawsuits, the event was a net negative, costing both the foundation and the city millions in legal fees.

The '86 Balloon fest still holds the record for the largest balloon release in history and we should keep it that way. Lastly, please, if you do have balloons for birthday parties, dispose of them properly. They just end up in the stomachs of marine life and birds, or around their necks until the bitter end.

From: <https://medium.com/better-marketing/clevelands-disastrous-release-of-1-5m-helium-balloons-a8527e4ab2df>

Man lived inside O'Hare for 3 months before detection, prosecutors say

By CHRISTY GUTOWSKI CHICAGO TRIBUNE | JAN 17, 2021



A California man who police said claimed to be too afraid to fly due to COVID-19 hid out for three months in a secured area of O'Hare

International Airport until his weekend arrest, prosecutors said Sunday.

Aditya Singh, 36, is charged with felony criminal trespass to a restricted area of an airport and misdemeanor theft. In bond court Sunday, prosecutors said Singh arrived at O'Hare on a flight from Los Angeles on Oct. 19 and allegedly has lived in the airport's security zone ever since, without detection.

Cook County Judge Susana Ortiz reacted incredulously Sunday after a prosecutor detailed the allegations.

"So if I understand you correctly," Ortiz said, "you're telling me that an unauthorized, nonemployee individual was allegedly living within a secure part of the O'Hare airport terminal from Oct. 19, 2020, to Jan. 16, 2021, and was not detected? I want to understand you correctly."

Early Saturday afternoon, two United Airlines employees approached Singh and asked to see his identification. Assistant State's Attorney Kathleen Hagerty said Singh lowered his face mask and showed them an airport ID badge that he was wearing around his neck. The badge actually belonged to an operations manager who had reported it missing Oct. 26. The employees called 911. Police took Singh into custody about 11:10 a.m. Saturday in Terminal 2 near Gate F12. Hagerty said Singh reportedly found the badge in the airport and was "scared to go home due to COVID." She told the judge other passengers were giving him food. Singh lives with roommates in Orange, Calif., southeast of Los Angeles, and does not have a criminal background, according to Assistant Public Defender Courtney Smallwood. She said he has a master's degree in hospitality and is unemployed.

Aditya Singh allegedly hid out for three months in a secured area of O'Hare International Airport. (Chicago Police Department) Smallwood acknowledged the circumstances were unusual but noted the allegations were nonviolent. It was unclear what brought Singh to Chicago and if he has any ties to the area. As a condition of bail, Ortiz barred Singh from stepping foot in the airport again if he is able to post the \$1,000 he needs for his release. He is due back in court Jan. 27.

"The court finds these facts and circumstances quite shocking for the alleged period of time that this occurred," the judge said. "Being in a secured part of the airport under a fake ID badge allegedly, based upon the need for airports to be absolutely secure so that people feel safe to travel, I do find those alleged actions do make him a danger to the community."

Landing at Sea, The Crew Made A Sail From Wing Fabric And Sailed To Hawaii

The March 18th issue of Coast Watcher, the newsletter of the Thames River Composite Squadron Civil Air Patrol (the local CAP chapter) contained an article about an early attempt (1925) by the US Navy to fly across the Pacific from San Francisco to Hawaii. Had the trip been completed as planned, it would have been a new record but the pilot, John Rodgers, a naval officer in WW1, was forced to land his sea plane on the Pacific. The Navy had pre-placed re-fueling and rescue ship at 200-mile intervals, but as the excerpt from Wikipedia below indicates, they failed to make contact with a rescue ship, made a sail, and sailed almost all the way to Hawaii where they were taken in tow by a Navy submarine and a row boat to finally complete the trip.



