



## 48 December 2020 Newsletter

*Chapter 334 was formed fifty (50 ! ) years ago*

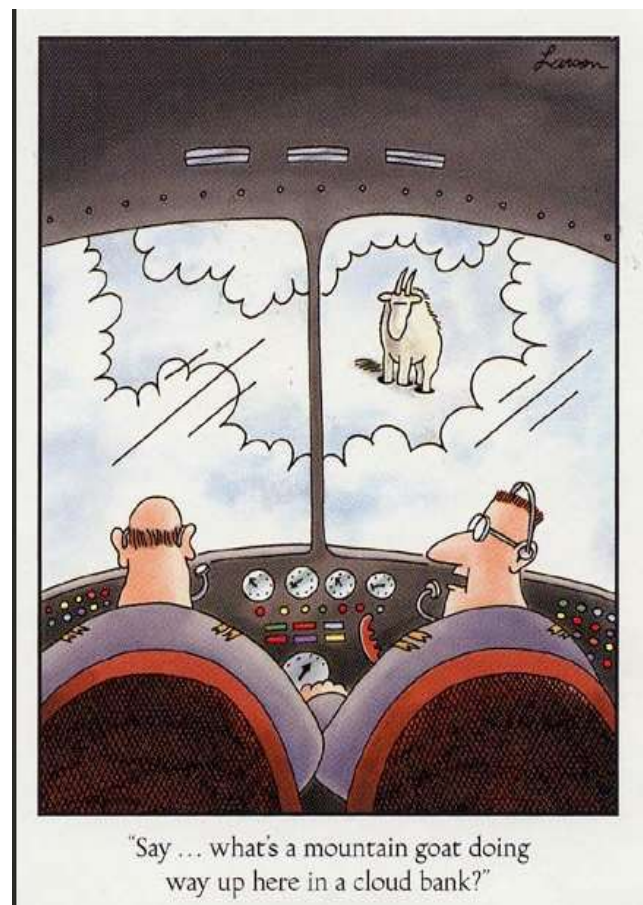
Check out the EAA334 website at <https://chapters.eaa.org/EAA334>. Next EAA334 meetings will be on Saturday, November 14 and December 12 at 10:00AM on ZOOM at <https://us02web.zoom.us/j/88254031020?pwd=TGl4eFF3ZENFSFBwN1VoUHhqZHV5QT09>. We will have a **guest speaker at the Nov 14 meeting**: Jason Otrin, All about Drones! The capabilities, the Regulations, the lessons for the commercial license. All are welcome. To join contact Dave Sellins, [dsellins@comcast.net](mailto:dsellins@comcast.net).

In this issue: One of our builders moves his home built to an airport, commercial planes may be flying in formation to save gas, Meriden is applying for a grant to rehabilitate existing runway, and the world's biggest helicopter

Our "name that airport" contest continues. Last month it was Richmond RI. This month is equally difficult. Any guesses? Officers excluded. \$20 for first correct submittal.



**We hoped you never see a mountain goat in a cloud bank. ☺**



**Famous Farside cartoon.**

## *President's Message*



EAA Chapter 334 will hold its Annual Meeting on Saturday the 14th of November. This is not an election year for Officers because we are elected for two year terms, but we need to elect a Treasurer for 2021 to replace Catherine Young who has done an outstanding job as treasurer, advisor for chapter activities, and for getting us on Social Media which has resulted in doubling our active membership. She agreed to take the position for one year in her busy schedule with the Connecticut Airport Authority to help reorganize the chapter. A great big Thank You to her for helping us reorganize and renew the Chapter for the next fifty years.

I have asked George McMillin if he would consider the position of Treasurer for 2021 and he said yes, he would be available for next year. This year has been busy for him as he has been working on his CFI ticket and he is just about completed. We will vote on the Office during the meeting.

The Annual Meeting will start with our new member Jason Otrin being our guest speaker and giving a presentation all about Drones. Jason owns "On Course Drones" and gives instruction for the Drone license, operates Drone services. and lectures at the University of Connecticut.

