

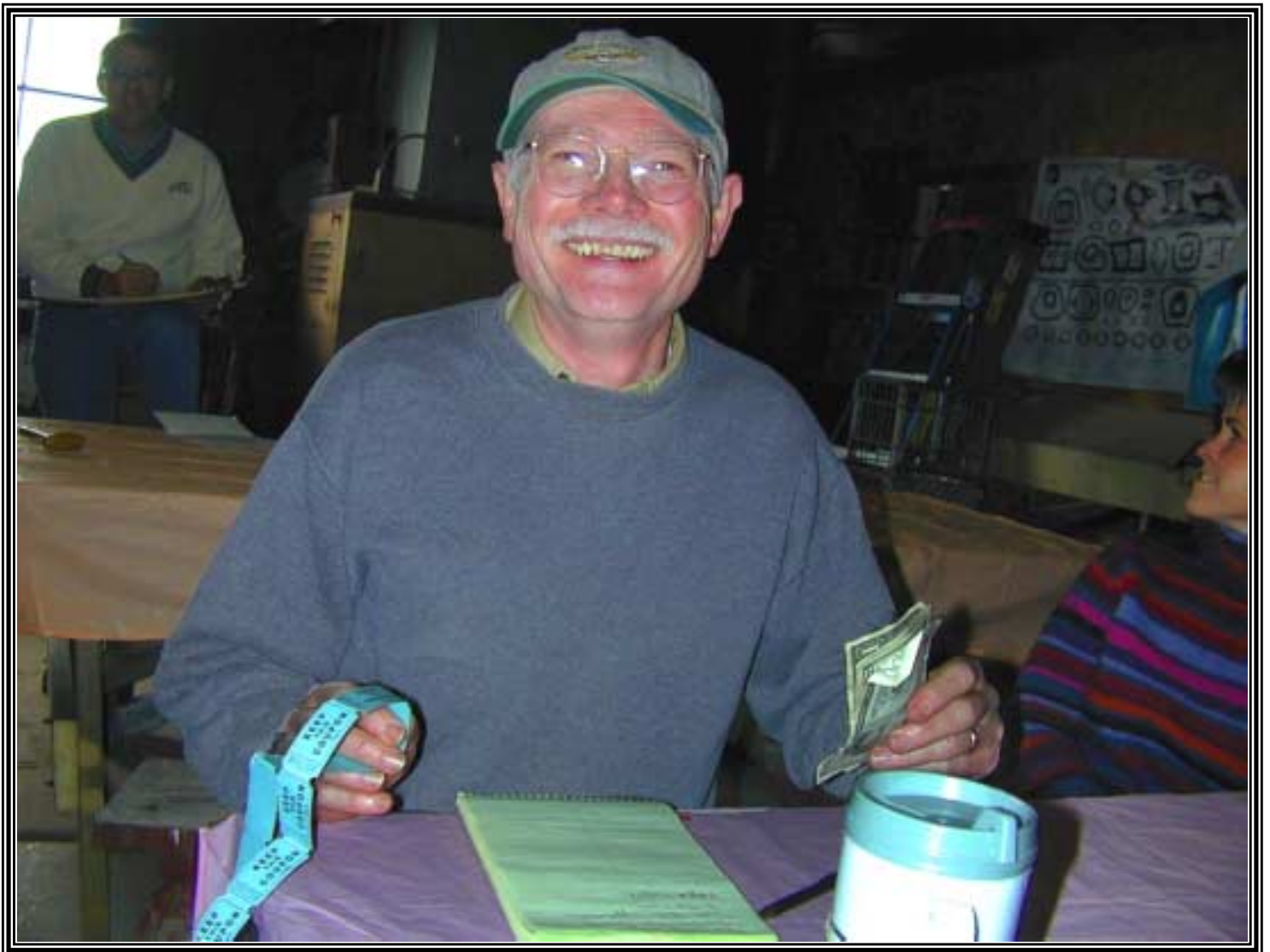


CHAPTER  
613

December 2002

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

## Guess Who Won The 50/50?



Well wouldn't you know, Marge Butterfield is unable to make the November meeting and low and behold, John wins the 50/50 raffle in her absence???? Maybe the chapter should send Marge and John to Las Vegas with some of our excess funds?????

