



CHAPTER  
613

April 2003

[www.eaa-chapter613.org](http://www.eaa-chapter613.org)

## Sun 'n Fun 2003

(See more photos on Page 11)



There is nothing like a line of exquisitely restored P51 Mustangs to get the adrenalin pumping. The work and care that goes into these aircraft is truly amazing.

# Views and News

By Bill Morelli

## To GATS or not!!!!!!

The GATS jar is a device used for fuel sampling to help detect contamination (dirt, water, etc.) So big deal you say!!!!!!



### GATS (Gasoline Analysis Test Separator)

Well the difference that the GATS (pictured above) offers is that the sample you take can be returned to your fuel tank. The GATS separates contaminants and traps them behind a fine mesh screen allowing clean fuel to go back into the tank.

I do not consider myself an environmental fanatic but I never really liked dumping fuel samples on the ground either. As a matter of fact, it is illegal in Florida to dump sumped fuel on the ground. It is probably illegal in other states as well and I'm sure only a matter of time before most states follow suit.

I have been using a GATS since the first flight in my Zodiac. Try it, you may like it and the environmental folks certainly will.

## Carol and Bill's Big Adventure

Well Carol and I survived our first flight to Sun 'n Fun 2003 and back. We stopped to visit friends and family along the way.

Flew to Carlisle, PA to meet up with a fellow Zodiac builder and his wife. We then flew both aircraft to Florida and back in formation.

Heavy head winds, snow squalls and turbulence on the way down – Tailwinds and sun on the way back.

The Zodiac and its Subaru engine performed well. Aircraft was loaded to full gross.

Here are some statistics:

Total distance flown: 2762 statute miles  
 Total Hobbs Time this trip: 29.3 hours  
 Total Fuel Used: 154 gallons  
 Average Speed: 105 mph  
 Average Fuel Burn: 5.25 gph  
 Fuel Efficiency: 17.9 miles per gallon

## March Minutes

By Marge Butterfield

Let the festivities begin! As members arrived at the March 16<sup>th</sup> pancake breakfast at the Franklin County Airport their visual senses were delighted by all the St. Patrick's Day decorations. In addition, one of the cooks (**Don Taylor**) was all decked out in green and wearing a green Irish hat. Yes sir, our cooks, **George Coy** and **Donald Taylor** went all out. They served green pancakes with optional pecans for those who were daring. And they were excellent...the pancakes and the cooks! The meeting was called to order by President, **Terry Griffin**, at 10:15 a.m. Following are the minutes of the meeting:

- Thanks were extended to **Donald Taylor**, **George Coy**, **Don Nowakowski** and Joe

Carpenter for setting up for the pancake breakfast.

- Thanks and a round of applause were also extended to **George Coy** and **Donald Taylor** for the fine job they did in cooking for the breakfast.



- The next (and last for the season) pancake breakfast will be held at the Franklin County Airport on Sunday, April 27<sup>th</sup>. This will be the 4<sup>th</sup> Sunday in April. **Donald Taylor** and **Steve Couzelis** have volunteered to be the cooks.
- The Secretary's Minutes were accepted as published in the March newsletter.
- The Treasurer's Report was presented by **Dave Harrison**, which covered the period from January 18, 2003 through March 16, 2003. There is a current balance of \$10,168.11 in the general account and a balance of \$682.97 in the *Edmundo Roberti Scholarship Fund*. The present value of the Mary J. McGrath Scholarship Fund is \$23,000.62. The Treasurer's Report was accepted as presented.
- **Dave Harrison** also advised that **Mary** is doing much better. She is in good spirits and hopes to make it to the next pancake breakfast.
- **Terry Griffin** announced that we have no applicants for any of the scholarships. The Scholarship Committee has received inquiries, but no applications to date. We will know more at next month's meeting. Someone inquired as to what happens to the 359 Young Eagle chits that our Chapter acquired that can be used toward the tuition at the EAA Air Academy Camp. Terry advised that if we don't use them,

we forward them to headquarters and they get put into a pool to divide among other chapters.

