



November 2019 Newsletter #38

Editorial

Extraordinary Meeting Scheduled

At our next meeting (November 9th) we plan to have an open forum to discuss options for the Chapter in 2020, particularly strategies that will lead to a more active Chapter.

Four members attended the September meeting of EAA Chapter 334. How can a club survive without support of its members? What's wrong? It's not a matter of money: we have several hundred dollars in the bank. There are free and reduced-price memberships available. It's not a matter of lack of common interests: whenever we see each other there are plenty of things to talk about: construction projects (yes some are still active), recent flights, places visited, and plans for the future. It may be a matter of geography or timing but we have moved to what seems closer to the centroid of potential members and changed the time of our meetings to one more commonly available.

So what is it? We are getting older- undeniable, but old people have always been part of the act and as folklore has it, provided wisdom and experience. Is it that fewer young people are interested in aviation or clubs in general? Maybe. But CAP has over 64,000 members, but of course they offer things that EAA cannot such as affiliation with the Air Force. Is it lack of a project? We have talked seriously about building a Legal Eagle with the local CAP cadets, but no leader from the club has volunteered to be responsible for the project as a whole. Is it lack of executive leadership? Maybe. But we have had dynamic leaders in our time. Is it competition for time? Another maybe. We are all busier than we used to be because it seems that work expands to fill and replace leisure.

The four attendees at the September meeting decided to skip the October meeting but to make the November meeting (11/9/19 at Dooney Aviation, Westerly Airport)) one of special significance. We encourage all members, prior members and prospective members to attend and to discuss what Chapter 334 is to become and if a plan emerges, to nominate officers for 2020 who will bring more vigorous life to the club.

Zero Time Student Lands 152



A student pilot on his first lesson got some accelerated training in Australia on Saturday when his instructor collapsed in the right seat beside him. Max Sylvester and the unidentified instructor had taken off from Jandakot Airport in Perth in Western Australia when the instructor slumped into the student. "He's leaning over my shoulder, I'm trying to keep him up but he keeps falling down," Sylvester told a controller, who then asked him if he knew how to fly. "This is my first lesson," was his reply. So instead of spending his first hour learning about the horizon and coordinated shallow turns, Sylvester had a truncated and ultimately successful lesson on approach and landing.

"You're doing a really great job. I know this is really stressful. But you're going to do an amazing job and we're going to help you get down to the ground," the controller said in recordings supplied to the Australian Broadcasting Corporation. The controller guided Sylvester through the basics of getting the 152 on the ground and while it took a few tries, he was able to get it on the runway. His wife and three children were on the ground watching. The instructor was taken to a local hospital where he was reported in serious but stable condition. The nature of his illness was not released.

Russ Niles September 1, 2019 https://www.avweb.com/aviation-news/new-student-lands-152-after-instructor-blacks-out/?MailingID=143&utm_source=ActiveCampaign&utm_medium=email&utm_content=Dorian+Effects%2C+Solo+On+First+Lesson&utm_campaign=Dorian+Effects%2C+Solo+On+First+Lesson-Monday%2C+September+2%2C+2019

Dragonfly is a Drone Set to Fly in the Skies of Titan

By [Joel Hruska](#) on September 18, 2019 at 8:04 am From Extreme Tech, Sept 18 2019 <https://www.extremetech.com/extreme/298566-meet-dragonfly-the-diminutive-drone-set-to-soar-across-the-skies-of-titan>



When NASA's new drone Dragonfly arrives on Titan, Saturn's largest moon, it won't roll

across the surface like Curiosity, Spirit, and Opportunity have on Mars. Instead, Dragonfly is a dual-rotor quadcopter that will fly from point to point, using a vertical takeoff and landing (VTOL) system. It leverages existing drone technology we have on Earth to make the system work.

Titan is, in many ways, an ideal spot to try this kind of deployment. That moon's combination of low gravity and a thick nitrogen-dominated atmosphere make it easy to fly in — or, at least, easy as things go when you're flying a remote drone from nearly 800 million miles away and can't make any mistakes.

XKCD (a comic strip by Randall Munroe) addressed this concept in a substantial "What if" that evaluated all of the planets and moons in the solar system according to how well they'd support the flight of a Cessna 172 Skyhawk. In most cases, the plane would crash; sustained flight on Mars, for example, requires a ground speed of over Mach 1 just to take off. For Venus, XKCD author Randall Munroe notes, "Your plane would fly pretty well, except it would be on fire the whole time, and then it would stop flying, and then stop being a plane."

