



CHAPTER  
613

December 2004

(Chapter 613 web site)  
[www.eaa-chapter613.org](http://www.eaa-chapter613.org)



Here's wishing everyone a great holiday season and a prosperous new year!!

## Upcoming Events

### Chapter 613 Pancake Breakfast Schedule

All remaining pancake breakfasts will be held on **Sundays** at **Franklin County Airport** and run from **09:00 to 11:00**

**December 19<sup>th</sup>**

(Rumor is there will be Ham and other goodies!)

**January 16<sup>th</sup>**

**February 20<sup>th</sup>**

**March 20<sup>th</sup>**

**April 24<sup>th</sup>**

## Safety Seminar

“Working With ATC”

Presented by Dick Ferno and Nick Santo and put on at the North Ramp on **January 6<sup>th</sup>** from **6:30pm to 9:00pm**

(This seminar qualifies for a Wings signoff)

## Views and News By Bill Morelli

**On the Cover** – The holiday photo was submitted by Don Taylor

**John McNerney** has earned his CFI rating. Congratulations John!!!

**My last Newsletter** – This is my last newsletter and I want to give thanks to all of you that have contributed to the newsletter in the past 4 years.

**Hobie Tomlinson** continues his series in the “Flight Advisor Corner” starting on page 5. This month it’s **Cockpit Decision Making (Part I)**

## November Minutes

By Marge Butterfield

The turnout for the first pancake breakfast of the season on November 21st at the Shelburne Airport was on the small side. The weather was not conducive to flying in the morning; however the ones who were able to attend did enjoy a good breakfast and meeting. **John** and **Marge Butterfield** were the cooks and they cranked out blueberry pancakes for the breakfast. The meeting was called to order by President, **Terry Griffin** at 10:20 a.m. Following are the minutes of the meeting:

- Thanks were extended to **John** and **Marge Butterfield**, **George Chaffee**, **Frank Gibney** and **Donald** and **Anita Taylor** for setting up for the breakfast.
- Thanks were also extended to the cooks for the day, **Marge** and **John Butterfield** for the fine job they did.



(Marge, don't worry you will win again!!!!)

- **Mary** and **Dave Harrison** volunteered to cook for the December 19<sup>th</sup> pancake breakfast.

- It was announced that both **Ray Magee** and **Steve Clark** will be away and that the water would be turned off at the Shelburne Airport. It was accordingly decided that the pancake breakfasts would be held up at the Franklin County Airport. (Thanks to **George Coy** for this accommodation!) The dates for the upcoming Sunday pancake breakfasts are: January 16, February 20, March 20 and April 24<sup>th</sup>.

\*\*\*50/50 Raffle\*\*\*

Everyone held their breath as the 50/50 raffle was about to begin. The question on everyone's mind was... Will **Marge Butterfield** win again? Well, the lucky number missed her by one digit! **Bill Morelli** was the big winner and came away with \$11.00. Congratulations Bill!

