



## 46 October 2020 Newsletter

Check out the new EAA334 website at <https://chapters.eaa.org/EAA334>. Next EAA334 meetings will be on- line on September 12 and October 10, 10:00AM. Join us on line with ZOOM at <https://us02web.zoom.us/j/88254031020?pwd=TG14eFF3ZENFSFBwN1VoUHhqZHV5QT09> We will have a **guest speaker on September 12:** Phil Smith, Owner of Learn2Fly CT flight school

In this issue: early history of KGON, a Cessna that flew 2 months without landing, a British dirigible that flew across the Atlantic (west to east) and found no ground crew to help with landing, a view of all the aircraft in the air RIGHT NOW at KGON, and a ransomware attack on Garmin.

Our “name that airport” contest continues: Last month it was the grass strip at Waterbury CT (Plymouth). I used to fly gliders from this field. **We had a winner! Sam Grills, who recalled driving past the field 20 years ago and stopping to see the glider activity.** Another competition this month. \$20.00 for the first correct answer for this month’s photo, below. Officers excluded.



### GARMIN CYBERATTACK



Last month, Garmin endured a ransomware attack that caused several days of service problems. Their announcement said, ““We are currently experiencing an outage that affects the Garmin Pilot App and as a result, some services, such as flight plan filing, may be unavailable.” A few days later an update: “Many of the systems and services affected by the recent outage, including flyGarmin and Garmin Pilot, are returning to operation..”

Ransomware attacks have increasingly targeted industrial control systems and critical infrastructure, from oil refineries, gas pipelines, and power grids to hospitals. Often the attackers are criminals looking to take advantage of victims that have the most to lose when their systems go down, making them more likely to pay up to restore them. Based on Wired; <https://www.wired.com/story/garmin-outage-ransomware-attack-workouts-aviation/>

News reports suggest that Garmin might have paid millions in ransom to cure the issue. Source: <https://www.forbes.com/sites/quickerbetteertech/2020/08/09/garmin-surrenders-pays-millions-in-ransom-and-other-small-business-tech-news/#17cbe1417b0d>

## *President's Message*

During this Strange Time of many months of World Pandemic, it is great to realize that our interest and love of Aviation has actually saved us from boredom and depression. EAA 334 has actually doubled our active membership, in spite of the Pandemic. Three of our member builders are nearing "First Flight" and others are continuing to build their aircraft for fun and excitement. Our monthly meetings have gone to "Zoom Status" which has forced us to learn new communication techniques and continue to enjoy one another's company and aviation experiences. The Monthly News Letter of EAA 334 has been expanded by Ted to include videos of Aviation training and experiences to fuel our interests about flying. Bernie Stumpf has customized our new Web Site for EAA 334 to include pictures of members aircraft and projects progressing to First Flight event. EAA 334 has developed new up to date (2020), bylaws for the Chapter as we look forward to a bright future of increased activities and flying experiences past the COVID Pandemic.

EAA Chapter 334 is celebrating it's Fiftieth Year of existence with our Banner proudly displayed at the Groton / New London Airport Terminal. In many ways we are a renewed Chapter, able to overcome the Covid-19 Pandemic and prepare for our successful new future in aviation experiences.

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



# *The Flight That Lasted Two Months*

Daniel Ganninger Oct 13, 2018 Medium Daily Digest May 31, 2020



The plane now hangs at McCarran Airport in Las Vegas. [Daniel Piotrowski/Wikimedia](#) CC BY-SA

In 1958, two men piloted a modified Cessna 172 for 64 days, 22 hours, and 18 minutes over the desert in the Southwestern United States. Their world endurance record in a propeller-driven airplane still stands today.

Here's how it all got started. Pilots had been setting endurance records for years in the 1920s and 1930s. By 1935, the record stood at 27 days, 5 hours, and 34 minutes. It was broken again in 1939 and twice in 1949; the time for being in the air without landing stood at a whopping 46 days and 20 hours. This feat was eclipsed nine years later in 1958 when two pilots in Dallas, Texas, flew for 1,200 hours and 16 minutes: 50 days in the air. That record would stand for 123 days before it was broken by pilots Bob Timm and John Cook.

