



#54; June 2021

Chapter 334 was formed fifty-one years ago



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

The next EAA334 meetings will be on Saturday, May 8 and June 12 on-line, at <https://us02web.zoom.us/j/82731590005?pwd=UVFqY3ZXM0JOaURPdEg0anN3Tlplkdz09;ID=82731590005;passcode=12345>. First Lieutenant David Pineau and First Lieutenant Jennifer Thornell from the Civil Air Patrol's Thames River Composite Squadron in Groton will discuss CAP's missions, how they support the community and provide opportunities and professional development for young people through the cadet program.

Inside you'll find interesting articles ranging from a model RC glider that can fly a lot faster than any GA airplane to a new electric Russian ground effect machine.

There's also a report on CAP's COVID related activities.

The banner photo this month is of Ted Gordon's Ximango motor glider and his wife, Ann Gordon at KGON a decade ago. To fit it in the hangar, the outer portion of the wings folded like a Corsair.

Your photo can run here next month; Please submit photos of people and aircraft for use in our newsletter header banners; submission will be taken as permission to use the material. Editor will make the choice each month. This month's banner photo was taken by Ted on an iPhone.



President's Message.



I have forwarded a copy of the EAA Chapter Gram to each member for their information. I am slightly upset and a bit disturbed that the National EAA is encouraging all chapters to sponsor Young Eagle Flights and Eagle Flights at this time. The Flying Start Event Day is May 15th. (2+ weeks). The Young Eagles Day is June 12th. There was no mention of the Covid-19 threat and precautions to be taken (which differ from State to State). Florida has allowed the Sun & Fun event to go on, and we have members that attended and took part in it. This seems to have been successful and safe, but Florida is not Connecticut.

The Connecticut Airport Authority has decided not to have "Open House Events" this year at our State Airports. Open House Events are designed to bring the public to State airports, and to walk in and around aircraft on display. This decision eliminates Young Eagle Flights for the general public.

Very few people between the ages of 16 and 40 years have been vaccinated. Children under the age of 16 may not become vaccinated until late this year or even 2022. The ages of Young Eagles is 8 to 17 years.

Call me Old Fashion, but I am not in favor of sponsoring any Young Eagles flight events at this time. I favor the caution being shown by the Connecticut Airport Authority and will follow the CDC and our Governors recommendations. If a member is vaccinated and wants to give a flight experience to a young person that they know is safe, that is fine. The same with giving Eagle Flights one-on-one with adults 18 and older. I don't feel EAA chapter 334 should consider public invited events this year, or until cleared by our State Governor and the CDC to do so.

I know we all long for the good old days and a return to normalcy, but it may be too early and the risks may outweigh the benefits.

Dave Sellins, EAA 1053112
20 Old Colony rd.
N. Stonington, CT. 06359

Two fighter pilots passed out; software saved them both.

Rob Verger February 22, 2021 From: https://www.popsci.com/story/technology/agcas-technology-saves-pilots-lives/?utm_source=internal&utm_medium=email&tp=i-1NGB-Et-TTp-1GeZEI-1c-cOv2-1c-1GeBFi-15k6S0E0mI-1vwNnX



Credit Airman 1st Class Bryan Guthrie / US Air Force

On January 23 of last year, a pilot flying a single-seat F-16 over Nevada lost consciousness. Around 6 months later, on July 16, another pilot operating the same type of fighter jet, also in Nevada, passed out as well. Both of them would have almost certainly been killed were it not for built-in software that took over the controls before they crashed. Both pilots experienced an aviation phenomenon called G-LOC, which stands for G-induced loss of consciousness, and both were operating in the Nevada Test and Training Range. And in each case, the onboard software system saved the aviators' lives, according to the Air Force.

The software that saved them is known as Automatic Ground Collision Avoidance System, or AGCAS, and in the January instance, it engaged when the jet was about 2,600 feet above ground level. In the July incident, the software activated at about 4,000 above the deck.

The Air Force Safety Center explained "In both incidents, the pilots were able to regain consciousness during the AGCAS pull-up and they assisted in the recovery of the aircraft; however, their actions alone would not have been in time to prevent collision with the ground." The Safety Center said: "Based on the airspeed and flight paths of the aircraft, these were the altitudes where the system calculated that immediate flight control input was needed to avoid an impending crash." In the January 2020 event, the pilot was at an altitude of 15,800 feet when they succumbed to G-LOC. In the July event, they were at 17,000 feet.