We will continue with our Zoom Meetings until the virus has been controlled and the "All Clear" has been given. The zoom meetings have worked out well, it is great to see every one's face and to be able to talk to one another about our aviation interests. Log onto Zoom and stand by for Bernie to open the meeting.  
<https://us02web.zoom.us/j/88254031020?pwd=TGI4eFF3ZENFSFBwN1VoUHhqZHV5QT09>

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

# *How Birds Fly in Gusty Winds* By UNIVERSITY OF

BRISTOL OCTOBER 21, 2020 AND SCITECH DAILY OCTOBER 21, 2020



"Birds (often fly) in gusts as fast as their flight speed. So the ability to cope with strong and sudden changes in wind is essential for their survival and to be able to do things like land safely and capture prey... We know birds cope amazingly well in conditions which challenge engineered air vehicles of a similar size but, until now, we didn't understand the mechanics behind it," said Dr. Shane Windsor of the Department of Aerospace Engineering at Univ of Bristol.

In the experiment, conducted in the Structure and Motion Laboratory at the Royal Veterinary College, the team filmed Lily, a barn owl, gliding through a range of fan-generated vertical gusts, the strongest of which was as fast as her flight speed. Lily is a trained falconry bird who is a veteran of many nature documentaries, so wasn't fazed in the least by all the lights and cameras.

"We began with very gentle gusts in case Lily had any difficulties, but soon found that — even at the highest gust speeds we could make — Lily was unperturbed; she flew straight through to get the food reward being held by her trainer" commented Professor Richard Bomphrey of the Royal Veterinary College.

"Lily flew through the bumpy gusts and consistently kept her head and torso amazingly stable over the trajectory, as if she was flying with a suspension system. When we analyzed it, what surprised us was that the suspension-system effect wasn't just due to aerodynamics, but benefited from the mass in her wings.

"Perhaps most exciting is the discovery that the very fastest part of the suspension effect is built into the mechanics of the wings, so birds don't actively need to do anything for it to work. The mechanics are very elegant. When you strike a ball at the sweet spot of a bat or racquet, your hand is not jarred because the force there cancels out. A wing has a sweet spot, just like a bat. Our analysis suggests that the force of the gust acts near this sweet spot and this markedly reduces the disturbance to the body during the first fraction of a second. The process is automatic and buys just enough time for other clever stabilizing processes to kick in," added Dr Jonathan Stevenson from the University of Bristol.

# *Plastic Barriers Nixed In Aircraft Cabins*

Russ Niles

October 11, 2020 AvWeb Flash



Aircraft manufacturers have agreed that 7-Eleven style Plexiglas barriers won't work to reduce the spread of germs on airliners and may actually make it worse. The International Air Transport Association hosted an online panel with representatives from Airbus, Boeing and Embraer last week and dividing up the cabin with rigid barriers is a non-starter. "We are not investigating anymore these type of devices, and we are not recommending them anymore to be installed on aircraft," said Bruno Fargeon, leader of the Airbus Keep Trust in Travel Initiative. Boeing's engineer on its Confident Travel Initiative agreed, saying it's a simple idea with a lot of complex effects. "There are a lot of things that have to be considered even when adding something as simple as a shield between seats," he said.

Putting up the shields would interfere with air movement in the cabin and that might slow down the replacement and filtration of the air. The barriers might also get in the way of passengers reaching for oxygen masks and hinder their evacuation in an emergency. They would also be yet another surface to clean. The companies ran simulations with shields in place and they all reached the conclusion that they're a bad idea.



## *Rob Schaum Moves his Rebel to Chester*

(and adds the wings; it's beginning to look a lot like an airplane!!)



Great progress ROB.

## *Meriden Applies for a Runway Grant*

MERIDEN — The City Council voted to authorize City Manager Timothy Coon to apply for a federal grant to be used for Phase I of a runway renovation project at Meriden-Markham Airport.

The \$149,827 Federal Aviation Administration grant covers 100 percent of the costs of designing, permitting and wildlife hazard assessment before rehabilitating the existing runway. The 100 percent reimbursement is a change from earlier estimates that showed the city responsible for 15 to 20 percent of the costs.

