49 January 2021 A GOOD YEAR IS COMING

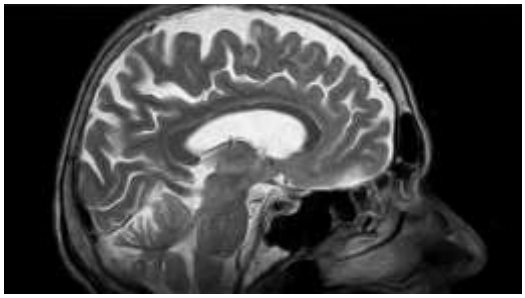
Chapter 334 was formed fifty-one years ago

Check out the EAA334 website at https://chapters.eaa.org/EAA334. Next EAA334 meetings will be on Saturday, December 12 and January 9, 2021, at 10:00AM on ZOOM at https://us02web.zoom.us/j/88254031020?pwd=TGl4eFF3ZENFSFBwN1VoUHhqZHV5QT09 We will have a **guest speaker at the December 12th meeting:** Captain Matthew Jones, U.S. Air Force (active duty), a T-6A Instructor Pilot teaching the primary phase of USAF pilot training at Columbus Air Force in Mississippi. All are welcome. At our January meeting on January 13th, our speaker will be Ryan Gauthier, 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, even with the problems caused by the pandemic. All are welcome. To join contact Dave Sellins, dsellins@comcast.net.

In this issue you'll find an article about how a transplant heart survived a helicopter crash and a subsequent fall on the way to the operating room,

Our "name that airport" contest continues. Last month No winners; it was Simsbury 4B9 . This month is equally difficult. Any guesses? Officers excluded. $20 for first correct submittal.

PI PILOTS' BRAINS ARE DIFFERENT!!



A Chinese medical study has now confirmed what your family and friends have been telling you since the first time you strapped in and maybe before that. Your brain works differently than that of non-flying folks. Chinese researchers have determined that the brains of pilots are wired differently to deal with the unique environment of the cockpit. The researchers determined that pilots' brains have greater connections between the "central executive network," which is the part of the brain that makes sense of various bits of information, and the parts of the brain supplying the raw data. That's the good thing. It "might enable the network to have more diverse functions," which helps put all the various inputs from instruments, the radio, the sight picture and others in the cockpit into coherence.

The study involved 14 flight instructors at the Civil Aviation Flight University of China and 12 first officers from Chinese airlines whose brains were watched in action on imaging equipment., *From Aviation eBrief Nov. 16, 2020*

President's Message

The past year, 2020 is our "Banner Year" in which we celebrated fifty years of membership as Chapter 334 in the Experimental Aircraft Association. But we all know too well that 2020 has been an exceptionally stressful year around the world for everyone.

Yet, in spite of the Covid-19 Virus, we have more than doubled our active membership. How is this possible? We have had to change from gathering together for our monthly meetings and enjoying one another's company, to learning how to hold Zoom meetings for virtual gatherings and practice social distancing. Terms I had never heard of before, are now a necessity. As of April, we began holding our meetings virtually, and have developed them into very interesting and educational time together. We have been fortunate to have excellent guest speakers for each of our recent meetings that have provided a wealth of information about the many factors concerning safe aviation. From careers in airport control towers, to teaching flight instruction; from flying drones to service to our country in the United States Air Force.

Our guest speaker on December 12 is Captain Matthew Jones, USAF. Captain Jones is a C-17 Globemaster pilot, now serving as a USAF flight instructor. This presentation will be "Super," because, he is one of our Young Eagles who took his first flight at Westerly Airport in 2002, flown by one of our members. Matthew Jones was eight years old then and the smile across his face in the photo below, taken after that flight with his family, says it all.

I hope all members can join in the meeting. I have invited Mike Gaines, President of EAA Chapter 1647 on Long Island to join our meeting as well. Stay safe and stay well.

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

Why I Fly

In October 2020, still socially isolated, I flew from KGON east along the shoreline, past Westerly, past the Harbor of Refuge into Narragansett Bay. My favorite route. This is a shot I (your editor) made with my I Phone of the Newport Bridge, from my Sting LSA at 3,500 feet. A beautiful day, it's why I fly.

HS-2L flying boat lost in 1926 found in Quebec lake

Moderators: Scott Rose, Ztex, dj51d, TimAPNY, Oct 28, 2020; from
http://warbirdinformationexchange.org/phpBB3/viewtopic.php?f=3&t=72160

The wreck in question is located in a lake 30 or so miles north of Sept-Iles, Quebec, on the north shore of the St. Lawrence River. It was discovered some weeks ago during the filming of the television series Mysteres des lacs (Mysteries of the lakes) by Rimouski maritime historian Samuel Cote, archaeologists, divers and filmmakers in Lac à l'Eau Doree, which is on private land and accessible only by air.

