Chapter 334
Groton, CT

#59: November 2021

EAA Chapter 334 was formed fifty-two years ago

Paragliding at Torrey Pines, CA. Photo by TG

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

In this issue you will find a wide variety of reports: ranging from a foiled murder-suicide plot in Alaska to the saga of Afghan pilots who escaped in a "borrowed" Cessna 208, to articles from EAA 334 member Justin Otrin describing his voluntary efforts to inform students about aviation opportunities. And, just in time for Halloween, we have an article describing how bats can fly one mile up.

The October meeting of EAA 334 is scheduled on October 23 when Dave Sellins and George McMillin will have returned from Spratt Memorial dedication (more on their visit in this issue); schedules for subsequent events are also summarized).

A WIN FOR Rhode Island,

From: an article dated August 19, 2021 By Amelia Walsh

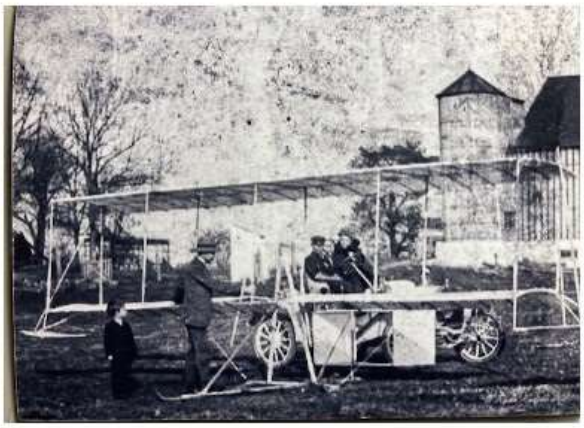
Airports and aviators in the Ocean State secured a significant victory on July 12 Under a new bill, the Assembly has clarified the state's intent for the Rhode Island Airport Corp. (RIAC) to have the authority to eliminate obstructions, such as overgrown trees, that impact airspace and approach zones overlying private property adjacent to the six airports it operates in the state. A lawsuit involving the Westerly State Airport had challenged the state's authority to clear airspace over non-airport or non-state-owned property—resulting in displaced runway thresholds. With the new legislation, a statewide solution exists to address obstructions by improving airspace protection for publicly owned airports. The legislation was a long time in coming to ensure the safety of the public—including pilots, passengers, neighbors, and surrounding communities.

"This commonsense legislation is a huge win for safety in Rhode Island. AOPA thanks Governor McKee for signing this important bill, which will allow state airports to continue focusing on operating and serving local constituents," said AOPA Eastern Regional Manager Sean Collins.

President's Message:

Hello all members and friends of EAA 334; I am excited and look forward to the next three months of meetings for Chapter 334.

The October meeting has been rescheduled to the Saturday, 23rd at 10AM. It will be held at the open hanger A-15 (KGON), of Ivan and Susan Luke. They have recently completed final FAA sign-off acceptance and first flight of their Vans RV-7. We will all get to see their RV-7 and view video of the building experience. At this meeting I will give an update on the attending of the dedication service for the George A. Spratt Memorial in Pennsylvania. The dedication is on October 16th at West Brandywine, PA. George Spratt was the man who introduced "Scientific Method" to the Wright Brothers to find the correct shape of their wings to create and control lift. Without his help, they may have never gotten off of the ground.



According to a Spratt relative (Maria Cillberto), the persons in the photo are left to right: 4year- old George C Spratt, 38-year-old George A Spratt, Rupert Bonsall (owner of the first horseless carriage in Coatsvile, PA) and Mrs. George A Spratt (Mamie, Mary E. Gorham).

November will be our Annual meeting to be held by "Zoom" on the 13th at 10 AM. Election of Officers will be conducted following a brief report on the Spratt Dedication by its designer Bob Korkuc. EAA 334 would like to thank him for including us in the dedication ceremony. George Spratt's son, George G. Spratt was a founding member of Chapter 334 in 1969.

The December 11th meeting will be a lunch meeting at noon in a private room of the Groton Townhouse on RT. 12. We can enjoy one another's company over a great meal. Email reminder announcements will be sent out a week before each meeting .

