



Chapter 334

Groton, CT

#58; October 2021

EAA Chapter 334 was formed fifty-two years ago



Big Iron Takes Off From Runway 23 at KGON (TG Photo)

Because of the Delta surge, the August display of homebuilt aircraft planned by EAA chapter 334 was cancelled. Maybe next year. Our next meeting will be held on September 11, 10:00 AM members only, at George McMillan's T-Hangar at KGON. See details inside. In this issue you will find a wide variety of reports: from the prospect of 100 octane-no lead aviation fuel to a report on the successful Air Venture; from help from a plane spotter to a planned electric plane race.

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

HELICOPTER DROPS IN FOR ICE CREAM



Police in Canada have charged a helicopter pilot after he used his Robinson R-44 to get an ice cream cake from the local Dairy Queen. The unidentified 34-year-old pilot will appear in court in September charged with unsafe operation of an aircraft. On July 31, the man put the helicopter down in the parking lot of a school across the street from the DQ in Tisdale, Saskatchewan. According to the police report, the helicopter blew dust and debris around the business district. "Investigation determined the landing was not an emergency: a passenger of the helicopter exited the aircraft and entered a nearby restaurant to buy an ice cream cake," the police statement said. Officers determined the pilot, was licensed to drive the helicopter, but that it was illegal to land it where he did." Tisdale Mayor Al Jellicoe saw the landing and thought it was odd. He also noted that the school parking lot was empty and there was no real harm done. "I suppose that doesn't make it right," he told the CBC.

President's Message: GENERAL AVIATION IN THE WEST

Having just returned from Blackfoot, Idaho and Cody, Wyoming on my vacation, I would like to report on this year's public air travel and the importance of General Aviation in the western states.

First, public air travel after the huge disruption from Covid-19 and now a resurgence of it's variants. As the air transports get back to normal this summer, they have become swamped with people that have been vaccinated and feel safe to travel again, but with masks on. We did not miss a flight going out or coming back, but it was close. We were on hold one hour at Bradley before takeoff, giving us barely enough time to catch our flight out of Chicago, but we made it without time for anything to eat for breakfast. We flew to Salt Lake City and got in our rental car and headed for Blackfoot Idaho. We stopped for something to eat on the first exit out of the city.

The Great Salt Lake is so dried up from the drought that has lasted for years, that it is hardly recognizable. The smoke in the air from the California and Oregon fires limits visibility to about one mile. We could not see the mountains. I could not believe my eyes. It was now about one PM and we finished our lunch (first meal all day), and drove to Idaho without incident.

After a day of rest, I drove to East Yellowstone, MT. on my way to Cody, Wyoming. My friends from Blackfoot were along with us for company. I have known Jeannette since she was eight years old and I was Nine. We have always kept in touch over the years and it was great to see her again. Her husband Joe and I are just two Cowboys ready to get in trouble, and Cody, Wyoming is the best place ever to visit. Travelling between West Yellowstone, Mt. and Cody, we drove through Yellowstone National Park and around the north side of Yellowstone Lake. The smoke in the air was still visible everywhere. Difficult to see the mountains anywhere.

Cody Wyoming was built originally by Buffalo Bill Cody. He was the greatest showman in the world from 1890 to 1920. His huge museum is all new within the past two years. There are 10,000 guns on display. Annie Oakley's clothes and guns are on display as well as Sitting Bull's headdress and clothes. You can spend two days sight-seeing in Cody and by the way, they have a Rodeo every night. Make it a must on your bucket list.

On the way home to Blackfoot, we stopped in Jackson Hole Wyoming. I have been there many times, because I grew up in Idaho, but this was the first time I could not see the Grand Teton Mountains because of the smoke in the air. The blessing is, It started to rain the morning we left to come home. It rained all over Idaho and Utah for two days bringing much needed saturation to the mountains and range lands and hopefully putting an end to the spreading forest fires.

I have some pictures of the brand-new airport terminals in Blackfoot and in Cody. General aviation is part of the way of life in the west because of the vast distances that have to be travelled. Notice how beautiful the small terminal is in Blackfoot, Idaho. It is a small town (Westerly), that hosts about forty-five individual hangers at the airport. Cody (size of Mystic), is a jet port with full service and perhaps 60 hangers for the jet setters.