- **Terry Griffin** suggested that perhaps our Chapter could have a Sunday lunch in May at the Shelburne Airport. We could cook up some hamburgers and hot dogs with chips, etc. and it could be held from 11:00 – 1:00 p.m.
- Elections were held and the all four officers were re-elected: **Terry Griffin** – President; **Don Nowakowski** – Vice President; **Steve Couzelis** - Treasurer; and **Marge Butterfield** – Secretary.
- WE STILL NEED A NEWSLETTER EDITOR! **Bill Morelli** will only be able to stay in this position until December 31<sup>st</sup>.
- The Treasurer's Report was presented by **Dave Harrison** who was filling in for **Steve Couzelis**. The Treasurer's Report covered the period from October 24, 2004 through November 21, 2004. There is a current balance of \$8,015.31 in the general account and a balance of \$1,474.98 in the *Edmando Roberti* *Scholarship Fund*. The present value of the Mary J. McGrath Scholarship Fund is \$32,202.42. The Treasurer's Report was accepted as presented.
- The Secretary's Minutes were accepted as published in the October newsletter.
- Scholarship Chairman, **Frank Gibney**, advised that the three scholarships were a big success. Our website is a good way to find out more information about the scholarships and you can download a scholarship application from the website. Ethan Smith, the recipient of the EAA Air Academy scholarship wants to put on a slide show for the Chapter. Frank will keep us posted on this and also how the other two recipients are doing.
- There was much discussion on the future Chapter hangar to be built at the Franklin County Airport. **Frank Gibney** advised that he is working on the Act 250 permit. It was discussed that the Chapter should probably apply for a Wastewater permit at this time also. Ron Shadroui at the Dept of Transportation will need a drawing of the proposed hangar. **Donald Taylor** advised that he has come up with a drawing of a 48'x48' hangar with an attached lean to for a classroom. It was decided that before any drawing is submitted, it should have approval from the "Hangar Building Committee". This will be discussed at the next Chapter meeting. In the meantime, **Terry Griffin** will check on the lot size and any setback requirements.
- Young Eagles Coordinator, **Donald Taylor**, announced that our Chapter has given a total of 373 Young Eagle rides. We now need to give only 27 more rides by December 31st to reach our goal of 400. Donald also announced that he is willing to stay on as Young Eagles Coordinator for 2005.
- Due to the low turnout for the December pancake breakfast, it was decided to send out paper copies of the newsletter

to all members. **Bill Morelli** announced that the Chapter saves about \$400.00 - \$450.00 each year by e-mailing the newsletters.

- **Mary Harrison** suggested that perhaps we could get the word out in Canada about our upcoming pancake breakfasts at the Franklin County Airport. **Moe Boisvert** then quipped that "We'd have to make French Toast!"
- **John McNerney** announced that he has recently been in contact with Mike Busch about the "Savvy Owners Seminar" that Mike has been putting on across the country.
- Activities Director, **John Butterfield** announced that there will be a flyout to the Adirondack Airport in Saranac Lake on Saturday, December 11<sup>th</sup> at 11:30 for lunch. Weather permitting, anyone interested should plan to be there at 11:30.
- **John Butterfield** also wanted to know if there would be any interest in going to the Ottawa Air Museum? A group went there on an overnight excursion a couple of years ago and had a great time.
- **Terry Griffin** announced that he has a King radio for sale. For more details please see the separate advertisement in the newsletter.

George Godin - 6  
Donald Taylor - 10

We have flown 374 so far this year, 26 more to go for our goal of 400.

We have the following pilots reporting Young Eagle flights for 2004

John Butterfield	-	40
Bill Hanf	-	19
Mike Pecue	-	24
Donald Taylor	-	145
Bill Yendzieski	-	35
Steve Couzelis	-	8
Don Nowakowski	-	4
Bill Morelli	-	16
George Godin	-	12
John McNerney	-	10
Dick Jason	-	11
Terry Griffin	-	10
John Elgert	-	6
Reilly Thomas	-	9
William Foulk	-	9
Frank Gibney	-	4
Marge Butterfield	-	1
Pete LaFramboise	-	11

Total 374

If you have flown Young Eagles for 2004 and are not up to date in the newsletter, please let me know. (802) 868-3809.

It does not look like we are going to make our goal for 2004. We still have 26 to go for 400. If all pilots were to just fly 2 more, we would more than make it.

## Safety Tip

Most pilots have heard that weather is a leading cause of fatal accidents. Actually, that is not quite right! Weather is never a cause of an accident, weather is the environment in which we choose to operate and if a pilot consistently fly's beyond his means and makes wrong choices, well it could be bad.



## YOUNG EAGLES

by  
Donald Taylor

We have 2 pilots reporting Young Eagle Flights for this newsletter.



Well it's that time of year again and old man winter is coming. If your airplane is outside, make sure that all snow, ice and frost is off before the flight. Then if it is cold enough (below 20 deg F) you will have to preheat and when you do, make sure you do it long enough to get rid of all condensation in the engine. When that is all done we are ready for our flight. Just remember when you fly into a snow storm, you are able to see straight down but when you encounter a white out, you see nothing!!!!