- The dates, time and place for the group photo for members going to Sun 'n Fun are listed on page \_\_\_ of the newsletter.
- **Terry Griffin** advised that he received the video fly-in procedures for Sun 'n Fun. He also had some pocket-size quick reference books that are very helpful. You can download the fly-in procedures off the EAA Sun 'n Fun website.
- Young Eagles Coordinator, **Donald Taylor**, showed everyone the Young Eagle's flag, which was presented to our Chapter. Donald has flown one Young Eagle so far this year, so we are now down to 299 Young Eagle rides as our Chapter goal. If anyone else has given Young Eagle rides, let Don know.
- **Donald Taylor** advised that the Young Eagles Certificate has been updated and showed everyone the new certificate. Donald also had a great picture of the EAA Air Academy taken on opening day, which he passed around for everyone to see.
- The "Ace Camp" will be held from July 7 – 11<sup>th</sup> in Rutland and from August 4 – 8<sup>th</sup> in Burlington this year.
- **Donald Taylor** reminded members that our Chapter will be hosting a Young Eagles Rally on International Young Eagles Day, June 14<sup>th</sup> at the Franklin County Airport, with a rain date on June 15<sup>th</sup>. **Terry Griffin** mentioned that perhaps we could have a B-BQ potluck at the end of the day. Any thoughts on this?
- **Bob Paradis** brought up the idea of the Chapter possibly buying a small enclosed trailer to make it easier to transport the stove from the Franklin County Airport to the Shelburne Airport. It could then be brought elsewhere for other EAA functions. Insurance and registration fees would have to be dealt with. It was also brought up that perhaps the Chapter should consider buying some folding tables and chairs for the pancake breakfast. (For anyone who has helped hoist in the picnic tables at the Shelburne Airport, after they've been buried in snow, this is definitely an option to consider!) **Dave Harrison**, who is also the fire chief for the Town of Lincoln, mentioned that he has a catalog for folding tables and chairs with very reasonable prices.

Do any members have any thoughts on the above ideas? If so, bring it up at the next pancake breakfast.

- **Dave Harrison** also mentioned that dues for 2003 are due. Please contact Dave to send in your membership dues of \$15.00 per person or \$20.00 family.
- **Bob Hall** brought in a pneumatic powered cleco tool, which sure saves on the arm muscles when you are using a multitude of clecos in your building project. For more details you can call Bob at 899-3253 or e-mail at keeper05465@yahoo.com.
- **Donald Taylor** suggested that we try a flyout to Island Pond this summer and have a picnic there. Sounds like fun!
- **Russ Pratt** thanked our Chapter for the scholarship he received from the *Robert Scholarship* last year. Russ is also currently building a "Piper Vagabond Replica". He had brought in a couple of wing ribs he had started.
- Activities Director, **John Butterfield**, announced that he will plan flyouts to Basin Harbor, Sugarbush, Saranac Lake and Island Pond. He is planning another trip to Ottawa in late summer or early fall. John would also like to perhaps plan a trip to the Transportation Museum in Owl's Head, Maine. John also advised that Clinton County Airport is now charging landing and parking fees, which total \$19.95. That's right -- \$19.95!
- **Terry Griffin** suggested that we should start a list in the newsletter listing all the pilots who would have room to take any members who don't have a plane and would like to attend the flyouts. **Please call or e-mail Marge Butterfield so she can start a list for publication.**
- **Donald Taylor** announced that Bill Doller has offered a tour of the DC-3's at Plattsburgh International.
- **Ursula Currie** was the lucky winner of the 50-50 raffle, walking away with a grand total of \$11.00. Congratulations Ursula!



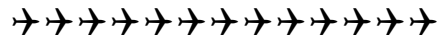
## YOUNG EAGLES

by  
Donald Taylor

We have 2 pilots reporting Young Eagle flights so far this year.

