



CHAPTER  
613

January 2003

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

## The Oldest Young Eagle



Here is a photo I took from my Zodiac of Don Taylor in his good looking Citabria just before I followed him down and we both landed on the ice at Highgate Springs, Vermont. This was the first ice landing for the Zodiac and me!!!!

# Views and News

By Bill Morelli

If the U.N. inspectors in Iraq were looking for Yak's instead of weapons, George Coy would be their man. Check out George's latest adventure starting on page 5.

Start thinking about the Cabin Fever Frolic get together that is scheduled for March 8<sup>th</sup>, 2003 at the Hampton Inn in Colchester.

**REMINDER:** Next Chapter 613 Pancake Breakfast is at Shelburne Airport – January 18<sup>th</sup> (Saturday) beginning 09:00

## December Minutes

By Marge Butterfield

There was a small, but festive turnout for the December pancake breakfast in Shelburne. The meeting was called to order by President, **Terry Griffin**, at 10:25. Following are the minutes of the meeting:

- Thanks were extended to **Bob Paradis, Bruce Uvanni, Dean Douglas** and **Steve Clark** for bringing in the tables.
- Thanks were also extended to the cooks – **Bruce Uvanni** and **John and Marge Butterfield** for the fine cooking job.



- The next pancake breakfast is scheduled for Saturday, January 18<sup>th</sup> at the Shelburne airport. **Harry Yawney** and **Mary Harrison** volunteered to be the cooks for the occasion.
- The Secretary's Minutes were accepted as published in the November newsletter.
- The Treasurer's Report was presented by **Dave Harrison**, which covered the period from November 16, 2002 through December 14, 2002. There is a current balance of \$9,960.14 in the general account and a balance of \$581.80 in the *Edmando Roberti Scholarship Fund*. The present market value of the Mary J. McGrath Scholarship Fund is \$25,306.08. The Treasurer's Report was accepted as presented.
- **John Elgert** and **Terry Griffin** are working on the scholarships. More volunteers are always appreciated. Please contact either Terry at 878-7436 or John at 863-6445 to volunteer. Every little bit helps!
- It was decided to have *Cabin Fever Frolic* on Saturday, March 8<sup>th</sup> at The Hampton Inn. **Marge Butterfield** will start working on the details.
- Young Eagles Coordinator, **Donald Taylor**, announced that **Pete LaFramboise** has given 11 more Young Eagle rides and **John McNerney** has given 2 more Young Eagle rides. Way to go Pete and John!! Speaking of the Young Eagles program, Donald wanted everyone to know that if it wasn't for Lisa Gorton, we wouldn't have had a Young Eagles Rally at the Franklin Airport last June. In addition to helping out on the June 8<sup>th</sup> Young Eagle Rally, Lisa has been instrumental in getting the word out to a lot of students about the Young Eagles Program. Ground volunteers are an important part for the success of a Young Eagles Rally. In appreciation for their efforts, Donald had EAA Flight Leader pins for the following members: **Bob Paradis, Bob Domingue, Dave Harrison, Mary Harrison, Gordon Babcock, and Carol Morelli**.
- **Donald Taylor** also announced that he signed up three new members. Donald has the details in the newsletter. We'd like to welcome Robert, Walter and Norm to our Chapter!

- Activities Director, **John Butterfield**, has nothing definitely planned for upcoming activities. Do any members have any suggestions? Please contact John at 878-6337.

An EAA Certificate of Appreciation was presented to **Ray Magee** by **Donald Taylor** at the December pancake breakfast. The certificate was mounted on a wooden plaque and was given in appreciation for Ray's support of the Young Eagles Program. Ray has hosted numerous Young Eagle Rallies in the past and has always made his airport available for other EAA activities. Thanks Ray, from the EAA, and all your friends.



## YOUNG EAGLES

by  
Donald Taylor

At the end of 2002 we have the following members reporting Young Eagle Flights.

George Godin	2
Frank Gibney	3
John Butterfield	20
Donald Taylor	152
Bill Yendrzeski	14
Bill Morelli	17
George Coy	4
John Elgert	14
Damien Henry	17
Edward "Pete" LaFramboise	51
Len LaClair	2
Don Nowakowski	12
Mike Pecue	48
Bruce Uvanni	5
Ron York	17
Steve Couzelis	1
John McNerney	4
Terry Griffin	2

For 2002 we have a total of 385 Young Eagle flights and 362 Young Eagle chits to send someone to the EAA Academy.

We have three pilots reporting Young Eagle flights for this newsletter and the end of the year 2002.

Pete LaFramboise	11
John McNerney	2
Don Taylor	2

Our goal for Young Eagle flights for 2002 was 240.



I was not present to take a photo of Don presenting Ray with his certificate of appreciation. The best I could do was the above photo I had of Don and Ray stuffing themselves at the Pot Luck dinner in October!!

Bill M.

We surpassed it by 145. Our goal for 2003 is 300.

I want to thank all Young Eagle pilots and flight line volunteers for a job well done and have a happy and prosperous new year.