In spite of the virus disruptions, we have been successful in gaining new members and in giving Young Eagle flights. The membership is now 36 and growing.

Blue Skies and Fair Winds
Dave Sellins, EAA 1053112, President EAA 334

172 Damaged By Police Drone By Russ Niles August 21, 2021

All the Canadian authorities are looking into the midair collision of a flight school Cessna 172 and fair-sized drone that could have ended a lot worse than it did. The fact that it happened within a mile of an airport and that the drone operator was a local police department has added some extra attention to the mishap. The Canadian Flyers 172 was substantially damaged in the collision, with major sheet metal damage and an engine teardown mandated because the lower arc of the prop went through the drone. Had it been a few feet higher, the story may have been a lot different but the instructor on board, who assumed the 172 had hit a bird, made a routine landing at Buttonville Airport.

The instructor and a student had just turned final for Buttonville, which is in the northern part of Toronto, and were set up for landing when they felt a substantial jolt that moved them in their seats. They were about 500 AGL and a mile from the threshold. The landing was normal. “When exiting the aircraft, they were shocked to see a major dent on the left underside of the engine cowling. The airbox was also bent,” said a report from Transport Canada’s Civil Aviation Daily Occurrence Reporting System (CADORS). “A few hours later, a police detective confirmed a York Regional Police drone had struck their aircraft.”

Afghan Air Force Pilots Escape In Caravan, Ask For Asylum In Canada

AvWeb, August 30, 2021 Russ Niles

Twelve combat-hardened Afghan air force pilots and one of their crew chiefs are holed up in Tajikistan asking Canada to come and get them. The pilots, who flew attack helicopters and aircraft against the Taliban, grabbed a “Hellfire Caravan,” a Cessna 208 that carries Hellfire air-to-ground missiles, as the Taliban closed in on the airport in Kabul a couple of weeks ago and flew to the neighboring country. They have made contact with the Canadian government, pleading for the country to take them and their families in. “They will kill us,” one of the pilots told CBC News. “We are sure they will kill us because we are fighter pilots.”

Although some of the pilots trained in the U.S., they are asking Canada for asylum because of comments made by President Joe Biden in the early days of the collapse of the Afghan government that “the Afghan military gave up, sometimes without trying to fight.” The pilot who flew the Hellfire said the air force ran out of ammunition for its aircraft weeks before the Taliban takeover and their only option was to fly to the relative safety of neighboring Tajikistan. “I killed them,” one pilot told the CBC. “I rocketed them. I shot them. I am sure if I killed someone they would take their revenge and kill us.” Although the pilots are safe for now, they said they were worried that they might become diplomatic pawns if the Tajik government tries to curry favor with the Taliban.

Alaska Pilot, Passengers Foil Attempted Murder-Suicide Mark Phelps **July 13, 2021 https://www.avweb.com/aviation-news**

A flight to Aniak, Alaska Airport came close to a tragic end. In single-pilot aircraft, non-pilot passengers are often welcome in the right front seat. But Joshua Kersch, a Cessna Caravan pilot for Ryan Air, declined such a request on a 76-NM flight from Bethel to Aniak, Alaska, perhaps saving his life and those of five passengers.

On July 7, 18-year-old Jaden Lake-Kameroff of Bethel boarded the scheduled Ryan Air flight. A spokesman for the Alaska State Troopers told the Anchorage Daily News, "Lake-Kameroff had asked the pilot to fly the plane … during the flight and initially asked to sit in the unoccupied copilot seat. Both requests were denied by the pilot." According to a statement released by the State Troopers, while approaching to land and about five miles from Aniak at about 1,000 to 1,500 feet above the ground, Lake-Kameroff "got up from his seat and took control of the yoke causing the Cessna Caravan to nosedive." Kirsch pushed him back and regained control of the airplane as the four other passengers subdued the teen. The Caravan landed safely.