**Did You Know** - "They Said It Couldn't Be Done" – see page 8 - submitted by Don Taylor

## Flight Advisor Corner



### Cockpit Decision Making (Part 1)

Last month we finished the series on Aging Airmen and I thought it might be interesting to do a couple of articles on Cockpit Decision Making. When we look at the accidents statistics for 2002, we find that while personal flying accounts for only 48% of the total U.S. flight operations, it accounts for 67% of the

total accidents. What is going on here? Upon closer look, we find that of those 67% of total accidents, pilot error is the cause of 73%, while 16% are caused by maintenance error and 11% are classified as other. Sounds like we might have a problem!

**The Problem:** While airplanes have gotten better and better, the standard issue "Mark 1" pilot hasn't changed much and is now the cause of 73% of all accidents. If we were to further brake down the 73% of pilot caused accidents, we would find that the vast majority involved poor decision making! Even accidents where poor flying technique was involved could have probably been prevented if better decision making had occurred prior to the event.

**The Question:** Why is this happening? Not many people get up in the morning and say to themselves, "I think I'll go out today, make some lousy decisions and wreck my airplane!" An even better question might be: Why do other segments of aviation have a lower percentage of accidents? To explore that question, let's look into three areas:

- The "Baseline" Safe Pilot Profile
- The Human Factors Hierarchy
- The Decision Making Process

When I am asked to describe how I would define a "**Safe Pilot**", the **baseline profile** I use involves three things:

- **Procedures** (Norms)
- **Standards** (Constraints)
- **Recency of appropriate experience** (Currency)

**Procedures** are simply the way we operate (fly) the aircraft. While there are volumes written on "the proper procedures" for almost every conceivable situation, I am not as concerned with those as I am with the fact that procedures exist! A procedure exists when a pilot does the same thing the same way every time. It doesn't have to be the way that I would do it; it just has to be consistent. The reason that this is important is that it creates "**A**

**Norm**". If you stop and think about it, you will realize that "**The Normal**" defines the **Abnormal**. That is to say, abnormal situations exist anytime normal ones are absent. If we are inconsistent in how we fly, we have no "norm", therefore we are not able to recognize the abnormal (the need to make or change a decision –i.e. do something)!

**Standards** are simply "lines in the sand" or **predetermined constraints** we have imposed upon us. These are limits we (or others) have imposed on ourselves to protect us from us! These may be much more restrictive than just compliance with the FARs, **but may never be more lenient**. They are a huge advantage in Cockpit Decision Making, because they automatically block all the worst decisions. A person without standards has no protection from making the worst possible choice in an abnormal situation!

**Recency of appropriate experience** is simply, how much exposure have we had to this, or a very similar, operation in the last 90 days, 6 months, year, or ever. Exposure can involve the aircraft, simulator, flight training device, cockpit procedures trainer, or even just mentally "thinking through" an operation. How much do I think about each flight? Do I work thorough the flight before I depart, or do I just "hop in and go"? How much do I think about the flight after it is completed? Do I "refly" it in my mind to evaluate all my actions and decisions and learn from each operation, or do I head for the car while the aircraft is still coasting to a stop and never give it another thought! We all know pilots who can remain proficient on very little flying time and others who have become very unproficient while actually flying large amounts of time. The difference is the amount of time, or lack thereof, spent thinking about flying. The pilot who does not have recent appropriate experience will need to use much more thinking time on just flying the aircraft and will have precious little mental capability remaining for Cockpit Decision Making. **This increases the risk involved dramatically!** Not flown

since last fall, and now the gusty spring winds are here? The money spent on a little dual will return huge dividends in peace of mind and lower insurance premiums.

**The Human Factors Hierarchy** has four levels of influence.

- Organizational (the mission background)
- Supervision (outside constraints)
- Preconditions (existing situation)
- Acts (the flight)

**Organizational influences** are the setting or background under which the flight is conducted. This could be the local airport group, business associates, or the company you own or work for. The effect of these influences (or culture) on the flight can be substantial. Do these background influences promote a culture of safety, or do they just give it lip service. Is there an aura of "invulnerability" (it can't happen to me) and a "go regardless" mentality. Are adequate resources (aircraft, training, support systems) available for this particular operation? These are the hard decisions which need to be made before the flight even begins. Inadequacies here can begin cascading problems later in the flight which can be difficult to overcome. The time to resolve these issues is **always** before flight.

