



Chapter 334 Groton, CT

#57; September 2021



*Ivan Luke brings his home built to GON
EAA Chapter 334 was formed fifty-two years ago*

Our next get together will be on August 28, 2021, starting at 0900. We plan to have a display of homebuilt and some other specialty aircraft on public view. This will be the first face to face meeting since March 2020. It will be at Dooney Aviation at Westerly Airport.

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

The banner photo this month is Ivan Luke at GON, on the day he first started his engine. He plans a show and tell at some future EAA 334 meeting.; your photo can run here too; please submit photos for use in future newsletter header banners; submission will be taken as permission to use the material. Editor will make the choice each month. We prefer photos showing people and planes or territory around southeast Connecticut. Your reward will be sharing the photo with readers of this newsletter. Also remember you can advertise here.

MIDDLE SEATS ANY ONE? Nobody likes flying in the middle seat. But a new design, the S1 seat, puts the middle seat two inches lower than the seats on either side and pushes it back three inches. This staggered layout allows for a middle

expansive up to 23 inches wide, a cheek-releasing increase over the standard 18.

But in business class seats don't recline, and the unusual setup doesn't help on legroom. It actually requires cutting a few inches out of one or two rows. That lower seat might not be great for long-legged passengers, either.

Last month, the seat manufacturer said the FAA had certified the S1 for commercial flight—and that it had landed its first customer. "Flying sucks," says the designer. "We're trying to make it suck less." (From Alex Daves, Wired, July 15, 2021)



President's Message.

The picture on this month's News Letter is of Ivan Luke's RV, one of EAA chapter 334 "Home Built Kit Aircraft". A beautiful example of homebuilt craftsmanship and love of flying. This is what EAA chapter 334 is all about. We are a small family of Plane Crazy people that love flying and building our own aircraft. Most successful and the safest, are the kit aircraft that are available from many different companies. Some of our aircraft are built from plans and we scratch for materials to build them (Scratch Built). We enjoy each-other's endeavors in building and adventures in flying.

Being a member of a local chapter of the Experimental Aircraft Association enables you to learn from others and also to get help when needed in your aircraft endeavors, whether building or learning to fly. The rewards of membership are countless. In the past two years, in spite of the Pandemic, we have gained many new members in EAA 334. We now number 31 in total, counting some "Honorary members" and thanking them for their support of our Chapter.

I am planning a "Home Built" Fly-in on the 28th of August. It will be held at Dooney Aviation at the Westerly State Airport (KWST). Saturday 10 AM to 2 PM. The static display will be parked along the Dooney Fence adjacent to their parking lot. I am hoping to have a dozen or more aircraft on display from all over New England and New York. This will be EAA chapter 334 first face to face meeting since March of 2020. Let's get together and have a good time!



Dave Sellins
EAA 1053112
President EAA 334

She Fell Nearly 2 Miles, Walked Away

By Franz Lidz Published June 18, 2021 Updated June 19, 2021;

<https://www.nytimes.com/2021/06/18/science/koepecke-diller-panguana-amazon-crash.html?action=click&module=Science%20%20Technology&pgtype=Homepage>



On Christmas Eve, 1971 — a teen ager named Juliane, and her mother boarded a flight in Lima bound for Pucallpa, Peru, a biological research station in the belly of the Amazon. The flight was supposed to last less than an hour. About 25 minutes after takeoff, the plane, an 86-passenger Lockheed L-188A Electra turboprop, flew into a thunderstorm and began to shake. Overhead storage bins popped open, showering passengers and crew with luggage and Christmas presents. From a window seat in a back row, Juliane watched a bolt of lightning strike the plane's right wing. She remembers people weeping and screaming. And she remembers the thundering silence that followed. The aircraft had broken apart, separating her from everyone else onboard. "The next thing I knew, I was no longer inside the cabin, I was outside, in the open air. I hadn't left the plane; the plane had left me."

As she plunged, the three-seat bench into which she was belted spun like the winged seed of a maple tree toward the jungle canopy. "From above, the treetops resembled heads of broccoli," She then blacked out, only to regain consciousness — alone, under the bench, in a torn minidress. She had fallen some 10,000 feet; Juliane was the sole survivor of the crash. She wrote in her memoir, "When I Fell From the Sky," published in Germany in 2011. "I am completely soaked, covered with mud and dirt, for it must have been pouring rain for a day and a night." She listened to the calls of birds, the croaks of frogs and the buzzing of insects. "I recognized the sounds of wildlife. For food she had only a small bag of candy. to sustain her, she soldiered on through the fearsome Amazon jungle. It was the middle of the wet season, so there was no fruit within reach to pick and no dry kindling with which to make a fire. River water provided what little nourishment Juliane received. For 11 days, despite the staggering humidity and blast-furnace heat, she walked and waded and swam. "On my lonely 11-day hike back to civilization, I made myself a promise. I vowed that if I stayed alive, I would devote my life to a meaningful cause that served nature and humanity."