Alaska State Troopers arrested Lake-Kameroff and charged him with terroristic threatening, five counts of attempted assault and four counts of assault. The troopers also notified the FAA of the incident. According to an affidavit prepared by the state troopers, Lake-Kameroff told them he was attempting suicide. He said he had talked with behavioral health officials, but said it had not helped. Ryan Air President Lee Ryan praised Kersch, saying, "Our pilot relied heavily on his training procedures and his professionalism and landed without further incident.

Jason Otrin STEPS To New Heights

Lt. Jason Otrin, a member of both Civil Air Patrol (CAP) and EAA 334, has been working with a CAP program entitled "Striving Toward Empowered Personal Success" or S.T.E.P.S. It is a local program designed to educate and guide "young women about the vast array of opportunities in work and in life."

His last offering was at Mitchell College in New London. Wendy Ladd, assistant director of the program praised Otrin saying that his advice provided adolescent girls "the tools necessary to build lives of integrity and self-sufficiency through the empowerment of positive choice."

Otrin worked with fellow pilot Stella Ross, a member of the Ninety-Nines and coincidentally a former student of Lt Col Rocketto, Director of Aerospace Education, of the Connecticut Wing of the CAP . Otrin and Ross explained how to get started in an aviation career, including opportunities with CAP, the Experimental Aircraft Association Young Eagles and the many scholarships available.

If this interests you, please contact Jason through EAA 334 or the CAP.

Giving Flight

At our last EAA 334 monthly meeting, George McMillan told us he flies for three voluntary organizations; he summarized his activities for the Newsletter:

As I (George) mentioned at the meeting, I fly for 3 different charitable organizations;

- Angel Flight Northeast
- 978 794 6868

- Patient Airlift Services (P.A.L.S.)
- 631 694 PALS (7257)

- Pilots N Paws
- info@pilotsnpaws.org

As you can readily guess, the first two provide transportation services to patients who may be challenged to travel to treatment by any means other than G.A. and the third provides transit for animal rescue groups such as Happily Fur Ever After Rescue out of Bethel Connecticut.

All 3 organizations are always looking for pilots. Angel Flight and PALS require the aircraft to certificated and not experimental (although I am working to get them to open this up.) All 3 groups also need a greater level of awareness in the community of the services they provide.

If you are interested in flying for any of these organizations, contact them directly or give me a call. If you have any relationships with medical providers, (physicians, nurses, hospital/clinic administration...) please let them know these services are available.

Blue skies to all! George McMillin N9269C; 860 460 2362

Scientists Discover How Fast-Flying Bats Reach Heights of Over 1,600 Meters by Cell Press February 4, 2021. From Scitechdaily, February 4. 2021

This photo shows a bat with a GPS tag on its back. Credit: Teague O'Mara

Although scientists knew that some bats could reach heights of over one mile), they didn't understand how they managed to do it without the benefit of thermals that aren't typically available to them during their nighttime forays. Now, researchers reporting in the journal *Current Biology* on February 4th have uncovered the bats' secret to high-flying. It turns out that the European free-tailed bats they studied — powerful fliers that the researchers documented sometimes reaching speeds of up to 84 miles per hour in self-powered flight — do depend on orographic uplift that happens when air is pushed up over rising terrain to help them fly high, just as birds do during the day. But, because that's harder to find during the cooler night, they have to rely on just the right sort of areas to reach those high altitudes.

"We show that wind and topography can predict areas of the landscape able to support high-altitude ascents, and that bats use these locations to reach high altitudes while reducing airspeeds," explains Teague O'Mara, of Southeastern Louisiana University and the Max Planck Institute of Animal Behavior. "Bats then integrate wind conditions to guide high-altitude ascents, deftly exploiting vertical wind energy in the nocturnal landscape."

To make these discoveries, O'Mara and colleagues fitted the free-tailed bats with high-resolution GPS loggers that recorded their location in three-dimensional space every 30 seconds, tracking them for up to three days during the approximately six-hour night. The data show that bats emerge just after sunset and fly constantly throughout the night before

returning to roost. They observed that the bats' flight would typically follow the terrain they crossed, but that occasionally they would climb to extreme heights, reaching nearly a mile above ground level in less than 20 minutes. During these high-altitude ascents, the bats would climb faster, longer, and at a lower airspeed than during more moderate ascents to around 300 meters. Most bats descended quickly after reaching their peak elevation, resulting in a kind of rollercoaster flight path.

