



CHAPTER
613
April 2002

www.eaa-chapter613.org

Chapter 613 at the Dean Memorial Young Eagle Rally



From Left to Right

Gordon Babcock, Don Taylor, Bill Morelli, Bill Yendreski,
John Butterfield, Marge Butterfield, Mike Pecue, Frank Gibney

Views and News

By Bill Morelli

Saturday – May 18th was the scheduled day for the Dean Memorial Airport – Awareness Day in North Haverhill, NH. That day turned out to be rainy so the event was held on Sunday May 19th.

Part of the day's activities was a Young Eagles rally. Several pilots from Chapter 613 flew in (see the cover photo) to assist with the Young Eagles flights. As matter of fact, Chapter 613 had more pilots and aircraft there than anyone else!

The weather was chilly with a stiff and sometimes gusty crosswind but the Young Eagle flights were given throughout the day. It is safe to say that the kids and pilots had an enjoyable time. I certainly did.

On my flight back to FSO, I flew through a couple of snow squalls!! This is May isn't it?????

Sun 'N Fun 2002

By Len LeClair

On April 7th I took off from BTV in N20169. This wasn't my first trip to Sun 'N Fun, nor will it be my last. What made this trip special was that I was taking my just-barely 16 year old nephew, DJ. We had talked about going to Sun 'N Fun over a year ago. Last year I couldn't fit it into my schedule, but I had promised him that in 2002 we'd go. At the time I wasn't sure how we'd get there. We might fly, go by car, or ride a motorcycle. I've gone each way before; each memorable.

DJ knows a lot about airplanes. He has an aviation career all mapped out. He's started by working on a glider rating at the Springfield, VT airport (VSF). He soloed last fall. I've talked to his instructor from time to time in passing. He flies out of BTV on occasion for FedEx. He was as excited about DJ going as was DJ. He had gone over to DJ's home and talked about all there would be to learn on the trip. They had looked at maps and charts. They had

talked about airspace and ATC. DJ was well prepared for the trip.

I also, had thought about all there was to teach on such a trip. I had made up a list of all the things I wanted to cover. The list seemed too long. I wanted DJ to enjoy the trip and not have to work the whole time.

April 7th was a beautiful day. A high pressure area was centered over North Carolina giving us a light tailwind along the first half of our route of flight. The last half was calm or a light headwind. Our plan was to get as far south as we could in the first day and fly the last bit Monday morning into Lakeland (LAL).

I was to pick DJ up in VSF. His instructor had arranged to make sure the FBO was open for fuel when I arrived. I left BTV a little later than I had planned, but I don't like to rush though flight planning. I filed two IFR flight plans; one down to VSF and the other from VSF to Chesapeake, VA (CPK). I had looked through a Southern Aviator and had scoped out all the places advertising inexpensive gas. CPK was one of them (\$1.69 for 100LL). When I arrived at VSF DJ, his mom (my sister), his instructor, and the FBO attendant were all awaiting my arrival. I was marshaled right up to the fuel pump and treated like royalty. We filled the tanks up with gas, and filled up the back seat and luggage area with camping gear and luggage. DJ's instructor told the attendant to put the gas on his tab.

As I took off from VSF I could feel DJ on the controls with me. He must have been anxious to get on with the learning stuff. My plan was to start out talking about powered airplane stuff and easing into flying. I flew until we were past New York City.

The preferential routing out of southern New England takes one over ORW V16 JFK then V1 south. Unfortunately it was hazy and we couldn't get a clear view of where the WTC towers used to be. I'm a believer in the good old finger powered E6B. I always have it by my side. I have my own form to track waypoints. I keep estimating my time to the next point, then see how close I come. As we went along I was becoming more and more

uncomfortable about the amount of reserve we'd have if we continued to our planned destination. No matter how cheap the fuel is I want to land with a good hour of fuel left on board. DJ was very supportive of my decision to land short. (What a good student.) We asked ATC to change our destination to Melfa, VA (MFV). I don't know about DJ, but I felt a lot better right off.

MFV is a spectacular little airport. Everything looks new. The attendant was right out to see how we were, where we were from, where we were off to, and if we needed fuel. We were directed to the bathrooms, the lunch room where we could eat, and the briefing area where we could plan our next leg. Oh yeah, and the 100LL was \$2.04 per gallon. By the way, a brand new ILS was commissioned at MFV on April 19th.

