



CHAPTER 613

April 2004

www.eaa-chapter613.org



Chapter 613 March Pancake Breakfast

George Coy (center) and Donald Taylor (right) cook as hungry aviator Bruce Uvanni (left) waits with great anticipation.

Upcoming Events

April 25 – 9:00 to 11:00

EAA Chapter 613 Pancake Breakfast
Franklin County Airport (FSO)

May 1 and 2 (Sat, Sun) Open House

Rutland State Airport. (RUT) Rutland, VT

May 15 (Sat) 7:30 to 11:00am

Old Airplane Fly In and Breakfast
EAA Chapter 1070 – Cooperstown / Westville
Airport (K23) – Cooperstown, NY

May 22 (Sat) 9:00-1:00

Pancake Breakfast – Middlebury State Airport
(6B0) – Middlebury, VT

June 8 (Tue) – 9:00 to 4:00

Young Eagles Rally – Edward Knapp Airport
(MPV) Montpelier, VT

June 12 (Sat) – 9:00 to 5:00

International Young Eagles Day
Franklin County Airport (FSO)
Highgate, VT

June 19 / 20 Taildragger's Rendezvous

Rutland State Airport (RUT) – Rutland, VT

June 25,26,27 (Fri,Sat,Sun) – 9:00 to

5:00 – Ultra light Fly In, Fly Young Eagles,
Pancake Breakfast (Sat) – Franklin County
Airport (FSO) Highgate, VT

Views and News

By Bill Morelli

Hobie Tomlinson continues his series in the "Flight Advisor Corner" starting on page 7. This month it's **Stalls**

• **Chapter Scholarships** – Frank Gibney has put together a flyer (see page 11) about the chapter scholarships. If you know of anyone that can take advantage of any of these offerings, have them contact Frank for details and applications.

March Minutes

By Marge Butterfield

There was a good turnout for the March 21st pancake breakfast and meeting at the Franklin County Airport, despite the inclement weather. The theme for the decorations was of course for St. Patrick's Day. Green tablecloths donned each table and the cooks, **George Coy** and **Donald Taylor** (Donald wore his Irish green hat) even made green pancakes for the occasion! Donald also had scrambled eggs for those who wished it. Following the breakfast, a meeting was called to order by President, **Terry Griffin**, at 10:00 a.m. The minutes of the meeting are as follows:

- Thanks were extended to Brad Monette and **Donald Taylor** for setting up for the pancake breakfast.
- Thanks were also extended to the fantastic cooks, **George Coy** and **Donald Taylor** for the innovative pancake breakfast they prepared.
- The next pancake breakfast and meeting will be held at the Franklin County Airport on the last Sunday of the month, which is April 25th from 9:00 – 11:00.
- **Moe Boisvert** and **Donald Taylor** volunteered to be the cooks for the April breakfast.
- Treasurer, **Steve Couzelis**, was vacationing in sunny Florida, so he was of course unable to make it to the meeting. **Terry Griffin** read the Treasurer's Report that Steve had provided for the Chapter for the period from February 15, 2004 through March 21, 2004. There is a current balance of \$8,396.04 in the general account and a balance of \$986.80 in the *Edmando Roberti Scholarship Fund*. The present value of the Mary J. McGrath Scholarship Fund is \$30,816.73. A motion was passed to accept the Treasurer's Report.
- The Secretary's Report was accepted as published in last month's newsletter.