From Wikipedia: "Rodgers's flight proceeded with few difficulties for more than 1200 miles. However, higher than expected fuel consumption and a weaker than predicted tailwind made it necessary for the plane to land in the ocean and refuel. The plane headed for a refueling ship, but limitations of the navigation technology and erroneous navigation information provided by the ship's crew caused

Rodgers and his crew to miss the ship. The flying boat was forced to land in the ocean when it ran out of fuel on September 1. Since the position of the plane was not known while it was in the air and the plane's radio could not transmit when the plane was floating on the water, Rodgers and his crew were not found by an extensive, multi-day search by planes and a large number of ships. After passing a night without rescue, Rodgers and his crew used fabric from a wing to make a sail and sailed towards Hawaii, several hundred miles away. Later the plane's crew used metal flooring to fashion leeboards to improve their ability to steer the flying boat while it was sailing. Finally, nine days later, after sailing the plane 450 miles to within 15 miles of Nawiliwili Bay, Kauai, the plane and its crew were found by submarine USS R-4 under the command of Lt. Donald R. Osborn, Jr, (USNA class of 1920), after a search by the US Navy. They were towed near the reef outside of the port. The harbor master and his daughter rowed out to the plane and helped Rodgers and his crew surf over the reef and into the safety of the harbor. By the time they were found by the submarine, Rodgers and his crew had subsisted a week without food and with limited water. He later shared with a newspaper, "We were taken care of by the good people of the island, who insisted on treating us as invalids, whereas as a matter of fact we were in very good shape and perfectly capable of taking care of ourselves." After their return, Rodgers and his crew were treated as heroes. Also, despite not reaching Hawaii by air, their flight established a new non-stop air distance record for seaplanes of 1992 miles (3206 km). "

Bam!

by David Hughes From Sporty's Air Facts, March 20, 2021

As student pilots, we are taught to think about "what if" and we take it seriously. What if you have an engine failure? What if your gear motor starts to burn as you break out of heavy overcast, shedding your last bit of accumulated ice and put the gear down when it is under your seat, next to a large oxygen bottle under 1700 lbs. of pressure? That is another story.

Linda and I asked some friends to fly with us to Page, Arizona, and spend a few days on Lake Powell. We decided to purchase food supplies in Page to allow us to take on more fuel from our departure airport in Southern California. At the last minute, the couple called and had to cancel. I asked Linda to stop by the store and pick up supplies, anticipating time savings in Page.

I performed a pre-flight on our Cessna 182 and all was well. Linda arrived, we loaded the groceries into the back seat and launched on an IFR plan to Page. We left Chino, California, at about 2 pm. Just as we pulled out of the LA Basin and leveled off at 10,000 feet, configured the mixture and prop and set the autopilot, BAM! I lost a cylinder.

I cancelled the autopilot, scanned the gauges, looked for oil, and thereafter declared an emergency. "SoCal, 756 declaring an emergency, we lost a cylinder."



There was no oil anywhere. We scanned the instruments. Rescanned. Nothing was apparent and the plane was flying just fine. What happened?

SoCal answered and asked what our intentions were. I told them we lost a cylinder and needed to land at Apple Valley, about six miles in front of us, well within gliding distance.

They cleared us to Apple Valley, then asked how many souls on board and how much fuel. Then, after some investigation, me on the instruments and looking at the plane, and Linda looking around, she found the culprit.

So, here is the exchange between me (756) and ATC (SoCal):

756: "SoCal, 756, we found the problem, we are fine, and would like to re-join our IFR flight plan."

SoCal: "756, SoCal, OK you are cleared to Page as filed." *Pause*

SoCal: "756, SO CAL, can you tell us what happened?" *Pause*

756: "SoCal, 756, I would rather not."

Now we were in the corridor of all the airliners coming into or leaving the LA Basin from the northeast. The radio was strangely quiet.

Slight pause

SoCal: "756, SoCal, you can tell us what happened or you can land Apple Valley and fill out 1,000 federal forms." *Pause Pause Pause*

756: "SoCal, 756, ahh, we had a bag of potato chips explode in the grocery bag in the back seat."

Pause

SoCal: "756, SoCal (boisterous laughter in the TRACON background—however our controller had regained his composure somewhat). Thanks for (laughter) that report."

