



CHAPTER
613

August 2004

www.eaa-chapter613.org



AirVenture 2004

Upcoming Events

August 19 (Thr) 18:00 – 21:00

Border Air, Frankling County Airpport (FSO), Highgate, VT – “Talking with ATC” – For more info contact Dick Ferno, 802-433-6691

August 21-22 (Sat-Sun) 9:00 – 16:00

Air Show & Young Eagles Rally – Adirondak Regional Airport (SLK) Saranack Lacke NY

August 21 (Sat) 7:30 to 11:00am

Old Airplane Fly In and Breakfast

EAA Chapter 1070 – Cooperstown / Westville Airport (K23) – Cooperstown, NY

Aug. 21(Sat) Pancake Breakfast

Middlebury Airport (6B0). 9 a.m. to 11 a.m. \$4 per person. Pancakes, eggs, sausage, orange juice and coffee.

September 25 (Sat) 9:00 – 16:00

Young Eagles Rally – Shelburne Airport, Shelburne VT.

Aug. 29 (Sun) Vintage Motorcycle Meet & Antique Aeroplane Show.

Owls Head Transportation Museum, Knox County Airport, Owls Head, Me

Views and News By Bill Morelli

Scheduled Events: To locate additional scheduled events other than those listed above, check out the Atlantic Flyer on-line at aflyer.com or in a hardcopy available at most airports.

On the Cover: Me along with my Subaru powered Zodiac 601HDS that was parked in the auto conversion area just in front of the homebuilders headquarters at AirVenture 2004. Don Taylor invited me to stay in his trailer located on 31st street in Camp Scholler. I enjoyed Don's hospitality and his cooking. At one lunch he made grilled potted meat sandwiches (whatever the heck they are!!). I still have not figured out the ingredients but it was tasty.

Thanks Don for putting up with a rookie camper.

Hobie Tomlinson continues his series in the “Flight Advisor Corner” starting on page 4. This month it's **Aircraft Records Research**



YOUNG EAGLES

by
Donald Taylor

We have three pilots reporting Young Eagle Flights for this newsletter.

Donald Taylor	-	11
John McNerney	-	10
Dick Jason	-	11

We have flown 242 so far this year, 158 more to go for our goal of 400.

We have the following pilots reporting Young Eagle flights for 2004

John Butterfield	-	36
Bill Hanf	-	12
Mike Pecue	-	24
Donald Taylor	-	91
Bill Yendzeski	-	26
Steve Couzelis	-	8
Don Nowakowski	-	2
Bill Morelli	-	16
George Godin	-	6
John McNerney	-	10
Dick Jason	-	11

Young Eagles Current Chairman



EAA Young Eagles Chairman Emeritus Gen Chuck Yeager and current Chairman Harrison Ford seen prior to their flight in EAA's Ford Tri-Motor at AirVenture 2004

Photo by Jim Koepnick

The newest chairman of the Young Eagles, Harrison Ford, was introduced to a welcoming throng of more than 700 attendees at the gala EAA Gathering of Eagles at the EAA AirVenture.

"I'm humbled, and I'm proud, and I'm eager to do what I can along with you," Ford, who's flown more than 200 Young Eagles himself, told the crowd of program boosters.

AirVenture 2004

August 5, 2004 - Preliminary figures from the Experimental Aircraft Association's 52nd annual EAA AirVenture fly-in convention indicate that the world-renowned event launched the "Next Century of Flight" with great success, as hundreds of thousands of EAA members and aviation enthusiasts enjoyed a week filled with glimpses of the future of flight along with celebrations of aviation's past and present. Although total estimated attendance figures show a 10- to 12-percent decrease from the enormous 770,000 figure from 2003, due to weather, economic factors and other reasons, EAA President Tom Poberezny found little over which to be disappointed following this year's event.

"Everyone associated with this year's EAA AirVenture, be it members, visitors, exhibitors or sponsors, was very pleased with the enthusiasm and activity throughout the grounds," Poberezny

said. "A near-record number of vendors throughout the grounds reported brisk sales and interest, while visitor surveys show their experiences were overwhelmingly positive. EAA again brought together the world of flight for a celebration that is unmatched anywhere else in the world for its size and scope."

EAA AirVenture's activities attracted such luminaries as Harrison Ford, Burt Rutan, Mike Melvill and Paul Tibbets to the event, while more than 10,000 airplanes (including nearly 2,500 show planes) made the trek to the annual fly-in. In addition, EAA members enjoyed more focused activities than ever, primarily based around the new EAA Member Village in the center of the grounds.