- Scholarship Committee Chairman, **Frank Gibney**, advised that the applications for the three scholarships have been distributed to all of the airports and they also have been posted on our Chapter website. Frank reiterated that the *Edmando Roberti Scholarship* was for anyone who had already soloed and was working to get their private pilot's license. The Mary J. McGrath Scholarship was for anyone working toward getting their CFI training. The EAA Air Academy was for kids age 14-18 (that is the age group our Chapter had picked). The camp was for one week at Oshkosh. The fee for the camp is approximately \$900.00 of which half of it is paid by the Young Eagle credits given to members who flew more than 10 Young Eagle rides. As per Young Eagles Coordinator, **Donald Taylor**, our Chapter flew 535 Young Eagle rides but only 450 credits (equal in value to dollars) can be applied toward the EAA Air Academy camp. **Terry Griffin** also advised that Daniel Webster College also runs a summer aviation camp which we could look into if the EAA Air Academy Camp for our age group gets all booked up by the time we receive an applicant.
- **Frank Gibney** thanked the past Scholarship Committee Chairmen, **John Elgert** and **Don Jones** for all their hard work. Frank also thanked **Dick Bayer** for the time and effort he spent in setting up the website with the scholarship applications.
- Two dates were set for members to meet at Sun 'n Fun for the group photo: Wednesday, April 14th and Saturday, April 17th at 1:00 p.m. at the blue FAA building by the "pre-flight" Cherokee plane on display there.
- It was discussed that members should post any events they are going to on our website and members should take advantage of the website to talk other members (i.e. – going to Sun 'n Fun and have extra space for someone to fly down with them or a member is flying out somewhere for lunch or dinner and would like other to join them, etc..) **Dick Bayer** announced that once you get into our website, you can go the "discussion" to accomplish this.
- Young Eagles Coordinator, **Donald Taylor** advised that he has received all the signed credits back from members who flew more than 10 Young Eagle flights. He will then apply these credits to the half of the tuition for the candidate we send to the EAA Air Academy camp. **Terry Griffin** also announced that our Chapter will pay up to \$400.00 toward the cost of transportation to Oshkosh.
- **Donald Taylor** prepared a framed certificate of appreciation for Allen Godin for the help he gave in the Young Eagle Rally in Morrisville last year. Donald also had a Young Eagle "flightline volunteer" pin for Allen's wife in appreciation for her helping out at the rally. Donald also presented pins to **Sonja Burbank, Marge Butterfield,** and **Bob Paradis** who were present at the meeting. He also had pins for the following members not present: **Gordon Babcock** and **Carol Morelli**.
- **Terry Griffin** announced that he has heard from the Saranac Lake Airport and that they are planning a two day event this summer and would like our Chapter to give Young Eagle rides again.
- **Terry Griffin** also advised that the FAA is trying to change the rules regarding giving rides for a donation. We will have to see where we stand on this issue before our first Young Eagle Rally for 2004. Terry also advised that we need to advise EAA headquarters two weeks in advance of a Young Eagle Rally in order to be covered by insurance. If anyone is coordinating a Young Eagle Rally, be sure to contact either Terry Griffin or Donald Taylor regarding the Chapter insurance.

- **Donald Taylor** announced that he has spoken with Armand Chevalier of the Franklin County Ultralight Association regarding the Fly-In at the Franklin County Airport (at the ultralight field) scheduled for June 25, 26 and 27th. We are going to hold a Young Eagle Rally at the Franklin County Airport in conjunction with that Fly-In on Saturday, June 26th, with a rain date of June 27th. We are also going to have a pancake breakfast as a fundraising event on June 27th. The FMCA (Family Motor Coach Association) has rented the Franklin County Fairgrounds during this event, so there should be a plenty of people. Donald will need lots of volunteers. Mark your calendars for this event and let Donald know at the next meeting if you will be able to participate. **George Coy** advised that the Guard will bring in helicopters for the Fly-In. It should be a fun weekend!
- It was voted to have Shelburne Day this year. The date chosen was Saturday, September 25th.
- **Marge Butterfield** advised that we haven't heard anything yet regarding the annual Young Eagle Rally in Haverill, NH, but we should hear from the coordinator of that event in the near future. That rally will take place in May.
- The possibility of building a Chapter hangar was again discussed. **George Coy** suggested that it could be built on the site where the old CAP building now stands. There is electricity on the site and minimal site preparation would be needed. George said he would check into the permit process and legal paperwork with the State, type of hangar, etc. George also advised that since our Chapter is a 501(c) organization, any donations of money or materials would be tax deductible. **Frank Gibney** advised that he could help out in the process to fund the building of the hangar.

