



50 February 2021

Chapter 334 was formed fifty-one years ago

Check out the EAA334 website at <https://chapters.eaa.org/EAA334>. Next EAA334 meetings will be on Saturday January 9, 2021, and February 13 at 10:00AM on ZOOM at <https://us02web.zoom.us/j/88254031020?pwd=TGl4eFF3ZENFSFBwN1VoUHhqZHV5QT09>. Ryan Gauthier will be our **guest speaker at the** January meeting. Ryan is the owner of the flight schools Coastal Air and Action Multi Ratings; he will be describing his operation and the need for more pilots in the future. All are welcome. To join contact Dave Sellins, dsellins@comcast.net.

In this issue: Notice anything different about our newsletter's cover page? The banner will feature a photograph of some general aviation activity and change from time to time, perhaps monthly. We invite all of our readers to submit their candidate photos: reward is seeing your photo- with your credits- on our letterhead. Send your photos to Ted Gordon: tedjgordon@gmail.com.



A man is now in a "medical facility" in Las Vegas after he hopped the fence at Las Vegas's McCarran Airport and managed to climb onto the wing of a Boeing 737 loaded and ready for departure. With a sweater wrapped around his waist, he strolled the length of the wing of the aircraft getting ready to depart as Alaska Airlines Flight 1367 to Portland. Fortunately, the crew saw the man walking toward the aircraft and hit the brakes. It's not clear how he got up on the wing, but after he did, he made the most of it. At one point he sat down and took his shoes off before trying to scale the upward winglet. He lost his grip and slid off to the waiting arms of police on the ramp. He was in the medical facility a short time later. The aircraft returned to the gate and underwent a complete inspection before it took off for Portland four hours late.

From: <https://www.avweb.com/aviation-news/man-climbs-on-wing-of-departing-737/?MailingID=519>

President's Message

The end of 2020, and good riddance. Let's all hope for a Happy New Year, freeing us from the virus threat. With a series of Vaccines being distributed in record time, we have salvation in sight. Let us renew our spirits and faith by wishing everyone a very Merry Christmas!

Our Local Chapter 334 of the Experimental Aircraft Association has a lot to be thankful for this year. Our active and supporting membership has doubled this year. We have twenty-eight members, of which three are Honorary. This leaves twenty-five members paying dues to support our annual dues paid to the Inter-National EAA, which includes insurance for all of our activities. I would like to thank each of you for staying with EAA 334 as members and securing its future.

Due to the Covid Virus cancelling our Young Eagles Flights and our Homebuilt aircraft flyin's for the Connecticut Airport "Open House" Events, we had no joint flight activity. Our meetings have had to change to "Virtual" meetings by Zoom, but they have worked out well and we have stayed together as an organization of aviation enthusiasts. Through the Zoom Meetings we can share our flight experiences and our aircraft building experiences. We have had some very interesting and impressive Guest Speakers that have taught us valuable lessons. The guest speakers have given us a special entertainment when we need it the most. They have brought us together in our love of flight. The Zoom Meetings have given us the ability to see each other's faces and enjoy one another's company, while staying safe and socially distant from each other. It has been a year like no other, but it has demonstrated why belonging to a local chapter of the EAA is so rewarding.

We will continue with our Meetings by Zoom for the next foreseeable future. I am looking forward to Ryan Gauthier in January, Sam Watrous in February, and Rob Schaum in March. They have a whole lot going on and it will be exciting to hear from each of them. I am now working on guest speakers for May, June and July. I want to continue each month with guest speakers to begin our future meetings even when we can get back together live at the Mystic Jet Center. Let's keep up the spirit of Thanksgiving!

Merry Christmas to all,



Dave
EAA 1053112
President EAA 334

Into Flight Once More

From: director@ddaysquadron.org



Last year, flying from Oxford airport in Connecticut, a squadron of World War II-era DC3/C47 airplanes formed up to fly to England to honor the 75th anniversary of D Day and Greatest Generation who sacrificed their lives to protect freedom worldwide. Lovingly restored and flown here by passionate aviators from all over the country, each plane represents an investment of money and countless hours. To fly from Connecticut to Canada, Greenland, Iceland, Scotland, England and finally across the English Channel to Normandy, France where, on June 6, 2019, the members of this remarkable squadron join roughly 500,000 people from all over the globe to celebrate the 75th Anniversary of D-Day. The squadron members' backgrounds and personal motives differ, but what unites them in recreating this historic journey is their commitment to honoring the veterans that secured peace for all of us and celebrating their return home. For many of the men and women who served in World War II, seeing the vintage airplanes again sparked memories long held deep inside. At each stop on the journey from the United States to France, they met veterans as they reconnected with the planes that flew, provisioned, rescued, supported and meant so much to them during wartime.

