



Chapter 334

Groton, CT



#52; April 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, **March 13 at 10:00AM** and April 10 on-line, at <https://us02web.zoom.us/j/88254031020?pwd=TGI4eFF3ZENFSFBwN1VoUHhqZHV5QT09>. The March meeting will feature Rob Schaum who will describe his efforts to get his Murphy Rebel into the air (at last check he was almost there). On April 10th: Maria Hanna and Keith Wille will talk to the chapter and guests on Survival Systems USA at GON. In this issue you will also find the story of one pilot's bet that sounded like an April Fool prank but ended in tragedy, Goodspeed Airport under new ownership and plans, a student competition for airport design, and a story about a B52 that lost its vertical stabilizer in clear air turbulence.

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 photo was submitted by Bernie Stumpf (member EAA 334) and the lady is Dotty Stumpf.

WHEN AUTOLAND TAKES OVER

When an Emergency Autoland (EAL) system suspects pilot incapacitation, the on-board system is activated. The autopilot will begin to announce its intentions. EAL will squawk 7700 and broadcast "Mayday" on 121.5; "Emergency Autoland activated, standby for more information." Then there will be a 25-second pause for Air Traffic Control (ATC) to move conflicting traffic. EAL broadcasts: "N1234, pilot incapacitation, XX miles southwest of KABC, landing KXYZ airport. Emergency Autoland in XX minutes on Runway 00." The aircraft descends to the final approach fix for landing at the emergency airport and switches to the appropriate ATC frequency within 12 miles. After landing, EAL broadcasts on Tower/CTAF: "Disabled aircraft on Runway 00 at KXYZ airport." Once activated, the EAL system will announce to passengers on upcoming maneuvers, and present a video map display. A push-to-talk button allows passengers to talk to ATC. From FAA Notice: NOTC1667

President's Message.



Hello all members and guests of local Chapter 334 of the Experimental Aircraft Association. It has been with mixed emotions that we have celebrated our fiftieth year as a chapter of the EAA during 2020. In spite of the Covid-19 virus overshadowing all events of the year, we have renewed our bylaws, created a new web site, gained new members to bring our total up to 28, and adapted to holding our monthly meetings by ZOOM. Since April of 2020 we have gathered together by ZOOM and been able to enjoy one another's company and share experiences of building and flying airplanes. The guest speakers have been great entertainment and very enlightening with their presentations.

2021 is now here, and the vaccine is being distributed to bring an end to the pandemic soon. We will continue to hold Zoom Meetings at least until summer. I am hoping to be able to meet this summer at the Dooney Aviation Hangar in Westerly State Airport. It will likely be outside and we will still be able to stay distanced safely.

I have arranged for guest speakers through July whether we are having a Zoom Meeting or meeting in person.

March: Rob Schaum is going to give a presentation about his Murphy Rebel

April: Keith Wille will join with Maria Hanna to talk about Survival Systems Inc.

May: David Pineau and Jennifer Thornell will describe activities of the Civil Air Patrol

June: Sam Watrous will update us on his P-36 kit plane ready for first flight and hopefully Bogdan Gutowski can report on progress on his Bear Hawk.

It is with great sadness that we have lost one of our Founding Members and the first Treasurer of local Chapter, Bob Taylor. Those who remember Bob, remember his huge smile, fun facts and flying stories. Our deepest sympathy goes out to his family. May he fly forever more among the angels!

Dave
EAA 1053112
President EAA 334

Pilots Bet: “I Can Land it Blindfolded”

By Sean Kern From <https://medium.com/lessons-from-history/two-pilots-bet-that-one-could-land-a-full-airline-blindfolded-b0ee1af26649>.

(Editor’s Note: This is apparently not fake news or an April First joke. It has been reported by several sources including Wikipedia.)



Photo: Similar aircraft, Wikipedia

In October of 1986, a thousand miles north of Kazakhstan, Aeroflot Flight 6502 began its journey to the Grozny airport in Chechnya. An hour before the landing, a commotion broke out in the cockpit, which was concerning to the passengers. Captain Alexander Kliuyev was telling his co-pilot that he could land a plane easily with zero visibility, and without the autopilot. This escalated into a full-blown bet.

At 3:48 p.m., and only a few minutes from the runway, Captain Kliuyev ordered his first engineer to pull the curtains over the windows. He took control and began navigating manually using his instruments. The plane continued to descend. The flight engineer behind them began saying the game needed to stop. He insisted the curtains be opened. Then, a minute from landing, several alarms went off. Even further, air traffic control told the plane to go around, but Captain Kliuyev said they’d be fine.