# Views and News

By Bill Morelli

In last month's newsletter you will recall that I included an article from the Lycoming Flyer newsletter with regard to using (or more correctly not using) auto gas in their engines.

At the last pancake breakfast, Tyler Hart and myself were talking about how that article does not seem to be based on any safety data that indicates there is a greater risk by using auto gas in aircraft than there is using avgas.

Just to give you another view, on page 6 is a letter that was sent by the FAA to the EAA with regard to an FAA newsletter that implied using auto gas is not as safe as using avgas in the engines that have auto gas STC's.

Speaking of gas, below is a chart that shows the lead content for avgas and auto gas. I think the LL in 100 Low Lead should have stood for Lots O Lead!!

## LEAD CONTENT OF FUEL

Lead content in grams of lead per gallon:

- 100LL = 2
- 80/87 = 0.5
- Regular Leaded Auto Fuel = 0.1
- Unleaded (Premium or Regular) = .001

Another thing to keep in mind if you are using auto gas. The gas companies increase the volatility of fuel in the winter so it will vaporize at lower temperatures and help with engine starting during cold weather. They then lower it during the warmer months. Using auto gas left over from the winter months may be more prone to vapor lock due to the higher volatility.

.....  
 ••••• **REMINDER:** Next Chapter 613 Pancake  
 ••••• Breakfast is at Shelburne Airport – December 14<sup>th</sup>  
 ••••• (Saturday) beginning 09:00  
 •••••  
 •••••

## November Meeting Minutes

By John Butterfield

This was our first pancake breakfast for the Fall/Winter 2002 season. The meeting was called to order by President, **Terry Griffin**, at 10:15 AM. Following are the minutes of the meeting:

- Thanks were extended to our cooks **Terry Griffin** and **Mark Wood** (*lookin' good there guys!*)



- Thanks were also extended to **Bob Paradais**, **Steve Clark**, **Bruce Uvanni** and **Jim Beams** for bringing in the tables and setting things up.
- Our next pancake breakfast will be held on Saturday, December 14<sup>th</sup>. **John and Marge Butterfield** will be the chefs du jour. (Sorry Marge, you weren't there, so I volunteered you!)
- The secretary's report was accepted as stated in the October newsletter.
- The treasurer's report was accepted as presented by Treasurer **Dave Harrison**.
- Terry Griffin informed the group that the Vermont Agency of Transportation will be holding a series of public meetings, to release the results of the airport economic impact studies that have been conducted. The meetings will be held on November 20<sup>th</sup> and 21<sup>st</sup>. Meetings will be held via Vermont Interactive Television ([www.vitlink.org](http://www.vitlink.org)) or at various sites

throughout the state. Interested parties should contact Scott Bascom at 828-5748 for further details. You can also check out the website ([www.aot.state.vt.us](http://www.aot.state.vt.us))