Bob Timm had been working as a slot machine mechanic at the Hacienda Hotel in Las Vegas, Nevada, when he suggested to the owner of the hotel, Warren "Doc" Bailey, that he should sponsor an airplane endurance flight. Bailey agreed and funded the flight. Timm planned to fly a Cessna 172 with the Hacienda Hotel name painted on the side of the aircraft. It was intended to be great publicity for the hotel, but to keep people from thinking it wasn't just a cheap casino promotional trick, Bailey made the flight into a fundraiser for the Damon Runyon Cancer Research Foundation. They even gave people the option of guessing the length of the flight for a fee to have the chance to win \$10,000 if they were correct.

Timm acquired a Cessna 172 aircraft and began to make modifications for the endurance flight, including a belly tank, a co-pilot door with a platform for use during refueling and a small sink so the pilots could keep clean.

Timm was an experienced pilot and a certified airplane mechanic. It took a year to get all the modifications in place. The test flights didn't get longer than 17 days because of mechanical problems, and Timm wasn't getting along with his co-pilot of the flight. That's when John Cook came along. Cook was a commercial pilot and an airplane mechanic and agreed to co-pilot the airplane with Timm for the endurance flight.

The pair took off from McCarran Field in Las Vegas on December 4, 1958 in the afternoon. They had received special permission from the FAA to fly over their maximum allowed takeoff weight; they were overweight by 350 to 400 pounds. As soon as they were off, officials painted white stripes on the tires while riding in a car underneath the aircraft as it flew so they could be sure the airplane didn't touch down offsite and takeoff again during the flight.

The plane refueled twice a day along a portion of road in the California desert near Blythe. A fuel truck would race with the airplane, and by using the special platform on the airplane that had a winch, the fuel line from the truck would be brought up to the aircraft. The pilots would then refuel the plane. This was also how the men got supplies such as food and water. This procedure was repeated 128 times during the course of the endurance flight.

The pilots started to have equipment failure on many things in the aircraft as the time up in the air grew. The pure stress of the flight was also making things difficult as the two men were getting very little sleep and had very little physical activity they could do in the small, noisy airplane.

They flew for 15 days after breaking the existing record before landing on February 7, 1959, back at McCarran Field where they had started almost 65 days before.

Timm returned to work at the Hacienda Hotel, and Cook returned to flying for the airlines. The airplane was put on display at the hotel for around two years before it was sold to someone in Canada. Timm died in 1978, but before he passed, he asked his sons to find the airplane. Timm's son, Steve, located the plane in Saskatchewan, Canada, and returned it to Las Vegas in 1988. In 1992, the plane became an exhibit at the McCarran Aviation Heritage Museum after it was restored. Now it hangs above the baggage claim area at McCarran Airport.

# *Early History of Groton/New London Airport (Now KGON) Airfield*

From: <https://www.theday.com/local-news/20200721/history-revisited-amelia-earhart-and-x2018flying-governorx2019-visit-trumbull-airfield> by *Jim Streeter*



This May 1930 photograph shows an Army Air Corps fighter squadron from the Trumbull Airfield, participating in warfare maneuvers on the Groton side of the Thames River. (Courtesy of the Jim Streeter Collection)

In the early 1900s, the wealthy industrialist Morton F. Plant came to Groton to establish his extravagant summer mansion and estate. Plant, who had a keen interest in becoming a “gentleman farmer”, purchased two large farms consisting of approximately 275 acres in Poquonnock Plains, between Baker’s Cove and the Poquonnock River, and established his Branford [dairy] Farm.

Ten years after Plant died in 1918, the State of Connecticut, while lobbying for the establishment of a major transatlantic shipping business in New London, learned of a requirement for an airfield to support the new business. The state subsequently obtained an option to purchase the Plant dairy farm property to use as an airfield.

In 1928, although the proposed shipping project did not come to fruition, the state, through the efforts of then Governor John Trumbull, purchased the Plant property to use as a state airfield. It was named Trumbull Airfield.

On July 21, 1928, a special “Governor’s Day” program was held at the new Trumbull Airfield to honor Gov. Trumbull, for whom the field was named. Trumbull, who was an aviation enthusiast, had obtained his pilot license in 1926 at the age of 53. Once he obtained his



license and continuing until he retired in 1931, he often piloted his own airplane to official appointments and speaking engagements, which earned him the nickname of the "Flying Governor." On the day of the event in his honor at the new airfield, Gov. Trumbull, while landing his plane, struck another plane landing at the same time on a diagonal course in front of him. Fortunately, only minor injuries were sustained by all involved. Subsequent investigation indicated that, due to the circumstances beyond the control of both pilots, no fault was placed for causing the accident.