My wife and I visited the squadron at Oxford airport before they left and with their permission, climbed aboard a few of the DC-3's.



A film is being prepared to record this adventure and the trailer is available on https://ddaysquadron.org/our-film/?mc_cid=3ee9637cec&mc_eid=69c5694402. It is narrated by Gary Sinise; don't miss it. Even the trailer is outstanding.

Bob Korkuc's New Book on How the Wright Brothers Invented the Wright Flyer

George Alexander Spratt, a non-practicing medical doctor and farmer, dedicated his spare time from 1899-1903 to the invention of the airplane. At his West Brandywine farm, Spratt performed countless aeronautical experiments to understand the forces that would keep a flying machine safely aloft. He was one of the first Americans to use a wind tunnel to study the forces of Lift, Drag and the travel of the Center of Pressure on a curved wing. From 1898-1910, Spratt exchanged hundreds of letters with the "Father of Flight", retired Civil Engineer Octave Chanute. His son, George G. Spratt was **a member of our EAA 334 chapter**.

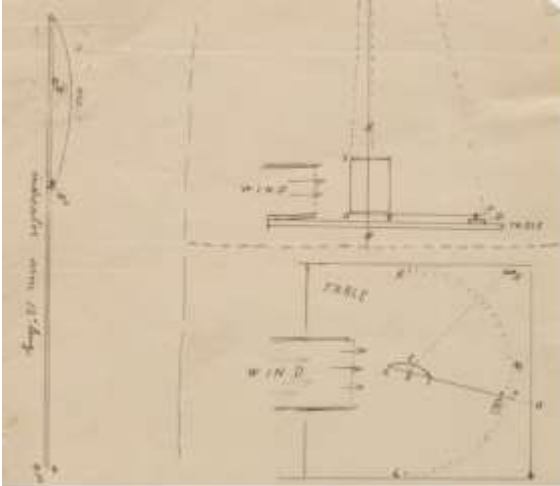
In a May 23, 1901 letter to Chanute, Spratt revealed the results of his experiment that showed how the Center of Pressure on a curved surface would move rapidly backwards at low angles of attack. A month later, Chanute sent a letter to Wilbur Wright requesting that Spratt be invited to assist Wilbur and Orville at the Kitty Hawk, North Carolina camp. In late July, the Wright brothers' glider kept darting to the ground at low angles of attack. Spratt, along with E. C. Huffaker, diagnosed the problem to the reversal of the center of pressure. Spratt advised the brothers on how to correct the issue and the reworked machine subsequently flew hundreds of feet each time without darting to the ground. Later, Wilbur Wright acknowledged Spratt's help in his lecture, "Some Aeronautical Experiments" given to the Western Society of Engineers in the fall of 1901.

At the 1901 camp, Spratt described how he performed his wind tunnel (see a copy of his sketch below) experiments to the attentive Wrights. He also described how his wind pressure test apparatus could simultaneously measure the lift and drag forces on a surface, eliminating the errors plaguing other experimenters. In November of 1901, Spratt sent a picture of his apparatus to the Wrights. Abandoning the trial-and-error approach of their earlier glider designs, and with guidance by Spratt, the Wrights went into the laboratory in the fall of 1901 and performed wind tunnel experiments in Dayton, Ohio, and determined the optimal shape of a wing. The chosen wing shape was featured in all of their subsequent airplanes.

Spratt assisted the Wrights again at Kitty Hawk over the next 2 years but he left just prior to the famous first flight on December 17, 1903. In 1906, Wilbur and Orville Wright spent two days with their friend Spratt at his farm in West Brandywine, Pennsylvania.