- A discussion was held regarding the scholarships, and other potential uses for chapter funds. Three suggestions were presented:
  1. Purchase aviation publication subscriptions for schools.
  2. Sponsor introductory flight lessons at local FBO's for students with an interest in aviation.
  3. Pay for airfare as well as tuition for students attending the EAA Air Academy in Oshkosh. Previous students have not been able to attend the Air Academy because they could not afford the travel costs.
- **Dave Harrison** informed the group that this year there are no substantial savings in purchasing multiple 2003 EAA Calendars. It was therefore decided that Chapter 613 would not purchase EAA calendars this year. Members can purchase calendars on their own, directly from EAA.
- **Donald Taylor** briefed the group on our Young Eagles Activities. EAA Chapter 613 flew 370 Young Eagles this year!!! Congratulations to all of our organizers, pilots and other volunteers. Chapter 613 set a goal of flying *300 Young Eagles in 2003*.
- **John Butterfield** suggested that it was not too early to start thinking about Cabin Fever Frolic. The consensus was that last year at the Hampton Inn was great.
- **Ray Magee** has had his final hearing with the State of Vermont regarding Shelburne Airport. Congratulations to Ray and Shelburne Airport for receiving approval for continued operations.
- **Don Taylor** reported that this week's FAA safety seminar, hosted by **Dick Ferno** and **Nick Santo** was extremely well attended. Our thanks to Dick and Nick, for their continued contribution to aviation safety in our region.
- The Butterfield luck held, as John managed to win the princely sum of \$12.00 in the 50/50 raffle. (*Why is it that I never win anything when Marge is around???*)

**LPS Products Available in South Burlington**  
 Yesterday I stopped by to check out the new South Burlington ACE Hardware store on Williston Road. The store is located in the building where CT Farm & Family used to be (Across from Williston Road entrance to Customs and the Army Guard). I was delighted to find that ACE hardware carries the LPS line of produces (LPS1, LPS2 and LPS3). They also carry Pliobond adhesive. So, stop by this store next time you need a can of general aviation's favorite lubricant. Being a connoisseur of hardware stores, I can tell you that it's also a great place to browse around.