In the mid 1930s, during the height of the Great Depression, the federal government established what was called the Work Progress Administration program, which provided jobs and income for millions of unemployed Americans. A WPA camp, consisting of approximately 350 men, was established at the airfield. It was the hard work of the WPA workers that converted most of the former farm acreage and buildings into the groomed runways and support facilities. In the early 1940s after the field was leased to the U.S. Army, three concrete runways, taxiways and aprons were constructed.

In September and October 1940, the airport was used by three separate Army Air Corps fight groups to train and qualify in the operations of .30 and .50 caliber machine guns. The pilots of the planes, flying at speeds of up to 360 mph, would shoot at targets set up in sandpits at the airport. Although yachts and other marine traffic in the area were warned to keep at a distance of one mile, the public was permitted to watch the maneuvers at the field.

Throughout the years, numerous dignitaries, including several United States presidents, congressmen, governors and entertainers have utilized the Trumbull Airfield during visits to the area. One of the most noteworthy figures to land at the airport was aviator Amelia Earhart. Earhart had set numerous flying records, including being the first woman, and second person, to fly solo across the Atlantic (Charles Lindbergh was the first person to do so) and the first woman to fly non-stop across the continental United States.

On Feb. 7, 1931, Earhart married New York book publisher George P. Putnam, at Putnam's mother's home in Noank. As the story goes, Earhart had not only flown into Trumbull Airfield for the wedding but had also previously flown there on several occasions to visit Noank.

Unbeknownst to many readers, in 1948, a resort-type hotel named the Air Holiday Inn opened at the airport. It boasted having topnotch aircraft service, with excellent rooms, delicious meals and nearby boating, golf, fishing, swimming and plain relaxation. Unfortunately, due to lack of business, it did not remain in operation very long.

*Jim Streeter is the Groton town historian.*

*Added information:* In 1944, the Navy took possession and it was an auxiliary field for Quonset Naval Air Station. The airport reverted to the State in 1946 as Trumbull Airport and in 1980 became Groton- New London Airport.

# *British Officer Parachutes down to Organize a Ground Crew for His Dirigible*

From CAP Coastwatcher July 9, 2020; by Public Affairs Officer Lt Col Rocketto, Thames River Composite Squadron, Connecticut Wing, Civil Air Patrol



R.34 left Pulham England on July 2, 1919 (one hundred and one years ago) and arrived at Roosevelt Field, Mineola, N.Y on July 6th after a 108 hour flight. The airship was not intended to accommodate passengers so a make-do sleeping arrangement was jury-rigged and hammocks were slung from frames along the keel.

Major G.H. Scott of the RAF commanded. After take-off and too late to turn back, a stow-away, was discovered, another first.

No experienced ground crew awaited them so Maj. E. M. Pritchard parachuted down to organize the landing party! Displaying classic RAF elan, Pritchard, the R.34 executive officer landed in full uniform carrying his swagger stick. Appropriately attired he became the first person from Europe to arrive in the United States by air .

On July 10th, R.34 departed Mineola, circled Times Square on Manhattan Island and returned to Pulham in 75 hours with the aid of the prevailing westerly winds.

July 13, 1919 – The RAF airship R.34 arrived back at RNAS Pulham after completing the first round- trip trans-Atlantic flight and the first crossing from east to west.

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# *PLANS FOR BIG AIRSHIPS CONTINUE*

Check this out: <https://www.youtube.com/watch?v=QwLa24BO7oI>.



## *SEE WHO'S IN THE AIR NEAR GON:*



FlightAware is a global aviation software and data services company based in Houston, Texas. The company operates a website and mobile applications which offer free flight tracking of both private and commercial aircraft around the globe.

You can find it at: [https://flightaware.com/live/airport\\_status\\_bimap.rvt?airport=KGON](https://flightaware.com/live/airport_status_bimap.rvt?airport=KGON)

Hover your mouse over any aircraft symbol and see their tail number and more. It's live.



# DISINFECTING AIRCRAFT REQUIRES PROPER SUBSTANCES, TECHNIQUES

August 20, 2020 By David Tulis

An aircraft renter with a distillery-produced sanitizer meant well, but improper disinfecting techniques damaged the instrument panels of two Cessna 172s at Florida's [Atlas Aviation](#) and required costly repairs.



Certain alcohol-based liquids may help disinfect hands, but they can be dangerous to airplane avionics, instrument panels, and other components of aircraft interiors, the flight school learned.