Donald Taylor	8
George Coy	1

If you have flown Young eagles in 2003 – Let me know. 868-3809



### We have started to line up Young Eagles Rallies for 2003.

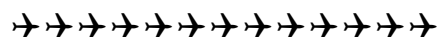
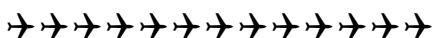
International Young Eagles Day  
Franklin County Airport (FSO)  
Saturday, June 14<sup>th</sup>, 9:00 – 5:00

Young Eagles Rally  
Springfield – Hartness State Airport (VSF)  
Wednesday, June 25<sup>th</sup>, 9:00 – 4:00

Shelburne Airport (25VT)  
Date to be announced

Dean Memorial Airport (5B9)  
Haverhill, NH  
Saturday, May 31,  
rain date, Sunday, June 1

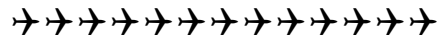
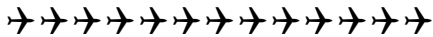
Underhill Airport  
Underhill, VT  
Date to be announced



## EAA Chapter 613 New Member

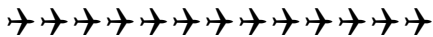
Bohdan Lawruk lives in Montreal and is a retired mathematician professor at McGill University in Montreal.

Bohdan has a hangar at Franklin County Airport (FSO). He owns and flies a Piper L4J. For you non military people, that is a Piper J-3 CUB. He has been a member of EAA since 1974. No. 0086487



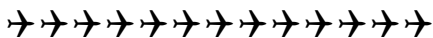
## Did You Know

When purchasing an aircraft, be sure to have a reputable company perform the title search. Don't rely on the seller to provide this information. You may also want to periodically check the title to insure that no one has placed a lien on your aircraft without your knowledge.



## Safety Tip

Adding a small amount of full flaps increases the camber of the wing, thus producing more lift, drag, slower stall speed and allowing for a steeper descent.



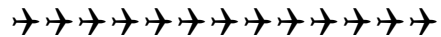
**Question:** Where do the federal aviation regulations specify what maintenance work I'm allowed to do on my own airplane?

**Answer:** The section, 14 CFR 43.3(g), states, "The holder of a pilot certificate issued under Part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under part 121, 129, or 135." Appendix A to Part 43, paragraph C, lists the 32 items that are considered preventive maintenance.

## The Briefing Room Airport Café Floyd Bennett Field, Glens Falls, NY

from John & Marge Butterfield

If you're looking for a great place to fly out to for breakfast, we highly recommend the Briefing Room Café at the Glens Falls Airport. The airport restaurant is under new management/ownership by a very friendly young couple. The food is good and the prices are reasonable. Fuel prices at the FBO, Empire East Aviation are also very reasonable, so you can top-off your plane while you top-off yourself. This summer let's see if we can schedule some breakfast/lunch fly-outs to GFL and support these folks.



**REMINDER:** Next and last Chapter 613 Pancake Breakfast is at Franklin County Airport – April 27<sup>th</sup> (Sunday) beginning 09:00



The Leader In Recreational Aviation

April 4, 2003

Mr. Don Taylor  
EAA Chapter 613  
11 Ferris Street  
Swanton, VT 05488

Dear Don:

I just received the March 2003 issue of EAA Chapter 613's newsletter and read the very nice note from Jarrett who had an opportunity to take a Young Eagle ride with you. Congratulations Don! It is great to see such a super EAA member as yourself having a great time and sharing the skies with young people. Also congratulations on over 814 Young Eagle flights!

Thanks a lot for all of your support and please pass along our thanks to all of the members of EAA Chapter 613 for making the Young Eagles program such a huge success.

Sincerely,

Experimental Aircraft Association, Inc.

Bob Mackey  
Vice President Chapter Relations

RPk/lrk

cc: Terry Griffin, President  
EAA Chapter 613

F:/Users/Shared/Chapters/Young Eagles/040403 EAA Chapter 613 YE Flight

# FLIGHT LEADER news



VOLUME 11 No. 1  
WINTER EDITION

10 . . . 9 . . .  
8 . . . 7 . . .

Wasn't it just yesterday we were wondering if the world would continue as the clocks ticked over to January 1, 2000?