This year is the 50th anniversary of LANSA Flight 508, the deadliest lightning-strike disaster in aviation history. During the intervening years, Juliane moved to Germany, earned a Ph.D. in biology and became an eminent zoologist. In 1989, she married Erich Diller, an entomologist and an authority on parasitic wasps. "The jungle caught me and saved me," said Dr. Diller.

Birds with dark wings have 20% less drag

By [Mennatalla Ibrahim](#) Jul. 7, 2021 From Science, July 7, 2021



Most birds that swoop over ocean waters have one thing in common: dark wings. Now scientists think they know why. Dark feathers absorb more heat, which improves flight efficiency, allowing these birds to fly faster and longer than those with lighter-colored wings.

Researchers had investigated this mystery before. Whereas most scientists have focused on the typical functions of colors, such as how birds' feathers can help them with mating, hiding from predators, or finding food, others have looked at how darker feathers might improve flight efficiency. These experiments, which included 3D printed wings, led to conflicting results.

So in the new study, researchers tried to better replicate the real world. Evolutionary biologists at Ghent University examined museum specimens of 324 species of seabirds, including ospreys, northern gannets, and great black-backed gulls. When they compared the wing coloration of these birds with what is known about their flight performance, they found that darker-winged birds tended to be better flyers.

The team then stuffed two real northern gannet wings with cotton and propped them up in a wind tunnel. One wing was white with black tips, the other was dark all over. The scientists altered wind speeds and wing position; they also simulated various Sun intensities with infrared light bulbs. The dark wing heated up more, as expected. But this hotter wing was also more efficient, experiencing up to **20% less drag than the lighter wing**, the team reports this week in the *Journal of the Royal Society Interface*.

Unlike birds that live on land, seabirds fly for long periods of time in extreme heat and wind, notes co-author Matthew Shawkey, also at Ghent University. Similar adaptations may also be used by other species that fly long distances, such as butterflies, he says.

The findings of this project could also be used to improve drone technology and the aviation industry, says Mostafa Hassanalain, a mechanical engineer and biomimicry researcher at the New Mexico Institute of Mining and Technology who was not involved with the work. "This is actually going to be the future of science, where the combination of two different areas like this helps us to come up with new studies."



'Like a Cement Mixer Full of Rocks'

By Jim Tise, FAA Communications; Federal Aviation Administration, [Jul 1](https://medium.com/faa/save-story-like-a-cement-mixer-full-of-rocks-8b033416ebee) · From Medium Daily Digest, July 7, 2021; <https://medium.com/faa/save-story-like-a-cement-mixer-full-of-rocks-8b033416ebee>



O'Brien (left) and his passenger, Craig Beles.

The pilot of a disabled aircraft radioed the air traffic control facility that he was “putting it down in the trees.” Six words no pilot ever wants to say, and six words no controller ever wants to hear. But that was the transmission to the Terminal Radar Approach Control (TRACON) in Portland, Ore., on the afternoon of March 29. For nearly 30 minutes prior, FAA controllers had assisted the pilot of a Piper PA-28 flying near Mt. St. Helens on the way to Tacoma Narrows Airport in Washington.

The plane was flying at 8,000 feet when the pilot reported his engine was running roughly. “Suddenly... there was a very strong vibration in the airplane,” said Truman O'Brien, the PA-28 pilot. It's hard to imagine a more experienced pilot dealing with this situation. O'Brien has nearly 20,000 hours of flight time, including 19 years as a commercial airline pilot for Alaska Airlines. By his count, he has experienced 14 partial or total engine failures and always managed to land the plane. At least five were aboard large commercial aircraft. O'Brien asked to be vectored to the nearest airport. ATC offered him Portland International Airport, with O'Brien responding he'd take wherever was closest.

He was directed to stay at 5,700 feet, the minimum safe altitude in that area. As O'Brien descended through the clouds, he radioed the TRACON to say he was not sure he could maintain 5,700 feet. As the plane descended to 3,700 feet, ATC issued a low-altitude alert to steer the pilot away from hills in the area. The final option from ATC was a grass strip at Sutton Airport, but O'Brien again said he couldn't make it there. at which point he reported he was “putting it down” in the trees. Training had taught him to locate the densest part of the forest where the canopy would be thick enough to absorb the impact of a crash. O'Brien slowed the plane down to its minimum speed of about 57 mph. He clutched the controls.

"I remember hearing if you're ever in a crash fly it through the entire way," he recalled. Don't give up control of the plane. The plane struck the tree canopy. "It was kind of like being in a cement mixer full of rocks," he recalled. "It was very loud — branches breaking." The PA-28 crashed nose-first and upside down.