Using sonar, they found the Curtiss HS-2L which had sunk on July 16, 1926. The four people on board, the pilot and surveyors mapping the Quebec-Labrador border, were rescued after several days spent in the bush. One of them seemingly had a broken leg.

The HS-2L, made during the First World War for the U.S. Navy but one of many used as a civilian aircraft after the conflict, in Canada, the U.S. and elsewhere, is 60 or so feet below the surface. One can easily see the registration on the footage taken during the expedition.

The wreck is undoubtedly the most original and complete HS-2L anywhere in the world.

Transplant Heart Survives A Crash and a Fall

Russ Niles
November 7, 2020

A pilot was slightly injured but a life was also saved in the aftermath of the crash of a helicopter on a rooftop hospital helipad on Friday. The Agusta A109S was carrying a human heart for transplant when it encountered trouble on landing at Keck Hospital of the University of Southern California in Los Angeles. The helicopter ended up on its side on the helipad and the pilot was hospitalized with minor injuries. The two people on the medical team accompanying the heart were not hurt at all and declined treatment. As for the heart, it's unusual journey wasn't quite over.

First responders managed to get at the organ in the wreck of the helicopter and deliver it to a member of the transplant team. That man tripped and fell while hurrying the organ to its new life. The heart hit the roof of the building before being scooped up and rushed to the operating room. Hospital spokeswoman Meg Aldrich said that despite the rough journey, the heart wasn't hurt and was stitched into the recipient two hours after the crash and tumble. "It's actually an amazing story," she said.

How We Made: Airplane!

Interviews by Simon Bland 25 May 2020 10.00 EDT
https://www.theguardian.com/film/2020/may/25/how-we-made-airplane-the-movie

‘Looks like I picked the wrong week to quit sniffing glue’ … Julie Hagerty, Leslie Nielsen and Peter Graves in the 1980 movie Airplane! Photograph: Allstar/Paramount/Sportsphoto

We (David and Jerry Zucker, directors, with Jim Abrahams) wrote Airplane! but couldn’t get it financed. We were proposing a big broad comedy without comedians – a completely new concept. Nobody understood the idea of serious actors playing it straight, but for us that was everything. All the studios turned it down until we got to Paramount. Michael Eisner, then president, thought the script was funny. We wanted it to be shot in black and white, on a prop plane, because that was the tone we were making fun of. But Eisner wisely said it’s got to be in color and on a jet plane so people can identify with it.

We realized that to get our jokes the way we wanted them, we’d have to direct. Paramount paired us with a producer, Howard W Koch, who agreed – but only if he could fire us after two weeks if Paramount weren’t happy. We thought: “We’ll take that!”

The studio wanted Bill Murray or Chevy Chase, the reigning comic actors at the time. We loved them but they weren’t right. Lines like “I am serious – and don’t call me Shirley” would have been 50% less effective. Bruce [now Caitlyn] Jenner read for Ted Striker, the ex-pilot, three times but wasn’t right. Sigourney Weaver and Shelley Long tried for Elaine, the air stewardess, and were both good, but Julie Hagerty was so strikingly different we knew she was the one.

A bunch of actors turned down the doctor part, among them Vincent Price and Jack Webb. It eventually came down to this guy who wasn't a famous name but you'd seen him in lots of things. And, of course, it was Leslie Nielsen.

We told the actors to pretend that they didn't know they were in a comedy. Leslie loved goofy things and his timing was impeccable. He was born to do comedy but was trapped in serious roles for years. The other thing that's really important is we took the story seriously. We did all these ridiculous jokes, but always come back to grave danger. It makes the jokes more unexpected. On some moronic level, people do care whether the plane lands and whether Ted and Elaine get together.

When we were auditioning for the "jive talk" sequence, the script just read: "Shi-mo-fo." We apologized to the actors saying that was the best three white Jewish guys from Milwaukee could do. Al White and Norm Gibbs auditioned together and said: "Do you mind if we do our own thing?" We didn't write any of that, it was all them. They also coached Barbara Billingsley, the passenger who steps in to translate.

The film is not about a particular time. It's a satire on a style of acting and that makes it timeless. Robert Stack, who played Captain Rex Kramer, used to say: "I get it – we're the joke!"

I read the script on an airplane. There was something on every page that made me laugh out loud and the stewardess noticed. I gave it to her when I was done. She was very prim and proper, with her hair in a tight bun. I looked up the aisle and saw her sitting with the script on her lap. A little later, I saw her smiling. Then she started really chuckling. Soon her hair was coming undone and she was laughing uproariously. "That's a good sign," I thought.