Amazing how time literally flies when you are having fun. So here we are, two months into the year 2003 and ahead looms a very large target. To complete the Young Eagles Program mission of flying 1 million Young Eagles before December 17, 2003. That date is less than 10 months away. Many of you have contributed to our success to this point, yet we will need everyone's support to make the final push to December 17. I have every confidence that EAA members worldwide will rise to meet this challenge and we promise to work as hard as we can in the Young Eagles Office to process your registration forms as quickly and accurately as possible. Together, we have the horsepower to make our goal. But time is fleeting. Don't wait for the Chapter to organize an event. Go out and fulfill those promised rides. I know of two neighbors I promised to take flying last year. I hate to admit it, but between busy schedules and weather, we missed the opportunity to go flying. I won't make that same mistake this year. It's easy to let life get in the way, but we can't afford to wait any longer. Yes, we can make goal this year, but it will take all of us to do it. So what are you waiting for? Isn't today a good day to go fly a Young Eagle?

## EAA Chapter Goal Setters

The following is a listing of EAA Chapters that set and reached a goal in 2002. Congratulations to all the members of these Chapters for their accomplishments. The 2003 Chapter goal cards have been sent to the Chapter Coordinators along with the updated 2003 Young Eagle information package. We hope many more Chapters will participate in the goal program for 2003, as we get closer to reaching the Program's overall goal.

EAA Chapter 2, Ft Wayne, Ind.  
EAA Chapter 14, Chula Vista, Calif.  
EAA Chapter 16, Mason, Ill.  
EAA Chapter 23, Sandy, Utah  
EAA Chapter 24, Mustang, Okla.  
EAA Chapter 25, Webster, Minn.  
EAA Chapter 27, Middletown, Conn.  
EAA Chapter 36, Needmore, Pa.  
EAA Chapter 54, Lake Elmo, Minn.  
EAA Chapter 68, Aliquippa, Pa.  
EAA Chapter 75, Eldridge, Iowa  
EAA Chapter 77, Flushing, Mich.  
EAA Chapter 80, Omaha, Neb.  
EAA Chapter 88, Benton, Kan.  
EAA Chapter 93, Madison, Wis.  
EAA Chapter 96, Redondo Beach, Calif.  
EAA Chapter 101, Addison, Ill.  
EAA Chapter 124, Santa Rosa, Calif.  
EAA Chapter 129, Bloomington, Ill.  
EAA Chapter 135, Indianola, Iowa  
EAA Chapter 145, Wyoming, Mich.  
EAA Chapter 156, Newport News, Va.  
EAA Chapter 174, Loveland, Ohio  
EAA Chapter 180, Ellenton, Fla.  
EAA Chapter 196, Acton, Mass.  
EAA Chapter 221, Kalamazoo, Mich.  
EAA Chapter 240, Galena, Md.  
EAA Chapter 241, DeKalb, Ill.  
EAA Chapter 272, Duluth, Minn.  
EAA Chapter 274, Lovington, Ill.  
EAA Chapter 292, Independence, Ore.  
EAA Chapter 302, Conroe, Texas  
EAA Chapter 304, Albion, Mich.  
EAA Chapter 309, Waxhaw, N.C.  
EAA Chapter 323, Sherman, Texas  
EAA Chapter 326, Tacoma, Wash.  
EAA Chapter 328, Lewiston, Idaho  
EAA Chapter 406, Port Orchard, Wash.  
EAA Chapter 442, Kingsport, Tenn.  
EAA Chapter 445, Tallahassee, Fla.  
EAA Chapter 453, Jackson, Mo.  
EAA Chapter 495, Oakland, Ore.  
EAA Chapter 499, Santa Maria, Calif.  
EAA Chapter 504, Naples, N.Y.  
EAA Chapter 524, Myersville, Md.  
EAA Chapter 555, Las Cruces, N.M.  
EAA Chapter 578, Hesperia, Mich.  
EAA Chapter 590, Yuma, Ariz.  
EAA Chapter 602, Amsterdam, N.Y.  
EAA Chapter 613, Swanton, Vt.  
EAA Chapter 614, Payson, La.  
EAA Chapter 631, Rice Lake, Wis.  
EAA Chapter 673, Natick, Mass.  
EAA Chapter 723, Ventura, Calif.  
EAA Chapter 734, Paris, Tenn.  
EAA Chapter 747, Kerrville, Texas  
EAA Chapter 748, Curwensville, Pa.  
EAA Chapter 768, Apple Valley, Calif.  
EAA Chapter 794, Susanville, Calif.  
EAA Chapter 808, Pueblo, Colo.  
EAA Chapter 810, Payson, Ariz.  
EAA Chapter 845, Redlands, Calif.  
EAA Chapter 902, Oregon City, Ore.  
EAA Chapter 938, Ligonier, Ind.  
EAA Chapter 972, Hawkins, Texas  
EAA Chapter 993, Indiana, Pa.  
EAA Chapter 1014, Altus, Okla.  
EAA Chapter 1089, The Dalles, Ore.  
EAA Chapter 1095, Gaylord, Mich.  
EAA Chapter 1118, St Pauls, N.C.  
EAA Chapter 1126, Newmarket, Ontario  
EAA Chapter 1140, Swan Lake, N.Y.  
EAA Chapter 1175, Nevada City, Nev.  
EAA Chapter 1180, Naturita, Colo.  
EAA Chapter 1218, Pamona, Mo.  
EAA Chapter 1267, Tabernash, Colo.  
EAA Chapter 1329, Baldwin City, Kan.



