



CHAPTER
613

July 2004

www.eaa-chapter613.org



Shirley is back in the air !!!!!

First Flight for N8599E was on June 19, 2004 after a 2 1/2 year restoration at Rutland, Vt

Upcoming Events

July 17 (Sat) 7:30 to 11:00am
Old Airplane Fly In and Breakfast
 EAA Chapter 1070 – Cooperstown / Westville
 Airport (K23) – Cooperstown, NY

July 17 (Sat) 9:00-13:00
 Pancake Breakfast – Middlebury State Airport
 (6B0) – Middlebury, VT

July 24-25 (Sat-Sun) Trucks, Tractors,
 Commercial Vehicles & Antique Aeroplane
 Show. - Knox County Airport (RKD), Owls
 Head, ME

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

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

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: Pictured on the cover are Hobie
 Tomlinson and Shirley Chevalier alongside Champ
 N8599E looking as good as new.

Hobie Tomlinson continues his series in the
 "Flight Advisor Corner" starting on page 4. This
 month it's **Aging Aircraft**

**Adirondack Regional Airport plans Celebration
 of Flight Air Show Aug 21-22** – see page 7 for the
 press release describing all the activities that will be
 held at this air show.



YOUNG EAGLES

by
 Donald Taylor

We have the following pilots reporting Young Eagle
 flights.

John Butterfield	-	36
Bill Hanf	-	12
Mike Pecue	-	24
Donald Taylor	-	80
Bill Yendzieski	-	26
Steve Couzelis	-	8
Don Nowakowski	-	2
Bill Morelli	-	16
George Godin	-	6

We have flown 210 so far, 190 more to go for our
 goal of 400.

The Ultra-Light air show at Franklin County Airport
 was well attended. Only 3 pilots were there and
 without ground crew when we started Flying Young
 Eagles who came in all at once around 10:30.

Bill Morelli and I were flying and trying to do the
 paperwork at the same time. That is hard when you
 have a lot of kids waiting. As luck would have it,
 when we needed it most, in comes Bob Paradise

and Carol Morelli who pitched in with the paperwork which was a God send.

Joe Gardner set up the tables in the lounge for the paperwork and cooked dinner for the crew.

We flew 36 Young Eagles Saturday. We had to quit because a storm was coming. I taxied to my hangar and was opening the door when the storm hit with a lot of wind. My plane was bouncing up and down and I ran out to try and hold it. Dick Jason and Norm Cyr came running over to give me a hand. We got it in the hangar ok. The canopy on Bill Morelli's airplane flew open and bent the latch. We got some tools and fixed it so he could lock it.

What kids were left, I told them to come back Sunday which they did. I flew 9 more – so the total for the show was 51 Young Eagles.

Bill Morelli	-	10
George Godin	-	6
Donald Taylor	-	35

New Pilots – EAA Members Only

Effective May 1, 2004 all pilots who participate in the Young Eagles program must be EAA members.

A responsibility of the Young Eagles Coordinator is to make sure that all participating pilots are current EAA members and carry passenger liability insurance. We can no longer accept registration forms from non-EAA members.

New pilots to the program are issued pilot ID numbers after they register their first Young Eagle. If you are a new pilot, simply write "New" in the pilot ID section and make sure the entire form is filled out so we have an accurate record when the Young Eagles registration form is filled out. Make sure a parent or guardian signs and prints their name.

If you have flown Young Eagles, please let me know the end of each month so I can have a correct record.

Safety Tip

If there is an engine failure and you are not the one flying the airplane, there are several things you can do to help facilitate a safe outcome.

First help locating a suitable landing site. Next, watch for traffic and make radio calls as time allows. Also help the pilot flying by calling out airspeeds and watching the turn coordinator.

Finally since you are not flying the airplane, you are free to start securing the aircraft once committed to a landing (fuel and electrical systems – off, door ajar, etc.)