The researchers were surprised to discover just how predictable the bats' high-flying ascents were across the landscape. The data show that bats are using the same types of places — although not necessarily always the exact same locations — where the wind sweeps up a slope to carry them to high altitudes.

The findings show that bats are solving the problems of flight in similar ways to birds — just at night, the researchers note. "These free-tailed bats seem to find ways to minimize how much energy they have to spend to find food each night," O'Mara said. "It's a pretty incredible challenge for an animal that can only really perceive the 30 to 50 meters ahead of it in detail.

"Their small body sizes and large, flexible wings covered in a thin membrane were assumed to prevent these really fast speeds," O'Mara said. "But it's now clear that bats can fly incredibly fast when they choose. It's up to us to figure out how they do that and if it can be applied to other scenarios," such as engineering bio-inspired high-speed and low-energy flight.

Free "Learn to Turn" training program; September 1, 2021 By General Aviation News Staff *(Submitted By Jason Otrin)*

Award-winning Master Flight Instructor Rich Stowell has released "Learn to Turn," a free program that takes a stick and rudder approach to help reduce the frequency of loss of control accidents.

Sponsored by Avemco Insurance Company and Hartzell Propeller, the program includes a 98-page digital booklet, a 42-page graphics supplement to facilitate classroom discussion, a 28-minute webinar recording, a 12-minute video, targeted training exercises, and a pilot survey.

“Through no fault of their own, light airplane pilots generally have been misinformed and undertrained regarding turn dynamics. As a result, too many continue to lose control of their airplanes,” said Stowell, who has more than 30 years of experience providing spin, emergency maneuver, and aerobatic training.

“In addition to academic content, ‘Learn to Turn’ offers training exercises designed to improve basic flying skills and increase awareness of the consequences of our control inputs,” he added.

Topics include:

- Basic Object Motion
- The Primary Controls
- Horizontal, Oblique, and Vertical Turns
- Accelerated Stalls
- Excellence in Airmanship
- Training Mindset and Exercises

The program can be found at CommunityAviation.com/Learn-to-Turn.

Pilots who participate in “Learn to Turn” can qualify for a 5% discount on their annual Avemco insurance premium through the company’s Safety Rewards Program.

The AOPA Air Safety Institute will host a Wings-approved webinar, “Implementing Learn to Turn,” with Stowell on Oct. 21, 2021, at 7 p.m. EDT.

NEW ENGLAND AIR MUSEUM

Surplus Sales

Did you know that the New England Air Museum sells aircraft equipment and parts and tools that are surplus to their rebuilding and restoration activities, including, this month:

Several jet engines, including this Allison J-33 (left) and P&W JT-3 (right) and some others

And in case you need them some drop taks from an F-86 (left) or wood ferry tanks (right), please call the Museum for details on their surplus.

NEXT EAA 334 MEETING:

The October meeting of EAA 334 is scheduled on October 23 10:00 AM at KGON hangar A-15, where Ivan and Susan Lake will describe their building RV-7 building experience
A post first flight photo is shown below:

KGON Apron Repairs

From John Moody, Airport Operations Coordinator
Groton-New London Airport
Connecticut Airport Authority

Starting Monday, September 27, 2021, at 0600 we are moving into the next phase of the ramp apron construction (at KGON) where we must do partial closure of taxiway Charlie and Delta. The taxiway Charlie will be closed from taxiway Bravo past taxiway Delta. Taxiway Delta will be closed from runway 5/23 to taxiway Charlie. Please see the attached diagram. NOTAM's will be issued on this Friday. These taxiways will be closed until October 11, 2021.

There will be lighted X's along with lighted barricades.

Depending on the airport configuration, taxi times and wait time could be longer due aircraft having to back taxi on runways. Please feel free to forward this message to anyone you feel could use the information. If you have any questions, feel free to contact me.

Thanks
John

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/eaa/renew-eaa/renew-membership