- **Donald Taylor** displayed the new flag he received from EAA headquarters which reads "Thanks a Million" in recognition of our Chapter's efforts in support of the Young Eagles program.
- Secretary, **Marge Butterfield**, announced that we had Chapter badges in the shape of the State of Vermont for sale at the price of \$5.00 each.

50/50 Raffle

The 50/50 raffle was won by young Rachel Elgert. Rachel walked away with the grand total of \$24.00, much to her delight. (Rachel wanted to buy an arms' length of raffle tickets for \$5.00, so she used her Mom's arm to enhance the quantity given). Congratulations Rachel!!



YOUNG EAGLES

by
Donald Taylor

To date we have only one pilot reporting Young Eagle flights.

Donald Taylor 2

Chapter 613's goal for 2004 Young Eagle flights is 450

Ground Crew Volunteers Recognized

At the March 21st pancake breakfast, six front line volunteer pins were given out.

Marge Butterfield
Gordon Babcock

Bob Paraise
 Carol Morelli
 Sonja Burbank
 Lee Anne Godin – Morrisville

There was one "Certificate of Appreciation" for Young Eagles ground volunteer.

Allen Godin – Morrisville

Young Eagle Rallies or Fly Ins for 2004 are taking shape

- ◆ Tuesday, June 8 - Edward Knapp Airport (MPV), Montpelier, VT
9:00 – 4:00
- ◆ Saturday June 12 – International Young Eagles Day – Franklin County Airport (FSO) Highgate, VT – 9:00 – 5:00
- ◆ Friday – Sat – Sun – June 25,26,27 – Ultralight Fly In, Fly Young Eagles and pancake breakfast on Sat June 26. Franklin County Airport (FSO) Highgate, Vt. 9:00 – 5:00
- ◆ Dean Memorial Airport (5B9) Haverhill, NH (no date at this time)
- ◆ Hartness State Airport (VSF) Springfield, VT (no date at this time)
- ◆ Shelburne Day, Shelburne Airport (25VT), Shelburne VT (no date at this time)
- ◆ Morrisville – Stowe State Airport (MVL) Morrisville, VT (no date at this time)
- ◆ Adirondack Regional Airport (SLK) Saranac Lake, NY (no date at this time)

Safety Tip



Spring is here
 It's time to have fun
 But remember, "Safety" is number ONE!

EAA Young Eagles Program Receives Laurel

Aviation Week & Space Technology Magazine awarded the EAA Young Eagles program one of its prestigious "Laurels" for 2003. The annual awards cite significant contributions to the international field of aerospace during the year, and during 2003 EAA achieved its goal to give one million children an airplane ride. "Many of these children have grown up and gone on to earn their private pilot's licenses and choose aviation as a career, in large part because an EAA member introduced them to aviation and ignited an interest in flying," reads the honor in AW&ST's February 2 issue.

"We are very pleased to receive this prestigious award on behalf of the 85,000 volunteers who have made the Young Eagles program a success," said EAA President Tom Poberezny. "The efforts of these individuals helped take the Young Eagles program beyond its initial goal of flying one million young people and have carried us into 2004."

As EAA launches into a new century of flight, the Young Eagles program will continue to inspire both young and old alike. "The reasons for establishing the program in 1992 are as valid today as ever," said Young Eagles Executive Director Steve Buss. "Our intention is to continue introducing interested children to

the world of aviation, but also help them better explore all the possibilities available through flight.”

EAA's goal for the future is to fly 100,000 Young Eagles a year. In addition, plans are in the works for an enhanced Young Eagles website to be launched later this year and additional activities that EAA Chapters and members can host during Young Eagles or Chapter events. For more information, visit www.young eagles.org.

PILOT & ACTOR HARRISON FORD ACCEPTS CHAIRMANSHIP OF EAA'S YOUNG EAGLES PROGRAM



VAN NUYS, Calif. - (March 8, 2004) - Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association (EAA), was introduced today as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992.