As soon as we broke ground I asked DJ if he'd like to fly while I picked up the IFR clearance. By this time he was quite proficient at holding a heading and altitude with few reminders. We had done the preflight together (A job he did for the rest of our trip) at MFV and he had mastered trimming. I was still navigating and talking to ATC. After picking up our IFR clearance, we might have gotten closer than VFR minimums to a cloud after leaving MFV. That was our only encounter with weather all day.

I had planned this leg of our flight to end at Charleston Executive (JZI) based on the projected winds aloft. Unfortunately the winds aloft weren't as favorable as we had projected. We decided to land short once again and changed our destination to Georgetown, SC (GGE). As we were being fueled a Stinson landed and taxied in. DJ was drawn like a magnet over to the airplane. He was headed to Sun 'N Fun also.

At this point we were looking for a place to roost for the night. We decided to do one more leg. It would take us well into night. DJ had never flown at night. After take off I handed the plane over to DJ once again. He was a quick learner (Oh, to be 16 again) and seemed right at home with everything by now. He had started to listen up for our call sign on the radio and was tuning the com radio to the frequencies given. I would have him tune the nav

radio and listen for the ident. We were impressed with the lights of Jacksonville as we passed by.

I had chosen as our destination "Keystone Heights, FL (42J). It was another of the airports advertising inexpensive avgas. NOTAMS revealed that the rotating beacon was OTS. Finding a strange airport in the dark with no rotating beacon wasn't all that bad, but they didn't have an approach I could fly to the airport (lowly /U). My Flight Guide indicated the closest hotel was 12 miles away. So, we decided to land at Gainesville, FL (GNV). We settled down on the runway about 10pm. We told the attendants we would appreciate their recommendation for a reasonably priced room for the night. They called a cab and sent us out to the Motel 6. We didn't know that the airport is on the NE side of Gainesville and the motel is on the SW side of the city. We ended up spending as much on the cab ride there and back as we did on the motel. As it turned out that wasn't the worst of it. The cab driver had a captive audience to talk local politics to. He was VERY opinionated. He also wanted to discuss drug policy and demographics. We wanted to go to bed.

Oddly enough, the motel recommended the same cab in the morning. We politely declined and called their competition. It was a much better ride and half the price.

Monday morning we flew VFR from GNV to LAL and took flight following. Some of the controllers were already sounding stressed. We had studied the procedures before we took off. We had all the frequencies at hand and our parking information ready. Every time I fly into Sun 'N Fun I'm amazed at how many pilots aren't prepared. There was chatter on the frequencies and pilots asking questions. I think it makes all pilots look bad when we aren't prepared for our flights. We found our traffic and followed them to the airport. The final was strung out about a mile and a half. Apparently that was too far for some. We had good spacing on the aircraft ahead when an RV started his own sequence by taking my spot on final; and he had a following. We had the high wing/low wing thing going for us so I started a climb out. I don't think they saw us until we passed overhead. Second time was a charm.



DJ had no problem staying occupied for the three days we were at Sun 'N Fun. He was particularly taken with the classic aircraft. He would strike up conversations with owners. He got offered a couple rides. One actually materialized. I had a list of vendors to visit and I went to quite a few forums. We watched the daily air show. The jet powered Waco was fascinating. At least once a day I'd walk by the FSS and look at the weather. As luck would have it the weather was very cooperative for our next leg. DJ never found the Stinson we met in GGE.

Thursday we pulled up stakes and got out of LAL before the convective activity started for the day. My wife and I had stopped at Key West once on a cruise. We had only been there for about four hours. Since then we had often thought of driving out while we were in central Florida. When we added up the time to drive out it came to at least an eight hour drive. But, when you have a Cessna 172 it only takes a little over two hours. What a deal!