In October of 1909, after the famous brothers demonstrated their invention to the world, a bitter Spratt wrote to Wilbur expressing his belief that he had not been given credit for his role in the brothers' success, Wilbur replied, "when we give to the world that part of our work, we shall certainly give you proper credit." Unfortunately, Wilbur Wright was unable to fulfill that pledge as he died of Typhoid fever in 1912.

Despite the success of the Wright airplanes, Spratt continued his pursuit of designing a safe airplane that would not stall. In 1934, two months prior to his death, he fulfilled his dream by demonstrating his airplane at Coatesville before news reporters from all over the country.



*THE WIND TUNNEL, FROM THE
LIBRARY OF CONGRESS*



The Control wing land plane with George G. Spratt in the Pilot's seat. Courtesy of the Spratt family

A Memorial Marker for George A Spratt

As noted above, historian and author Bob Korkuc has been working on a book about HOW the Wright Brothers invented the "Wright Flyer", the first practical heavier than airplane. During his research, he became aware of the important technical contributions of George Alexander Spratt to the Wright Brothers. **George G. Spratt, the son of George A., was a member of the EAA Chapter 334 for years until his death in 1998.** As a result of Korkuc's interest in Spratt, and to honor Spratt's contributions, he submitted an application to the Pennsylvania Historic Marker Commission to place a marker at the location of George A. Spratt's farm in West Brandywine, PA. The historic barn, which was shown in the background of a 1908 photograph showing a Spratt "Controlwing" Glider, still stands today. Should the Spratt marker be approved in March of 2021, funds will need to be raised to fabricate the marker. The approximate cost of the marker is \$2,110 dollars. If the marker is approved, please consider offering a pledge to honor both George A. Spratt and his famous son George G. Spratt. Note George G. Spratt, who was a resident of Clinton, CT spent his entire life improving his father's controlwing airplane design. He was a member in good standing in the EAA and often could be seen with his Flying Boat controlwing aircraft on Long Island Sound in CT.

FLIGHT TRAINING SCHOLARSHIPS

AOPA MEMBERS INVITED TO APPLY FOR 2021 YOU CAN FLY PROGRAM AWARDS By Eric Blinderman

Applications for AOPA's You Can Fly program 2021 scholarships opened on December 1. AOPA has awarded nearly \$2.5 million in scholarship funding to 345 aspiring and enduring pilots in the past two years.



Photo by Mike Fizer.

"AOPA's mission is to protect your freedom to fly, and these scholarships bring this vision alive by opening the sky to more people with that passion," said Elizabeth Tennyson, executive director of AOPA's You Can Fly program. "These scholarships help current and future aviators at all points in their flying journey, especially those who may not have seen a path to the cockpit."

The deadline for all scholarship applications is February 14 at 11:59 p.m. Eastern time.

With different goals for different aviators—and those aspiring to become pilots—AOPA is offering flight training scholarships in several categories.

Thanks to the generosity of the Ray Foundation, 80 high school students, ages 15 to 18, will receive flight training scholarships in 2021. Scholarship recipients will be able to use the money for direct flight training expenses to pursue a primary pilot certificate, such as a private, sport, or recreational pilot certificate. They must also complete a flight training milestone: achieving either a solo flight or earning a primary pilot certificate within one year of receiving a scholarship. Ninety-two percent of students who received scholarships in 2019 had achieved at least one of those milestones after one year.

NTSB OPENS DOCKET ON B-17 CRASH

By Jim Moore From: https://www.aopa.org/news-and-media/all-news/2020/december/16/ntsb-opens-docket-on-collings-foundation-crash?utm_source=epilot&utm_medium=email



The public docket for the investigation posted online December 9 contains hundreds of pages, including witness interview reports, findings from detailed examination of two of the bomber's four engines, and other material that enables a chilling re-creation of the ill-fated flight of the vintage bomber dubbed *Nine O Nine*. An agency spokesman told local media that the information was released in the interest of transparency and asked the public to continue to be patient while the agency works to make a probable cause determination.

The pilot, Ernest McCauley, 75, and co-pilot Michael Foster, 71, were both killed in the crash, along with five of the 10 passengers who had each donated \$450 to the Massachusetts-based Collings Foundation in exchange for a seat on the flight conducted under the foundation's FAA Living History Flight Exemption. The foundation is defending itself in three lawsuits filed since the crash. The FAA revoked the foundation's exemption allowing revenue flights in the B-17 in March, citing lapses in crew training, maintenance, and safety management.

