



CHAPTER
613

July 2003

www.eaa-chapter613.org

Chapter 613 Young Eagle Pilots & Ground Crew at Springfield!!



**Left to Right – Don Taylor, Sonja Burbank, Bill Yendrzeski,
Robert LeBlanc, Neal Slocum, Steve Couzelis, John Butterfield,
Marge Butterfield and Mike Pecue,**

Views and News

By Bill Morelli

As you will read in Don's comments in the Young Eagles section, Chapter 613 is very close to its goal of 300 Young Eagles flights this year.

Thanks to all that have participated!!!!!!!

Hobie Tomlinson continues his great articles in the Flight Advisors Corner. This month is "First Flight" starting on page 4.

We are fortunate that Hobie is sharing his vast aviation knowledge with us.

ASOS at Franklin County Airport (FSO)

The ASOS at Franklin County has been in service for sometime in a test mode. On July 15th, it became commissioned.

You can listen to the ASOS on 119.025 and can call to hear it at 802- 868-9941

Might as well use it since it's your tax dollars at work!!!!

The **Chapter Scholarships** have been awarded. See details and photos on page 6. Thanks John Elgert!

Pages 8 and 9 are a collection of photos from the **Young Eagles Rally** that was held on June 15th at Franklin County Airport.

Middlebury Airport (6B0)

Did you know that Middlebury Airport runway 19 now has a RIGHT HAND traffic pattern!!!

Final Cooperstown Fly-in (for this season anyway)

Cooperstown, NY – The NEW Cooperstown / Westville Airport (K23) – Old Airplane Fly in
– All you can eat breakfast featuring pancakes, eggs cooked to order, real maple syrup, French toast, sausage, beverages. Adults \$4.99 , Children under 12, \$3.50 - One fly in remaining – August 16th. – Time 07:30 to 11:00



YOUNG EAGLES

by
Donald Taylor

We have 13 pilots reporting Young Eagle flights so far this year. For a total of 271, that leaves 29 to go for our goal of 300.

Walter Houton	1
Peter LaFromboise	17
Geroge Godin	8
Donald Taylor	111
Geroge Coy	2
John Butterfield	35
Mike Pecue	20
John McNerney	10
Bill Yendrzski	31
Chuck Robitaille	3
Frank Gibney	5
Bill Morelli	5
Steve Couzelis	23

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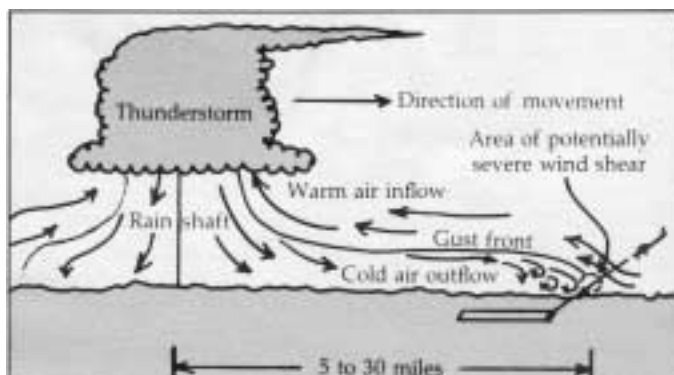
Wednesday, July 30, Young Eagle Leaders workshop, Nature Center Pavilion, 10 AM – 1 PM. All chapter coordinators, field representatives and flight leaders are invited.

From The Young Eagles Office The Big Day Approaches!

Yes the big day for the Young Eagles program continues to move even closer. December 17, 2003 has been a focus date for the program for many years. Now it is looming larger and larger with each passing day.

The most frequently asked questions these days is “Are we going to make it?” My answer has been and continues to be an emphatic “YES”! I firmly believe we can make the one million Young Eagles mark by December. Why the confidence? First, we have a unique and unparalleled network of volunteers offering their time and aircraft to make this program a success, along with tens of thousands of support volunteers who have helped ensure the safety of the program ready willing to support the effort. We are so close and now is not the time to sit on the sidelines and wait for someone else to do it. We have the power to meet and exceed our goal. Like anything in life, if it is worth doing, it will require an effort to succeed.

Did You Know



One word of caution regarding thunderstorms. Although microbursts are found beneath the chimneys of these meteorological behemoths, such a storm cell generally has a gust front that precedes the cell by five to 15 miles typically, or as much as 30 miles, in some cases. A thunderstorm's gust front (Figure above) is similar to an intense, miniaturized cold front and can produce wind shears with intensities of up to 90 knots. When a thunderstorm moves across a desert, it is possible to see the gust front because of the dust and sand kicked up far ahead of the cell. In other regions, however, the gust front may not be visible, which points out how fool-hardy it can be to race a thunderstorm to an airport — that gust front may beat you there, even though the cell, itself, lags far behind. It is wiser to either wait until the cell has passed or find another haven in which to roost. Some of general aviation's most tragic

thunderstorm-related accidents have occurred in clear air several miles ahead of an advancing cell.