NOTE: Taildragger Café may not be open until warm weather arrives so it would be wise to call first!!!!!!

## EAA Aviation Information Services

**Question** for EAA Aviation Information Services: For an aircraft licensed in the experimental / exhibition category, what would be the regulatory requirements to make an alteration to the aircraft?

**Answer:**

The process for making changes to an aircraft certificated for any experimental purpose (exhibition, amateur-built, etc.) is spelled out in the aircraft's operating limitations, which were issued as part of its airworthiness certificate. The operating limitations for experimental/exhibition aircraft will usually include the following or a similarly worded statement:

"The cognizant FSDO must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93."

This tells us that the controlling FSDO must be contacted whenever a major change is incorporated. The regulation referenced in the operating

limitation, 14 CFR 21.93, offers the following guidance on determining whether a change is major or minor:

"A 'minor change' is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product. All other changes are 'major changes.'"

The owner/operator of an experimental/exhibition aircraft should check the operating limitations issued to that individual aircraft, and verify what exact procedure is outlined regarding major changes. While the above excerpt was taken directly from FAA guidance found in Order 8130.2D and 2E, an FAA inspector has the latitude to modify the operating limitations issued to a particular aircraft if necessary. So, it's important to verify what the operating limitations for a particular aircraft spell out. As mentioned above, the operating limitations are a part of the airworthiness certificate for the aircraft, and as such they must be carried in the aircraft at all times.

Providing that the operating limitations contain the verbiage mentioned above and you determine that the change being made to the aircraft is a major change, you are directed to contact the controlling FSDO and receive a written response before flying the aircraft.

## Flying in Canada

Have you ever wondered what you have to do when you're flying in Canada?

Dick Ferno is going to put on a FAA seminar for Thursday, **June 5th** from **6:00 - 9:00 p.m.** at the **Clarion** on Williston Road. The guest speaker is **Michel LeDuc**.

The room that Dick has reserved will hold 75 people. Dick would like to have a heads up on who is planning to attend so he will know if he has a big enough room to accommodate everyone.

Make sure and contact Dick at 433-6691 or e-mail him at [angus@innevi.com](mailto:angus@innevi.com)

# Flight Advisor Corner

by Hobie Tomlinson

## RISK ANALYSIS

Last month we discussed evaluating our flight by looking at four things. These were:

The <b>Man</b>	(Pilot)
The <b>Machine</b>	(Aircraft)
The <b>Mission</b>	(Flight objective)
The <b>Environment</b>	(Weather, airports, etc)

Before we start addressing each of these topics individually, it seems that we should first discuss the “Risk Analysis” process. In doing a risk analysis we look at what things might happen (**events**), where they might happen (**phase of flight**), what are the chances of them happening (**probability**), and what are the consequences of them happening (**criticality**).