Investigators focused on the two engines on the right wing of the aircraft, engines No. 3 and 4. Engine No. 4 had been shut down and the propeller "feathered" in flight, a fact corroborated by the surviving crewmember who was aboard, and physical evidence.

"The disassembly and examination of the two engines did not reveal any preexisting mechanical defects or failures. However, the examination of the No. 3 engine's pistons and spark plugs showed evidence of detonation that would have resulted in a significant loss of engine power," the powerplant group's factual report states.

The flight departed Runway 6 at Bradley International Airport in Windsor Locks, Connecticut, and reported intent to return to the airport soon after being handed over to departure control, still on a right crosswind. ADS-B data compiled by investigators indicate the aircraft was about 600 feet above field elevation at the time the crew requested a return to the airport, though they declined an air traffic controller's offer of assistance.

"The controller then asked for the reason for the return to the airport, and the pilot replied that the airplane had a 'rough mag' on the No. 4 engine," the Aircraft Performance ADS-B Study states. "The controller then instructed the pilot to fly a right downwind leg for runway 6 and confirmed that the flight needed an immediate landing. He subsequently cancelled the approach of another airplane and advised the pilot to proceed however necessary to runway 6. The approach controller instructed the pilot to contact the tower controller, which he did."

Descending to about 300 feet at the midfield point of the right downwind, McCauley and Foster were faced with a dilemma that the ADS-B Study details: the asymmetric thrust created by left-wing engines operating normally while the two on the right wing were producing reduced power at best. According to the ADS-B data plot, the aircraft was a little more than 2,000 feet from the approach end of Runway 33, directly off the stricken aircraft's right wing at this point in the flight.

"Compensating for the loss of right-wing thrust by increasing the thrust on the left-wing engines (#1 and #2) would have exacerbated the thrust asymmetry, and required additional rudder to prevent the airplane from yawing to the right," the report states. "Consequently, the amount of additional thrust that could have been provided by the left-wing engines might have been limited not only by the maximum power output of those engines, but also by the amount of rudder available to compensate for the thrust asymmetry; once the maximum rudder is applied, any further increase in the thrust asymmetry will result in a right yaw."

Investigators calculated that it was theoretically possible for the stricken bomber to have returned to the runway from which it had launched, despite the loss of power in two engines.

"The effect of airspeed on power required, flight path angle, and rate of climb is also presented, and indicates that during most of the flight, the airspeed was below the airspeed that would maximize the flight path angle (the condition required for maximizing the distance flown for a given altitude loss), and suggests that the airplane might have been able to clear the runway approach lights and reach the runway 6 threshold if the airspeed during the return to the airport had been higher (and/or if the landing gear had been kept raised until landing was assured)."

The FAA, when revoking the Collings Foundation's living history flight exemption in March, noted maintenance issues and defects found by investigators in both of the right-side engines.

EAA Museum Offers New Series,

By Kate O'Conner; December 18, 2020



EAA Aviation Museum

The Experimental Aircraft Association (EAA) Aviation Museum has announced that it will be offering a free webinar series highlighting its extensive collection. Beginning in January 2021, the series aims to share the history and stories of a different aircraft or aviation-related artifact each month. Each webinar episode will be hosted by a member of the EAA museum staff.

"With more than 100 aircraft on display in the museum and thousands of aviation artifacts in the EAA collection, the webinar series will bring original insight with every monthly episode," the organization said.

Webinar sessions will take place at 7 p.m. central time on the second Tuesday of each month. The first of the series, to be held on Jan. 14, will cover the museum's Bell UH-1 Iroquois followed by an episode on the development of the F4U Corsair on Feb. 9. Registration is required to attend and can be completed at <https://eaa.org/eaa/news-and-publications/eaa-webinars>.



New Additions to Our Exhibit Hangars!

New to the exhibit hangars this fall is the Burnelli CBY-3 Loadmaster, just out of restoration. This is a must-see aircraft located in our civil aviation hangar.

Our newly updated Kaman exhibit features state-of-the-art augmented reality and 3D hologram technology for a great learning experience.