As soon as O'Brien's plane had dropped off the radar, the TRACON staff switched into search-and-rescue mode, notifying local law enforcement agencies about the downed plane. For nearly six hours, the night-shift crew held their collective breath as they awaited definitive word from the search-and-rescue units.

Meanwhile, O'Brien and his passenger found themselves nose down in the woods. They managed to free themselves from the plane with nothing more than a few scratches. They took stock of the situation and switched to survival mode. In a series of moves worthy of an Eagle Scout, or perhaps TV's "MacGyver," they removed the plane's battery to try to start a fire (they only produced some smoke; the ground was too wet); unbolted the seats from the airplane so they could sit off the wet ground; cut the sheepskin covers off the seats for added warmth; and reconnoitered for open areas that could serve as landing zones for a rescue aircraft.

It took about six hours, but rescuers finally spotted the pair. A U.S. Navy helicopter hovered over the clearing and hoisted them out. Despite the high experience levels of all involved, there were still lessons learned on all sides. O'Brien said he would have done three things differently. First, he would have climbed to a higher altitude when the engine trouble occurred. "Climb as long as we could climb. The higher you are, the farther you can glide, the better shape you are," he said. O'Brien also would have turned on the emergency locator transmitter before ditching in the woods. In this accident, it did not activate until it was removed from the wreckage and turned on manually. He also said he should have flipped off the master switch, which would have reduced the chances of a fire from the ruptured fuel tanks.

Beyond that, he extolled the "absolutely superb" assistance he received from the Portland TRACON that afternoon.

Both O'Brien and Elmore, the Portland supervisor, offer one additional bit of advice: Communicate with air traffic control. "When you're flying instrument meteorological conditions, fly the airplane and communicate your situation right away," O'Brien said. Although it wasn't the case with O'Brien, Elmore feels "sometimes ... private pilots, they're afraid to call us for directions. We are here for that purpose. We're here to help people be safe in the air. Never have any reservations about talking to us. We're here to provide the best service we can for the flying public."

Billionaires in Space

Paul Bertorelli July 4, 2021



What a country, right? In 1960, we were locked toe-to-toe with the Ruskies over who would seize the high ground of space and then the Moon. Sixty years later, three billionaires are checkbook-to-checkbook to see who gets to claim astronaut firsts. And it looks like Amazon impresario Jeff Bezos won't be the guy. The cheeky Richard Branson, whose net worth is a measly 3 percent of Bezos' towering fortune, is currently scheduled to go first on July 11th, nine days ahead of Bezos' launch on July 20th.

And thus begins—at least in theory—the age of accessible space tourism. “Accessible” applies here because you'll recall that another American billionaire named Dennis Tito was the first space tourist, having been launched by those pesky Ruskies in 2001 for a seven-day mission to the International Space Station which still had that new car smell back then. He reportedly paid \$20 million for the privilege and was rewarded with 190 hours in space and 128 orbits. Tito was Yuri Gagarin to Branson's (and Bezos') Alan Shepard.

On a per hour basis, Tito got a better deal than Virgin Galactic tourists will. Adjusted for inflation, he paid \$160,000 per hour for the experience. We don't know the precise fare for either Branson's Virgin Galactic flight experience or Bezos' Blue Origin, but \$250,000 has been widely reported. For the 10- to 15-minute lob to the edge of space, that's north of a million bucks per hour. One of the seats on the inaugural Blue Origin launch was auctioned for \$28 million dollars.

The next meeting of EAA chapter 334 will feature a free display of homebuilt aircraft and will be open to the public.



On August 28, 2021, starting at 9:00 AM, EAA Chapter 334 will host a free public display of home-built aircraft and some other specialty aircraft. This also will be the Chapter's first face to face meeting since March 2020. It will be held at Dooney Aviation, 63 Tom Harvey Rd B, Westerly, RI 02891-3617 on the south side of Westerly Airport.

First Annual New Bedford UFO Fly-In

New Bedford MA Airport

(To uninitiated, UFO stands for Union of Flying Octogenarians, and at least 3 members of EAA334 are also UFO members. You have to be a Pilot in Command for at least one flight after the age of 80.) (From a UFO mailing.)



Elsa, the hurricane, came to New Bedford precisely at the time of the UFO event. With visibility less than a mile and an indefinite ceiling of 200 to 400 feet, not a single plane flew in to the airport. Originally, 38 signed up to attend the UFO meeting. Ultimately, 18 braved the weather and came by car, so the event went on as planned. The airport management and a reporter for the local newspaper joined us for lunch.

The highlight of the day was a presentation by Jack Rosen recounting the Atlantic Ocean crossings he and Sandi made in their Mooney to various destinations in Europe. Speed records were set in some of those flights. Sandi demonstrated the survival suit she wiggled into (below); it is required apparel for the long over the water leg. And Bernie Stumpf (EAA 334) attended also.