It was great to get home with only one holdup, waiting for aircrew to arrive in Chicago and fly us home. Made it! Phew!



Dave Sellins, EAA 1053112, President EAA 334

Plane-spotter Spots Engine Damage

Russ Niles from AvWeb July 24, 2021



A plane-spotter is credited with potentially preventing the loss of an Air Force F-15E Strike Eagle and its pilot when he reported a malfunction with the aircraft as it left a base in the U.K. Ian Simpson was indulging his passion at the business end of the Royal Air Force base at Lakenheath in eastern England when he saw sparks and flame pouring out of one of the engines on an aircraft as it took off.

As many who pursue the hobby do, Simpson had a radio tuned to the base's tower frequency and what he didn't hear alarmed him. There was no mention of any problem with the aircraft and the pilot, Maj. Grant Thompson, got vectors to a tanker over the North Sea where he was to refuel. "It suddenly dawned on me that they had no idea what was going on," Simpson told. "So at that point, I called the base, by looking on Google for the telephone number." He was put through to officials who alerted Thompson who in turn got his wingman to check out his jet. The other pilot confirmed Simpson's report and Thompson immediately returned to base. Thompson met Simpson about a week later and gave him a fighter wing patch that was on his flight suit as a memento.

STC For Unleaded 100-Octane Avgas

Paul Bertorelli July 27, 2021m From: AvWeb, July 28, 2021



At AirVenture this year, the FAA formally awarded a supplemental type certificate (STC) to General Aviation Modifications Inc., the Ada, Oklahoma, company that itself spent more than a decade developing a fuel it calls G100. The fuel would be a drop-in replacement for 100LL which, despite lead content, continues to be manufactured under ongoing dispensation from the EPA. But it may a while before the fuel is fielded in volume and GAMI says it will probably cost 60 to 85 cents more than 100LL does now.

The STC approves the use of G100 in Lycoming-equipped Cessna 172s. GAMI says that after some additional testing, the STC will be expanded to cover the entire general aviation fleet, although the timing for that expansion remains unclear, as does how the fuel will be fielded in a market that continues to be driven by 100LL. Volume manufacturing details remain to be worked out. Currently, 100LL is believed to be manufactured in about five U.S. refineries owned by Phillips, Chevron and Exxon. While Shell markets 100LL in the U.S., it no longer owns its own refineries to produce the fuel in the U.S. It does produce 100LL in Europe and it brands fuel it sells produced by other refiners. Chemically, G100 is a blended fuel consisting of a high-octane alkylate and a proprietary aromatic additive package that boosts the octane to a level equal to or higher than 100LL. As such, it can be produced in any refinery or facility capable of receiving the components by rail or by any refinery currently manufacturing 100LL.

ScaleBirds Displays at Oshkosh

Some material quoted from Kitplanes, July 28, 2021 by Tom Wilson



Sam Watrous is a member of EAA 334 and is President of ScaleBirds a new company that is producing its first LSA kit, now close to its first flight. Sam displayed his company's first kit, a P-36A replica at Oshkosh last month, as shown above. He wrote me about his experiences at Oshkosh as follows:

Oshkosh Adventure! ScaleBirds took our P-36 LiteFighter prototype to Oshkosh via a 22ft car hauler trailer. A blown trailer tire in Marlboro, CT was the beginning of our crazy experiences. We had booth 632 in the Homebuilts exhibits and got there Sunday at 3:45pm to set-up our booth. Monday morning we were there at 8am with customers waiting to see our plane and engines. Show starts at 9, but the campers can get in early. We were busy with customers each day from the moment we got to the booth until we left after 6pm. Crazy busy! We were there the entire week till the show ended on Sunday afternoon. We met our goal of signing up 10 people for "beta" builder pool where we will pick the best four to get first kits. They are all very experienced builders and will help us to make the standard kit better with better instructions and build sequence. We had dozens more say they want one when we offer the standard kits. We had 747 captains, F-15 and F-22 pilots, real warbird pilots and a bunch of RV builders who are super interested in one of our kits. Home Run! Likely to sell some Verner Motor radial engines as well.