And if you have not visited us recently, you may be surprised to see our F-14B Tomcat has also come out of storage, along with our Stearman PT-17, and Ryan PT-22A trainers.



EAA Homebuilders Week Schedule

TUESDAY, JANUARY 26, 2021

1 p.m. - 2:15 p.m.

[Building An Aircraft – What You Need To Know](#)

Presenter: Charlie Becker

Company: EAA

2:30 p.m. - 3:45
p.m.

[Sheet Metal Basics](#)

Presenter: Mark Forss

Company: EAA SportAir Workshops

4 p.m. - 5:15 p.m.

[Homebuilt Safety](#)

Presenter: Ron Wanttaja

Company: Aviation Author

5:30 p.m. - 6:45
p.m.

[Composite Construction Basics](#)

Presenter: Mark Forss

Company: EAA SportAir Workshops

7 p.m. - 8:15 p.m.

[Kit Selection](#)

Presenter: Paul Dye

Company: Kitplanes

WEDNESDAY, JANUARY 27, 2021

1 p.m. - 2:15 p.m.

[Panel Planning & Wiring](#)

Presenter: Marc Ausman

Company: Aviation Author

2:30 p.m. - 3:45
p.m.

[Zenith Aircraft Kits & Plans](#)

Presenter: Sebastien Heintz

Company: Zenith Aircraft

4 p.m. - 5:15 p.m.

[Buying A Used Homebuilt](#)

Presenter: Vic Syracuse

Company: Base Leg Aviation

5:30 p.m. - 6:45
p.m.

[Garmin Experimental Avionics Solutions](#)
Presenter: Brad Brensing
Company: Garmin

7 p.m. - 8:15 p.m.

[Engine Selection Basics](#)
Presenter: Dan Horton
Company: Kitplanes

THURSDAY, JANUARY 28, 2021

1 p.m. - 2:15 p.m.

[RANS Aircraft Kits](#)
Presenter: Randy Schlitter
Company: RANS Aircraft

2:30 p.m. - 3:45
p.m.

[Welding Basics](#)
Presenter: Earl Luce and Charlie Becker
Company: LuceAir LLC and EAA

4 p.m. - 5:15 p.m.

[Sonex Aircraft](#)
Presenter: John Monnett
Company: Sonex Aircraft

5:30 p.m. - 6:45
p.m.

[Dynon & Advanced Flight Systems](#)
Presenter: Michael Schofield
Company: Dynon

7 p.m. - 8:15 p.m.

[Van's RV Aircraft Kits](#)
Presenter: Greg Hughes
Company: Van's Aircraft

FRIDAY, JANUARY 29, 2021

1 p.m. - 2:15 p.m.

[Plans Built Aircraft: The Affordable Option](#)
Presenter: Tim Hoversten
Company: EAA

2:30 p.m. - 3:45
p.m.

[Working With Wood 101](#)
Presenter: John Egan
Company: EAA

4 p.m. - 5:15 p.m.	<u>Liability of Selling Your Homebuilt</u> Presenter: Pat Phillips Company: Aviation Attorney
5:30 p.m. - 6:45 p.m.	<u>Considerations in Design and Application of the Perfect Paint Scheme</u> Presenters: Craig Barnett and Ken Reese Companies: Scheme Designers and KD Aviation
7 p.m. - 8:15 p.m.	<u>Condition Inspections</u> Presenter: Vic Syracuse Company: Base Leg Aviation

SATURDAY, JANUARY 30, 2021

1 p.m. - 2:15 p.m.	<u>FAA Certification Basics</u> Presenter: Dave Prizio Company: E-AB DAR
2:30 p.m. - 3:45 p.m.	<u>Fabric Covering Basics</u> Presenter: Mark Forss Company: EAA SportAir Workshops
4 p.m. - 5:15 p.m.	<u>Flight Testing Basics</u> Presenter: Gary Baker Company: EAA Flight Advisor
5:30 p.m. - 6:45 p.m.	<u>Velocity Kit Aircraft</u> Presenter: Riley Swing Company: Velocity Aircraft
7 p.m. - 8:15 p.m.	<u>Engine Break In</u> Presenter: Mike Busch Company: Savvy Maintenance

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.

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 Erikson 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-eea/renew-membership>