We laughed every day. I couldn't wait to get to the set. Leslie Nielsen had this little thing he called his machine. He'd squeeze it and it would make a fart noise. He'd wander over and casually lean against the wall as he was talking – and let rip. While filming, he'd use it during his lines to me: "Mr. Striker – PRRRRP – can you – PRRRRP – land this plane? PRRRRP" Keeping a straight face was the hardest part of the whole film for me.

We all thought it'd be cool if it became a cult classic. A friend who had seen the trailer said: "Those are *all* the jokes, right?" I said, "No – just wait." It broke records in just about every cinema it played in. I was asked to be a presenter at the Academy Awards. It was like winning the film lottery.

Hours of Boredom, Followed By…

by Al Chaulk, Airfacts October 28, 2020 https://airfactsjournal.com/category/i-was-there/

In about 30 minutes we will pass over Afghanistan, where a civil war is raging. We were briefed to fly as high as possible while crossing that area. I'm supposed to radio the Afghans about 15 minutes ahead of time to let them know that we would be entering their airspace. We've been in the seats for 3.5 hours and feeling the effects of flying on the back side of the clock. Both of us are yawning and ready for a break. Not to worry though. The guys in the back will be getting their scheduled wakeup call from us in about 10 minutes. Then it's our turn to put on our blue jammies.

The Russian air traffic control system in 1994 is on the verge of collapse. The Russian radar displays are outdated. The large flat screens have small pieces of clear plastic called shrimp boats placed on the glass. Not all Russian centers remain this antiquated, but in the southern provinces they are.

I'm suddenly startled by a *loud* voice: "TRAFFIC – TRAFFIC." What the heck? The Nav Display is showing an airplane directly ahead of us at close range. The altitude display is showing *zero*. Both of us lurch forward to look and see two dim lights approaching. One is red and one is green, and they are rapidly splitting apart. Those are the front navigation lights on the wingtips of another plane, and we are about to hit.

In seconds, the loud voice is back on the speaker shouting, "DESCEND – DESCEND," and we are now in a full-blown Resolution Advisory. The closure rate of the two airplanes coming at each other is over 1000 miles per hour. After what seems like an eternity of disbelief and indecision, my hands finally start moving for the controls.

I'm starting to see some shadow outline of the airplane between the navigation lights. It's really close. An RA in the middle of the night will get your attention.

Both of us grab the controls at the same time and we simultaneously push the buttons on our control yokes to disconnect the autopilot. A click-click sound can be heard, and I push. Now we're both pushing. With my brain in overload, I still have time to wonder if this is the end. The combined horsepower of the two of us pushing is too much and we are going down at zero g. I see my KLM dark blue tie floating up in my face. The screaming "Descend" voice is gone but I hardly have time to notice. We are hurtling downward, and our speed is increasing very fast. We are approaching supersonic on sections of our wings and in a few moments the flight controls may be ripped off or rendered useless. Marten mashes the Auto Throttle button off as he pulls back the throttles on all four engines. We're up in the coffin corner of the airplane's speed envelope and we need to get control back quickly. Marten, ever so gently and with years of ingrained skill, tenderly nudges the nose back up to level flight. Things are better but we're still in trouble.

I feel my hand reaching for the microphone and keying the button. A strangely calm voice says, "Center, KLM 877 is descending to comply with a resolution advisory." It's my own voice but it's way calmer sounding than the screaming in my head. There is no response from the Russian controller, so I push the button again. "Aircraft passing position NIDIR on Alpha 845 at 11,100 meters, say your call sign." This whole event took place in probably a minute. The autopilot is now re-engaged, and we have a second to breathe.

"Holy Sheet… Holy Sheet!" Martin just kept repeating "Holy Sheet" in his Dutch accent. I pressed on with communicating. "KLM 877 is returning to 11,100 meters standard." Finally, a distant voice comes through my headset and says, "KLM 877 what are you saying? I don't understand you."

I notice the two guys in blue pajamas are standing behind us. The first priority was checking on the passengers. We were lucky that almost everyone was asleep and there were no food carts out. There were a few screams heard by the flight attendants and lots of drinks spilled but no injuries.

About a week later, I'm back home in Holland. A bright yellow Mercedes pulls into my gravel driveway. It's Marten and he has news about our near miss. Martin tells me that the other airplane that night was a Russian built Antonov An-124 Ruslan, one of the largest military cargo airplanes ever built and bigger than our 747. There's no accurate way to tell afterwards, since neither of us were glued to the TCAS display as we passed. It is our estimation that we missed by only a few feet. Needless to say, I'm a huge fan of TCAS.