Wednesday night we survived unscathed from the super-cell thunderstorm and tornadoes. There was minimal damage at Oshkosh, but our farm house rental in Omro, WI was right at the epicenter where a tornado formed. 10 trees down in the property there - but super fortunate no house damage other than a branch through a window. Then no power for two days - so crazy time trying to clean up and get food. Several days later we met a 6th generation farmer from a mile away that had his barn and garage flattened by a twister. Likely formed over our house and went right through his farm. Karen's sister Laurel is a United Captain and had her weather app on her tablet. It showed two cells over 70,000

feet and 9 more above 65,000 ft. The lightning was unbelievable! The airshow was back at full tilt the morning after and never skipped a beat. Thankful for the storm changing course right as it got to Oshkosh. I have never seen aircraft being wrapped in bubble wrap and sleeping bags before - let alone P-51 Mustangs. Crazy!

We are back home in Groton and working through the final punch list on our plane. Mostly cowling and throttle work. Then, we will do final assembly at my Westerly hangar and get the FAA inspection. Flight testing hopefully in September. Sun N Fun and Oshkosh next year for sure! I also have a special project that we will be starting next year. You won't believe it! Sam, ScaleBirds LLC

He is also one of three U.S. dealers for the Czech company Verner that manufactures radial engines for DIY builders. On the engine front, Sam Watrous, says that Verner has temporarily stopped production of the 3- and 5-cylinder engines strictly because demand is so high for the 7- and 9-cylinder engines that they must concentrate on those. Verner is absolutely flat-out building the bigger engines and they simply don't have the time—or supplies—to build the smaller engines at this time, but they will resume production as soon as possible.

EAA Air Venture 2021: A success



From: [Flying](#): August 5, 2021

With more than 10,000 aircraft flying in, and 608,000 pilots and enthusiasts joining the fun, the world's largest general aviation gathering came back to life. With more than 10,000 aircraft flying in, and 608,000 pilots and enthusiasts joining the fun, the world's largest general aviation gathering came back to life. At Wittman

Regional Airport in Oshkosh, Wisconsin, [EAA AirVenture 2021](#) saw a total of 16,378 aircraft operations in the ten days spanning from July 22 to 31—an average of 116 takeoffs and landings each hour that the tower was open for business. The total economic impact of the show on Winnebago County and four of its neighbors? Estimates say \$170 million.

NAA Electric Aircraft Race

By [Flying Staff](#), August 6, 2021



Russell Maughan, won the 1922 Pulitzer Trophy, with a Curtiss R-6 Racer. *National Aeronautic Association*

For the first time in 97 years, a winner will be awarded the Pulitzer Trophy when the [National Aeronautic Association](#) launches a new 1,000-nautical-mile, [cross-country air race](#) for electric propulsion aircraft in 2022. The race will kick off on May 16, 2022, in Omaha, Nebraska, and will end on May 19, 2022, in Kitty Hawk, North Carolina. Registration will be limited to 25 pilots. The [Pulitzer Trophy started in 1920](#) as part of the National Air Races, according to the Smithsonian National Air and Space Museum. It was an effort by publishing magnates Joseph Jr., Ralph and Herbert Pulitzer to promote aviation. Over the course of six years, the trophy was awarded to pilots and airplanes with the fastest elapsed time during four laps over a 32-mile closed course. The last race took place in 1925 and the trophy currently resides at the Smithsonian National Air and Space Museum in Washington, D.C.

The NAA says the new race will be open to piloted aircraft of all types using zero-emission electric propulsion, including fixed-wing airplanes, helicopters or multirotor urban air mobility vehicles. Organizers say that because many of the potential competitors may be in a research and development phase and using experimental aircraft, the race will be a VFR-day-only event. The winner will be the pilot or crew with the fastest speed calculated from the cumulative flight time, not including time on the ground for maintenance, charging or overnight stays.