RC Glider Hits 548 MPH

By [Russ Niles](#); AVWEB January 25, 2021



A California man has set a world speed record for RC aircraft by using an aerodynamic oddity to push his glider to 548 MPH. Spencer Lisenby used a technique called dynamic soaring to whip his heavily reinforced composite glider to almost Mach levels over a mountaintop near Los Angeles on Jan. 19. The Santa Anna winds were blowing at 65 MPH up the slope of Parker Mountain, setting up the correct conditions for dynamic soaring. By performing loops that exploit the boundary layers of the moving air, the pilot can use the energy of the wind to accelerate the aircraft to speeds much higher than the wind itself. With every loop, the action adds far more energy and speed to the aircraft than it loses in climbing back up the hill and the result is a head-snapping series of climbs and descents.

As Lisenby and other devotees of the extreme sport get into the transonic speed ranges, there are greater demands on the aircraft and technologies supporting them. The planes normally operate at 60 to 80 Gs and peak at 120 Gs. It's also not for the faint of heart. "Every time you go out there and fly faster than you have before, you get this feeling like you're in over your head, and your brain can't stay ahead of what's happening," Lisenby told newatlas.com. "It's a very difficult thing to keep up with. That's the human factor of dynamic soaring. The faster we go, the faster we have to think."

Unmanned solar wing-in-ground-effect vehicle being developed in Russia

By [Ben Coxworth](#) June 11, 2020 From NewAtlas, June 11, 2020

https://newatlas.com/aircraft/unmanned-solar-wing-in-ground-effect-vehicle/?utm_source=New+Atlas+Subscribers&utm_campaign=d28d262d84-EMAIL_CAMPAIGN_2020_06_12_01_49&utm_medium=email&utm_term=0_65b67362bd-d28d262d84-92456945



Peter the Great St. Petersburg Polytechnic University

Russia has a long history of experimenting with wing-in-ground-effect (WIG) vehicles, most notably the huge ekranoplans dating back to the 1960s. Now, Russian scientists are developing a smaller unmanned WIG, that's solar-powered. Sort of a cross between an airplane and a boat, [wing-in-ground-effect vehicles](#) use forward velocity to create lift, at the same time producing a cushion of air beneath their relatively short and stubby wings. This allows them to fly just above the surface of the water, moving much faster than a boat while using less fuel than a conventional aircraft.

The new vehicle is being built by engineers at Peter the Great St. Petersburg Polytechnic University, led by researcher Alexei Maistro. It's known as the Storm-600. Battery power for its electric motors is supplied by an array of photovoltaic panels on its topside, potentially allowing the craft to remain deployed for long periods of time without needing to return to a base for refuelling. It currently has a theoretical top speed of 200 km/h (124 mph), although its designers hope to boost that figure to 300 km/h (186 mph).

The Storm-600 could ultimately find use in patrolling, search-and-rescue or cargo delivery operations, plus it may also be utilized as a mobile charging platform for both aerial and underwater drones.

Antonov An-225: World's biggest unfinished airplane lies hidden in warehouse

Pavlo Fedykovych, CNN · Updated 4th September 2018.

<https://www.cnn.com/travel/article/antonov-an-225-kyiv-ukraine/index.html>



Kiev, Ukraine (CNN) — On the outskirts of Kiev, sits a drab industrial building that you could drive past a thousand times without guessing it contains an extraordinary secret. Inside is the unfinished chapter of one of the greatest feats of Soviet aviation ever conceived. The only clue is the building's size. It's gargantuan. It needs to be. Because it contains something equally vast -- an Antonov An-225, conceived by Soviet engineers in the dying days of the Cold War as a gigantic, gravity-defying workhorse that would help communism's ongoing race into space.

Only one An-225 was ever built by the Kiev-based Antonov company, which came up with the design. Romantically named *Mriya*, (Ukrainian for dream), it first took flight in 1988 and has been in service ever since, drawing crowds of admirers wherever it spreads its huge wings. Construction was begun on a second plane, a sister for this aerial leviathan. But while *Mriya* is breaking world records in the skies, her twin still lies in pieces, only able to dream about leaving the ground.

The fate of *Mriya*'s hidden sister is a fascinating story about big ambitions and even bigger frustrations caught up in the turbulent history of modern Ukraine after the

collapse of the Soviet Union. The story isn't over though. Antonov remains optimistic it'll get the second An-225 off the ground.

The cavernous, endless space swallows up the machinery and airplane parts within. Workers can occasionally be glimpsed in the distance, but the sound of their activity is lost, absorbed by the giant metallic structure. Towering over everything is the massive fuselage of the unfinished An-225. It's a beast of a thing. If ever completed, it will have a length of 84 meters (276 feet) -- a whole 9 meters longer than the world's largest passenger aircraft, the Airbus A380 superjumbo. It's an impressive sight, although it is slightly depressing to see this potentially majestic airplane in pieces. The wings that would give it a span of 88.4 meters are unattached, stretching off to one side. The nose gear, a mechanism the size of a house, is also nearby. So how did it get here?