But Titan? Titan is a different story. Munroe writes:

When it comes to flying, Titan might be better than Earth. Its atmosphere is thick but its gravity is light, giving it a surface pressure only 50 percent higher than Earth's with air four times as dense. Its gravity—lower than that of the Moon—means that flying is easy. Our Cessna could get into the air under pedal power.

In fact, humans on Titan could fly by muscle power. A human in a hang glider could comfortably take off and cruise around powered by oversized swim-flipper boots—or even take off by flapping artificial wings. The power requirements are minimal—it would probably take no more effort than walking.

Designing a drone to fly remotely on a world where humans could take off under their own muscle power isn't as difficult as engineering the same feat on Earth. Dragonfly will be an octocopter capable of surviving the loss of at least one rotor or motor. The aircraft should have a speed of ~36km/h (21mph) and can fly at up to 4km in altitude, in temperatures as low as 94K (-180C). It uses a combination of batteries and a radioisotope thermal generator to provide power. At night, the generator will recharge the batteries, which can then be used for another day of flying.

Coffee Spill Sparks Mid-Atlantic Diversion

Russ Niles

September 15, 2019 AvWeb Flash, September 16



For the want of an appropriately sized paper coffee cup and lid (sorry, Ben), likely tens of thousands of dollars and at least one day at the beach were lost by those affected by a mid-Atlantic diversion of Condor A330

earlier this year. The inconvenient chain of events damaged the airplane and disrupted the travel plans of hundreds of travelers heading to Cancun for some winter sunshine from dreary Frankfurt last February. The U.K.'s Air Accidents Investigations Branch recently issued a report on the emergency landing of the plane that happened about three hours after the captain, the pilot monitoring, got himself a cup of Joe. He put it on one of the little folding tables that Airbus provides pilots in the relatively spacious cockpit, possibly because the cups available onboard didn't fit properly in his cupholder. It dumped all over his lap and a bit went into the console between the two pilots.

Although the pilots did their best to mop up the spill, some coffee seeped into the communications gear in the console. It immediately took out the PA system and part of the radio. They pressed on for a while using the FO's console but turned for Shannon, Ireland, about a half-hour later when the captain's console started to smoke. Soon after, the first officer's panel started to smoke and melt but they were still a long way from a runway. "During the diversion, the flight crew alternately used supplementary oxygen, with one pilot on oxygen at all times," the report said. When the aircraft landed uneventfully in Shannon, five people were taken to a local hospital for smoke inhalation. The airline investigated and subsequently ensured properly sized cups, with lids, are provided. It also issued a memo reminding pilots to please use the lids and cupholders.

Pilot, 96, still loves flying

Author: Kevin Reece Aviation Brief September 19, 2019 Edited by TG for this Newsletter



John Billings has been flying for a very long time. And just because he's 96 years old, doesn't mean his flying days are done, he says. In his own Cessna Cutlass, the WWII veteran landed Wednesday at Addison (Texas) Airport after an all-day trip from his home in Virginia, with a fuel stop midway in Memphis. He taxied to the Million Air Dallas terminal in Addison with his co-pilot and friend, Nevin Showman who is 58 years old..

"Welcome to Texas," I told him as he stepped out of the plane. "Are we in Texas?" Billings asked, showing the sense of humor, which along with his flying skills, hasn't left him either. His journey in the pilot's seat started in WWII at the controls of a B-24 Liberator. He flew multiple bombing missions, numerous intelligence-gathering missions and is a recipient of the Distinguished Flying Cross and several other commendations. He also flew as a commercial airline pilot for 39 years.

He is here for a WWII bomb group reunion. Billings was part of the 484th Bombardment Group (H). But, with fewer and fewer veterans able to attend each year, the reunions include men from all bomber groups from WWII. But he was most interested in talking about Angel Flight," he said as he removed a 484th Bomb Group hat to reveal a red "Angel Flight" hat underneath. "He's a man of many hats," Showman said with a laugh.

"Gives you a sense of doing something to help other people," Billings said. "We fall in love with them," he said of the patients that range from infants to adults. "And it's not hard either."

As for flying at his age, neither of the men think it's that big a deal. "He is the most experienced and knowledgeable pilot that I've ever flown with," Showman said. "He is fully legal and capable on his own. But I'll get mad at him if he comes without me."