“A cross-country race will require careful logistical planning from the race teams and highlight different electric propulsion technology choices and operational strategies such as rapid battery charging, whole battery changes and solar power augmentation to extend range,” the release said. “As a long distance, multiday cross-country event open to all classes and types of electric aircraft, we have designed the Pulitzer Electric Aircraft Race to provide an open canvas for design innovations and be a flying expo for the electric aviation industry.”



August News

Space Expo 2021

Join us on Saturday August 21, 2021 for our annual family friendly celebration of spaceflight. Meet keynote speaker and former NASA astronaut Susan Kilrain, snap a selfie with life sized droids and intergalactic characters, participate in our new Cosmic Kids Challenge, and more! All events and activities included with general admission. For details: visit the Museum's website.



And don't miss two exciting ways to meet an astronaut up close and in person:

Join us Friday August 20 at 6:00 p.m. for Cocktails with an Astronaut, an event for adults who are as excited about space travel as they were back when they were kids. Find details and registration at [Cocktails](#).

And for kids and their families we are once again offering Breakfast with an Astronaut, on Saturday August 21 at 8:15 a.m. A great way to introduce your kids to a truly exciting career choice! Register [here](#).

Soar into Summer Fun Programs

From wings to rockets and everything in between, visitors can enjoy hands-on activities for children, flight science demonstrations, and specialized scavenger hunts every day, all summer long. A new theme each week! All programs are included with museum admission. Visit our website for details:
go to [SOAR into Summer](#).



At The Museum: Two New First-time Ever Events!

Learn about the Past, Present and Future of Engines

From August 18 - Dec. 1 the New England Air Museum teams up with Pratt & Whitney to present ***Engines 101***, a five-part virtual series by Michael Winter, a recognized leader in aviation technology. This program is appropriate for anyone, regardless of level of technical education, who wants to understand the functioning and future direction of aircraft engines. For more information and to register go to [Engines 101](#).



Annual Bombardier Golf Tournament

Our good friends at Bombardier in Windsor Locks have decided to hold their 1st Annual Golf Tournament this year, and the New England Air Museum is one of their designated nonprofit recipients. We encourage all golfers to take part in this event on August 29.

Connecticut Museums Kids Are Free Summer

The New England Air Museum is proud to be participating in the State of Connecticut's new initiative to make sure all families have opportunities to visit museums this summer. Through the "CT Museums Kids Are Free Summer" program, all children (age 18 and under) and one accompanying adult, will be able to visit the New England Air Museum for free from July 1 through Labor Day. Check our website for details.

We look forward to seeing many new families this summer as a result of this innovative program, and we thank the State of Connecticut for the financial support that is making this possible.



NEAM is FREE for Veterans

Through an ongoing partnership with KeyBank, the New England Air Museum will continue to waive the admission fee for all veterans and military service members throughout 2021. The museum thanks KeyBank for making this opportunity possible, and we thank all those who serve or have served in the military for their dedication and sacrifice.

September Webinars

Machine Learning

WEDNESDAY, SEPTEMBER 1, AT 7 P.M. CDT

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

[Register >](#)

Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat

WEDNESDAY, SEPTEMBER 8, AT 7 P.M. CDT

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

[Register >](#)

Air Racing History - Part 2

TUESDAY, SEPTEMBER 14, AT 7 P.M. CDT

Presenter: Connor Madison | *Museum Webinar Series*

[Register >](#)

Buying Your First Aerobatic Airplane

TUESDAY, SEPTEMBER 21, AT 7 P.M. CDT

Presenter: Budd Davisson

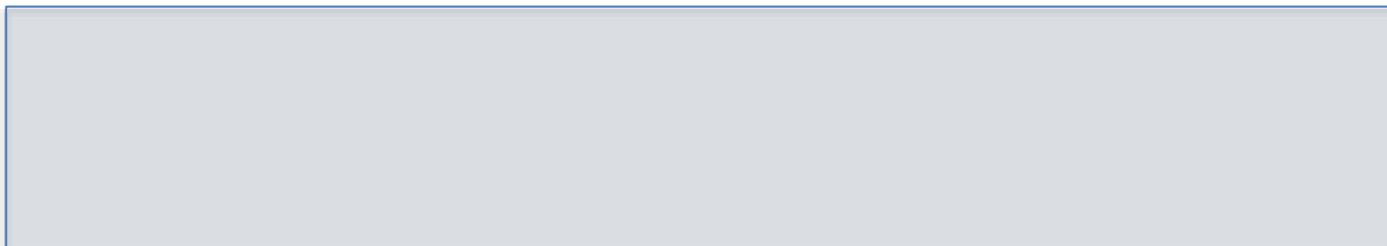
[Register >](#)