Among the final figures for the event were:

- More than 10,000 airplanes from North America, Europe, South America, Africa and Australia;
- Among those airplanes were nearly 2,500 show planes that were eligible for judging in one of 11 different categories;
- A near-record 802 commercial exhibitors (record: 807 in 2003);
- More than 30,000 campers housed along the EAA AirVenture flight line in aircraft camping areas or in the drive-in
- Camp Scholler facility adjacent to the flight line;
- Approximately 700 reporters from five continents, sending coverage worldwide;
- In excess of 4,000 volunteers who contributed more than 250,000

Ace Camp

The Ace Camp was held at Franklin County Airport (FSO) on Tuesday, August 12. It was a rainy day with clouds clinging almost to the deck. At noon, a barbecue of roasted corn and chicken was served. The cooks were the girls from Border Air. Around 2:30 the clouds started to lift. We took a flight up and it was good to the west and north but not to the south. They said it was raining in Milton. The weather held out and we flew 22 Young Eagles.

The pilots were: Donald Taylor and Dick Jason

The Border Air cooks were: Sabrina Rakowsky and Joann Marckres

Young Eagles Rally's

August 21 – 22 (Sat – Sun) 9:00 – 16:00
Airshow and Young Eagles Rally – Adirondak
Regional Airport (SLK) – Saranack Lake, NY

September 25 (Sat) 9:00 – 16:00
Young Eagles Rally – Shelburne Airport (25VT),
Shelburne,

Safety Tip

Preflight Your Airpark

1. Is the runway paved or grass, does it make a difference, how long is it, how wide is it, is it lighted and how are the approaches?
2. Who maintains the runway (and at what cost)?
3. Is there fuel available, maintenance and other services?
4. Is the runway publicly or privately owned, is it open to the public, even if privately owned?
5. How is safety, for both aircraft and people handled, who is liable in case of an accident?
6. Are the roads and the taxiways one and the same, if so, what are the safety provisions, who maintains the roads and taxiways and at what cost?
7. Is it a gated community or is there some other security mechanism in place?
8. How are community / airport improvements decided and paid for?
9. Are there facilities for transient or guest airplanes on the field?
10. Are there hangars and tie downs?

Did You Know

Does a current 100-hour or annual inspection mean that the aircraft is in "First Class" condition?

No! It indicates only that the aircraft was found to be in airworthy condition at the time of inspection.

Flight Advisor Corner



Aircraft Records Research

Last month we started a new series of articles on "Aging Aircraft" and discussed some of the issue that are affecting us all, as many of the light aircraft we fly reach the "half century" point and older. As we discussed, none of the designers or manufacturers of these aircraft had any idea that they would see such lengthy service nor were these aircraft designed for such a long operational life. The continued airworthiness of these older aircraft requires a much more aggressive maintenance program than the traditional Annual Inspection the Federal Aviation Regulations dictate.

If you currently own and fly one of these "older" aircraft, or if you are contemplating the purchase of one, aircraft records research will pay big dividends in both safety and economics.

This is the first step in determining the "actual" condition of an older aircraft. This research will not only identify maintenance and usage characteristics of a particular aircraft; it will also expose the potential problem areas of a type or usage class. As these aircraft have changed hands the easy "cosmetic" upgrades have been done, glossing over many serious internal problems. The long service life of the new covering fabrics compounds the problem, because aircraft are no longer "opened up" and recovered every 4 or 5 years as was necessary with the early cotton fabrics.

The inspection and overhaul recommendations contained in older GA airplane maintenance manuals do not provide adequate guidance for maintaining aging aircraft, especially in the areas of corrosion control, aging electrical systems and fatigue life. Therefore it is very important to assess what parts have been replaced and what, if any, corrosion control measures have been taken. It is important to gather all available information to establish a baseline as to what maintenance; repairs and alterations have been done, as well as determining how well the airplane has been cared for.

Data from general model type issues should be compared with individual aircraft information to identify similarities and differences. The question is: "Does what I am seeing on this aircraft match the history of the fleet and if not, why not?" Those sources that you should use to determine individual aircraft and fleet histories are listed below.