**Supervision** provides the "outside constraints" to prevent inappropriate (unsafe) operations. This level provides a "line of defense" in most flight operations to prevent unsafe operations or uncorrected problems. The trouble with personal flying is that this "line of defense" does not exist unless we create it. We can create it in a couple of ways. The most common way is to have a rigid set of preconsidered parameters under which we will initiate flight operations and have the self discipline to stick to it. Doing this removes the worst choices (or problems) from the decision making process. Another method is to have an experienced mentor, such as your flight instructor or an aviation safety counselor, who

you can involve early in the decision making (problem resolution) process. Without the constraints provided by this process, safety is considerably reduced!

**Preconditions** are the existing situation at the time the flight operation is commenced. These involve the environment (weather), equipment (aircraft), facilities (airport), mission (type of flight operation) and crew (you). It is a very important part of the decision making process to recognize and correct abnormalities and deficiencies at this point! **Do Not drag existing problems into the upcoming flight operation!** The time to make these decisions and deal with these problems is **before** the flight.

If the weather is not adequate for the proposed operation (or does not meet your operational standards), **do not go!** If the aircraft has operational deficiencies, **get them repaired** or do not go.

Are the airports involved in the flight adequate for the proposed operation? Do they offer the services need to support this flight and are there any notams or TFRs involved for this route?

The next decision is, given the existing weather, aircraft and airport conditions, **is this an appropriate flight operation?** The last decision is me. Am I current, qualified and proficient for the proposed operation? What is my stress and fatigue level? How is my mental, physical and emotional state? Do I have any “distracters” (major life event issues) tying up my thinking ability or am I not feeling well. At the risk of repeating myself, do not drag major preexisting problems into the flight regime! **These only serve to set the stage for cascading failure of the decision making process later on!**

**Acts** are the flight operation. Safety is compromised in this regime by the introduction of **errors or violations**. Violations may be exceptional (unintentional) or routine (intentional). Needless to say most of the FARs were written with someone’s blood, so any routine violations indicate a serious lack of safety consciousness. **Compliance with the**

**FARs is the minimum acceptable level of safety!** Exceptional violations may indicate either a lack of knowledge or inattention to detail. I was recently airborne in the local BTV area and had to visually avoid another aircraft that had violated the Class C airspace unintentionally. This total lack of situational awareness is inexcusable in today’s airspace.

Errors may be perceptual, decision, or skill based. No one ever works with the real reality. We all work with our perceptions of reality, which is our working model of the real thing.

**The problem is that errors in our perception of reality do not alter the real thing.** The closer our perception of reality (situational awareness) is to the real thing, the easier and more accurate our decisions become! One of the defining traits of “an accident going somewhere to happen” is a pilot with an very inaccurate perception of reality!

Skill based errors are contained by proper training and currency. To a limited extent, weak skills can be compensated for by good decisions and excellent skills will overcome some weak decisions. We all know some marginally skilled pilots who have safely operated for years by making good decisions and we can all think of some excellently skilled pilots who have come to grief by making poor decisions.

Decision based errors are usually the ones that get us into trouble. A series of bad decisions can overwhelm any skill level, as each bad decision exponentially raises the difficulty level. Good decisions made prior to flight eliminate problems and vice versa.

Next month we will continue by looking at the actual decision making process. I would like to take this opportunity to wish everyone a **Merry Christmas & Happy New Year** and to thank you all for allowing me space in your newsletter.

The thought for this month is: **Wisdom is knowing the future consequences of present actions!**

So until next month, **Think right to FliRite!**

# They said it couldn't be done...



## The Wright brothers

At 10:35 AM, Thursday December 17, 1903, Orville was the first in the history of the world, in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward without reduction of speed and had finally landed at a point as high as that from which it started.