Safety Tip

Because clearances are required to operate at towered airports, good radio communication skills go a long way toward ensuring smooth operations. A good communications system includes at least one 720 or 760 channel transceiver with enough power to transmit and receive communications without static or interference. If the aircraft transceiver is not working properly, the communications process will be difficult and could be unsafe. Get it fixed before operating at a towered airport. A headset with an attached boom microphone and a push to talk switch greatly simplify the task of flying and communicating simultaneously, just to be sure the airplane is equipped with a hand held microphone and speaker as a backup in the event the headset or intercom system fails.

It is also good practice to use the radio at non-towered airports to let other aircraft know what your intentions are.

Young Eagle Rally Springfield Airport

By Marge Butterfield

The weather cooperated for the Young Eagle Rally at the Springfield Airport on Wednesday, June 25th. There were 68 Young Eagle rides given to children attending the Springfield Recreation Center Summer Program.



Six pilots were able to make it this year: **John Butterfield, Steve Couzelis, Frank Gibney, Mike Pecue, Donald Taylor and Bill Yendzreski.** And let us not forget the ever-important ground crew: **Sonja Burbank, Marge Butterfield, Robert LeBlanc and Neal Slocum.**



The rally started at about 10:00 a.m. and was non-stop until 2:00 p.m. We had some very enthusiastic kids. It's always nice to see the smiles on their faces as they come back to tell their friends all about the adventure. Many thanks to those members who make it all possible.

Newport Airport (EFK) Fly-In / Open House

August 2nd (Sat) and 3rd (Sun)
8am - 4pm.

Pancake breakfast, candy drop and YE rides for kids, water balloon drop contests, static displays, small air show in the afternoon.

For more info call:
Beaudry Aviation at 334-5001

Flight Advisor Corner

by **Hobie Tomlinson**

The **Mission** (Flight Objective/*First flight*)

This month we are going to discuss the "First flight" in our newly built/rebuild aircraft. The areas we will look at this relative to first flight are:

Plan	(Flight Profile)
Preparation	(Support personnel/briefings)
Taxi	(High-speed tests)
Flight	(First Flight)

A **Plan** is critical for any flight, especially a "first" one! An old safety axiom says, "Plan the flight & fly the plan." This is especially true for any type of flight test activity. The IAC (International Aerobatic Club) has done several safety studies to see why experienced aerobatic pilots were having accidents. The record was quite good for contests and airshows, yet accidents were still happening. The common cause found for almost all these accidents was "impromptu maneuvers". When pilots were flying a well thought out plan, the safety record was quite good, but when "spur of the moment" maneuvers were preformed, the safety record declined dramatically! The primary reason for planning is to reduce pilot workload during the flight and allow more "thinking capacity" to be devoted to flight contingencies which may develop. It is common knowledge that *stress/anxiety* produces narrowed thinking ability & first flights are sure to produce some of both in any pilot!

Our plan for the first flight will involve developing "script cards" for each specific maneuver to be preformed and arranging them in the cockpit in correct order for easy accessibility. These script cards should be written in "bullet point", i.e. checklists fashion, in bold type and are clipped to the yoke or panel for flight.

The **Preparation** for flight is two fold, the first being us and the second including support personnel and us. Our personal preparations should involving using the aircraft as a simulator and mentally flying our flight profile while sitting in the aircraft. This should be done to verify that our script cards are both correct & useable, while insuring a high familiarity with their sequence & content. Though this process may seem tedious, it is important in assuring enough familiarity with the aircraft cockpit & flight profile to dramatically lower workload during those first & subsequent test flights.

The first few flights need to have a ground observer who is in constant radio contact with the pilot. This

person must have a copy of all script cards in his possession during the flight and should also be familiar with their content. It is very important that the pilot & ground observer conduct a preflight briefing to include at least: the observers location during flight, radio frequency(s) to be used, script card order, words/phrase used to convey an emergency and the necessity for a calm voice on the radio. If the flight is to be from a controlled field, it needs to be pre-arranged with the tower chief, including a request that the ground observer monitor from the tower using one of their reserve frequencies.

Emergency drills & procedures should be mentally “flown through” while sitting in the cockpit. By the repetitious practice of these procedures, they will automatically kick into action when needed. The most common problems which should be worked through are: Loss of power, loss or inadequate control of one or more axis, trim failure/mistrim, canopy/door open in flight, engine overheating, electrical fire/smoke/failure, inop instruments/radios and wheel/brake failure.

High-speed **taxi tests** are next. It is critically important that we not proceed with this step until everything is ready for “first flight”! It is very easy to end up airborne during this phase of testing and we must be prepared for that contingency. The objective of these tests is verify proper engine operation at full throttle, that current c.g. location is correct for flight, determine correct takeoff trim & flap settings, and check for basic flight control authority & direction of operation.