Aircraft Logbooks are the first source of information. The logbooks for the aircraft, as well as the currently installed engine and propeller, should be readily available. The first check is for serial numbers. The engine and propeller model and serial numbers, as well as the airframe, should match the logbooks. When the aircraft has been modified from the original configuration, Supplementary Type Certificate (STC) or FAA Field Approval paperwork must be present. The logbooks should show a clear trend of the aircraft's maintenance history, usage and Airworthiness Directive (AD) compliance.

If a complete set of logbooks back to the aircraft manufacture date is available, it is an indication that someone has cared for the aircraft along the way. Only recent logbooks is not a "show stopper", but will require more research. The question always is; do the logbooks reflect what has actually been done to the aircraft. Unfortunately, in a less than perfect world, logbook entries occasionally are made for work which was not done, or was not done correctly, as well as work or modifications being done which are either not authorized or not entered in the logbooks. Either of these conditions being present should raise a big red flag and requires extensive research before proceeding further.

Aircraft Records are available from the FAA on microfiche, CD or on paper for some older aircraft. There is a nominal charge to open the file and copy material. You should request the information by aircraft make, model and serial number. Make sure the current aircraft N number is the one assigned to that aircraft. A mismatch is a "show stopper" unless it can be cleared up satisfactorily. Engine and propeller records should also be requested if they are not the originally installed units.

Information available includes registrations, bills-of-sale, FAA "337" forms on repairs and alterations, STCs, and other information. Compare this information to the physical aircraft for conformity. This information is available from the FAA Flight

Standards Service (AFS-750), Box 25504, Oklahoma City, OK. 73125 or on the web at: <http://diy.dot.gov>.

Type Certificate Data Sheets (TCDS) are a summary of the baseline technical data specific to a model type, such as performance, weights, center of gravity limits and engine and propeller specifications. The FAA only awards a type certificate (TC) after the manufacturer shows compliance with the safety regulations as specified by the certification basis listed on the TCDS. The TCDS database can be accessed on the web at: <http://www.airweb.faa.gov/rql>.

Supplemental Type Certificates (STCs) are approved modifications to aircraft for the purpose of modifying and/or upgrading performance, gross weight, systems, avionics, etc. These upgrades often have a positive effect on older aircraft by incorporating newer technology, which was not available when the aircraft was manufactured. Reviewing the FAA STC database may reveal design improvements to address specific problem areas in an aging aircraft type. This database can be accessed on the web at: <http://www.airweb.faa.gov/rql>. When STC modifications have been made to an aircraft, a check should be made that the aircraft's Instructions for Continued Airworthiness (ICA) document reflects the change.

Airworthiness Directives (ADs) are a mandatory maintenance action to correct an unsafe condition. They can affect aircraft model types, engines, propellers, or appliances such as instruments and are sent to the registered owners of the affected products at the time of issuance. The required actions may be a modification, one time or repetitive inspections or a combination of these actions. Both the aircraft and logbook should be checked to insure that these have been both done and recorded correctly. The AD database is available on the web at: <http://www.faa.gov/>.

Special Airworthiness Information Bulletins (SAIBs) are a non-mandatory information notice about an airworthiness concern, which is issued to registered owners of the affected aircraft model type, engine, propeller or accessory. These address conditions which are less serious than the unsafe conditions which are addressed by ADs. They often reference manufacturer's service

bulletins and service letters. These can be accessed on the web at: <http://av-info.faa.gov/>.

Service Difficulty Reports (SDRs) are reported maintenance and/or service problems for any aircraft, engine or component. This is a very helpful research area for identifying areas that warrant special attention for a specific aircraft type, especially when the logbooks are incomplete. These can be accessed on the web at: <http://afs600.faa.gov>.

Owners/mechanics are encouraged to submit SDRs with complete confidence that doing so will not lead to any enforcement actions. Not only will your participation help alert others to problems in an aircraft no longer supported by a manufacturer, it will also make the database more useful to all.

General Aviation Airworthiness Alerts (AC 43-16A) are compilations of recent maintenance problems which are showing up on GA aircraft (including factory built, home built, helicopters, engines and propellers). These have not been fully evaluated to the point of becoming a service bulletin, SAIB, or AD. The FAA publishes this monthly from SDRs submitted by owners, operators and maintenance personnel. They are an early indication of a developing trend of maintenance problems for an aging aircraft type. They can be accessed on the web at: <http://av-info.faa.gov/>.

Service Bulletins/Letters are issued by manufacturers to address in-service issues or as a method of product improvement. They are often instructions for accomplishing the mandatory actions of an AD. These can be obtained from the manufacturer or often from the type club for out of production aircraft.