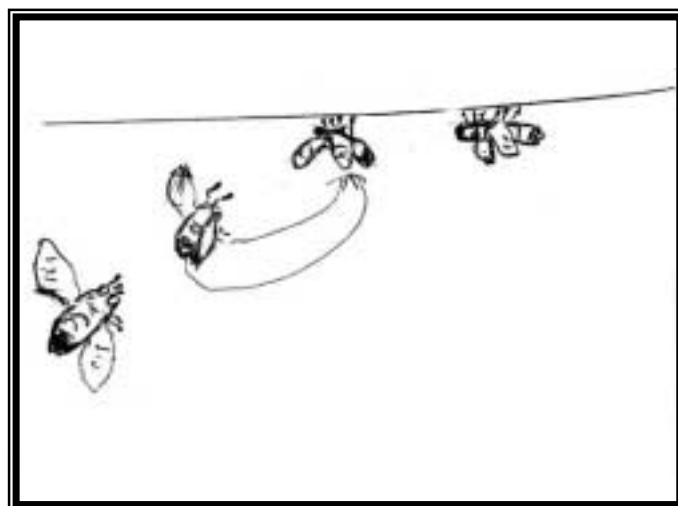
## Did You Know

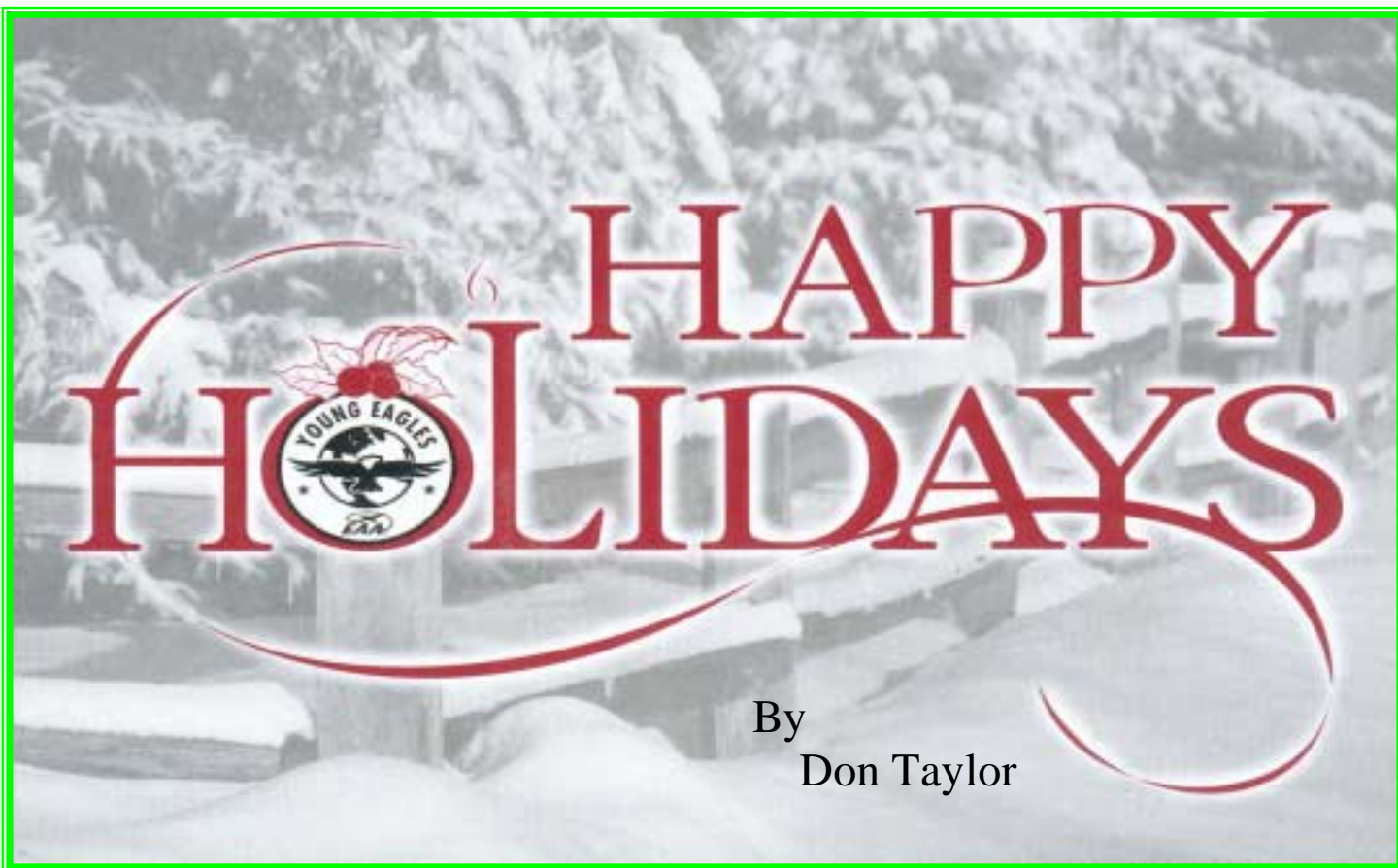
By Don Taylor

Have you ever wondered how a housefly switches from flying right side up to an upside-down position when it lands on the ceiling? Scientists once thought that the little pest did a "Barrel Roll" just before landing.

But high-speed cameras show that it actually does a half flip.

As it nears the ceiling, it extends its front legs over its head and swings the rest of its body upward until all six feet are sticking to the surface.





By  
Don Taylor

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

George Godin	2
Frank Gibney	3
John Butterfield	20
Donald Taylor	150
Bill Yendrzski	14
Bill Morelli	17
George Coy	4
John Elgert	14
Damien Henry	17
Edward "Pete" LaFramboise	40
Len LaClair	2
Don Nowakowski	12
Mike Pecue	48
Bruce Uvanni	5
Ron York	17
Steve Couzelis	1
John McNerney	2
Terry Griffin	2

We are still at a total of 370

No pilots reporting new Young Eagle flights for this newsletter.

### From Eagles Office Oshkosh, WI.

Have you flown any Young Eagles lately?

Your Eagles flight creates an experience of a lifetime.

The core purpose of EAA's Young Eagles program is to introduce kids to the wonder of flight and perhaps light a spark that may lead to a lifelong love of aviation. We're right on track for accomplishing our mission to fly one million kids by December 17, 2003, the 100<sup>th</sup> anniversary of the Wright brother's first flight.