During a welcoming program at Van Nuys, Calif., with EAA President Tom Poberezny, Ford accepted the chairmanship of the program, saying, “It’s daunting to step into General Yeager’s shoes, but aviation is about learning new skills and the satisfaction that comes with practicing them and doing better.” Brig. Gen. Chuck Yeager, who has served as Young Eagles Chairman since 1994, has been named the program’s Chairman Emeritus and

will continue to participate as one of more than 35,000 volunteer pilots who have been involved since Young Eagles was founded.

“Harrison Ford’s passion for flight has grown through the years, as he has achieved several pilot certificates and ratings, and made aviation a major part of his life,” Poberezny said. “He discovered Young Eagles on his own several years ago and quietly started flying young people. He now has flown 81 Young Eagles. He is a natural fit to help lead us to even greater achievements as EAA members prepare the next generation of aviators.”

The Young Eagles Program’s original goal of flying 1 million young people ages 8-17 was reached in October 2003, when 15-year-old Andrew Grant of German Valley, Ill., was flown by EAA member Rick Ellis. The one-to-one outreach between pilot and youngster was part of what attracted Ford to the program.

“Young Eagles gives kids a view of the world they’ve never seen before,” Ford said. “Each Young Eagle flight is an opportunity to excite kids by sharing your passion for flight and to show them that they, too, can learn the skills to participate in aviation.”

Ford actually began flight training as a college student in the 1960s, but then put his training on hold until he rediscovered it in the early 1990s. He has since earned ratings in rotorcraft and tailwheel aircraft. He has been an EAA member since the mid-1990s and a member of a local EAA Chapter near his home.

The new Chairman is the third in the history of the Young Eagles Program. Academy Award-winning actor Cliff Robertson served as Chairman from the program’s founding in July 1992 through 1994, with Gen. Yeager serving 1995-2003. Under these two Chairmen, EAA’s Young Eagles has grown into the largest youth aviation education program ever created.

Since those first flights in 1992, Young Eagles flights have taken place on every continent

except Antarctica and in aircraft ranging from business jets to blimps. Each year, EAA receives numerous reports of young people who have been inspired to pursue aviation as a career or as recreation because of their Young Eagles flights. Many of those early Young Eagles are now introducing flight to other Young Eagles as well. Every major university aviation program and all U.S. military academies also have current students who were inspired by a Young Eagles flight.

“As we launch the second century of powered flight, Young Eagles will also reach for new horizons,” Poberezny said. “We have seen the impact that this program has made on young people, whether or not they pursue aviation. That inspires us to do even more.”

The EAA President also announced new offerings as follow-ups to initial Young Eagles flights, including expanded web site activities and recognition levels for young people interested in aviation. Those specific activities will be announced as they are unveiled.

The Young Eagles Program was founded in 1992 and has provided more than 1 million free demonstration flights to young people. Through January 2004, young people around the world have participated in the program through the efforts of 35,000 volunteer pilots. Major support is provided by Jaguar Cars.

Did You Know

Americans can now see history's most famous peacemaker in one piece. Reassembled and fully restored to its wartime condition, the B-29 “Enola Gay” is once again going on display at the Smithsonian's National Air and Space Museum. The new display, which opened to the public December 15th, was too massive to be housed in the National Air and Space Museum's flagship building on the national mall in Washington. The Enola Gay is in the museum's Steven F. Udvar-Hazy Center near Dulles International Airport.

Flight Advisor Corner



by **Hobie Tomlinson**

Stalls

It seems fitting to talk briefly on stalls as a sequel to the series of articles we have just completed on aircraft upset recoveries. Stall/spin accidents remain a relatively constant percentage of general aviation accidents at around 13%. They are categorized under the heading of “maneuvering flight” and account for approximately ½ of these accidents. Maneuvering flight is the third largest accident group (27%) after continued VFR flight into IMC (instrument meteorological conditions) and CFIT (controlled flight into terrain).