Moments before landing, the engineer jumped in front of the captain, opening the curtains. They realized they’d just passed over the runway. But it was too late. They were only a few feet from the ground. The wheels touched down on the runway at 280 km/hour. Even worse, they were on uneven ground. The left-wing was ripped off and the plane flipped upside down. It burst into flames, exploding. At the impact, 63 people immediately perished and 7 more died in route to the hospital. The pilots both escaped. The copilot rushed to help passengers despite his own injuries, but eventually passed away from cardiac arrest.

The pilot survived. He even said in his testimony that the events were all because of a bet. He was convicted of gross negligence and of violating every major rule as a pilot. He received a 15-year sentence and was released after six years. It’s also worth mentioning that the co-pilot did indeed win this bet.

RAF HELPS SAVE FEATURE-RICH NEW ENGLAND AIRPORT

The Recreational Aviation Foundation (RAF) is pleased to announce that one of the country's most distinctive airports has been saved from potential closure. Goodspeed Airport, (42B) lies beside the historic Connecticut River in East Haddam, CT. The airport has a 2,120-ft paved runway, a parallel turf runway, and is the only seaplane base in southern New England, listed as 4,500 feet in length. Nearby is a 1913 swing bridge that swivels on a turntable to allow river traffic through.



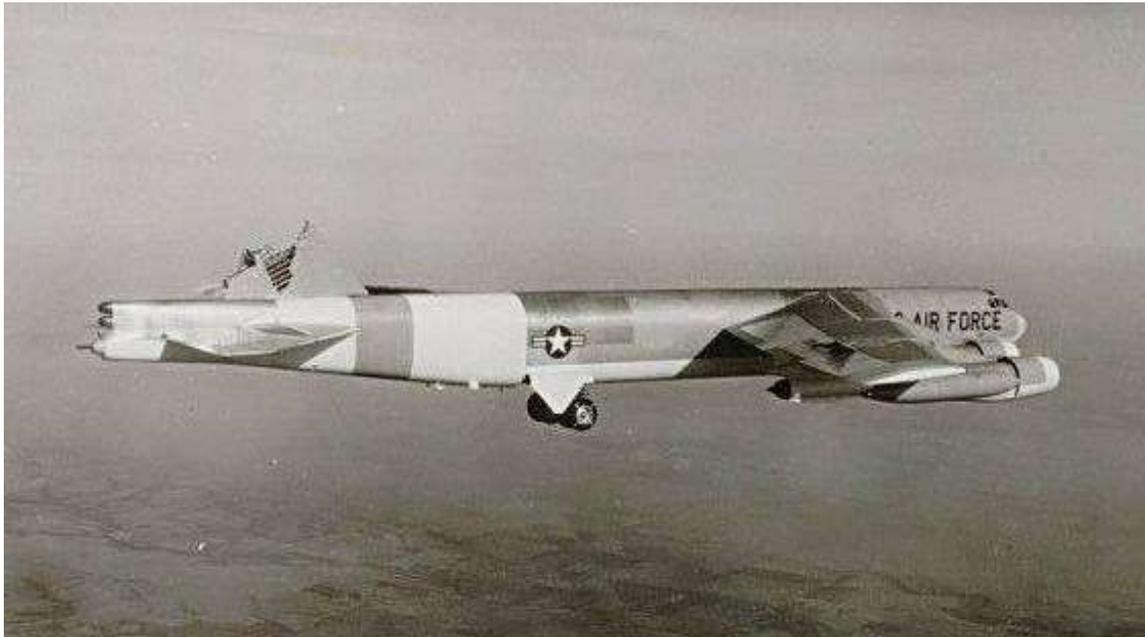
Visitors can camp at this scenic recreational airport, and just off the end of Runway 32 within easy walking distance is a typical New England village and the Goodspeed Opera House, world famous for its Tony-award-winning productions. “The beautiful surrounding countryside is brimming with restaurants, shops, and galleries,” its website says.

RAF Director Bill Brine connected with two local aviation enthusiasts who understood that action was needed to preserve this special airport. A third-party foundation helped by providing additional resources Goodspeed has a unique layout that allows for aviation education and training. The RAF has begun upgrading facilities to boost seaplane use, fuel sales, hangar rentals and eventually provide for repairs and maintenance, to ensure the airport is self-sustaining. The RAF agreed to terms that excess revenues from operations will go to capital improvements.

