

EAA 334 News

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www.eaa334.org

September 2005

— Meeting Announcement —

A regular Chapter monthly meeting will be held on Thursday, September 8th, 2005 at 7:30 pm at the CAP/EAA trailer. Please be sure to attend and bring a friend! Check the website www.eaa334.org for any late breaking details!

President's Corner

By Chuck Rowbotham

With the Summer almost behind us, we are ready to kick-off our fall activities beginning with our Chapter's Fall Young Eagles event. We are combining our Young Eagles program with Westerly Airport Association's "Wings Over Westerly" event. As many of you remember, 100+ Young Eagles were given flights last year and we expect to exceed that number this year. The event is scheduled for September 17th with a rain date of September 18th. We will discuss the planning at this month's meeting. Hopefully a large number of our members will be available. In addition to pilot's we need ground crews, aircraft directors, line crews and paperwork validators. Please make the time to volunteer, this is all about the kids.

On the project front: Rod Bradley is making tremendous progress: The Renegade's fuselage is covered and painted, the new engine is installed and probably run by the time you read this, the empennage and control surfaces are covered and painted and one wing is ready for paint. I expect we'll see him flying shortly. Derek Ferris is also making great progress on his RANs. The wings are installed and he is getting ready for his engine start. Again, I expect we'll see a new RANs in the air shortly. Ted Gordon and Don Poncirolli are also making excellent progress on their RANs and Cozy aircraft, respectively. In future newsletters, we will provide more detail status on our members' aircrafts.

The EAA home office informed me that they are donating an EAA leather flight jacket to each chapter, to be raffled off. I have submitted the paperwork and expect to have the jacket, in the next couple of weeks. We will be discussing the raffle at September's meeting. By the way it is a really nice jacket, valued at over \$200.

We also conducted our Chapter's first social (in awhile) at "Go

Fish" in Mystic. All agreed that it was a great time shared by our members and a number of their spouses. The ladies agreed that the next time the girls would sit together while the guys work on their hanger stories and lies. We will be scheduling the next social at our September meeting, for sometime in November. The location needs to be identified, please plan on putting in your 2-cents at the meeting.

At this month's meeting we will finalize the Fall fly-out locations and dates; Our Fall Fly-In date and discuss Officer nominations for 2006.

August has been a very busy month for many of our members, as follows:

- Oshkosh – Dave Rowbotham flew his RV-8A to the show. Terry Lee drove his beautiful motor home there, while Bob Taylor had to fly commercially (it is tough when you get bumped from the Corporate jet). Guys, thanks for your reports to the Chapter at last month's meeting.

Westfield Air Show – I flew the RV-8A and had a great time, including meeting a good number of EAA members and a long lost cousin. The Thunderbirds gave a great show and the F-15 Air Combat Command demo was incredible, as were the acro air show acts.

September events include:

Young Eagles at Westerly – Saturday (9/17) with a Rain date of Sunday (9/18) the event will run from 9 am to 4 pm. Volunteers are needed.

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Meeting Minutes

By Rod Bradley

EAA Minutes of Meeting,
August 11, 2005

The meeting was held at the Groton New London Airport with 9 members attending.

Treasurer's Report

Bob Taylor reported that the Chapter had \$799.94 in savings and \$697.07 in checking.

President's Report

Chuck reported that the following events were scheduled.

August 20th, Fly-in Cooperstown, New York

August 26th, Chapter social evening at GoFish, Mystic, CT

August 27th, 28th, Air Show, Barnes Airport, MA

Sept 11th, Fly-in Vergennes, VT

Sept. 17th, Young Eagles Fly-off, Westerly, RI

Sept. 18th, Fly-in, Hanscom Field, MA

Sept. 24th, 25th, Nashua Aviation Heritage Festival

New Business

It was decided to send a get well card to Akak.

The October meeting will be held at the Essex Fire House with a visit afterwards to see Bob Taylor's Pulsar project.

The meeting was adjourned at 8.30 p.m. to the Spot Restaurant for further discussion.

Respectively submitted,

Rod Bradley, Secretary

President's Corner, continued from front page

The RV Forum is at Oswego, NY on Saturday (9/10) and Sunday (9/11). If you are interested in RVs or building in general this is a great annual event with a full day of building seminars on Saturday. Vendors are also expected to be in attendance.

EAA Chapter 701 is holding their annual fly-in on September 10th (Rain date on September 11th) at Mansfield, MA This year's featured aircraft are tube and fabric aircraft.

We look forward to seeing everyone at our September Chapter meeting on Thursday September 8th at 7:30 PM at the Groton Trailer. Please bring a friend.

Good Flying and Building,

Chuck Rowbotham

Ted Gordon to assist in hurricane Katrina relief effort

Dear All:

I'm afraid I'll be missing the WAA and EAA meetings this month. On 9/8 I am going to Alabama or Mississippi to help with the recovery. The Red Cross has put out a call for volunteer ham radio operators (between 500-750 needed) to help rebuild the destroyed communications infrastructure in those states. Since I have been a ham for over 50 years, it's time to do a bit of good. I'm flying commercial to Birmingham, AL and then driving to Montgomery AL to get an assigned location from the Red Cross coordinator. I'll stay in touch if I can. I plan to be gone for 10 days or so.

Best
Ted

Safety

From the NTSB. *Let us all be sure to properly preflight—everytime. Review your operating and emergency procedures.*

On August 7, 2005, approximately 0900 mountain daylight time, a Sheel Vans RV-8, N5754S, piloted by a private pilot, was substantially damaged when it impacted terrain during a forced landing near the Fort Collins/Loveland Airport, (FNL), Fort Collins, Colorado. Visual meteorological conditions prevailed at the time of the accident. The flight was being conducted under the provisions of Title 14 CFR Part 91. The pilot was seriously injured and the passenger sustained fatal injuries. The flight was originating at the time of the accident.

According to an FAA inspector, the passenger's wife dropped him off at the airport shortly before 0900 for a personal flight with the pilot. Witnesses at the airport reported seeing the airplane in a steep left bank "like it was trying to land on runway 15. Suddenly, the plane made a steep, abrupt (approximately 45 degree) nose down descent." The witnesses said that the airplane pitched up when it was approximately 50 feet above the ground and impacted the ground in a "wings level, slightly nose low attitude."

Postaccident examination by an FAA inspector revealed that the left fuel tank was empty and the fuel selector valve was on the left tank. The right fuel tank had approximately "one inch" of fuel in it. One blade of the propeller was bent under the engine cowling, and the other was slightly damaged.

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