Most of all do not panic. If you do, you are no good to anyone. Keep in mind you're planning for a worst case scenario and a dent free airplane is not the real goal. Walking away from the airplane is!!

Did You Know

EAA to ferry Aluminum Overcast home to Oshkosh

EAA's aluminum overcast landing incident at Van Nuys Airport, California, on May 5. Everyone held their breath after a seemingly routine landing on a repositioning flight for a salute to veterans tour stop. Both main landing gear collapsed, damaging all four engines and props, some sheet metal and parts of the skin. No one was injured in the incident and maintenance workers are working diligently to prepare the World War II bomber for a ferry flight back to Oshkosh in time for EAA Airventure 2004.



Flight Advisor Corner



Aging Aircraft

A couple of months ago, Heritage Flight was kind enough to let me use their facilities for a FAA safety seminar on “**Aging Airmen and Aging Aircraft**”. I presented the portion on aging airmen and Mr. Jim Proft, Heritage’s Director of Maintenance, presented the section on aging aircraft. Even though the seminar was quite well attended, I thought I would do a series of articles on the subjects for a wider audience.

I also thought it timely to start with Aging Aircraft for a couple of reasons. The first is that this was the order in which we presented the material at the seminar and the second is that I just completed a 2 ½ year project as an advisor for the restoration of Shirley Chevalier’s 1959 Champion 7EC, N8599E. This was successfully test flown by Shirley on Saturday, 19 June 04 at Rutland, Vermont and is now safely home in her hangar at Burlington. See the cover of this newsletter for photos of the “grand event”.

As “vintage aircraft” restoration and upkeep are as much a part of the total EAA experience as new, kit built aircraft, it seems appropriate to look into this area. The current general aviation single engine fleet is aging. In the year 2000, the average age of the nation’s 150,000 single engine aircraft was over 30 years old. N8599E typifies this fleet at 45 years old. As most new single engine aircraft only offer modest performance gains over their older counterparts, which is generally obtained with more horsepower, and because of high cost escalation for new production, it is expected that older aircraft will “soldier on”.

With the bulk of technology gains in small single engine aircraft over the last 30 years having to do with communication and instrumentation, which is easily retrofitable to older aircraft and with few cost-competitive new aircraft available, older aircraft can be expected to continue in service. This is causing the light, piston general aviation fleet to be used well beyond the years and flight hours envisioned when the aircraft were designed.

The majority of the light single engine fleet was designed to the old Civil Air Regulations (CAR) 3 standards, which were established in the 1950s or earlier. Current production light single engine aircraft come under CFR (Code of Federal Regulations) 14 FAR part 23. The old standards lacked fatigue and continued airworthiness requirements, however due to robust designs the fleet has aged well. Still these aircraft can develop serious age-related problems as they continue in service well beyond their design service life. Little is currently known about the general condition of this fleet and the effects of aging upon it.

Ironically, the same process has happened in the air transport world, causing second generation jet transports to be used much longer than anticipated. Industry and government worked together to study the effects of aging and high time on these aircraft and developed detailed procedures to insure their continued airworthiness. Even though these aircraft were designed under CFR14, FAR part 25, which is a more stringent regulation, the physics of aging is not bound by regulatory boundaries. Thus the developed knowledge about corrosion, metal fatigue, wiring deterioration and inspection techniques is directly applicable to light aircraft.

Interestingly, detecting potentially serious problems in both aging aircraft and aging airmen has some similarities. As advances in medical science have led to new methods for detecting precursors to serious health problems, health professionals recommend more intrusive “inspections” as people age. People have accepted these as we all recognize the benefits of early detection. Unfortunately, most small aircraft are rarely (if ever) inspected beyond the non-intrusive annual or 100-hour inspections required by 14CFR, Part 43.15, appendix D.