I had filed an IFR flight plan which I picked up south of LAL. The cumulus were already building. Pretty soon we were in the clouds for rather long periods of time. This was DJ's first exposure to flying in the clouds. We talked about the transition to instruments before you enter clouds, what to expect for turbulence, and how to disregard your feelings. I had filed airways down to pick up a blue airway across the ocean. At our altitude we were within gliding range of land at all times. We didn't have the water survival equipment I felt I needed

for long over water flight. Three times the center tried to get me to go direct EYW. I explained that I would rather fly my filed route. The last time the controller said "Well you know, you're closer to Key West than to Marathon at this point." I relented and turned towards EYW. For some reason I doubted whether he was correct or not. In any case this course took us away from other pieces of land.

After we were well committed to our new course we got a descent to 5,000 and then soon after down to 1,500. Although I really didn't like to be this low this far from land, we consoled ourselves with the fact that the water was warm down here. Next time I'll stick to my guns, or have the water survival equipment.

The weather in Key West was wonderful. We spent the day walking around. We came to the conclusion that 90% of the island was devoted to trying to get people to buy overpriced stuff they didn't need. We went down to the pier for the wonderful sunset. As it turned out it was a bust. The horizon was a bit cloudy. The sun disappeared into the cloud and the sky got gray. I've heard it's normally spectacular.

The forecast the next morning told us to get out of town; the sooner the better. We were ready to go anyway. We flew VFR with traffic advisories to Avon Park, FL (AVO). This time we skirted the restricted area then turned left at Marathon and flew the short distance to the tip of Florida. We were much more comfortable seeing both pieces of land and knowing we wouldn't be getting wet.

As we got over the land again the clouds started to thicken. We still had good ground contact and were able to follow the landmarks for our trip. I dialed any weather stations I could get along the way and listened to their weather. At some point ahead we would have to descend and fly below the cumulus for a while. We picked a spot where there was a big enough hole, slowed down and descended. A few turns got us underneath and back on track for AVO.

The long runway at AVO was under construction. The attendant said it was the first work that had been done on the runways in forty years. Judging from the condition of the other runway it was high

time. Back in EYW we had paid the most for gas of anywhere on the trip (\$3.56 per gallon plus tax). That I expected. I also wasn't shocked at all at the \$10 per night tie down. What really surprised me was when I stopped at AVO. We pulled up to the gas pump. The attendant was there waiting for us at the pump. We ran the credit card through the machine and he did all the rest of the work. I ask him where we might tie down for a couple days. We directed me to a couple of cement pads complete with ropes. When I asked him what I owed him for the tie down he said, "Oh, nothing. You bought gas." Gas was \$2.00 per gallon including tax.

We had a wonderful visit with friends at Avon Park and they gave us a ride back to the airport Sunday morning. I called FSS for a weather briefing and to file a flight plan while DJ did the preflight. The wait on hold was forever. I guess a lot of folks were using the services out of LAL. Again I filed IFR for JZI. The winds were better than we had expected so we extended our flight plan to GGE.

We had been in and out of the tops on the way north. We had a good view of the cloud formations. We dodged what we could then got a climb up to 11,000. That didn't keep us out of the tops for very long. They soon rose up to meet us. As we went further north the air started to cool. Pretty soon the temperature was hovering around 0. At that point we went back down to 9,000 and warmer air.

We kept track of a particularly dark looking cloud off our left. It wasn't well developed, but certainly had some moisture in it. As we approached GGE we got held up high until over the airport for departing traffic. Yep, in we went. The turbulence wasn't too bad. We slowed down and got bounced around a little bit. The rain was moderate. Fortunately we quickly got a descent and flew out on the bottom in no time.

By this time DJ was counting the time for home. It had been a great trip, but now it was time to be home. We tried to minimize out time on the ground. There was an area of weather over western PA heading for BTV. I was betting I could get DJ back to VSF today and if the tailwind held out have

enough fuel to get back home myself and beat the weather.

Out of GGE we filed to MFV. It was such a nice airport, and I knew I could at least make VSF from there. By this time I was getting DJ to anticipating what ATC would say to us and rehearsing our response. DJ tried quite a few transmissions. The controllers were on to us and were patient and polite. Our times were looking good and I knew we could get farther north before stopping. We changed our destination to Georgetown, DE (GED). That gave me enough reserve to land at VSF and go on to BTV without fuel.

We got our only reroute after passing JFK northbound. The new route added 14nm to our trip. Every new controller I talked to I requested a more direct route. We ended up with three different route assignments, The last was direct VSF.

