



CHAPTER  
613

August 2002

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**Could it be, on the cover of the Chapter 613  
newsletter, Bob Hoover in a Yak?**



**It's Bob alright, Captain Bob Domingue**

# Views and News

By Bill Morelli

- Well, Carol and I made it back from Holland. Had a good time but GA aircraft were few and far between. I did see a number of gliders and motor gliders. We went to the local airport and saw gliders being towed as well as being winch launched which I had never seen before. Pretty slick.

- One pleasant experience was that several Dutch citizens that we had met voiced their appreciation for what the British and Americans did to liberate The Netherlands in 1944. They celebrate that event in September every year and still invite veteran soldiers and flyers to attend the celebrations (expenses paid by the Dutch).

- You may or may not have heard that Ray Magee of Selburne Airport fame had overwhelming support at the Shelburne select board meeting. The result was the boards unanimous vote to draft a letter to the State of Vermont to give Ray the certificate he needs to once again offering flying lessons and repair aircraft. Very Great News indeed!!!!!!

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## OSHKOSH 2002 My Grandson's First

By Bill Yendrzski

It was a great day July 21, 2002. We, Lee and I and our grandson Robbie were headed for the 50th Oshkosh Fly In. We departed BTV Rwy 19 for a direct flight to ROC in New York our first fuel stop and a chance to check that weather that was hanging around Michigan. Two hours and 10 minutes later we were on the ground and I was checking the weather. Yep, it was still there, a line of thunder storms from the top of Michigan all the way down to Detroit. Not good. I wanted to get there today to try and get the North Forty parking near the showers. Steve Couzelious showed me that if you get there two days before it starts at about 4pm local time you will be in a good spot near the showers.

Also near the approach end of Rwy 9 which puts you near the stores and restaurants.

The decision was made. I would fly south west around Cleveland and stop at MFD Mansfield, Ohio. I filed IFR because of the cloudy weather and haze reported in the weather brief. Glad I did. Anything below 6,000 was very bumpy and above you could not see anything. I got plenty of IMC this day. Two hours and 35 minutes later we landed at MFD. We topped off with fuel and I checked the weather again and found a few rain showers in our path and maybe some level 1 & 2 stuff. And wouldn't you know it the restaurant was closed that day so we did not get any food. The animals were getting restless. We were off for GYY Gary, Indiana. With the winds about two hours and forty minutes. It was all of that. I filed IFR again and climbed to 10,000 to try and fly over most of the stuff I could see in front of me. With plenty of check with flight watch was able to keep track of the weather and the build ups. We hit some level 2 & 3 stuff. That is what they were calling it. Not as bad as I thought, and when we did go thru it at 10,000 were able to make it short. And fly around some of the stuff without getting off track to much. I was handed off to Chicago for the approach into GYY for an ILS on Rwy 5. The haze and clouds were thick and could not see the ground even at 1900 ft. The guy said come left to 270 degs and cleared for the ILS 5, well I'm checking my approach chart to make sure I've got everything in place and I do not see my needle moving, and the guy comes on and said contact GYY tower. About that time I break out of the clouds and can see about 6-8 miles with haze and I look out to my right and I'm flying beside an airport, and I'm contacting the tower all at the same time. I told him I was with him for the ILS 5, and was that the airport that I was about 4 miles from and beside? He said yes. I told him that Chicago had just turned me for final intercept and I had already flew by the approach course for Rwy 5. He said they do that all the time. I said that is not good. I canceled my IFR and did a visual into GYY. I was not happy and later called and told them so.