Air Car Makes First Flights

By **Russ Niles**

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November 1, 2020 https://www.youtube.com/watch?v=QAnIjwwzupI&feature=emb_title

The Klein Air Car, whose name is a pretty accurate description, took its first meaningful test flight last week and now theoretically heads into the uncharted territory of marketability. The vehicle, which has a pusher prop, folding wings and extendable twin tailbooms, seems to look and behave like both of the modes of transportation its name evokes. It completed two full patterns of an airport in Slovakia, reaching 1500 feet AGL. The latest test flights came after weeks of short hops down the runway. In flight, the Air Car appeared stable and didn't seem to require any extreme inputs to keep it in the air. "The key flight parameters confirmed all theoretical concepts and calculations that the development of the AirCar was based on," the company said in a news release. In those theories and math are goals that appear as lofty as the technical achievement of creating an Air Car worthy of the name.

The company is also aiming to make it accessible and easy to fly with a cruise speed in the 150-knot range and a range of 600 miles burning about five gallons an hour. Although it needs a runway, the takeoff run of the production model is estimated at about 1,000 feet. Payload is less than 500 pounds, however. The test model is powered by a BMW 1.6 liter engine but the production Air Cars will have 300-horsepower ADEPT Airmotive V-6 engines. The first models will have two seats but a four-place is planned. Klein is pitching the convenience and practicality of the design. "With AirCar you will arrive at your destination without the hassle of getting a ride to airport and passing through commercial security, you can drive your AirCar to the golf course, the office, the mall or your hotel and park it in a normal parking space," said spokesman Anton Zajac.

Rob Schum Writes About His First Taxi

Good morning friends,
Last weekend saw my plane move under its own power for the first time. It was a memorable day for me, to say the least.

While this is clearly a massive step forward, it was somewhat offset by my discovery of a leak in the left wing-tank that I now need to solve somehow. This is a 'wet-wing' (tanks are essentially the internal wing structure i.e. bulkheads and spars sealed with a special sealant), and unfortunately leaks are not uncommon for Rebels on first addition of fuel to the tanks.

I may need to take the wing home to work in a more controlled environment with this colder weather.

Beyond the leak however, there don't appear to be any major obstacles in the way of getting the plane ready for inspection. Engine fuel flow was more than adequate (on one tank), the MA3-SPA Marvel-Schebler carb and engine controls performed flawlessly with no adjustments, and the Corvair 6-cylinder purred to life with one push of the start button, and no overheating issues either. The electrical system (self-installed) seems to be glitch-free as well, which is a relief.

So far so good, and I will obviously continue to keep you all posted.

Best, Rob

Final 2020 Virtual Aerospace Industry Business After Hours
December 10 at 6:00 p.m.

Featuring Dr. Vivak Saxena, Founder of Aerospace Advisory, OSC speaking on technology and Industry 4.0 in manufacturing and aerospace SMEs.

Click here for more information and registration for this event.

Mysteries @ the Museum

For the first time ever come explore the museum after dark! Learn the mysteries of the New England Air Museum after hours with an expert as we share some of the unique stories about aircraft, historical figures, and about the museum itself! Make sure to bring your flashlight! With over 90,000 square feet the venue provides a safe option for having fun this fall. Tours will run on November 12,13 & 14. $20 for members, $25 for non-members. **Purchase tickets here.**

New! Virtual Tour Programs

Bring the New England Air Museum into your classroom, scout meeting, or after-school program with our new Virtual Tour programs! These live, 60 minute experiences are facilitated by museum staff via Zoom or Google Meet and include video, historic images, and interactive Q&A with our team. Topics include Connecticut Aerospace History, Women in Aviation, and 20th Century Military History, and full scholarships are available thanks to generous support from the Scripps Family Fund for Education & the Arts. **Click here for details**

December Webinars

RANS S-21 Outbound, All Metal, All Purpose

Tuesday, December 1, at 7 p.m. CST
Presenter: Randy Schlitter | *Homebuilders Webinar Series*
Register Now ››

Good Eyes, Great Catch!

Wednesday, December 2, at 7 p.m. CST
Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*
Register Now ››

Aerobatic Airplanes Made Affordable and Enjoyable

Tuesday, December 8, at 7 p.m. CST
Presenters: Bruce Mamont and Renee Brilhante | *Qualifies for FAA WINGS credit.*
Register Now ››

Hot Topics in Aviation Medical Certification

Wednesday, December 9, at 7 p.m. CST
Presenters: Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd
Qualifies for FAA WINGS credit.
Register Now ››

Night Flight

Wednesday, December 16, at 7 p.m. CST
Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*
Register Now ››

New Member Benefit: EAA Videos : After extensive development and testing, EAA has fully integrated video content within 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.

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.

American Champion 7 FC Tri-gear for Sale

Ron Taylor, 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 striping 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. ront984@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; 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.

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/eaa/renew-eaa/renew-membership