Commercial pilots have a disproportionate number of these, comprising only 20% of the pilot population but having around 40% of the stall/spin accidents. These accidents have a high fatality percentage, due to steep impact angles and tend to happen at low altitudes, with 46% occurring during takeoff and landing and 39% occurring below 250 feet AGL.

These accidents happen for a variety of reasons, but some of the common ones are:

- Reckless operation (buzzing)
- Lack of airmanship/aft C.G. loading
- Trying to “force” performance the aircraft doesn't have
- Windshear encounters
- Ice accumulation
- Multiengine training
- Distractions

Stalls happen for only one reason and that is an excessive AOA (angle of attack). Lift is produced because of two properties of air, cohesion & mass. As air flows over the curved

upper surface of wing cohesion causes it to follow the curved surface. The air departs the aft edge of the wing with a downward velocity (downwash) due to its mass having inertia. This downward velocity produces an opposite but equal reaction called lift. When the AOA of the wing becomes too great (around 16 degrees) the inertia of air flowing across the wing overcomes its cohesion and the airflow separates from the wing curvature. The resultant turbulent flow destroys the downwash from the wing & hence the lift.

A spin can only happen after a stall. Spins happen when the wings of an aircraft stall at different times and in different amounts. The unequally stalled wings cause an autorotating stall to develop, called a spin. Spins have two stages, the incipient phase, which is usually one to two turns, and the fully developed spin. Aircraft not certified for spins (i.e. normal/transport category aircraft) are usually not recoverable from a fully developed spin

We may have done ourselves a disservice in the training industry by calling an "approach to stalls" a stall. Training in many areas only comprises approach to stalls and does not actually stall the aircraft. **There is a huge difference!!!** In an approach to stall the aircraft is slowed to just above stalling speed, usually in level flight. At first indication of a stall, either aerodynamic buffet or stall warning, the aircraft is recovered to normal speeds. At no time in this maneuver is the aircraft actually stalled or is control over any of the axis of flight lost.

As a matter of fact, the common error in performing this maneuver is lowering the nose and "diving" out of the maneuver. As the pitch attitude (AOA) is correct for level flight at the time of stall warning occurrence, all that is required for recovery is to advance the power and prevent a climb by gradually lowering the nose.

Full stalls are an entirely different matter! In a full stall the aircraft departs

controlled flight, with control being lost over one or more axis. In milder stalls this will be indicated by an uncontrolled sink rate developing along with the inability to increase pitch, even with a full up elevator position. This will typically be accompanied by the buffeting when turbulent flow from the wing impacts the tail. In the wilder versions there will be no doubt that the aircraft has departed controlled flight! As there is a direct relationship between elevator (yoke/stick) position and AOA, the amount of up elevator input is one indication of impending stall.

Three things aggravate full stalls:

- High engine power at the time of stall (torque, slipstream effect, "P" factor)
- High "g" loading at the time of stall (excess energy)
- Uncoordinated flight (Unequally stalled wings, yaw input)

In a full stall control must be restored before any consideration can be given to performance issues, i.e. returning to level flight. The procedure is:

- Power off (lowers the nose & yawing moments)
- Stop the yaw (with rudder)
- Lower the nose (Reduce AOA)
- As soon as control is restored (Yawing/buffeting stop, airspeed increasing)
- Smoothly pitch to level flight at cornering speed (1.6 times clean stall speed)
- Power as required (terrain awareness)

The procedure used for an approach to stall, (i.e. maintain the pitch attitude and add power, reduce pitch to stop climb) is not only totally inappropriate for a full stall, it is disastrous! In a tragic air carrier accident a few years ago, a DC8 crew was killed when they inadvertently stalled the aircraft doing a stall warning test during a maintenance test flight. They crashed a recoverable aircraft because

they were futilely using an approach to stall recovery technique on a fully stalled aircraft!

Now, in concluding, let's briefly look at some of the causal factors of unintentional stalls.