I hope 2003 is a good year because it is the last year to fly 1,000,000 kids by December 17, the 100<sup>th</sup> anniversary of the Wright Brothers.

We have 125,000 to go.

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At the December pancake breakfast at Shelburne Airport, Young Eagles 2002 flight line volunteer pins were given to chapter 613 members

Bob Paradis  
 Bob Domingue  
 Dave Harrison  
 Mary Harrison  
 Gordon Babcock  
 Carol Morelli

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## Three new members for our chapter in 2003

**Walter Fedorishen** – Has a Cessna 150 he is restoring. It is now flying and he is taking flying lessons for his private license. He soloed in November. Walter is from Swanton.

**Norman Cyr** – Has a Twin Commanche and is restoring an EAA Acro Sport I. Norman is from Milton.

**Robert LeBlanc** – He just loves airplanes and will take a ride any time. He comes to the Franklin County Airport on Wed. and Sun. – Robert is from Frelighsburg, Quebec.

## Welcome to Chapter 613

## Did You Know

Geese use formations to fly farther on less energy as the leaders flow field reduces the induced drag experienced by the birds flying on it's wing. When

the leader gets tired, it falls back and another takes it's place.

## SAFETY TIP

The ups and down of takeoffs and landings. More accidents occur in the takeoff and landing phases of flight than any other phase. Fifty percent of all aviation accidents result from takeoff and landing. Although only seven percent involve fatalities. The primary cause of accidents in both those phases of flight is loss of control. Some pilots never really master the basics and then it's only a matter of time before they have a problem.

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### QUESTION FOR EAA AVIATION INFORMATION SERVICES ---

We (my wife and I) bought a Lancair 360 from the original builder who holds a repairman's certificate for the plane. Can he still legally sign off the annual for the plane? This question comes about because it is getting harder and harder to find A&P's who will sign off on homebuilts, and this might be a way out of the problem.

### ANSWER:

The repairman certificate does not expire when the builder sells his/her homebuilt. The original builder who holds the repairman certificate for a particular aircraft will always be authorized to perform the condition inspection on that aircraft, regardless of who owns it.

The requirement for a condition inspection are found in the aircraft's operating limitations. These "OpLims" are issued as a part of the airworthiness certificate, and must be carried in the aircraft at all times. The OpLims contain the following, or a similarly worded statement:

"An experimental aircraft builder certificated as a Repairman for this aircraft under § 65.104, or an appropriately rated FAA certificated mechanic, may perform the condition inspection required by these operating limitations."

You'll note that the statement allows the holder of the repairman certificate to perform the condition

inspection, and does not have any limitation regarding ownership of the aircraft. Also note that the repairman certificate holder must perform the inspection him/herself. It is not permissible for someone else to perform the inspection and have the repairman certificate holder make the entry in the aircraft records.

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## The Land of the Uzbeks

By George Coy

I recently traveled to Tashkent, the capitol city of Uzbekistan, to buy some used Yak airplanes. Yup, there is really a country and a city by that name. It is just north of Afghanistan, west of China, south of Kazakhstan and East of Iran. The ending “stan” means “land of”. It is an interesting country. Uzbekistan is a country that was a crossroads in history, starting with Alexander the Great who first connected the west and the east in 330 BC. This was followed by the arrival of Islam in 700 AD and then came the Mongol terror of Jenkis Kahn in 1250 AD and his tartars. (Tartar comes from Greek word tartaros meaning hell). Marco Polo traveled through the area on his way to and from China. Marco followed his uncle Maffeo Polo in the trading for silk and spices. His memoirs were the first western written accounts of the Silk Road, the famous trade route to the east. Marco was not believed in his time about the wonders of the east and even on his deathbed was asked to recant his accounts of his travels.

The entire area came under Russian control in the middle 1800's and was part of the “Shadow War” with the British in India to the south. It became communist after the Bolshevik revolution in 1918. The Country of Uzbekistan was created by Stalin in the 1920's. He created “homelands” for many of the ethnic populations of the region. The Uzbeks, the Kazaks, the Kyrgyz, the Tajiks and the Turkmen all had homelands drawn on the map for them. Most of these peoples were nomads in the area until the Russians settled them. The Uzbeks were the only non-nomadic group. They were

farmers along the Amu-Darya and Syr-Darya river valleys that became their homeland.

Uzbekistan became an independent country with the dissolution of the former USSR in 1991 and soon joined its neighbors in becoming part of the CIS. They have an elected president who has been in office since 1991. He was also the former communist leader before the independence. He was reelected in some not so fair elections. The Russians converted the country to cotton production. They so drained the Aral Sea by forcing the waters for cotton irrigation. This draining of the sea has created one of the world's worst ecological disasters. The two main fishing ports in 1950 are now about 25 miles from the waters. The sea, which was the world's fourth largest lake, has been drained to the point that it has split into two separate lakes and has almost become a salt sea. None of the original fish species still exist. Amazingly, the leaders of the country in the 1980's managed to steal and sell most of the cotton on the black market and falsify the reports of cotton production. This was done to the point that about 5000 million Rubles were embezzled.