The story of the An-225 begins back in the 1960 and '70s when the Soviet Union was locked in a race into space with the United States.

By the end of the 1970s, the need arose for transporting large and heavy loads from their places of assembly to the Baikonur Cosmodrome, the sprawling spaceport in the deserts of Kazakhstan. The cargo in question was the Buran spacecraft, the Soviet Union's answer to NASA's Space Shuttle. Since there were at the time no airplanes capable of carrying it, the Antonov company was ordered to develop one. What emerged was the An-225 megaplane -- the biggest and most powerful airplane ever to successfully enter service. And on December 21, 1988, three years after she was first conceived, Mriya safely transported the Buran spacecraft to Baikonur.

To this day, Mriya remains the heaviest aircraft ever built. Powered by six turbofan engines, she has a maximum payload weight of 250 tons, which can be carried inside or on its back. It boasts the largest wingspan of any airplane in operational service. Because of its size, pilots need special training to cope with the challenges of maneuvering the An-225. One of the airplane's quirks is its ability to perform a so-called "elephant dance," a term used in aviation when the nose gear "kneels" to make cargo loading easier. With Mriya declared a success, the Soviet Union forged ahead with plans to build three more An-225s. Construction of the second began in 1989. In 1991 the Soviet Union collapsed, taking with it the Soviet space program. In the chaos that followed, production continued on the second plane, but it was eventually halted in 1994.

CAP MARKS YEAR OF COVID-19 RELIEF OPERATIONS

March 31, 2021 By Jim Moore from: https://www.aopa.org/news-and-media/all-news/2021/march/31/an-amazing-job-you-have-done?utm_source=ebrief&utm_medium=email



The Civil Air Patrol has risen to the top 1 percent of American Red Cross blood donation partners, the organization announced March 26. Photo courtesy of the Civil Air Patrol.

Small airplanes have done mighty things in the hands of the Civil Air Patrol in the first 12 months of coronavirus pandemic response. The U.S. Air Force auxiliary marked a full year of moving food and critical supplies on March 24, having transported blood, meals, masks, test kits, test samples, and vaccine doses by the thousands.

Day 365 of CAP's COVID-19 response was typical, with volunteers on seven different CAP wings flying missions on that day, from Arizona (supporting vaccine distribution and collecting blood donations) to New Hampshire (supporting vaccine distribution sites with personal protective equipment supply). It was in some respects just another day, adding to a tally built with a fleet of 560 single-engine Cessnas operated by 54,000 volunteers across the country.

As of March 24, CAP missions had delivered 2,803 units of blood to the American Red Cross, responding to an urgent call and surpassing the 2,500-unit goal of Operation Pulse Lift. The wings also flew plenty of food, with 8.2 million meals and 1.1 million pounds of food delivered; 2.6 million masks, 177,407 test kits, 116,792 test samples, and 7,493 vials of vaccine also passed through CAP hands.

First National Aerobatics Day to Be Held In June

The International Aerobatics Club (IAC) has announced that it will be holding the inaugural National Aerobatics Day on June 26, 2021. According to IAC, the goal of the newly established event is to highlight aerobatics pilots and ground support crews. The organization plans to celebrate National Aerobatics Day annually on the fourth Saturday in June.

“National Aerobatics Day is the perfect day to host an aerobatic camp, a BBQ, a practice session, or to share videos of aerobatic activity online,” said IAC President Jim Bourke. “With over 40 chapters nationwide and two international chapters, IAC members will be organizing these types of activities and others to engage the public and general aviation pilots in aerobatics.”

For more details see: <https://www.avweb.com/air-shows-events/first-national-aerobatics-day-to-be-held-in-june/>

May meeting of EAA 334.

We continue to meet virtually on the second Saturday of each month for Zoom sessions, Next meeting is on May 8, 2021, 10:00 am when the special presentation will be from First Lieutenant David Pineau and First Lieutenant Jennifer Thornell from the Civil Air Patrol's Thames River Composite Squadron in Groton who will discuss CAP's missions, how they support the community and provide opportunities and professional development for young people through the cadet program.



On the Fence About Building? Have you ever considered building your own airplane? Watch this new FAA video to learn more about the regulations and documentation required for amateur-built aircraft safety at https://www.youtube.com/watch?v=QUnkCtEHaBo&list=PL5vHkqHi51DS-zCdCFOUyVzUgYlF_0qXK.