With a weather check it showed another line of thunder storms NNW of Oshkosh and heading that way expected to be there about 9-10 PM. It was 114 degs when we landed and I was ringing wet by the time we got into the air on a VFR flight up along the lake by the city of Chicago. Just north of the class B air space we headed in land for Rippon the entry point for landing at OSH. At 6:30 PM local time we arrived over Rippon. We were number two behind C-185 with about 5 other planes behind us. It was no too busy this time of day. We were just about to hit FISKE intersection which is the place where they have controllers on the ground to tell you which Rwy you will be using. At that time they said the airport was closed and he did not know why. He took the 185s tail number and told us all to follow him to Rushe Lake and circle until cleared to come back in and we would be the first to be in. He also told all others to circle Rippon and not to enter the approach route into Fiske. It turns out that they were landing 100 Mooney's that were two hours late getting there. We had to hold over the lake at 1880 ft and it was 97 degs on my thermometer. Then they came on and said it would be about 40 minutes. That is when the radio traffic picked up. No one was happy about this. Then some guy in a C-182 flew down to Fiske and claimed he had only 15 minutes of fuel left and wanted to land. The controller said to go to Fond-Du-lock and he refused and said he was following the Atis which was lie because it already said the airport was closed. They asked him if he was declaring an emergency and he would not. He landed and I heard later they took him away. He had plenty of fuel on board. Always one in the crowd. To make a long story short they come on and said to remember the airport closes at 8 PM local time. Well, needless to say the air waves went wild with that one. At 10 minutes to 8 we were told to head for Fiske and land on RWY 18. We all were very unhappy with the thunder storms on the horizon. I got the tent up and all set and the plane tied down. It was 11pm and dark. We could not get into the showers because all those Mooney drivers were given front row parking right by the showers and of course the lines were long trying to get in. We were mad as Heck. We all went to bed that night hot, hungry and totally exhausted. A total of 10.1 hours of flying and a lot of that IMC.

The thunderstorms came all night long. The new tent was great We were dry. We spent the morning getting cleaned up and some breakfast. We all needed that. We went to the museum that day. We had a great time. My grandson really enjoyed that. The next two days we did all the booths we could get in. We stopped by and saw George and the two Bob's. We watched the air show everyday. I got all kinds of new reading material on the latest technology. Let me tell you there is some great stuff out there. My grandson Robbie met the Tuskegee fliers and got a book signed by them. (see the PIC below) This he thought was really great.



We left on Thursday because of another system moving in that day later on. Well, while we slept that night it was there already. This year you had to get a reservation slot for an IFR departure. I did that and was scheduled to depart at 8:30 am that Thur. I packed the plane and was already to go by 7:30 am. I got Atis and called into Clrc 30 minutes before depart time like they wanted and started engine at 08:05 that morning and was told to taxi. I followed the flag guys with my IFR sign in the window to the right side of RWY 9. One hour and forty-five minutes later I finally got into the air. Good O'l Chicago was giving a squawk codes every 20 minutes. Some left under VFR and said they would pick up their IFR in the air. Well, that was all well and good, except that you had to be at 9,000 ft and 60 miles out from Chicago. I left IFR and was in the soup until I hit the other side of the lake in

Michigan. I think a few were taking some big chances.

We flew to FNT Flint, Mich. Topped off with fuel and headed for ROC and spent the night there with my brother Mike and his wife Deb. He just went thru a liver transplant. In fact he had two transplants. The first liver had a blood clot in it which they did not know about until a week went by and Mike was lucky enough to find another one that quick. We left Friday morning for BTV and an hour and forty minutes later we were home. A total of 6.4 hours from OSH -- BTV. It was good to be home.



**Lee relaxing after a hard days walking**



**Robbie in front of my favorite airplane**

## Speculator (Belated)

### Apologies to Frank Gibney for taking so long to get this article in the newsletter.

Speculator was kind of a bust this year. It all started a few days prior to the event when George and John had to do a grass landing on the keel of the Seabee. You knew George was out of his element when he and Annie decided to "drive" to Speculator on Friday and leave Saturday prior to the party. Saturday morning Frank, Sonja, and Cokie (their Chocolate Lab) piled into the Avid Magnum and found out that 30mph cross winds at Piceco were definitely the limit for them. Meanwhile the Butterfields, taking a few lessons from others, decided after flying to Speculator, not to attempt to land and turn around and go home instead. Bob Paradise actually arrived at the Waterfront in Speculator more quickly by driving a van than Frank and Sonja did by flying. (115mph on the airspeed / 40KTS over the ground)

On the bright side, even though all flying contests were canceled for winds, old friends exchanged numerous tales and everyone seemed to be having a great time. The deciding factor on the FAA's decision to cancel the flying seemed to be driven by the fact that the wind was ripping the roof off the main waterfront building at the same time.

