



## Chapter 334

Groton, CT

### #55; July 2021

*Chapter 334 was formed fifty-two years ago*



*Photo by Jason Otrin EAA 334*

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

The next EAA334 meetings will be on Saturday, June 12; 10 Zoom on-line, at <https://us02web.zoom.us/j/82731590005?pwd=UVFqY3ZXM0J0aURPdEg0anN3Tlpkdz09>, As usual, no July meeting. Sam Watrous will be speaker who will bring us up to date and his company, Scalebirds, is progressing with their first commercial LSA kit. The meeting after that will be in the Fall, hopefully in person.

Inside you'll find articles ranging from feedback on the crash of a B-17 in 2019 at Bradley Airport that killed 7, to a recent

midair in which all walked away. Also about clean-up of NOTAMS and the license revocation resulting from a dumb trick of flying under a bridge by a favorite aviation writer and FAA examiner. Also a great video of a carrier landing of a Harrier jet with a nose wheel problem.

The banner photo this month is from Jason Otrin and is of a beautiful sky, in Connecticut near Middletown, over the Connecticut River. . Your photo can run here; please submit photos for use in our newsletter header banners; submission will be taken as permission to use the material. Editor will make the choice each month.

## *President's Message.*

The R.A.F

There are many organizations in the world of aviation. The largest in the world of course is the Experimental Aircraft Association in Oshkosh, Wisconsin. One more recently organized (2003) is the Recreational Aviation Foundation (RAF). This organization is preserving and or creating Recreational Airstrips across the United States, as pointed out to us by our Past President, Bogdan Gutowski.

Their most recent "save" was the Goodspeed airfield in Connecticut along the Connecticut River. During 2020, the RAF organized and facilitated financing of the airfield by a group of local pilots. This saved the historic and beautiful airstrip from being plowed under and developed for some other use. This act of saving Goodspeed Airfield hits very close to home for many of us, especially if you have flown in and landed there. I enjoyed flying the J-3 in from Chester airport and doing some touch and goes at Goodspeed.

The RAF has saved many airstrips in many states and has been instrumental in creating new ones. The RAF has member contacts in most States that stay tuned to the political and the aviation communities to find opportunities to save or build recreational airfields. They are a 501,C.3 organization that accepts tax deductible donations.

I recommend that all members stay alert for opportunities to support RAF through donations or even joining the RAF to aid them in their continued and valued support of our Aviation Community.



Dave Sellins  
EAA 1053112  
President EAA 334

# *NO INJURIES AFTER MIDAIR*

May 12, 2021 By Jim Moore; from aopa news may 13, 2021



Photo: CBS Denver

**First responders to a midair collision near Centennial Airport in Denver were pleasantly surprised to find two occupants of a Cirrus SR22 unhurt in a state park after their single-engine piston deployed its airframe parachute to good effect.**

“Tower, Key Lime 970 declaring an emergency. We had, looks like the right engine failed, so I’m going to continue my landing, here,” the pilot said, according to the air traffic control audio recording. Other pilots on the frequency reported seeing the Cirrus parachute deploy.

“Tower, that was a definite midair on short final,” another pilot reported as the Metroliner was landing, shortly after which the tower controller inquired if Key Lime 970 required assistance. “I’m gonna taxi off here, and I think I’ll just park over at Signature,” the pilot responded. “I’m good, though.”

Traffic for the shorter, parallel Runway 17R was being handled by a different controller on another frequency. That controller advised the Cirrus about two aircraft to watch for, a Cessna and the Metroliner. The acknowledgement “traffic in sight” was the last transmission from the Cirrus, and it is not clear if he was referring to the Cessna, the Metroliner, or both.

Examination of the damaged Metroliner made it all the more amazing that nobody was hurt. A sheriff’s deputy, shared that view: “We heard things like, ‘that pilot needs to buy a lottery ticket.’”

# NTSB Feedback on B17 Crash

By PATRICK SKAHILL · [HTTPS://WWW.WNPR.ORG/POST/FEDERAL-INVESTIGATION-SAYS-PILOT-ERROR-CONTRIBUTED-DEADLY-B-17-CRASH](https://www.wnpr.org/post/federal-investigation-says-pilot-error-contributed-deadly-b-17-crash)



Federal investigators said Tuesday that pilot error and poor engine maintenance contributed to the destruction of a vintage B-17 airplane, which crashed and killed seven people at Bradley International Airport on Oct. 2, 2019.