Sandi.



Ber



FAA Virtual Safety Forums

These virtual safety forums are led by FAA experts to discuss critical safety issues in the nation's airspace. The events will be livestreamed on [FAA's YouTube channel](#) — no registration is required.

How to Check Your ADS-B Performance

Date/time: August 3, 2 p.m. ET

Presenters: Jamal Wilson, Jim Kenney, Jimmy Wright, Jane Lopez, Ty Prettyman

In this session, FAA experts will demonstrate how to check that your Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment is working properly and meeting rule performance requirements. Our team of ADS-B experts will submit and review a Public ADS-B Performance Report (PAPR) and highlight the most common issues pilots face when requesting and interpreting their information.

ADS-B — Call Sign Mismatch

Date/time: August 5, 2 p.m. ET

Presenters: Jim Kenney, Jamal Wilson, Jimmy Wright, Jane Lopez, Ty Prettyman

In this session, FAA experts will explain what a call sign mismatch is, why it matters, and most importantly — how to avoid it. Many ADS-B Out transceivers provide a Flight ID field that can be changed by the pilot. It is important to understand why the ADS-B Flight ID must exactly match the aircraft ID entered on a flight plan or used during ATC communications.

Notices to Airmen (NOTAMs)

Date/time: August 17, 2 p.m. ET

Presenter: James Linney

In this session, FAA expert Jim Linney will provide an update on how the NOTAM modernization benefits general aviation pilots.

Runway Safety

Date/time: August 31, 2 p.m. ET

Presenters: Glen Martin, Giovanni Dipierro, Anthony Schneider

Airfield safety is one of FAA's highest priorities. In this session, FAA experts discuss the collective effort among pilots, air traffic controllers and airport stakeholders to lower the risk of runway accidents.



Soar into Summer Fun Programs

Join us for nine weeks of family fun starting June 21, 2021. From wings to rockets and everything in between, visitors will enjoy hands-on activities for children, social distanced flight science demonstrations, and specialized scavenger hunts every day, all summer long, and all programs are included with museum admission. For a complete program schedule go to [SOAR into Summer](#).

Select Open Cockpit Experiences

Experience sitting in the pilot's seat of some of our aircraft, including the UH-1B Iroquois "Huey", Kaman SH-2F Seasprite, Grumman S2F Tracer Trainer, Sikorsky HH-52A Seaguard, Boeing 707 Simulator, and don't forget to explore the bomb bay of our B29 Superfortress!

August 21 - Space Expo 2021

Join us for SPACE EXPO 2021 featuring former NASA Astronaut Susan Kilrain (one of three women to fly the Space Shuttle) as well as intergalactic characters from the 501st Legion Connecticut Garrison, hands-on activities, and more! [Visit our website](#) for details.

Book pre-sales ending soon

The museum's very own, long-awaited coffee-table book has gone to print and will be here in July. Great stories and lots of high-quality photos make this a must for any aviation enthusiast. Don't miss your chance to save 20% by making your purchase before they arrive. Go to [buy my copy](#) today to place your order online, or pay by check when you stop into the museum.



August Webinars

Runway Directional Control

WEDNESDAY, AUGUST 11, AT 7 P.M. CDT

Presenter: Tom Turner | Qualifies for FAA WINGS credit.

[Register Now >](#)

Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do

TUESDAY, AUGUST 17, AT 7 P.M. CDT

Presenter: DJ Molny | Qualifies for FAA WINGS credit.

[Register Now >](#)

How to Become a CFI

WEDNESDAY, AUGUST 18, AT 7 P.M. CDT

Presenter: Radek Wyrzykowski | Qualifies for FAA WINGS credit.

[Register Now >](#)

Tundra Tires Rule: Alaska Style

WEDNESDAY, AUGUST 25, AT 7 P.M. CDT

Presenter: Laura Herrmann | Qualifies for FAA WINGS credit.

[Register Now >](#)

Ramp at GON to be reconstructed:

Check NOTAMS

Parts of the terminal apron date from the 1960's and have exceed their life expectancy.

The project will consist of reconstructing approximately 7 acres of the terminal apron .

Reconfiguring access from apron to Twy C to prevent direct access to the runway.

77 Scheduled day project with 14-day planned closure of portions of Twy C.

Twy H Transient ramp closed during the project.

ART SHOW AT THE GROTON AIRPORT (KGON) IS EXTENDED



MAY 4, 2021 – August 31, 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://culturesect.org/art-at-the-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.

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.

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

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>

Why won't that xxzz!ing\$\$! engine start? You'd think he'd be tired by now (Internet)





Membership Application. EAA 334

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 usually take place on the second Saturday of each month at 10:00 AM at Mystic Jet Center, Groton/New London Airport. To join, or renew, 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>