“It affected the factory paint and to fix it, we need to completely remove every radio, all avionics, the switches, and other items, and resurface the panels,” said chief pilot Dave Presnell.

Prior to flights, pilots at the company’s main Peter O. Knight Airport location and the satellite location at Plant City Airport, are issued a plastic bag with wipes and an approved disinfectant-cleaner for pre- and postflight wipe-downs. Additionally, line personnel sanitize the fleet of 12

rental aircraft when they're serviced so a "triple check" is in place to avoid pathogen contamination.

Altruistic owners of distilleries pivoted from making vodka, tequila, or rum and provided stopgap hand sanitizer solutions to bolster the supply chain during the early throes of the coronavirus pandemic when consumer panic cleaned out commercially available disinfectant wipes from stores.

The Centers for Disease Control and Prevention warned that while certain forms of alcohol are useful in controlling surface bacteria, the substance has "shortcomings" that can harm medical equipment, electronic devices, and other sensitive gear. Researchers cautioned that inadvertent damage to "the shellac mountings of lensed instruments" could occur, and prolonged or repeated use tends to "swell and harden rubber and certain plastic tubing" and harm other materials.

## *SHORT FINAL: AWFULLY QUIET*

Editorial Staff

August 17, 2020 From AvWeb Aug 19, 2020

Heard on So-Cal after a long period of silence:

**Cessna 234:** "SOCAL Approach, Cessna Two Three Four."

**SOCAL Approach:** "Go ahead Two Three Four."

**Cessna 234:** "Just thought I'd check in to see if we're still on the air. It's been awfully quiet."

**Approach:** "Yeah, we're still alive. Actually, it's one of those relative things; it's been awfully quiet to you but it's been nice and quiet to us."

*Steve Brown*



For the last few 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 will be on- line on Join us on line at

<https://us04web.zoom.us/j/5821750404?pwd=dEF2enRmQ3JBSllOMG51UWhobVRiQT09>.

on September 12, 10:00 AM. We hope you will invite others- non-members, young people, friends- to attend this virtual meeting. We will have a **guest speaker on September 12:** Phil Smith, Owner of Learn2Fly CT flight schools who will be. talking about the special features of programs at his schools at Windham Airport (KIJD) and Brainard Airport (KHFD) and the challenges of flight schools in the COVID era. The web site for Learn2Fly shows their Cessna 172, Piper Warriors, a Pipistrel LSA, a flight simulator, and drone training.

## **Future EAA Webinars**

### **Zenith STOL Airplanes**

**Tuesday, September 1, at 7 p.m. CDT**

Presenter: Sebastien Heintz | *Homebuilders Webinar Series*

[Register Now >>](#)

### **Fresh Annual**

**Wednesday, September 2, at 7 p.m. CDT**

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

[Register Now >>](#)

### **Keeping Your Rotax Alive**

**Wednesday, September 9, at 7 p.m. CDT**

Presenter: Professor H. Paul Shuch I | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >>](#)

### **Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?**

**Tuesday, September 15, at 7 p.m. CDT**

Presenters: Randy Brooks and Norm Dequier | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)



## **So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options**

**Tuesday, September 22, at 7 p.m. CDT**

Presenters: Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz | *Qualifies for FAA WINGS credit.*

[Register Now >>](#)

## **Founder's Innovation Prize Grand Championship Check-In**

**Wednesday, September 23, at 7 p.m. CDT**

Presenter: Terry Lutz

[Register Now >>](#)

## **\$500 HUD**

**Tuesday, October 6, at 7 p.m. CDT**

Presenter: John Muzzoli

[Register Now >>](#)

## **Van's RV-14**

**Tuesday, November 3, at 7 p.m. CST**

Presenter: Greg Hughes

[Register Now >>](#)

## **RANS S-21 Outbound, All Metal, All Purpose**

**Tuesday, December 1, at 7 p.m. CST**

Presenter: Randy Schlitter

[Register Now >>](#)

**New Member Benefit: EAA Videos :** After extensive development and testing, EAA has fully integrated video content within [EAA.org](http://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.

## 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.

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*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.*

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## 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**

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## 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 stripping 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. [rnt984@gmail.com](mailto:rnt984@gmail.com)



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***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](mailto:greg.prentiss@gmail.com); 860-872-2278 Home/Office, 860-205-7640 Cell

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**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.

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**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>