"Ninety-six is just coincidental," added Billings. "I just like to fly."

"Of all the flights I've ever done, the worst one was delightful," Billings said. And even at 96, with new horizons still to see.

Local Pilot NASCAR Champ Mike Stefanik Killed In Ultralight Crash



Former NASCAR Modifieds champ Mike Stefanik was killed on Sunday when his Aerolite 103 ultralight crashed in eastern Connecticut. Stefanik was returning to land at the private Riconn airport on the Connecticut/Rhode Island border when he crashed into trees adjacent to the airport.

According to reports, Stefanik was found around 2 p.m. Sunday and taken to the hospital, where he succumbed to "severe injuries and burns." Allen Sayles, who lives near the airport, told WJAR that "we heard the plane coming, which we see all the time, then all of a sudden he just missed the treetops and my wife said, 'That plane is going to crash.' I says, 'No, you just can't see it over the treetops,' and then we [saw] big powerful smoke and my grandson and his father went running down there. Four to five seconds later, we heard a big explosion and I called 911." Sayles told WJAR that his grandson "ran back to the house to get water" for Stefanik. "They said he was walking and he was talking. He was out of the plane he was like 15 feet from the plane," Sayles said.

Stefanik won NASCAR's Modified championship seven times and twice took top honors in the Busch North Series. NASCAR Chairman and CEO Jim France said that "Mike Stefanik was one of the most successful drivers in NASCAR history, but even more so, he was a true representative of our sport. His tough, competitive nature and excellence on the race track won him the admiration of fans and competitors alike." Stefanik, 61, last won in 2014 and was living in Coventry, Rhode Island, after retirement from the series.

Riconn is a small airport with two turf strips less than 2000 feet long each. According to AirNav, 16 aircraft are based at the field.

By **Marc Cook**; from September 18, 2019 FROM AvWeb <https://www.avweb.com/aviation-news/nascar-champ-mike-stefanik-killed-in-ultralight-crash/>

2019 EVENT SCHEDULE

REMINDER: EAA334 meetings are generally scheduled on the second Saturday of each month at 10:00 AM at Dooney Aviation at Westerly Airport. Address: 63 Tom Harvey Rd., Westerly, RI. *NEXT MEETING NOVEMBER 9, 10:00 AM at Dooney's.*

1st annual "Mystic Wings and Wheels"

October 5, 2019 from 10-3pm

At the Groton-New London Airport



See rare and unique aircraft and automobiles!

<i>1000</i>	<i>Show Starts</i>
<i>1045-1200</i>	<i>FAA Wings Seminar</i>
<i>1100</i>	<i>Food Trucks Start</i>
<i>1300-1330</i>	<i>Formation Flight Demo Angel</i>
<i>1400</i>	<i>Flight NE Raffle</i>
<i>1500</i>	<i>Show Ends</i>

www.mysticwingsandwheels.com

Admission and registration are FREE

*You MUST register your car prior to October 1, 2019.
All cars registered for the show must arrive by 9:30am.*

Aviation fuel discounts available

LANMAR
AVIATION

MYSTIC  JET CENTER

"Glider Ground - Mountain Wave and the Mt Washington Wave Camp 2019" Topic: Mountain Wave Soaring - Planning and Preparations
On Tuesday, October 1, 2019 at 19:00 Eastern Daylight Time (16:00 PDT,

"Everything You Ever Wanted To Know But Were Afraid To Ask About Stalls And Spins!" Topic: Stalls, Spins, and Loss of Control in General Aviation Airplanes. On **Saturday, October 5, 2019** at 10:45 Eastern Daylight Time; Location: Groton-New London Airport 55 Tower Ave. Groton, CT 06340. Description: Special Guest Speaker is Bob Berlyn. Bob is a Designated Pilot Examiner for the Bradley Flight Standards District Office and is an experienced pilot in Technically Advanced Aircraft and Multi-Engine Aircraft as well as Light Tail-wheel Aircraft.