There's always one guy who has to show up everyone else at these events. That had to be the guy that flew a KitFox on floats from Peterborough, NH; who landed on the lake and parked at show center without incident or excitement.

Unfortunately, on Sunday, Bob Paradise in his exuberance to keep Frank's wing from being lifted by the wind during taxi, ended up getting an aileron bite to the ear. Sonja and Cokie decided the Van was looking better and better and ended up taking to the road with Bob.

(see photos on next page)



**This does not look good!!!!**



**Here is one more use for Duct Tape!!!**

Hope to see you all at speculator next year! :-)

Frank Gibney



## YOUNG EAGLES

by  
Donald Taylor

To date we have the following members reporting Young Eagle Flights.

George Godin	2
Frank Gibney	3
John Butterfield	20
Donald Taylor	127
Bill Yendrzkeski	12
Bill Morelli	17
George Coy	4
John Elgert	14
Damien Henry	17
Edward "Pete" LaFramboise	20
Don Nowakowski	12
Mike Pecue	48
Bruce Uvanni	5
Ron York	17
Steve Couzelis	1
John McNerney	2

We have already surpassed our goal of 240 for 2002. We now have 321 Young Eagle Flights. I want to thank all pilots and ground support for a job well done.

The final countdown to 2003 is underway and we need all our active flight leaders and ground support personnel to help us reach the 1 million Young Eagle mark next year. Together we will achieve our goal.

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Donald Taylor went to Newport for the fly-in & grand opening of the "Taildragger Café". The food was very good and Saturday noon the café was packed. There were more planes that flew in Saturday but Sunday was a good day for biplanes,

Staggerwing Beech, 2 Wacos, Great Lakes, Pitts – 2 and a Starduster 2.

For the two days I was able to pick up 28 Young Eagles. It rained Friday so I did not attend.

The airport has two 4000 ft. runways and clear on all ends.

Flying over Newport on Lake Memphremagog is sure a beautiful picture. Maybe we can have a fly-in this fall when the leaves are in full color and have lunch at the Taildragger Café.

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The **ACE Camp** was held at the Franklin County Airport on Thursday, August 8<sup>th</sup>.

Bill Morelli got back from Holland just in time to give us a hand. It was a great day, nice and Sunny. We flew 25 for ACE Camp and after I flew 2 others for a total of 27.

Bill Morelli	6
Donald Taylor	21

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I would like to thank Sonja Burbank who (as in the past) does a great job with the Ace Camp program, Cliff Coy and Romni Parker for organizing activities for the youngsters, George Coy for making the airport and hangar available, Joe Gardner for helping with the food, Lisa Groton for helping with everything, Ron Shadroy representing the State of Vermont and of course Donald Taylor, the Oldest Young Eagle of all for his tireless work getting kids in the air. I apologize if I overlooked anyone that helped make this Ace Camp a success.

I personally had a great time.

Bill M.

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## Did You Know

The first person to go over Niagara Falls in a barrel was a woman. Anna Edson Taylor made the journey on October 14, 1901 and escaped unhurt.

## MISSION WRIGHT FLIGHT 2003

from Fred Blackstone

WHEREAS the a'eroplane, invented by the Wright brothers in 1903, has been instrumental in bringing together the peoples of this planet for better understanding and peace through travel and commerce; and has been an uplifting and inspiring experience for billions of people all over the world.

And WHEREAS it was this American tool that enabled American citizens to rescue the world from two totalitarian regimes in the previous century.

And WHEREAS it was the first “small step” that is now leading us to the stars,

Now therefore, be it resolved that it would be altogether fitting that the Air Force Association should initiate and inspire a crusade to have every possible American airplane airborne at 10:30 AM on December 17, 2003 to commemorate and celebrate the 12 second beginning of the Age of Flight one hundred years before.