Then the heavy metal started talking to ATC, in between their laughter. We are so glad we were able to make everyone laugh out loud that day.

First National Aerobatics Day to Be Held in June

The International Aerobatics Club (IAC) has announced that it will be holding the inaugural National Aerobatics Day on June 26, 2021. According to IAC, the goal of the newly established event is to highlight aerobatics pilots and ground support crews. The organization plans to celebrate National Aerobatics Day annually on the fourth Saturday in June.

"National Aerobatics Day is the perfect day to host an aerobatic camp, a BBQ, a practice session, or to share videos of aerobatic activity online," said IAC President Jim Bourke. "With over 40 chapters nationwide and two international chapters, IAC members will be organizing these types of activities and others to engage the public and general aviation pilots in aerobatics."

For more details see: <https://www.avweb.com/air-shows-events/first-national-aerobatics-day-to-be-held-in-june/>

April meeting of EAA 334 We continue to meet virtually on the second Saturday of each month for Zoom sessions, Next meeting is on April 10, 2021, 10:00 am when the special presentation will be from Survival Systems USA, Underwater Escape and Survival Training to discuss where & how it all started and what exciting developments have occurred recently. Check their web site at <https://www.survivalsystemsinc.com/> News flash: HIRE VETS Gold Medallion just awarded to Survival Systems USA.

You can access the meeting on April 10, 10:00 AM on Zoom at <https://us02web.zoom.us/j/82731590005?pwd=UVFqY3ZXM0JOaURPdEg0anN3Tlpkdz09>; in case you're asked, the meeting ID is 827 3159 0005 with Passcode: 12345

EAA Webinars

April Webinars

Wittman Tailwind & Buttercup

TUESDAY, APRIL 6, AT 7 P.M. CDT

Presenter: Earl Luce | *Homebuilders Webinar Series*

[Register Now >](#)

How Risky is Maintenance

WEDNESDAY, APRIL 7, AT 7 P.M. CDT

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

[Register Now >](#)

The E-1 and the Pursuit of a Record

TUESDAY, APRIL 13, AT 7 P.M. CDT

Presenter: Eileen Bjorkman | *Museum Webinar Series*

[Register Now >](#)

Canadian Airspace 101

WEDNESDAY, APRIL 14, AT 7 P.M. CDT

Presenter: Radek Wyrzykowski | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

Flying Clubs – Getting Started

TUESDAY, APRIL 27, AT 7 P.M. CDT

Presenter: David Leiting

[Register Now >](#)

Flying Safe with BasicMed

WEDNESDAY, APRIL 28, AT 7 P.M. CDT

Presenters: Dr. Brent Blue and Tom Charpentier | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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.



Did you know that the NE Air Museum sells surplus parts and tools? Here are just a few examples. Contact them to see the full list and their innovative displays and activities: https://www.neam.org/shell.php?page=surplus_for_sale



Allison J-33

\$7,000

ID 203



Lycoming O-435-6

\$500

ID 74



Wood Ferry Fuel Tanks

\$1,000 each



Radial Arm Drill/Mill

\$780

Used/Fair Condition
16" x 20" table



Peck Stow + Wilcox Sheetmetal Brake

\$675

Used/Good Condition
Model 697, 42" table

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.

EAA Flight Training Scholarships Now Open. Whether you dream of becoming a pilot or are looking to receive an additional rating, EAA is here to help your aviation dreams become a reality. EAA awards more than \$1 million in aviation scholarship money each year to individuals who are well-rounded and involved in their school or community. Applications are now open through June 1, 2021. [Apply now >](#)

For Sale Thorp T18 recent full overhaul on Lyc o320, fuel injected, recent mags new factory cylinders. Always hangered. Additional photos available Call 860 604 1582 or E Mail n22607@aol.com . In Hartford. Joe Gauthier.



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

Simplex Aero, owned by Jeff Erekson 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>