“All the pieces are in place for success in preserving the airport for public use in perpetuity,” Brine said. “Without the RAF as conduit, this cool little airport would have been lost,” he said.

The story of a B-52H Stratofortress Bomber That Lost Its Tail

January 11, 2021 Aviation Safety / Air Crashes, Military Aviation, Military History
DAVID CENCIOTTI



On Jan. 10, 1964, Boeing civilian test pilot Chuck Fisher and his three person crew launched from Wichita, Kansas, for a mission on a B-52H to examine the effects of turbulence at varying altitudes and airspeeds. In other words the aircrew would shake, rattle and roll the Stratofortress bomber at high speed and low altitude to record sensor data on how such conditions could affect the plane's airframe.

This kind of testing was done because new tactics required the B-52 to fly a different flight profile than the one it was originally designed for. In fact, the Stratofortress bomber was designed to fly at high altitude and hi speed (near supersonic). However, as the Russian air defenses advanced in their ability to hit high flying targets, so the best method to defeat the emerging Soviet threat was considered to be a high-speed low-level penetration, whose stress on the airframe required additional testing.

For the test, the Air Force loaned 61-0023 to Boeing that installed 20 accelerometers and 200 sensors to record the stresses on the airframe. The first part of the test went as expected: the crew flew some of the test patterns to measure the effects of turbulence on the jet, then

aborted one portion of the flight due to turbulence becoming too strong for what was needed for the tests. At that point the crew took a short lunch break, heading to smoother air.

As the B-52 was climbing to 14,300 feet it hit clear-air turbulence over northern New Mexico's Sangre de Cristo Mountains. Then the turbulence hit. The crew said it was like a giant force that picked up the plane and hit it. "...it was so violent that I was literally picked up and thrown against the left side of the airplane and over the nav table" said James Pittman, navigator. I had the rudder to the firewall, the control column in my lap, and full wheel input and I wasn't having any luck righting the airplane," said Charles Fisher, instructor pilot. "In the short period after the turbulence I gave the order to prepare to abandon the airplane because I didn't think we were going to keep it together."

Based on the sensor readings, the gust hit the B-52 at 81 mph (130 kmh)! This left the plane with only a small stub of metal protruding from the fuselage to serve as the vertical tail. An F-100 flew with the injured B-52 to Blytheville Air Force Base, Arkansas, an airfield chosen because it was in a less densely populated area and located so that the aircraft would not need to cross the Rocky Mountains which would have subjected it to additional turbulent conditions.

For the next six hours Boeing Engineers and Air Force pilots on the radio would work together to find out the possible ways for safe landing the aircraft.

The worn-out crew landed the jet safely. Saving the plane also saved the data recorded on it with information that would help engineers understand why the tail failed and also teach future crews about the limits of the B-52.

Three days later, another B-52 also lost its vertical stabilizer in winter storm turbulence. The incident is particularly famous because the aircraft was carrying two live, 9 mega-ton B53 thermonuclear bombs.

The pilot, co-pilot, navigator, and tail gunner all managed to actuate their ejection seats and egress the aircraft into the black, freezing sky. Major Robert Townley may have been pinned inside the B-52 by G-forces, his ejection seat may have malfunctioned or he may have been knocked unconscious in the bone-breaking turbulence. His body was discovered more than 24 hours later. The two bombs were found "relatively intact in the middle of the wreckage" and removed two days later.

Pakistan Grounds 262 Pilots Over Fake License Scandal

June 27, 2020 01:58 GMT <https://www.rferl.org/a/pakistan-fake-pilot-scandal-/30693403.html>



Pakistan's aviation authorities have grounded 262 airline pilots whose flying licenses may be fake or falsified in a widening scandal following a fatal plane crash in Karachi last month. Aviation Minister Ghulam Sarwar Khan said June 26 the pilots are under investigation and five senior officials at the Civil Aviation Authority who were sacked over the scandal may be prosecuted. The pilots include 141 at state-run Pakistan International Airlines (PIA), which employs 450 pilots. The remaining pilots worked for private airlines and charter services.

On June 25, PIA said it grounded 150 of its pilots for obtaining a license through cheating and began to terminate their contracts. The scandal emerged this week when Khan announced in parliament the findings of an initial inquiry into a PIA Airbus A320 crash on May 22 that killed 97 people, including all crew members. The initial investigation concluded the pilots were talking about the coronavirus while they attempted to land the aircraft in Karachi without putting its wheels down.

A first attempt to land the plane damaged the engines. The plane then lost power and crashed near the airport as the pilots attempted a second landing.