Be it further resolved that the AFA should enlist the support of kindred organizations such as the AOPA, EAA, C.A.P., Business Aircraft Association, FAA, etc as well as other service organizations such as the Rotary Clubs, Kiwanis, Lions, Elks, etc.

Let us make a joyful noise in the heavens with the sound of flying machines throughout America to celebrate the Freedom of Flight and honor those intrepid pioneers who accomplished this age-old dream and “great leap of mankind.”

This resolution by the undersigned members of Chapter 326 of the Air Force Association of Burlington, Vermont on September 6, 2001 is respectfully submitted for consideration by the national organization.

## GPS FOR SALE

Garmin 195  
Up to date database  
Complete accessories

Asking \$650

Contact Don Taylor at 868-3809

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## Coming Events

**August 24:** Fly-in Pancake Breakfast at Dummerston, VT. 8 AM to noon. Sponsored by EAA Chapter 61 and Southern Vermont Flyers, Inc. The airport is a 1800' grass strip on NY sectional at N42 56' W72 32' as MOORE'S, 13 miles west of Keene, NH. – (802) 387-5310

**August 27:** The Northeast Safety Brief, Runway Safety Action Team Briefing, 6 p.m. to 8 p.m. Hamilton Room, Airline Terminal Building, Burlington, VT. A Runway Safety Action Team (RSAT) is developing an Action Plan for Burlington Airport. A briefing concerning the developed Action Plan will be held from 6-8 p.m. For more info contact: Harry West at (781) 238-7027

**August 31:** Waterville Airport (WVL), Waterville, Maine. Radial Roundup. For more information call Johannah at (207) 873-0033.

**September 15:** 17th Annual Basin Harbor Club (B06) Fly In sponsored by Aero Club of New England. Vergennes, Vermont. 9 a.m.-2 p.m. Spot Landing contest, large selection of brand new 2002 aircraft with vintage cars and boats. FAA spatial disorientation program 11 a.m.; aerial show at noon. For more information contact PeterK1755@aol.com or mrbirdly@aol.com.

**Saturday the 21st of September 2002**, the aviation community at the Middlebury State Airport will host an Airport Appreciation Day to thank the State and Townsfolk for their continued and highly valued support of this important community asset. We would be honored if you could find time to join us for airplane gawking, airplane rides and free food. Our goal is to expose many people, especially youngsters, to aviation and let them know that all are welcome at any time to revisit and look around and/or talk to any of us that love flying. The event will start at 9:00 with all static display aircraft parked by 10:00. Air rides will start at 10:00 and go until close of the event at 4:00. This invitation is being sent to all Community and State Transportation leaders as well as all representatives both incumbent and aspiring. We would like to keep the emphasis on non-political aviation activities so we ask that if you are in the "running mode" you honor our desire and forego any handouts/campaigning during your valued visit with us. If you have any questions or comments feel free to contact any pilot neighbor or call me at (802) 545-2106. Any ideas that you have on improving this event in the future will be gratefully accepted!

John Pratt

e-mail [jp Pratt05472@yahoo.com](mailto:jp Pratt05472@yahoo.com)

**September 21:** ENOLA GAY SYMPOSIUM, New England Air Museum, Windsor Locks, Conn., featuring General Paul Tibbets (Ret.) pilot of the famous B-29 "Enola Gay" which dropped the first atomic bomb. Seats are limited and will be sold on a first-come first-served basis. The Museum doors will open at 6:00 p.m. and the program will begin at 7:00 p.m. There will be a charge for autographs and Gen. Tibbets will sell and autograph his book. Cost is \$10 per person for Museum members and \$20 per person for non-members. Tickets can be purchased by credit card by calling (860) 623-3305 during regular business hours.

**October 5& 6:** - Leafpeepers Fly-In, @ Rutland Eaa Chapter 968 Clubhouse - Traditional pancake breakfast, Good Conversation and lots of airplanes. For info call: Lee Morelli @ 802-235-2808

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**FIRST CLASS MAIL**



**August 2002**

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