Investigators said if the pilot had waited to extend the B-17's landing gear, the troubled plane would have had a much better shot of reaching the runway. Instead, investigators said the landing gear was "extended prematurely." The plane hit the ground about 500 feet before reaching the runway, collided with vehicles and a deicing fluid tank, and eventually caught fire. Seven people died, including the pilot and the co-pilot. Seven more were injured.

"Extending the landing gear created additional drag that exacerbated this situation; the landing gear should not have been extended until it became evident that the airplane could reach the runway," the report states.

In a wrongful death complaint filed last year, several plaintiffs allege the crash was the result of the "negligence, recklessness, and callous indifference" of the Massachusetts-based nonprofit.

That case is scheduled to go to trial in 2023.

# *ICAO Updates Effort To Clean Up NOTAM 'Garbage'*

Mark Phelps from avweb May 11, 2021



"(NOTAMs) are just a bunch of garbage that nobody pays any attention to," said NTSB Chairman Robert Sumwalt during the 2018 hearing on the infamous Air Canada incident, in which pilots missed a critical piece of information. Unnoticed on page eight of a 27-page briefing package was the fact that one of the destination airport's two runways was closed. The pilots chose the wrong reference point and lined up to land on a taxiway, narrowly missing four waiting aircraft before aborting the landing.

Even before that incident, critics had cited data overload in NOTAMs as a safety hazard. That finally resulted in an International Civil Aviation Organization (ICAO)-led effort to restructure the system.

Its first step is to purge outdated NOTAMs. According to ICAO, a fifth of some 36,000 active notices are still on file beyond the prescribed 90-day expiration period. Next, ICAO proposes prioritizing critical warnings at the top of the crew's briefing package and enabling airline dispatch departments to eliminate those that do not affect the flight.

Finally, the organization suggests updating the format of NOTAMs to make them more reader-friendly. Australian Federation of Air Pilots Safety and Technical Director Stuart Beveridge said, "So, we've actually suggested they move into the 21st century and look at upper and lower case, punctuation, plain standardized language, and time formats that are not just strings of numbers."

# Bridge Stunt Leads To Revocation

Russ Niles, *Flying* April 23, 2021



A well-known Ohio pilot and aviation columnist may be the first to run afoul of a new regulation triggered by the ADS-B mandate enacted in 2020. Martha Lunken, 78, who pens a popular column in *Flying Magazine* and is a fixture in Midwest aviation, flew under a bridge near her home airport, which bears her name, in southern Ohio in March of 2020, an impulsive and “immature” stunt she told *AVweb* she knew was wrong. But a coincidental malfunction of her Cessna 180’s transponder with ADS-B-Out may have resulted in her being slapped with an emergency revocation of all her certificates instead of the suspension that normally accompanies such transgressions.

Lunken said that after she’d crossed flying under a bridge from her bucket list she headed home and checked in with Cincinnati Approach and was told her transponder was off. She said she reset it and set a new code and it resumed working. In their subsequent investigation, FAA officials determined that she’d shut it off on purpose to stop the system from tracking her while she threw caution to the wind. Lunken, a longtime former FAA safety inspector and veteran flight instructor, vehemently denies the charge. “I know what I did in that cockpit and I did not turn it off,” she said.

## *Landing on a card table*

*Watch this video as a skilled pilot successfully lands his jet with a nose wheel problem.*



<https://www.chonday.com/16590/harrierlj2/>

## *EAA 334 Next Meeting and Congratulations*

We continue to meet virtually on the second Saturday of each month for Zoom sessions, Next meeting is on June 12 at 10:00. Our Zoom meeting will be on

<https://us02web.zoom.us/j/82731590005?pwd=UVFqY3ZXM0JOaURPdEg0anN3Tlpkdz09>

Also a round of applause for Jason Otrin who on May 6, 2021 earned his instrument rating at Learn 2 Fly CT in KHFD. His instructor was Daryl Smith, who Jason says, "was great to work with and happens to be a fellow Army Huey mechanic!"

# *ANNUAL NORTHEAST REGION FLY-IN of the United Flying Octogenarians (UFO) DANBURY AIRPORT (KDXR) MAY 19, 2021 by Bob Barker, member EAA 334 and UFO*



The Annual UFO Northeast Region Fly-In was a huge success. There were 85 to 90 people on the ramp, 52 of them were UFO people who stayed for lunch and the rest were newspaper and TV crews and a contingent from the city including the outgoing and incoming Mayors. The crowd dwindled down to 52 for lunch which was served in the FBO's hangar. There was good newspaper coverage. The Danbury paper ran a piece that started on the front page, then continued to a full page inside the paper. Channel 12 TV replayed their report repeatedly throughout the next day. The crowd on the ramp included the Mayor of the City of Danbury, the Chief of Police and a number of his deputies who were all there to welcome us and show the city's support for the annual event.