Although it is a Muslim state, I saw almost no evidence of the Muslim religion as we think of it. It is a secular Sunni Muslim state. I did not see anyone wearing what we think of as Arab Muslim dress on either the men or the women. They are very hard on the fundamentalist Moslems. They jail them or worse. In fact, the only churches I saw were Eastern Orthodox as there is a heavy Russian influence to the population.

They use alcohol, which is not usual among Muslim states. There was not a lot of advertising on alcohol and it is very heavily taxed, but it is present in the markets and restaurants. A draft beer in a restaurant is about \$6.00 U.S.

Their currency is the SUM (CYM in Cyrillic). The predominant language is Russian, and almost all signs are in Russian. English is spoken at all the hotels and you can get by almost anywhere with simple English phrases. (Give beer! Bathroom? Etc.).

The city of Tashkent is the capitol of the country. It is very Russian in layout and appearance. The city was badly damaged in an earthquake in the 1960's and rebuilt as a modern Russian city. Many modern glass buildings have been built in the last

10 years. I stayed at the Inter-Continental which is a modern hotel with a big glass atrium and glass elevators sliding up and down the wall. Wide streets and boulevards abound. Public transportation is plentiful with busses, trams and an excellent underground metro system. Traffic was sometimes heavy, but no serious traffic jams. Most of the vehicles are fairly new and are predominantly built by Daewoo, as they have a factory in the country.

Well, we did buy 10 Yak aircraft and will be going back for more if the first batch works out. The airplanes were in poor condition. They had been sitting outside for about 15 years and the weather Gods had not been kind to them.

The pictures are from my hotel. The first is of a water park next to the hotel and the second is a view of the sun on the mountains to the east. Getting there was not too hard, as Uzbekistan airways flies two times a week directly from JFK in New York. They fly Boeing 767's and the flight has one stop in Kiev in the Ukraine. It is 9 hours from JFK to Ukraine and an additional 4.5 hours to Tashkent. Uzbekistan Airways is not listed anywhere. You have to be "in the know" to find them. I was very fortunate in that the people I were to meet had arranged for an upgrade to business class and the accommodations were great. If you can avoid it, never have a 2-hour layover in Kiev. It is NOT high on the airport of choice list. The flight left New York at 8 PM and we flew all day and into the night and arrived at 7:30 pm the following day. Of course, the 10-hour time difference helped turn the 14 hours of actual travel time into a full day.

My host and his wife met me at the airport. He is Dutch and his wife is Uzbek. She was the interpreter for the trip. She was actually a lawyer who used to be a public prosecutor. They spoke English to each other as the common language. They have a daughter 5 years old and a second daughter in four months.

Doing business there was the typical hurry up and wait that is common in the former east block countries. It sometimes amazes me that they can get anything done. My host was the sales partner for the people selling the aircraft. His name was Abdumalik Abdurakhmanov. Yup, he is mostly Russian and a former high-ranking KGB officer. He has several businesses and has received permission from the government to sell the airplanes. The

airplanes were located on a grass field about 30 miles from Tashkent. I heard the name several times, but never saw it written out and thus cannot repeat it. It was snowing when I arrived and it had snowed the day before. It was the first serious snow of the season. The roads were packed with snow and ice, as they do not plow them. The climate is about the same as Richmond Virginia, that is they usually get a little snow in the winter and it quickly disappears. It had pretty much disappeared by the third day there.

My hosts lived in a typical Russian style apartment house. The heat had gone off in a four-block area and they were trying to keep the apartment warm with the cooking gas stove and some supplementary electric heaters. The room temperature was about 40 deg. F. The electricity soon had a brown out as more of the city central heating system went on the fritz and people overloaded the electric system to keep warm.

I had Friday off. As it was the start of Ramadan, most of the businesses were closed. I walked to the bazaar (open market) and tried to go to some museums, but found them closed. I saw many men wearing "holiday" robes and hats. They looked like what we would call a King's robe. They were a deep blue and had a lot of gold embroidery on them. I managed to find one in my size so I bought one for a souvenir.

My hosts explained that the president had recently made some announcements to try to get the people to change their habit of the wedding ceremony. I learned that almost all marriages are arranged. The wedding party takes 3 or 4 days and is very expensive. It is common for a couple to start saving for their child's wedding as soon as the child is born. Similar as we might do to pay for a college education. A wedding can cost the family 3 to 4 thousand dollars, the equivalent of several years' salary.

The trip home was slightly longer, but due to traveling east to west, we took off and landed in the daylight on the same day. We still had the two-hour layover in Kiev. The Ukrainian ambassador to the U.N. occupied the seat next to me and we had some very interesting conversations about the present day political situation. He also told me a lot about the history and make up of the Ukraine today.

# Images



of

# Tashkent



Uzbekistan



**EAA CHAPTER 613**

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**FIRST CLASS MAIL**



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