The overlooked problems in older aircraft became apparent during the restoration of N8599E. This aircraft had been in continuous service with regular maintenance and annual inspections by many different, competent maintenance professionals. Many things were discovered and repaired, however many remained hidden. N8599E began life as a tricycle gear airplane in 1959. Early in the restoration, it became apparent that an inept pilot removing the nose gear during landing started the conversion process. A bent engine mount, deformed fwd fuselage tube, two broken wing ribs

and a small longitudinal spar crack fwd of the broken ribs gave silent testimony to that fateful day.

Just as in aging airmen, aging aircraft require more “intrusive” inspections to preclude catastrophic problems by early detection. The wing separation sequence of the “fire bomber”, which we all watched with horror on TV last summer was the result of undetected metal fatigue hidden by an old patch for a similar problem. Just as the cost of health care for aging airmen goes up dramatically with age, the same is true for aging aircraft. One of the reasons these aircraft are much cheaper to acquire is that the cost of maintaining them is much higher. As the cost of an acquisition is usually capitalized and financed, the cost of an ongoing maintenance program is always “cash out of pocket”. As a general rule, the better the perceived bargain an aircraft is, the more immediate and expensive will be the on-going maintenance program. This is definitely something to consider when contemplating the purchase of an aircraft. While “new paint & interior” may do wonders for the sales room floor, it does nothing for safety!

Although each aircraft ages differently, depending upon how it is used and maintained, all aircraft age! Just as lifestyle, health practices, activity level, location, time and chance affect how airmen age, the same is true for aging aircraft. And just as more intrusive “inspections” are required for aging airmen, the same for aging aircraft. Because light aircraft design concepts are similar from model to model, recommended best maintenance practices apply to all GA models, regardless of manufacturer.

Compounding the problem of maintaining older aircraft is the fact that many of the manufacturers of these aircraft have gone out of business and no longer exist. Other manufacturers that still exist no longer have the capability to provide field support for their aging aircraft models. This causes engineering drawings, maintenance procedures and other technical data to just not be available for these aircraft. For some of the most popular models, aftermarket companies have acquired rights and assets to provide substantial support. In the instance of some of the rarer types, no support is available.

One of the best resources for information on vintage aircraft is the aircraft type clubs. These typically were formed by owners of a particular type aircraft to pool and preserve the information that

individual owners had acquired about that type. These clubs usually have much expertise about the maintenance of their type and keep up-to-date on service difficulties experienced with the fleet.

Type clubs usually have information regarding the best inspection and maintenance techniques, as well as data pertaining to existing field approvals for modifications and alterations. These may be especially helpful when the aircraft needs to be modified to gain access for a difficult inspection, such as the Aeronca wing inspection AD. In addition, some of the type clubs maintain a service difficulties database which can be used to determine type trends specific to demographics, such as aircraft location, flight hours, etc. This collective knowledge helps to develop special inspection procedures and when shared with other owners enhance the knowledge of the fleet.

The easy access to all available data provided by type clubs increases the likely hood that owners and mechanics will use the information. This compiling of data and its availability to mechanics and owners results in improvement in maintenance efficiency, operating safety and hopefully, a reduction in operating cost. Mechanics will be more efficient when their time is spent in actual maintenance, rather than trying to figure out inspection, maintenance and repair procedures and techniques which have already been previously developed elsewhere. This will result in an improvement in the airworthiness of the aircraft, as well probably lowering the cost of ownership by increasing the maintenance efficiency

Ideally, this entire information would be available on a type clubs Internet website. Information about specific type clubs can be obtained from the website listed below. AOPA,

AAA and EAA maintain current contact information for more than 100 type clubs. Many of these clubs maintain their own website which contain much information this is useful when performing special age-related inspections. These type clubs lists can be found at:

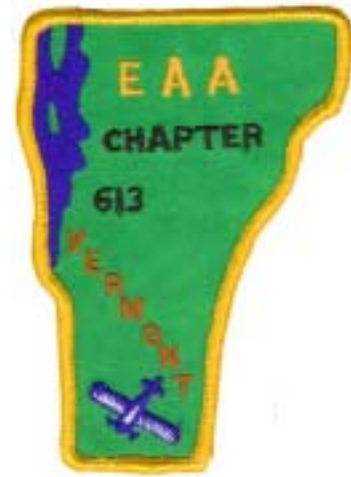
AOPA website. <http://data.aopa2.org/associations>
AAA website <http://www.aaa-apm.org/aaa>
EAA website <http://vintageaircraft.org/tpe>

Like so many subjects, what a first glance seems to be quick and simple proves not to be so. I think

this is a good place to break for this month. In the next articles we will look at two specific “best practices” that can have a fundamental impact on the way maintenance and inspection is approached in aging airplanes. These are:

- Airplane records research
- Special attention inspections

The thought for this month is this: The best safety device in any aircraft is a well-informed pilot! So until next month, always remember: **Think Right to FliRite!**



International Young Eagles Day at Franklin County Airport June 12, 2004



Flight and Ground Crews

Left to Right, Top to Bottom

Don Nowakowski, Bill Yendrzski, Bob Domoingue, John Butterfield, Marge Butterfield, Bob Paradis, Don Taylor, Mike Pecue



Food prepared by Joe Gardner



Adirondack Regional Airport plans Celebration of Flight Air Show Aug 21-22

Lake Clear – This year's Celebration of Flight Air Show at the Adirondack Regional Airport will feature vintage aircraft from World Wars One and Two, aerobatic shows, live music, skydiving, remote control aircraft, static display aircraft, crafters, food, canine demonstrations and children's activities.

The Collings Foundation will return this year with their B-17 Flying Fortress and its companion, the B-24 Liberator, as they come to the Tri-Lakes region on a mission of peace and remembrance. No longer avoiding anti-aircraft fire or the terror of enemy fighters, the B-17 and B-24 stand as a living history exhibit for the communities they visit on their Wings of Freedom Tour into over 130 cities annually. The Collings Foundation will be offering Flight Experiences on both aircraft for a fee.

The Great War Flying Museum will be on hand with four bi-plane war birds to recreate the sights, sounds and feel of World War One combat aircraft. These internationally renowned British, French and German War birds will stage mock dog fights each day. Formed in 1970 at Brampton, Ontario in Canada, this all-volunteer group is dedicated to building, maintaining and flying their aircraft in honor of the pilots who served with gallantry and distinction during the Great War of 1914-1918.

The Iron Eagle aerobatic team will perform two shows daily. The team of Bill Gordon and Bill Segalla are seasoned air show performers. Flying two highly modified 320-HP Super Christen Eagle aircraft they are guaranteed to thrill spectators with their unique mixture of spins, stalls, rolls and other dare devil aerobatic maneuvers.

Also scheduled to perform each day will be the Drew Hurley Airshow featuring a Russian built 360-HP YAK 55M unlimited aerobatic monoplane capable of sustaining +9 to -7 Gs with a roll rate of greater than 360 degrees per second. Hurley's routine includes cockpit narration and features inverted flat spins, vertical rolls, torque rolls, tailslides and Lomcevaks mixed in with loops, tumbles, Cubans, multiple snap and horizontal rolls.

Singer/songwriter Roy Hurd will be returning this year for another Saturday afternoon concert. The Roy Collins Country Ys country and western band perform on Sunday afternoon.

Also returning this year will be the Malone Skydiving Club, the Malone Remote Controlled Aircraft Club, the DEC Canine Unit, and the dog obedience demos. New for this year will be a Kiddies Carnival featuring face painting and a cake walk. The Saranac Lake Rotary Club and the Whiteface Masonic Lodge will provide food and beverages.

Free and open to the public, the Celebration of Flight Air Show is scheduled for Saturday and Sunday, August 21 and 22. Gates open at 9 am with plenty of free parking. Air show activities run from 10 AM to 4 PM each day. For additional information you can call the airport manager at 891-0870 ext. 106.

EAA CHAPTER 613

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