The winds were out of the North at 8 knots making DXR's infamous runway 35 the active runway. Most of that approach is flown in the blind, that is the pilot cannot see the runway and the tower cannot see the plane. Final comes through a notch so narrow that you want to watch your wingtips lest they brush the trees. It is a fun approach. Mike Safranek, the airport manager, told some stories about runway 35.

(Note: EAA 334 Newsletter editor Ted Gordon is also a member of UFO)

# June Webinars

## AirCam Kit Aircraft

TUESDAY, JUNE 1, AT 7 P.M. CDT

Presenter: Phil Lockwood | *Homebuilders Webinar Series*

[Register Now >](#)

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## What Plane Should I Buy?

WEDNESDAY, JUNE 2, AT 7 P.M. CDT

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

[Register Now >](#)

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## Spirit of St. Louis

TUESDAY, JUNE 8, AT 7 P.M. CDT

Presenters: Chris Henry and Ben Page | *Museum Webinar Series*

[Register Now >](#)

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## Evolution of Flexwing: Weight-Shift Trikes

WEDNESDAY, JUNE 9, AT 7 P.M. CDT

Presenter: Mike Hudetz | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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## Decision-Making and Loss of Control Inflight (LOC-I)

TUESDAY, JUNE 15, AT 7 P.M. CDT

Presenter: Gordon Penner | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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## Aviation and Aircraft Taxes

WEDNESDAY, JUNE 16, AT 7 P.M. CDT

Presenters: Greg Reigel and Paul Herbers

[Register Now >](#)

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## Welcome to EAA – Getting the Most Out of Your Membership

TUESDAY, JUNE 22, AT 7 P.M. CDT

Presenter: David Leiting

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[Register Now >](#)

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### **Tips for Flying Into EAA AirVenture 2021**

WEDNESDAY, JUNE 23, AT 7 P.M. CDT

Presenter: Fred Stadler | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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### **Ultralight/Homebuilt Rotorcraft Arrival Procedures - AirVenture 2021**

WEDNESDAY, JUNE 30, AT 7 P.M. CDT

Presenter: Mark Spang | *Qualifies for FAA WINGS credit.*

[Register Now >](#)

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## ***ART SHOW AT THE GROTON NEW LONDON AIRPORT (KGON) IS EXTENDED***



MAY 4, 2021 - NORWICH, CT

The Cultural Coalition is pleased to announce the extension of the Art At the Airport program spring exhibit Take Flight, featuring aviation- inspired, colorful mosaic tiles hand-crafted in clay by local artists, Paul and Esther Halferty of Lilywork Artisan Tile in

Stonington. The exhibit is now open and will be on view through August 31 at the Groton - New London Airport.

For thousands of years, people have looked up at the sky and imagined what it would be like to fly. On the morning of December 17, 1903, the Wright Flyer, the world's first powered plane, slid down a guiding rail, soared into the air, and forever changed the course of history. Take Flight explores the pioneering people, their breakthroughs, and the inspiration that led to the world of flight we know today.

Each mosaic depicts a specific moment in aviation history. From hot air balloon to glider, and from passenger plane to space shuttle, each unique mosaic is created individually by hand. The Halfertys use traditional techniques to craft their tile - starting with a hand-carved mold, and a block of clay.

The Art At the Airport program's purpose is to showcase the region's uniqueness, history, industry, culture and geography through visual arts in the airport's main terminal located at 155 Tower Avenue in Groton. The Art At the Airport program is a partnership of the Cultural Coalition and the Connecticut Airport Authority, which manages and operates Groton - New London Airport. A new partner, the Groton Public Library, will provide companion programs and suggested materials to complement the exhibits on view at the airport.

Groton - New London Airport's terminal is open daily from 7 am to 6 pm for public viewing of the exhibit. Parking is easily accessible and free. Mask use and social distancing protocol required as per Covid-19 guidelines.

For more information about the Art At the Airport program, visit [www.CultureSECT.org](http://www.CultureSECT.org) (<http://culturesect.org/art-at-the-airport/>).

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## *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.

Or 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.

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**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

**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-eaa/renew-membership>