## Charles Lindbergh

In a Ryan Aircraft, which Lindbergh named the "Spirit of St. Louis", May 20, 1927, Lindbergh took off from Roosevelt Field in New York and headed east. Flying alone, through bad weather with no radio and only a simple compass to guide him, Lindbergh crossed the Atlantic thirty-three and one-half hours after take off. He landed at Le Bourget Airport in Paris and became the first one to fly the Atlantic solo.

## The Voyager

On December 14, 1986, Jeana Yeager and Dick Rutan took off from Edwards Air Force Base in California's Mojave Desert on their history making flight. The first to circle the globe non stop without refueling. They had 1,489 gallons of fuel on board. The empty weight of the Voyager was 1858 lbs. Takeoff weight was 11,326 lbs. Landing weight was 2276 lbs. They landed at Edwards Air Force base after a flight of nine days, three minutes, forty five seconds and traveled approximately 26,678 miles.

## SR-71

Generally known as the "Black Bird" for its special radar – absorbing and heat – emitting black paint. Piloted by two men wearing space suits, the SR71 retains the distinction of having been the worlds fastest operational plane. Maximum speed was 2250 mph or mach 3.4 at

high altitude. The service ceiling was 100,000 ft. and a range of 2980 miles.

## Space Ship One (SS1)

Burt Rutan and his Scaled Composites team made history on October 4, 2004 by winning the Ansari X-prize, a 10 million dollar reward for making two trips into space within two weeks without using government funding, becoming the first private manned spacecraft to exceed an altitude of 328,000 ft. In addition to meeting the altitude requirement to win the X-prize, pilot Brian Binnie also the August 22, 1963 record by Joseph A. Walker, who flew the X-15 to an unofficial world altitude record of 354,200 ft. Brian Binnie's Space Ship One flight carried him all the way to 367,442 feet or 69.6 miles above the earth's surface.

### Proverbs?????

Chuck Robitaille submitted the following:

=====

Though I Fly Through the Valley of Death ... I Shall Fear No Evil.  
For I am at 80,000 Feet and Climbing! (Sign over the entrance to the SR-71 operating location Kadena AFB, Japan.)

You've never been lost, until you've been lost at Mach 3.  
(Paul F. Crickmore - test pilot)

The only time you have too much fuel is when you're on fire.

From an old carrier sailor - Blue water Navy truism: There are more planes in the ocean than submarines in the sky.

If the wings are traveling faster than the fuselage, it's probably a helicopter -- and therefore, unsafe.

When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.

Without ammunition, the USAF would be just another expensive flying club.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.

Never trade luck for skill.

The two most common expressions (or famous last words) in aviation are: "Why is it doing that?" and "Where are we?"

Weather forecasts are horoscopes with numbers.

Airspeed, altitude and brains. Two are always needed to successfully complete the flight.

A smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication.

Mankind has a perfect record in aviation; we never left one up there!

Flashlights are tubular metal containers kept in a flight bag for the purpose of storing dead batteries

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.

When a flight is proceeding incredibly well, something was forgotten.

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

Advice given to RAF pilots during WWII: When a prang (crash) seems inevitable, endeavor to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot)

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. (Jon McBride, astronaut)

If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover - renowned aerobatic and test pilot)

If an airplane is still in one piece, don't cheat on it; ride the bastard down. (Ernest K. Gann, author & aviator)

Never fly in the same cockpit with someone braver than you.

There is no reason to fly through a thunderstorm in peacetime. (Sign over squadron operations desk at Davis-Monthan AFB, AZ, 1970.)

If something hasn't broken on your helicopter, it's about to.

Basic Flying Rules. Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

You know that your landing gear is up and locked when it takes full power to taxi to the terminal."

## For Sale

King KLX135 720 com/VFR GPS... has an indicator, tray, wire harness... needs an antenna and new data base.. works great, was removed for an IFR GPS. Asking \$1200.

If interested contact Terry Griffin at 878-7436  
or  
e-mail him at [trg216@aol.com](mailto:trg216@aol.com)

## EAA CHAPTER 613

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**FLY SAFE**

December 2004

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