National Transportation Safety Board (NTSB) Records are a good "catch all" site. The searchable database has more than 140,000 aviation accidents recorded. This is useful in determining if a particular aircraft has ever been involved in an accident. This will help match up unexplained "repairs" to their cause and will help maintenance technician's search for hidden, unrepaired damage. It will also point out accident trends of a particular type giving some indication of its difficulty of operation or if it has a propensity for a certain types of accidents, i.e. groundlooping (C195), porpoising (Lake Amphib), Stall/Spin (PA30). All of these are very good aircraft, but

some specific type training is well warranted. The NTSB database is accessible on the web at: <http://www.nts.gov/aviation/aviation.htm>.

During the records research it is important to look for factors that may have a significant impact on the aging aircraft's condition. Some of these are:

- Has the airplane been hangared?
- Where has the airplane been geographically?(i.e. Gulf Coast)
- Has the aircraft been inactive or in storage for a long period of time?
- Has the aircraft been used in a special usage role?(i.e. Pipeline patrol)

This seems like a good place to break for this month. Next month we will expand upon the above questions and delve into **Special Attention Inspections** for aging aircraft

The thought for this month is: "You have to learn from the mistakes of others because you do not have time *to make them all yourself!*" So until next month, remember to **Think Right to FliRite!**

Scholarship News

By Frank Gibney

Just in: Ethan Smith just returned from Oshkosh having had an incredible time at the EAA Basic Air Academy Camp in July. He's all charged up to give the Chapter a CD slide presentation and talk at a pancake breakfast in the fall.

Ethan wanted me to express his excitement now and his thanks to all for making it possible for him to attend the camp. He's already thinking about The Advanced Camp.

Other Scholarship applications poured in during June giving us a real opportunity to competitively select several candidates for the Roberti and McGrath Scholarships. Thanks to several of you who are responsible for getting the word out. More later.

OSHKOSH IT'S THAT TIME AGAIN

By Bill and Lee Yendrzeski

I'm looking at the weather again a week in advance for our trip to Oshkosh. Lee is going with me again and of course now I really have to pay attention to it.

This year seems even worse than last year for rain and the most feared Thunder Storms. Things are not looking good on Friday the 23rd. It looks like if we want to go on Sunday it will be driving again which I'm not looking forward to. Saturday morning the weather is looking better. I can not believe it. We may make it. Sunday morning 12,000 o/c 10 vis. This is great. What is even better I will have a tailwind from 040-060 of 5-12kts. It doesn't get any better than this. We are off to the airport, the plane is loaded and we are off the ground at 1210Z. Heading for our first stop ROC. 2.2 hours later we are on the ground at ROC and getting fueled. I usually stop here because my brother lives here and we meet and chat for a while. This year with the go no go thing I did not let him know. Also, I did not check my fuel slips until I got home and found out they now are charging a landing fee and over \$7.00 in taxes. That will be the last time I go there on a fly thru.

We are off and heading for FNT Flint, MI. We have a tail wind and are hitting 128kts over the ground. I love it. This is the longest leg of 270nms. We arrive 2.4 hours later. We are early so we have to wait so we can leave at 3pm local time to get to Oshkosh between 4pm and 4:30pm Oshkosh time. This is how Steve Couzelious taught me, so you get close to the showers. The fuel in FNT was \$2.70/gal. Much better. We are off and climbing to 8.5 to go over the lake. It is VFR so I cancel the IFR and head for the shortest

course over the water. We hit the waters edge and we are feet wet. 25 minutes later we are feet dry, I love those tail winds. We enter the Ripon arrival and get in line with all the other planes. The controller at FISK is



getting all over some of the planes for flying side by side and he is turning them back to Ripon. I can see why. Some of the planes cannot keep up the 90kts required for this arrival. I have to pass two planes myself. Some are not maintaining the proper ALT. I go by them and hope for the best I just do not want to fly at 60kts. It is hot and I'm loaded. They are landing both 9 and 36 and we get 36. Your supposed to follow the road and I have tail dragger off to my left going real slow. I pass him on his left and keep going. 4:15pm we are on the ground taxiing to the North Forty for parking and camping. We get stuck on Row 522. We are a long ways from the showers on approach end of Rwy 9. I try the old Steve trick and try to go by the controller. He jumps out in front of me and won't let me by. I have to park in this row. Bummed.



We shut down and an hour later the tent is up and the plane is tied down and we are moved into our new home for the next few days.