# *Big jets may soon fly in formation*

Howard Slutsken, CNN • Published 15th September 2020



**(CNN)** — Bird formations have provided the inspiration for researchers at Airbus “UpNext”, the aircraft manufacturer's future-flight demonstration and technology incubator. Aerodynamicists understand that formation flying allows the aircraft to gain efficiency from the vortices generated by other aircraft flying in close formation. With that in mind, the Airbus’ flight demonstration project will fly two large commercial aircraft in formation. Building on test flights in 2016 with an Airbus A380 and a A350-900 wide-body jetliner, the firm hopes to demonstrate and quantify the aerodynamic efficiencies while developing in-flight operational procedures. Initial flight testing with two A350s began in March 2020. The program will be expanded next year to include the involvement of Frenchbee and SAS airlines, along with air traffic control and air navigation service providers from France, the UK, and Europe.

"They will be 1 1/2 to 2 nautical miles away from the leading aircraft, and slightly offset, which means they are on the side of the vortex. It's no longer the vortex, it's the smooth current of rotating air which is next to the vortex, and we use the updraft of this air." Taking advantage of the free lift in this updraft of air is called "wake-energy retrieval." The Project says that upcoming flight trials using two A350s could prove that on long-haul flights, fuel savings of between 5% and 10% may be achieved, "which is an enormous number. This is the reason why we want to accelerate it. It is not a product today, but it is something we strongly believe in."

*Howard Slutsken is a regular contributor to aviation magazines and blogs, and is based in Vancouver BC.*

# *The Largest Helicopter Was Useless*

BY KYLE MIZOKAMI SEP 21, 2020

ULLSTEIN BILDGETTY IMAGES



The largest helicopter ever built was an engineering triumph, but a failure in practice. The Soviet Union built the V-12, known to the North Atlantic Treaty Organization (NATO) as the “Homer,” to airlift intercontinental ballistic missiles (ICBMs) into place, avoiding telltale railroad networks that would alert U.S. intelligence. Unfortunately, by the time the jetliner-sized helicopter was ready, its main purpose had evaporated, and the V-12 was never placed into production. Soviet leadership greenlit the helicopter project in 1962, and the first successful test flight took place in 1968.

The helicopter could carry 196 passengers, or up to 88,000 pounds of cargo. The cargo box was 93.5 feet long and 14.4 feet wide tall and wide, making it big enough to carry city buses with ease. The helicopter was so large that it had a crew of six, including its own electrician. The V-12 made its international debut at the 1971 Paris Air Show. NATO, which had assigned it the code name “Homer” (all Soviet helicopters were given a code name that started with H), worried it would be used as a tactical airlifter, one that could carry armored vehicles to support heliborne assaults. The truth, however, was that the V-12 was already on the way out, and the Soviets ultimately built just two of the aircraft.

So what happened? U.S. spy satellites suddenly became capable of surveying far wider swathes of Soviet territory, and ICBMs gradually grew lighter to the point that trucks could carry them.

# *Challenge to Share the Gift of EAA*

*We received a letter from David Leiting, National EAA Membership Development Manager about a new initiative designed to encourage membership: chapter sponsorship. It is something that EAA 334 has been doing for some time. If you know of someone who you would like us to sponsor for membership please let Dave Sellins know.*

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member.** After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!





**A Webinar on The Kosciuszko Squadron presented by  
the New England Air Museum and the Polish Studies Program at  
Central Connecticut State University**

**This event is free, and will be held live via webinar**



Featuring James S. Pula, Professor of History Emeritus at Purdue University Northwest.

Of all the units that fought with the Royal Air Force during the Battle of Britain, the most successful was the 303 Kosciuszko Squadron comprised of Polish airmen who escaped from their homeland after the German invasion of 1939.

Join us to learn this story of true heroism and international friendship and see how a new exhibit at the New England Air Museum, slated to open in 2021, will honor their memory and their service.

**This event will run from 6:00 - 7:30 p.m. on November 11, 2020**

**Registration is required.**

Click [HERE](#) to register now!