Further details and registration information for this seminar:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=96139

Programs at New England Air Museum

Thursday, Oct. 3 - 40th Anniversary of the Tornado

Saturday, Oct. 5 - New England Women in Aviation Exhibit [After Hours Event](#)

Sunday, Oct. 6 - [Speaker Program](#), "From the Bradley Air Museum to the New England Air Museum"

Monday, Oct. 7 - [Homeschool Day](#)

Saturday, Oct. 12 - Open Cockpit & Touch A Truck

Saturday, Oct. 26 - Haunted Hangar Trick or Treat

The Rhode Island Wing of the Civil Air Patrol has started a new Squadron in Westerly RI. They meet Thursday evenings from 6 - 9 pm, at the Westerly Education Center. Col. Stranahan is the CO and Lt. Col, Robert Gubala is the second in Command. Dave Sellins, EAA Chapter 334, has attended some of the meetings and will furnish reports in future Newsletters. At the present time they have 8-10 new Cadets from our area. Stay tuned. Anyone wishing to volunteer and help Cadets, please attend a meeting and speak with the Colonel. They are looking for volunteer members .

October Webinars

FAA's Safety Continuum

Wednesday, October 2 at 7 p.m. CDT

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

[Register Now →](#)

ADS-B Update: Equipping for 2020 and Reviewing the Latest Portable Receivers

Wednesday, October 9 at 7 p.m. CDT

Presenter: John Zimmerman | *Qualifies for FAA WINGS credit.*

[Register Now →](#)

Decathlon Airplanes: Evolution in Fifty Years of Production

Tuesday, October 15 at 7 p.m. CDT

Presenter: Jody Bradt | *Qualifies for FAA WINGS and AMT credit.*

[Register Now →](#)

Improving Your Flight Proficiency

Wednesday, October 16 at 7 p.m. CDT

Presenter: Steve Krog | *Qualifies for FAA WINGS credit.*

[Register Now →](#)

Engine Leaning Made Simple

Wednesday, October 23 at 7 p.m. CDT

Presenter: Bill Ross | *Qualifies for FAA Wings and AMT credit.*

[Register Now →](#)

EAA Flying Clubs - Growing Participation in Aviation

Tuesday, October 29 at 7 p.m. CDT

Presenter: David Leiting Jr.

[Register Now →](#)

Loss of Control – Root Causes and Innovation Opportunities - Part 2

Wednesday, October 30 at 7 p.m. CDT

Presenter: Loss of Control Committee Members | *Qualifies for FAA Wings credit.*
[Register Now →](#)

November 18 - The Real Story: The JFK Jr. Accident. Steve Demko was a National Transportation Safety Board investigator for the aircraft accident in which John Kennedy Jr. lost his life. Steve will tell the real story of what happened that night off of Cape Cod. Steve's wife, Jill, also from NTSB, will overview the operations of that outstanding organization.

If you're looking for something to do next weekend check out support@socialflight.com. This site publishes interesting events on a Friday describing what you might do and where in the coming weekend, too short a time horizon for this Newsletter but certainly worth reviewing if you want some suggestions for the next few days.

Socialflight also has a new feature: “Burger Flight, which makes finding a terrific airport restaurant as easy as tapping on a screen. Burger Flight is included in SocialFlight’s free app, and it shows airport restaurants as burger symbols on the map. Thousands of airport restaurants are featured on the moving map.” From <https://www.flyingmag.com/burger-flight-helps-pilots-find-airport-restaurants?cmpid=ene20190411>

New Member Benefit: EAA Videos

After extensive development and testing, we’ve fully integrated our video content within [EAA.org](https://www.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.

Partial hangar for rent. If your plane or trike is small or if the wings come off (intentionally) and you are looking for a storage place to rent

A FREE preflight de-icing sprayer is also available.

Just call or email:



Ted Gordon 860 434 8608 or tedjgordon@gmail.com

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 Prtentiss

EAA Technical Councilor 15 years

Builder of the Glasair N28P, first flight June 1999

Designated Airworthiness Representative, Manufacturing (DAR-F)

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 Erickson of Old Saybrook, teaches tail wheel and provides sport pilot training. He also offers scratch plans for the Cloud Duster and the Zing.



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. In the summer, our meetings are on the second Thursday of each month, 7:00PM at Dooney Aviation, located at Westerly Airport. Address: 63 Tom Harvey Rd., Westerly, RI. In winter, meetings take place on the second Saturday of each month at 10:00 AM at Dooney's Aviation. 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 **

*First Name _____

*Last Name _____

*Address _____

*City _____

*State _____ ZIP _____

*Email _____

Phone _____

Aircraft _____

*Required information

** For full membership in EAA Chapter 334, send the completed form and check payable to EAA 334 , Membership (\$40.00 per year) in the EAA National organization is also required. For more information go to: <https://www.eaa.org/en/ea/renew-ear/renew-membership>