Goal (by Dec. 17, 2003)	1,000,000
Young Eagles flown	837,043
Young Eagles to go	142,957

Registered Young Eagles thru October 2002

—▶ **ONLY 13 MONTHS REMAINING** ◀—

October registration target                    12,600  
 Young Eagles registered in October   14,461

We surpassed our goal in October

Just before press time, EAA announced it had surpassed 100,000 Young Eagle flights for 2002. The earliest date on record to reach the benchmark. Thanks to all the volunteers in the air and on the ground for making it happen! Without you, there would be nothing!!

EAA is recognizing Young Eagles pilots who have flown 250 or more as of November 4, 2002. On page 62-63 in the December issue of Sport Aviation, there are 330 pilots that have done just that. Donald Taylor, the only one from Vermont, is number 20 with 809.

## SAFETY TIP

It's that time of year again, frost, snow and ice. Wind tunnel and flight tests have shown that frost, snow and ice accumulations (on the leading edge or upper surface of the wing) no thicker or rougher than a piece of coarse sandpaper can reduce lift by 30 percent and increase drag up to 40 percent. If your plane is outside, make sure all frost and ice is off before flight.

## FAA Safety Brief

The FAA Northeast Safety Brief, sponsored by Dick Ferno and Nick Santos, held at the Clarion Conference Center in South Burlington, Vt., Was a great success with over 60 attending. It was good to see about a dozen student pilots in attendance. There were two topics discussed: Talking with ATC by Dick Ferno and Weight & Balance by Nick Santos.

There were four Chapter 613 members present. Bill Morelli, George Godin, Bob Domingue and Donald Taylor.

## The following two articles were published in local newspapers

**The St. Albans (Vt.) Messenger,  
 Monday, November 18, 2002**

### Taylor participates in Young Eagles Program

An area pilot has now given more than 800 young people a free demonstration airplane ride as part of the EAA Aviation Foundation's "Young Eagles" program, which is introducing a new generation to the world of flight.

Among the thousands of pilots around the world who donate their time and aircraft to the effort is Donald Taylor of Swanton. All pilots in the Young Eagles program explain the safe operation of airplanes and principles of flight before the short trips. All participating young people also receive a certificate signed by the pilot after the flight, making them members of "Eagle Flight." The names of the pilots and the participants are also included in the "World's Largest Logbook," which is on permanent display in the EAA Air Adventure Museum in Oshkosh, Wis.

The Young Eagles Program was unveiled in July of 1992 and was created to give one million young people a free demonstration airplane ride by the year 2003 — the 100th anniversary of powered flight and the 50th anniversary of the Experimental Aircraft Association (EAA). The program's goal is to allow young people to experience positive activities and discover the possibilities within the world of aviation.

*The Eagle* • November 21, 200

### Local Pilot Participates in Young Eagles Program

An area pilot has now given more than 100 young people a free demonstration airplane ride as part of the Experimental Aircraft Association's (EAA) Aviation Foundation "Young Eagles" program, which is introducing a new generation to the world of flight.

Among the thousands of pilots around the world who donate their time and aircraft to the effort is **Edward "Pete" LaFramboise** of New Haven, Vt. All pilots in the Young Eagles Program explain the safe operation of airplanes and principles of flight before the short trips. All participating young people also receive a certificate signed by the pilot after the flight, making them members of "Eagle Flight." The names of the pilots and the participants are also included in the "World's Largest Logbook," which is on permanent display in the EAA Air Adventure Museum in Oshkosh, Wis. was unveiled in July 1992 and was created to give one million young people a free demonstration airplane ride by the year 2003 — the 100th anniversary of powered flight and the 50th anniversary of the Experimental Aircraft Association. The program's goal is to allow young people to experience positive activities and discover the possibilities within the world of aviation.