May Webinars

Jabiru Aircraft Kits

TUESDAY, MAY 4, AT 7 P.M. CDT

Presenter: Scott Severen | *Homebuilders Webinar Series* [Register Now >](#)

Annual Deadlock

WEDNESDAY, MAY 5, AT 7 P.M. CDT

Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.* [Register Now >](#)

The History of Air Racing

TUESDAY, MAY 11, AT 7 P.M. CDT

Presenter: Connor Madison | *Museum Webinar Series* [Register Now >](#)

IFR in an LSA: Is it Safe? Is it Legal?

WEDNESDAY, MAY 12, AT 7 P.M. CDT

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS credit.* [Register Now >](#)

Ultimate Aircraft Buying Guide 2021

TUESDAY, MAY 18, AT 7 P.M. CDT

Presenter: Scott Sky Smith [Register Now >](#)

Are you Stumped About Weather? Here are the Top Ten FAQs

WEDNESDAY, MAY 19, AT 7 P.M. CDT

Presenter: Scott Dennstaedt | *Qualifies for FAA WINGS credit.* [Register Now >](#)

Flying to Meet the Challenge: Completing 5 Midwest State Flying Programs

WEDNESDAY, MAY 26, AT 7 P.M. CDT

Presenter: Michael Haubrich | *Qualifies for FAA WINGS credit.* [Register Now >](#)

Pancake breakfasts are back at Skylark!



Saturday May 29 8:30 - 11:00 AM

Enjoy all you can eat pancakes with maple syrup or our hot Hurricane Sauce. Also sausages and scrambled eggs, fruit cup, coffee and juice. All for a \$7.00 donation.

Held at Skylark Airpark (7B6).
54 Wells Road
East Windsor, CT 06016

Rain date: Sunday May 30. Check our website, twitter.com/ea1310, or gab.com/ea1310 for weather status. <https://www.eaa1310.org>

Oshkosh, Wisconsin Courses

Sheet Metal — May 8-9, 2021, OR June 5-6, 2021

Learn all aspects of sheet metal work with lecture and lots of hands-on practice using the special tools and techniques used to build a sheet metal aircraft. Two detailed projects that are built during the workshop simulate what you will need to know to start and successfully complete your Vans RV, Sonex, Zenith, or other sheet metal aircraft kit.

[Enroll May 8-9 ›](#) [Enroll June 5-6 ›](#)

Fiberglass Techniques for RV Aircraft — May 15-16, 2021

This course will provide training in composite techniques required for completion of non-composite aircraft kits such as the Van's RV series of aircraft and others. [Enroll now ›](#)

TIG Welding — June 5-6, 2021

TIG welding is fast becoming the welding method of choice for people building their own aircraft. You'll get extensive hands-on training and knowledge about the process, tools, and techniques for using them.

[Enroll now ›](#)

Fabric Covering — May 8-9, 2021

Cover a wing section from start to finish. We'll go over surface prep, installing the fabric, coatings, rib stitching, finish, and painting and detail repair techniques. [Enroll now ›](#)



Virtual Tours

Bring the New England Air Museum into your classroom, scout meeting, or after school program with our new virtual tours!

NEAM virtual tours are live experiences facilitated by our team and utilize your distance learning platform (Zoom, Google Meet, etc.) Tour sessions last 45-60 minutes and include a mix of pre-recorded video and live Q&A. Tours are capped at 50 participants per session and at least two school/organization staff are required to participate in each session.

Virtual tours are \$275 per session. However, thanks to generous support provided by the *Scripps Family Fund for Education & the Arts*, we are able to waive the full cost of virtual tours for schools/non-profits/scouting groups that meet one of the following criteria:

25% or more of public school students in your organization's home community receive free or reduced lunch or are classified as economically disadvantaged.



Virtual Tours are available for booking Monday-Friday between 9:00am-2:00pm beginning November 1st, 2020. Afternoon, early evening, and weekend sessions may also be available upon request.



A Century of Innovation: Connecticut's Aerospace Legacy (Grades 3-12)

From biplanes to spacesuits, this tour will highlight Connecticut's role in the past, present, and future of aviation by exploring over one hundred years of local aerospace history.



Flygirls: New England Women in Aviation (Grades 3-12)

Discover the history of women in aviation and learn about the challenges pioneering women faced as they broke barriers in the aerospace industry.



American Warbirds: 20th Century Military Aviation (Grades 8-12)

Uncover the history of military aviation and its important role in World War II, the Cold War, the Vietnam Conflict, and the late 20th century.

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

SimplexAero, owned by Jeff Erikson 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/ea/renew-ear/renew-membership>