From there we are off to the showers and then to dinner. Then we look for Steve and John and Marge Butterfield. Also Bill Morelli said he was coming. I will look for George Coy and Don Taylor tomorrow. They usually stay in the camping area. We can't find Steve or John and Marge or Bill. Maybe tomorrow.

They next morning we are up at 7am and heading for breakfast at the La Jure, I think that is how you spell it. We end up eating with two guys from Tenn. They are pilots of Old. Bill flew in the Pacific W.W.II, and Bob flew in Vietnam. Bill flew P-38's and P51's. I was in seventh heaven listening to his stories. What a guy. Bob flew



the Arch lite Missions over Hanoi. It gave you chills to listen to his missions with the Sam's coming up and the Mig's. He flew 227 missions from Guam. That is one hell of a lot of missions. He did two tours.

Needless to say I bought them their breakfast. I got they're names and addresses. We also met later during the air show. These men are what all America is all about.

Monday Lee and I did the fly market and the museum. We had the pleasure of meeting another couple from OKL, Bob and Sue. He is a Captain in the Highway Patrol. Real nice people. That is why I like camping out. You meet such great people.

I tried to find everyone and had no luck. I called the Butterfields and Marge returned my call letting us

know they did not make it. John, the poor guy had to work on a special job down in New Jersey. Too bad. Never found Steve or George or Don or Bill.

We did the tours of the new planes and technology. I love that stuff. Lee hung therewith me. She was a real trooper. Well, she should be, I gave her a baby's behind ride out here.

There daily air shows are great. We hit them on Tue. and Wed.



Thursday morning I check the weather for our scheduled departure Friday morning. Not looking good for Friday. Michigan will have the storm that is coming in today. It is packing thunder storms and lots of rain. Lee and I take it over and we head back to the plane to pack. We are loaded and ready for engine start at 11:30am Oshkosh time. 12:30pm here. We are off the ground at 12:05 local and VFR with an overcast sky and picking our way thru the layers of clouds. We climb to 9.5 and Lee says why are we going so high? Hello, we are going over the water and the winds are better up here. 2.1 hours later we land at FNT and get fuel and all kinds of little goodies they are passing out for Oshkosh people. There is a fellow and his son and a friend from Concord, NH. He has been trying to get there since Wed morning. He is trying to get an IFR reservation slot for Oshkosh on his computer. He tried the auto phone and it keeps telling him no slots. But does not give any other options. I told him to call the human voice line like I do and he said he did and got nothing. He had written the number down wrong. I gave him the number and told him to just keep dialing over and over until it rings. I also give him my Oshkosh Notam book with all the numbers and info. I'm his hero. His son is doing the dialing and he finally get through and he has a slot for 7pm local. Now I'm really his hero and friend. Its good when you can help another pilot.

Lee and I are off the ground for 70 IFR across Ontario to ROC. It is smooth and as I climb out of FNT the engine coughs, Lee does not notice it, but I do. You feel these things. But the engine is running and we keep climbing. They turn me to the left to head on course and the engine really coughs again. I say what the hell. Mistake Lee says what is wrong, and I tell her the engine just sputtered. I check the mixture and RPM's, and all is well. The fuel is on both. I'm still with in gliding distance of the airport. The engine keeps running. Maybe a bit of water? I drained the sumps during pre flight. Just a little heart jump. We continue on. I have airports all around and on we go. No more coughs.

We are just passing BUF on our last leg to ROC and they descend me to 50. There are the big puffy clouds out in front that Lee does not like. She taps me and points in that direction. I know what is coming. Do we have to fly thru those? Yes, dear we do. We are IFR and I cannot just go anywhere. As we turn on our new heading I see a slot to the right of the cloud we are heading for. I turn to go around it and she hollers what are you doing? I say I'm trying to miss the big one for you. I find a tunnel thru the cloud and we fly thru. You just cannot win. 2.4 hours and we are on the ground at ROC getting fuel. I check the weather and it is good for VFR.

We are off and climbing to 9.5. Why are we going so high? I tell her again that it is to miss all the clouds at 50-70 especially over the mountains in NY by the lake. They don't look that high to me. I tell her you will see when we get there. I tell her Mt. Marcy is over 5,000 feet high and clouds are always there. I'm right again. 2.1 hours later we are at the hanger. Home at last. I miss Oshkosh already. Can't wait for next year.



EAA CHAPTER 613

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FLY SAFE

August 2004

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