Authorities have not said whether the pilot and co-pilot had fake licenses. Khan said during the June 24 parliamentary session that another inquiry had found 262 pilots -- out of a total of 860 active pilots in the country -- had obtained their licenses through cheating and having others take exams for them.

He said there has been an investigation into collusion between pilots and civil aviation officials since late 2018.

The disgrace has put the financial viability of PIA into doubt and cast a shadow over the credibility of the Civil Aviation Authority.

FENTRESS CHALLENGE COMPETITION: ENVISIONING A 2100 AIRPORT



Fentress Architects is pleased to announce that the [2021 Fentress Global Challenge](#) (FGC) is open for entries. Now in its 8th year, the annual international student design competition challenges students to envision a forward-thinking concept for an airport of the future, and in turn, stimulate innovative design in terminal architecture.

“The Fentress Global Challenge is a great opportunity for young designers to bring broad ideas and creative perspectives to the table while spearheading innovation in airport terminal architecture,” said FGC Founder Curtis Fentress, FAIA, RIBA. “We are excited to see how students push the limits of architectural design this year

This year’s competition brief encourages students to reimagine the terminal building in the year 2100, siting the new terminal at either an existing airport of their choosing, or at a location where an airport does not yet exist. The latter option calls for participants to consider a city where an airport could serve as a catalyst for economic and social development. Students’ designs must consider several aspects, including local context, evolving technologies, sustainability and resiliency, security, wellbeing, mobility, urbanization, globalization, project feasibility, and the overall passenger experience.

Eligibility: FGC is open to graduate and undergraduate students currently pursuing architecture or engineering degrees in an accredited university program, as well as recent graduates (within the last four years) with a degree in architecture or engineering.

Competition Schedule: announcement: February 15, 2021; design submission deadline: October 1, 2021; shortlist announcement: November 1, 2021; winners announcement: December 1, 2021

Awards: The First Place Winner: \$15,000 USD; Second Place: \$3,000 USD; Third Place: \$2,000 USD; Two People’s Choice Awards: \$1,000 USD

About the Jury: The 2021 FGC will be judged in two stages. A first-round jury of industry experts will shortlist fifteen (15) designs from which the second-round jury will select the three finalists. The 2021 FGC Jury, which will be announced at a later date, will feature leading aviation and architecture voices while bringing together diverse perspectives from professionals in these industries.

To learn more about the Fentress Global Challenge and to register, please visit: <https://fentressglobalchallenge.com>. To download the 2021 competition brief, visit: <https://www.fentressglobalchallenge.com/competition-brief>.

March meeting of EAA 334. We continue to meet virtually on the second Saturday of each month for Zoom sessions, Next meeting is on March 13, 10:00 AM. Our speaker will be EAA 334 member Rob Schaum who is about to fly his home-built Murphy Rebel for the first time.

EAA Museum Webinars

If you love aviation history, you'll love the new museum webinar series featured on the second Tuesday of every month. Join Chris Henry and Ben Page from the EAA Aviation Museum staff and special guest presenters as they educate and entertain you with captivating stories of the EAA's Oshkosh museum's aircraft and artifacts collection through live and interactive webinars.

Bong: America's Ace of Aces

TUESDAY, MARCH 9, AT 7 P.M. CST

Presenter: Chris Henry

[Register Now >](#)

The E-1 and the Pursuit of a Record

TUESDAY, APRIL 13, AT 7 P.M. CDT

Presenter: Eileen Bjorkman

[Register Now >](#)

The History of Air Racing

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

Presenter: Connor Madison

[Register Now >](#)

Spirit of St. Louis

TUESDAY, JUNE 8, AT 7 P.M. CDT

Presenters: Chris Henry and Ben Page

[Register Now >](#)

EAA March Webinars

Panthers and Beyond

TUESDAY, MARCH 2, AT 7 P.M. CST

Presenters: Dan and Rachel Weseman | *Homebuilders Webinar Series*

[Register Now >](#)

How Mags Fail

WEDNESDAY, MARCH 3, AT 7 P.M. CST

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

[Register Now >](#)

Bong: America's Ace of Aces

TUESDAY, MARCH 9, AT 7 P.M. CST

Presenter: Chris Henry | *Museum Webinar Series*

[Register Now >](#)

Pushing Past TBO - Running your Rotax Engine "On Condition"

WEDNESDAY, MARCH 10, AT 7 P.M. CST

Presenter: Prof. H. Paul Shuch | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >](#)