Flying With the iPad — Your Digital Co-Pilot

WEDNESDAY, SEPTEMBER 29, AT 7 P.M. CDT

Presenter: Bret Koebbe | *Qualifies for FAA WINGS credit.*

[Register >](#)



NEXT EAA 334 MEETING:

The next Chapter 334 meeting will be on September 11 at 10 AM, at George McMillan's hangar at Groton, B6, for members and prospective members. Access is through Gate C, Lanmar T Hangars, and parking is at the T's. Anyone who does not have a gate card can call George's cell at 860 460 2362 for access. We will simply need to keep a record of such access. Coffee and donuts will be provided. We will be able to use the Mystic Jet Center if the weather should be too inclement.

Ramp at GON to be reconstructed: **Check NOTAMS**

Parts of the terminal apron date from the 1960's and have exceed their life expectancy. The project will consist of reconstructing approximately 7 acres of the terminal apron . Reconfiguring access from apron to Twy C to prevent direct access to the runway. 77 Scheduled day project with 14-day planned closure of portions of Twy C. Twy H Transient ramp closed during the project.

CLASSIFIED SECTION

Anyone can list equipment, products, materials, and what not for sale or wanted in this classified section. Please include a description, and your contact information if applicable. Listing is free. Your input will remain active for the next few newsletter issues. EAA 334 will not be involved so if you see something of interest, just initiate the contact.

Or anyone can recommend a person, product, or company here that they have found helpful or useful. You can even recommend yourself. Please include the nature of the service or product, and contact information if applicable. Listing is free. Your input will remain active for the next few newsletter issues. EAA 334 will not be involved so if you see something of interest, just initiate the contact.

A&P Mechanic with IA: Greg Prentiss; EAA Technical Councilor 15 years

Builder of the Glassair N28P, first flight June 1999; Amateur Built Experimental and Light Sport Aircraft ; Extensive experience composites, engines

If you'd like anything else, ring me up. Greg Prentiss, 20 Dockerel Road, Vernon, CT 06066,
greg.prentiss@gmail.com; 860-872-2278 Home/Office, 860-205-7640 Cell

IMPORTANT: The FAA has published a list of over-the-counter medications that are safe to take when you are PIC. Find it here:

<https://image.mail.aopa.org/lib/fe3615707564067d701d78/m/3/449b0481-518e-472f-b15f-7168a68f09e7.pdf>

Why won't that xxzz!ing\$\$! engine start? You'd think he'd be tired by now (Internet)





Membership Application. EAA 334

Our club is dedicated to flying of all sorts. We exchange information and experiences. We provide help where needed in promoting safety, airplane construction, and operation. Meetings usually take place on the second Saturday of each month at 10:00 AM at Mystic Jet Center, Groton/New London Airport. To join, or renew, please complete this form. Select membership type and duration:

- ☐ FREE 6 Months Full Membership trial
- ☐ One-year full Membership in EAA 334 \$20.00**
- ☐ One-year Student Membership \$12.00 (<18)** Free if you have had a Young Eagle flight
- ☐ 3-year Membership \$10.00 discount
- ☐ Family Memberships \$25 a year **

*First Name _____

*Last Name _____

*Address _____

*City _____

*State _____ ZIP _____

*Email _____

Phone _____

Aircraft _____

*Required information

** For membership in EAA Chapter 334, send the completed form and check payable to EAA 334, to *Dave Sellins, 20 Old Colony Rd, N. Stonington, CT 06359*. Membership in the EAA National organization is also required. For more information go to: <https://www.eaa.org/en/ea/renew-ear/renew-membership>