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Small Airplane Directorate  
601 E. 12th Street, ACE-100  
Kansas City, Missouri 64106

JUN 04 1998

Mr. Earl Lawrence  
Executive Director, Government Programs  
Experimental Aviation Association (EAA)  
EAA Aviation Center  
P.O. Box 3086  
Oshkosh, Wisconsin 54903-3086

Dear Mr Lawrence:

This letter is in response to your letter dated May 28, 1998, concerning a recent Federal Aviation Administration (FAA) Aviation Safety Program Newsletter that highlighted autogas use in a negative way. Several comparisons between autogas and avgas were cited in the newsletter that infer airplanes and engines that have Supplemental Type Certificates (STCs) approved for autogas use are not as safe as airplanes or engines that use avgas exclusively. This is not an accurate representation of the operational service history for these products that use autogas. The sixteen year service history for airplanes and engines using autogas is good.

The newsletter cites a 1976 Textron Lycoming service information document and a Teledyne Continental Engine Technical Bulletin that defines certain concerns with autogas use. At that time, there were questions and issues that needed to be answered. However, since that time a tremendous amount of airplane, engine, and fuel testing has been accomplished among EAA, FAA, and other organizations. Autogas use has been extensively compared, tested, and analyzed. Autogas has been shown to be an acceptable alternative to avgas for the airplanes and engines approved for such use. Airplanes and engines approved for autogas use have met the FAA certification requirements for engine detonation, engine cooling, fuel flow, hot fuel testing, fuel system compatibility, vapor lock, and performance. The newsletter also cited a report about aggravated engine valve seat recession (wear) with the use of autogas. Extensive FAA Technical Center testing concluded that valve seat recession with autogas use is not significantly different from avgas use.

In summary, there are numerous studies and technical reports available comparing autogas to avgas for use in certificated airplanes and engines. The service history for airplanes and engines using autogas has been good and is comparable to avgas.

We thank you for bringing this issue to our attention and we hope this clarifies the Small Airplane Directorate's position on approved autogas use in 14 CFR part 23 airplanes.

Sincerely,

A handwritten signature in black ink that reads "Ronald K. Rathjens".

for Michael Gallagher  
Manager  
Small Airplane Director

## How About a Little Humor??

One day, the pilot of a RV-6 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the RV-6. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" Our hero the RV-6 pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts.

Another landing like that and I'll have enough parts for another one."

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There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked". Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah", the pilot remarked, "the dreaded seven-engine approach".

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A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff".

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Taxiing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant, "and it took us a while to find a new pilot."

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"Flight 2341, for noise abatement turn right 45 degrees.."

"But Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

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## Subject: English

Provided by Chuck Robataille

The European Commission has just announced an agreement whereby English will be the official language of the European nation rather than German which was the other possibility.

As part of the negotiations, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a 5-year phase-in plan that would become known as "Euro-English"

In the first year, "s" will replace the soft "c". Certainly, this will make the sivil servants jump with joy. The hard "c" will be dropped in favour of the "k". This should klear up konfursion, and keyboards kan have one less letter.

There will be growing publik enthusiasm in the sekond year when the troublesome "ph" will be replaced with the "f". This will make words like fotograf 20% shorter.

In the 3rd year, publik akseptanse of the new spelling kan be expected to reach the stage where more komplikated changes are possible. Governments will enkourage the removal of double letters which have always ben a deterent to akurate speling. Also, al wil agre that the horibl mes of the silent "e" in the languag is disgrasful and it should go away.

By the 4th yer peopl wil be reseptiv to steps such as replasing "th" with "z" and "w" with "v".

During ze fifz yer, ze unesesary "o" kan be dropd from vords containing "ou" and after ziz fifz yer, ve vil hav a reil sensibl riten styl.

Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza. Ze drem of a united urop vil finali kum tru.

If zis mad yu smil, pleas pas it on to oza pepl.

## EAA CHAPTER 613

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FIRST CLASS MAIL



December 2002

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