Reckless Operation (Buzzing) is one that has stayed constant over many years. We never seem to learn on this one. Among the problems are: it tends to infect the least disciplined (which are often the least proficient), inadequate planning, target fixation, task overload, lack of knowledge (cornering speeds, turn/pull up radiuses), unaware of obstructions, etc. The best outcome is a violation; the worst is an accelerated stall or an obstacle strike. An accelerated stall happens when an aircraft pitch is changed faster than its flight path can change. The resulting stall happens under a high "g" loading and is usually quite violent. The solution – **Don't!**

Lack of Airmanship speaks for itself. This usually involves poor speed discipline; inability to accurately control ground track and poor coordination. The resulting uncoordinated stall is also usually quite violent. As we always train in aircraft loaded near their forward cg, pilots are not usually aware of the increased pitch sensitivity/lower stability of an aft cg loading. Regular refresher training is a good cure here.

Forcing performance involves short fields, high-density altitudes, heavy aircraft, trying to turn back with an engine failure, stretching glides, & engine inoperative climbs in light multiengine aircraft. A recent seaplane accident in Maine involved an attempted "turn back". Know you & your aircraft's capabilities, the laws of physics are absolute!

Windshear is the subject of another article. Suffice to say that local wind changes during & after takeoff can drastically affect performance. The tragic accident in South Hero a while ago was a classic in this regard. Local airport knowledge, wind awareness and adequate performance margins are good protection.

Ice Accumulation is a classic. For those of you who fly in IMC in the north, it is always lurking. An aircraft with ice accumulation has unknown stall characteristics. Suffice to say that the stall will happen at a higher speed & be abrupt. Tailplane stall is a big danger at large flap settings. A large number of accidents happen when circling to land. Prevention – land with flaps up (or approach flaps), maintain a slight speed margin and land "straight in" whenever possible. Again, recent accidents in our area.

Multiengine training has a high stall rate. Culprits are very marginal performance during engine inoperative flight, using aileron rather than rudder to correct yaw and misunderstanding of single engine control issues. The multiengine "diploma mills" and inadequately trained multiengine instructors have to take a hit here. Cure: Adequate initial/refresher training with a qualified instructor.

Distractions are the last one. Many a perfectly good aircraft has crashed due to a door opening in flight, or some other unrelated event. Again a local glider accident was caused initially by an unlatched canopy. Solution – remember the first three rules: Fly the airplane, Fly the airplane and Fly the airplane.

Well that winds us up for this month, thanks for listening. The thought for this month is: Mind thy airspeed, lest the ground rise up and smite thee! So until next month, remember to **Think Right to FliRite!**



EAA Chapter 1070, COOPERSTOWN, NY
again presents



at the **NEW** Cooperstown/Westville Airport (K-23)
Route 166, Cooperstown, New York

May 15, June 19, July 17, August 21

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!
7:30 to 11:00 AM



Experimental Aircraft
Association Vermont Chapter 613



Mary Jane McGrath Scholarship

The award is in honor of MARY JANE McGRATH who gave so generously of her time and teaching skills before her tragic death in 1993. The scholarship seeks to honor her memory by encouraging and helping finance the effort of talented pilots who want to become flight instructors.



Emando Roberti Scholarship

The award is in honor of EDMANDO A. ROBERTI who, as a long-time Vermont resident owned and operated a flight school and fixed base operation at the Barre-Montpelier airport in Berlin, Vermont. The scholarship celebrates his long service to the aviation community and his many efforts to help young pilots throughout the years.

EAA Air Academy Camps

The EAA Air Academy's Resident Summer Youth Camp is an accredited program geared for aviation minded boys and girls. Professional educators, Certified Flight Instructors and students from the nation's leading aviation colleges conduct an array of hands-on aviation and leadership activities. The Vermont Chapter supports one encampment in the 14—18 age group.

Chapter 613, Experimental Aircraft Association
Scholarship Committee,

Frank Gibney Chairman 802 879-7419 email: gibneyf@aol.com

EAA CHAPTER 613

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FIRST CLASS MAIL



April 2004

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