The two very important items in this are runway length and power management. The key to staying on the ground is proper power management! Most pilots do not realize how far back the throttle must be retarded to maintain high-speed taxi. It will be considerably below slow flight power & only slightly above idle. Tailwheel aircraft will need a slightly “tail high” attitude to produce a negative angle of attack during these tests. Be sure that you have previously verified prop clearance by manually lifting the tail while the prop is stationary in the vertical position.

The recommended runway length for these tests is six times the normal takeoff distance. For most aircraft we fly, this would be around 6,000 feet. Although this seems excessive, it will go by quite fast and it is important to have adequate time for testing during high-speed taxi. It will take approximately 1000 feet to establish high-speed taxi and we need to terminate at least 2000 feet before the end. Be sure to have the termination spot well marked if not using a runway with distance markings! Even with 6000 feet of runway we will only have 3000 feet for out tests. Shorter runways

require faster power application & leave less time for testing.

In conducting this phase, we should advance the throttle normally, precisely track the centerline, and reduce power to just above idle when reaching target speed (5 kts/mpH below lift-off speed). Once speed is stabilized we should be able to raise/lower the tail of the aircraft without undo control pressure and have adequate directional control. If the aircraft has flaps, this test should be repeated at the various flap settings. Remember from last month, that aircraft wheels and brakes are only designed for intermittent use and will overheat quickly. Be sure to closely monitor wheel, brake & engine temperatures, stopping to allow cooling as required. Also if using a new engine which has not been run-in on a test stand, avoid excessive engine low-power operation. Obviously taxi tests should be made into the wind to lower the ground speed. During these tests we evaluate sensitivity, freeplay, effectiveness, and binding of rudder, elevator & aileron controls, wheel alignment, brake drag & engine cooling. Our ground support person can help with test sequencing & recording. When adjusting “ground adjustable” fixed trim tabs, remember to move the tab opposite to the direction you want the surface to move!

At last, **First Flight!** The flight profile for our first flight will consist of the following flight maneuvers/tests. *Normal ground operations to include taxi & engine run-up, Takeoff and climb, climbout engine checks, initial handling qualities checks, engine checks, power effects (or as the big boys say, thrust vector effects), near stall investigation, practice approach & landing (at altitude) and the real approach and landing.*

As much as I hate to do this, I think in the interests of keeping a reasonable length column I will stop here and continue the expansion of the First Flight profile next month. This has become longer than intended and I want time to go into the first flight profile in some depth.

As a side note, though the weather did not cooperate for the Rutland Chapter’s Taildragger Rendezvous, several people drove in & FAA’s Safety program Mgr., Mr. John Wood & myself had an excellent, but small, group for their safety meeting.

As the Good Book says, “In the multitude of counselors there is safety”! So until next month, **Think right to FliRite!**

Chapter 613 Scholarship Awards

Mary Jane McGrath:

Derek N. Maroot ->
from Newport VT
Junior at Lyndon State Collage
Commercial/Instrument and has both
writtens for the CFI passed.
Current instructor Nick Santo at BTV



Edmando A. Roberti:

<- Ramsey VB Glass
from Colchester VT
Junior at Rice Memorial High School
Soloed 8/24/02
Current Instructor Nick Santo at BTV

EAA Air Academy:

Lea Sporzynski ->
from S. Burlington
S. Burlington High School
She will be attending the July 15-20,
2003 Camp in Oshkosh



Explore flight

NASA, LANE WALLACE AND EAA PRESENT...

Wild Blue Wonders: Exploring the Magic of Flight

Wild Blue Wonders explores the dynamics of flight and aircraft design, prepares the reader to begin creating original designs and provides information about pilots and different types of planes. Lane Wallace wrote this wonderful book in collaboration with NASA and EAA to help persuade a youngster to take that next step toward a life in aviation. With the Foreword written by Chuck Yeager, it is sure to be a success. Containing the components of aviation presented in a user-friendly way, this book provides logical analogies relating to flight, such as how a curve ball in baseball relates to lift and Bernoulli's Principle.

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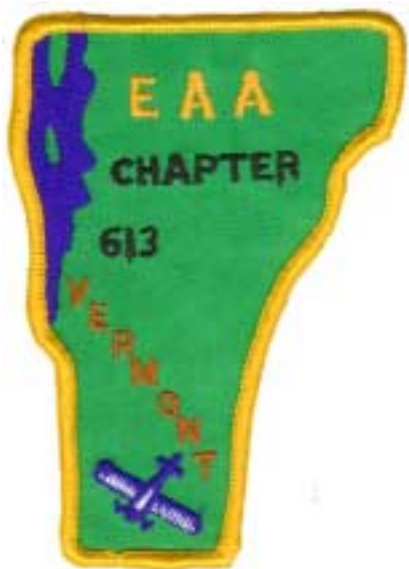
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Young Eagles Rally at Franklin County



(more) Young Eagles Rally at Franklin County



EAA CHAPTER 613

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July 2003

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