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### Coming Soon

Even though COVID shut the museum down for a while, we have been working behind the scenes for a new and exciting exhibit. With the support of the Kaman Foundation and the creativeness of Quast Media, late Fall we will bring to you an enhanced Kaman exhibit. The addition to this exhibit will bring augmented reality using an app you will download to your phone.



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### Weekend Activities



During the weekends our educational Program Team continues to provide [family activities](#). As always, our dedicated docents are available to answer your questions.



### Veterans are Free

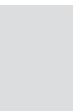
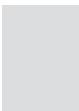
Through a partnership with KeyBank, the museum is free to all veterans and military service members throughout the remainder of 2020.

With Phase 3 we will bring back some of the interactive experiences our visitors love most while ensuring the safety of our staff, volunteers, and guests.

Stay Safe,

Debbie

Executive Director



## [EAA Flight Training Scholarships Now Open](#)

Through the generosity of many donors, EAA awards more than \$1 million in aviation scholarships via various programs each year. These generous gifts allow us to provide opportunities for individuals to receive scholarships to assist with funding their flight training, whether they are dreaming of becoming a pilot or seeking an additional rating.



Applications for EAA's general flight training scholarships are now open. These awards are separate from the Ray Aviation Scholarship program and are open to wide range of candidates.

Applications close on November 1, 2020. [Apply now →](#)



The Federal Aviation Administration (FAA) issued a [Federal Register Notice](#) announcing the [Aircraft Pilots Workforce Development Grant Program](#). The program will expand the pilot workforce and will help high school students receive training to become aerospace engineers or unmanned aircraft systems operators. The program also prepares teachers to train students for jobs in the aviation industry.

In Fiscal Year 2020, Congress appropriated \$5 million to create and deliver a training curriculum to address the projected shortages of aircraft pilots. Eligible groups may apply for grants from \$25,000 to \$500,000. Potential applicants are encouraged to [visit the program website](#).

## ***REMINDER:***

The next EAA334 meeting will be on- line on Saturday, November 14. 10:00 AM. Join us on line at <https://us04web.zoom.us/j/5821750404?pwd=dEF2enRmQ3JBSlIOMG51UWhobVRiQT09>. We hope you will invite others- non-members, young people, friends- to attend this virtual meeting. We will have a **guest speaker**: Jason Otrin, our new member, is going to be our guest speaker. Title of his talk is "All about Drones! The capabilities, the regulations, the lessons for the commercial license." Q and A will follow. All are welcome. To join contact Dave Sellins, [dsellins@comcast.net](mailto:dsellins@comcast.net).

## NEW BOOK ON AIRCRAFT ENGINES



***<https://pilotworkshop.us17.list-manage.com/track/click?u=5146209990d253add0ccf45ba&id=3dceb578d3&e=3265286312>***



## November Webinars

### Van's RV-14

**Tuesday, November 3, at 7 p.m. CST**

Presenter: Greg Hughes | *Homebuilders Webinar Series*

[Register Now >>](#)

### Your Engine's Lifeblood

**Wednesday, November 4, at 7 p.m. CST**

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

[Register Now >>](#)

### The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!

**Tuesday, November 10, at 7 p.m. CST**

Presenters: Mike Heuer and Lorrie Penner

[Register Now >>](#)

### True or Magnetic?

**Wednesday, November 11, at 7 p.m. CST**

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

[Register Now >>](#)

### Cockpit Power Management

**Wednesday, November 18, at 7 p.m. CST**

Presenter: Phil Lightstone

[Register Now >>](#)

**New Member Benefit: EAA Videos :** After extensive development and testing, EAA has fully integrated video content within [EAA.org](http://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.

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*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.*

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## KHFD Hangar for Sale



T-Hangar for sale: Asking \$82,000 - Will consider lease arrangement  
Approximately 1000 sq. ft. - 43' bi-fold door - Will fit up to light twins  
Upgraded lighting and electrical outlets

**Call Russ Beers at 860-681-1328 for details**

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## 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 stripping 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](mailto: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](mailto: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.

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**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>