Finding out what **events** might happen takes a little research. Some good sources are the kit manufacturer, other pilots with experience in that type aircraft, the FAA accident database web site (<http://nasdac.faa.gov/main.htm>) and the Nall report from the AOPA Air Safety Foundation ([www.asf.org](http://www.asf.org)). For example, the 2001 Nall report states that approx 28% of Homebuilt aircraft accidents are caused by mechanical/maintenance defects, (Approx 60% are pilot caused, but that’s for another article). The 28% accidents due to mechanical events break down like this: 48% Engine/Prop, 23 % Ldg Gear, 12% Fuel, 9% Controls, & the rest Electrical, Oil, & Instrument. We can quickly see that Power loss, wheel/brake problems & flight control issues are likely events.

The **phase of flight** where things might happen obviously affects their criticality. The phases of flight used by the Nall report are taxi, takeoff, climb, cruise, maneuvering, descent, approach, go-around & landing. Being close to the ground affects both the time available to respond to an event & the maneuver room available. It should come as no surprise that the high hazard phases are takeoff (20%) and landing (35%). This gave rise to the saying +3 and -8 (minutes after takeoff & before

landing). They are risk areas requiring extra vigilance. Maneuvering (13% with 44% of fatalities) means that “flight envelope expansion” should be approached with care and in a structured manner.

The **probability** of events occurring can be ranked on a 5 point scale. These are (1) impossible, (2) unlikely, (3) possible, (4) occasionally, and (5) probable. If we would color code these 1 & 2 would be green, 3 yellow, 4 orange and 5 red. Our job prior to first flight is to check, check & double check to insure we don’t have any orange or red probabilities. As some guy named Murphy said, “The impossible may happen and the unlikely is certain!”

The **Criticality** of an event can also be ranked on a 5 point scale. These are (1) non critical /continue mission, (2) annoyance/mission revision, (3) problem/mission abort, (4) dangerous/accident possible and (5) catastrophic/hull loss. Color coding these would also make 1 & 2 green, 3 yellow, 4 orange & 5 red. Level 5 events involve structural failures, fires, and severe control problems. Level 4 would include engine failures. We can improve safety by planning a flight profile that keeps criticality as low as possible. For example, EAA’s recommended first flight profile is from an adequate airport with a close in climb to stay in the airport vicinity. It is apparent that departing a small field with obstacles & making a low flat climb would move engine failure criticality to level 5.

Insurance companies & engineers do a much fancier analysis by multiplying the probability and criticality numbers to build a statistical model. Suffice to say, our task is simply to do everything in our power to keep out of the orange & red operational areas. Probability is reduced by good inspections, maintenance, and preflight testing. Criticality is reduced by pilot proficiency and a good flight profile. To quote Bevro Howard, “Always have and out!”

As the Good Book says, “The wisdom of the prudent is to understand his way” So until next month, **THINK RIGHT to FLY RIGHT!**



# Chapter 1070

COOPERSTOWN, NY

*again presents*



2003

*Old Airplane Fly-In*  
*And Breakfast*

7:30 to 11:00 AM

at the **NEW** Cooperstown/Westville Airport (K-23)

Route 166, Cooperstown, New York

**May 17, June 21, July 19, August 16**

All you can eat Pancake Breakfast, eggs cooked to order, Real Maple Syrup, french toast, sausage, beverages, and surprises!

Adults \$4.99 Children under 12- \$3.50

**Drive-In Public WELCOME! Come see the Old Planes!**



**Sun 'n Fun 2003**

## EAA CHAPTER 613

Bill & Carol Morelli, NLE's  
105 Brick Church Rd.  
Fairfax, VT 05454

FIRST CLASS MAIL



April 2003

## OFFICERS/COMMITTEE MEMBERS

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