Rolling Fear Upside Down with Aerobatics

TUESDAY, MARCH 16, AT 7 P.M. CDT

Presenter: Cecilia Aragon

[Register Now >](#)

Sling Aircraft Kits

WEDNESDAY, MARCH 17, AT 7 P.M. CDT

Presenter: Mike Blyth

[Register Now >](#)

SNAGGED! Dealing with Defects Safely and Legally

WEDNESDAY, MARCH 24, AT 7 P.M. CDT

Presenter: Sebastien Seykora | *Qualifies for FAA WINGS and AMT credit.*

[Register Now >](#)

Engine Care Items Every Pilot Should Know

WEDNESDAY, MARCH 31, AT 7 P.M. CDT

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

[Register Now >](#)

Learn Aircraft Building Skills in Two Days

If you're ready to build or restore an aircraft, join EAA at one of their upcoming SportAir Workshop courses in Oshkosh, WI, hosted at the EAA Aviation Center. Save time and money by learning proper techniques right from the start, taught by experienced and accomplished professionals.

Upcoming courses and their corresponding dates are listed below.

Oshkosh, Wisconsin Courses

HOSTED AT THE EAA AVIATION CENTER



TIG Welding — March 13-14, 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 >](#)



Electrical Systems & Avionics — March 13-14, 2021

At the end of the course you will be thoroughly knowledgeable on aircraft electrical systems and have the confidence to build and install a system in your aircraft. [Enroll now >](#)



Fiberglass Techniques for RV Aircraft — March 13-14, 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 >](#)



Sheet Metal — April 10-11, 2021 OR May 8-9, 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 April 10-11 >](#)

[Enroll May 8-9 >](#)



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 >](#)

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.



Did you know that the NE Air Museum sells surplus parts and tools? Here are just a few examples. Contact them to see the full list and their innovative displays and activities: https://www.neam.org/shell.php?page=surplus_for_sale



Allison J-33

\$7,000

ID 203



Lycoming O-435-6

\$500

ID 74



Wood Ferry Fuel Tanks

\$1,000 each



Radial Arm Drill/Mill

\$780

Used/Good Condition
16" x 20" table



Peck Stow + Wilcox Sheetmetal Brake

\$675

Used/Good Condition
Model 697, 42" table

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.

For Sale Thorp T18 recent full overhaul on Lyc o320, fuel injected, recent mags new factory cylinders. Always hangered. Additional photos available Call 860 604 1582 or E Mail n22607@aol.com . In Hartford. **Joe Gauthier.**



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 Erekson 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>

I Wonder How These Would Work for Tie-Downs? the Titan Ground Anchor

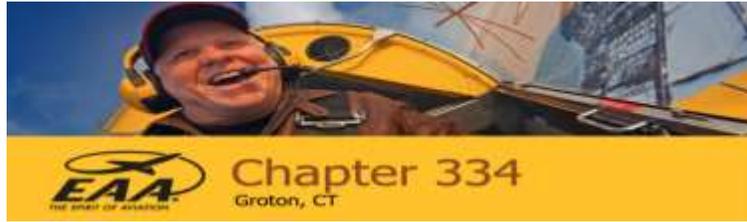
By [Emily Woodhouse](#)

source: https://www.adventure.com/news/new-titan-ground-anchor-tent-peg?utm_medium=40digest.7days3.20210213.carousel&utm_source=email&utm_content=&utm_campaign=campaign



The Titan Ground Anchor - the hook goes into the ground (Image credit: Mark Turnbull/Titan Ground Anchors) It's not often you see innovation in areas like tent pegs, but Matt Turnbull from Plymouth has developed a new take on the humble peg, called the Titan Ground Anchor. Unlike the long, thin spikes we've come to expect from tent pegs, these look more like hooks that dig into the ground and keep holding. Fed up of bending tent pegs, Turnbull set out to design the most efficient shape to produce a hold against line tension. The design seems similar to DMM Talon Steep Ground Anchor, used by Mountain Rescue to anchor stretchers when no classic features are available.

"These are the best tent pegs available," says the description on the Titan Ground Anchor page. "They are stronger than standard pegs and will hold more force in a blow (especially repeated pulls that loosen other vertical pegs-these dig in more!). Sitting in the shallow top soil they can be pushed in with your foot, thus eliminating the need for a heavy mallet to drive an overly long spike in the ground. Due to its design directing the pulling force down to the tip and not the top it will out-hold any conventional peg in all ground types and is primarily designed for the guy ropes which take most of the force in windy conditions but can be used on all points on the tent."



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>