DJ was glad to be back home. We had called his folks before leaving GED with our estimated arrival time at VSF. We had told them 8:15. We touched down at 8:13. They were there to greet us when we taxied up. My sister had brought warm soup for us to eat. We had been snacking all day and the soup really hit the spot.

One last leg. I took off and picked up an IFR to BTV. I missed not having DJ to do the flying while I fussed with time calculations and navigating. We had made a good team. I arrived back at BTV at 9:22. I had just flown from 60nm south of Orlando to BTV in less than 12 hours and two fuel stops. We had beat the weather, too. Isn't flying great?

Want To Build A Runway On Your Property?

The following article submitted by Chapter member Robert Hall explains the process.

When I decided on becoming active in flying again, I tried to think thru what I needed to do to get in the

air safely. One of the most basic items on the To Do list was a Landing Site. Since the airplane chosen requires only a short runway, it was very feasible to fly from the back meadow of our 11 acre Lot. Please bear in mind that this is from the perspective of a non-pilot on the road to flight.

For those of you thinking about it, let me lay out what happened to me.

First, make sure that the planned Landing Site will work for your choice of Plane. My chosen Plane is the Zenith Air CH701, with Manufacturer's takeoff and landing distances speced out at about 100 feet. We all know about Manufacturers Specs, so plan on more.

Another major factor is the local weather. The valley I live in is a North-South channel for wind flow, alternating with Westerlies. There are low lying trees that shield some of the wind. The terrain has a history of being wet clay and not absorbing water.

The terrain is a factor, with approach angles and clearances to consider. Another factor is emergency areas. Areas where you can set down relatively safely in the event of engine problems.

Also for consideration are unique local issues and the location of other airports and control areas. In my case, the Underhill Firing Range is .3 miles North of my Lot. Another issue is the relationship to the major local airport, in my case the BTV controlled airspace (a whisker outside my proposed Landing Site).

Once you think you have your act together, it is time to talk with your neighbors. If ANY ONE of your abutting neighbors object to the point of saying no, you have a major problem. In my case, there was only one objection to my proposal, and that was in the overflight of a specific area where horses pastured. This was solved by agreeing to make the traffic pattern avoid that area..

My first real step was to go thru the Zoning Office on Jericho, the town where the Landing Site is to be located. On May 1, 2001, I received a letter of

approval/agreement from the Zoning administrator stating that the Town attorney had found no objections to my proposal.

The second and third steps were submitted at the same time. I filled in a form from the Vermont Dept of Transportation. I submitted that and a copy of the FAA form 7480-1 on June 16, 2001. I filled in FAA form 7480-1 and submitted it to the FAA on June 17, 2001.

I got an acknowledgment from the FAA that they had received my application on July 10, 2001.

The response from Vtrans was a request for a list of abutting neighbors and their addresses and a little later, a signature that they had been informed of a hearing at the Jericho Town Hall on August 30, 2001. Vtrans posted a notice in the local paper on August 17, 2001, and we held the hearing. A Vtrans Engineer and "Secretary" to keep the minutes met with me for the hearing. Prior to the hearing, two engineers from Vtrans visited the Site and made suggestions. There were no objections at the hearing, and on September 20, 2001, I received conditional approval of the Landing Site from Vtrans. The condition was that the FAA had no issues with the permit.

On March 1, 2002, the FAA visited the Site and gathered the required information. We made a simulated takeoff with a snowmobile, and he left.

On June 1, 2002, I received a result of the "study" and list of the limitations. Since the Landing Site only has two short (600 foot) runways, they were reasonable restrictions to light STOL aircraft flying daytime VFR, and a specific turning instruction on RWY 05 .

The study gave me until October 1, 2003 to complete the construction.

I expect to have grass grown and the conditions of the permit completed by October 01, 2002, and if the CH701 is done this year, hope to be flying skis this winter.

👉 Clip and Save 👈

Coming Events

June 15 & 16 Taildragger Rendezvous, Father's Day weekend @ Rutland EAA Chapter 968 Clubhouse - Traditional pancake breakfast, Safety Seminar - For info call: Lee Morelli @ 802-235-2808

June 19-22 Sentimental Journey Lockhaven, PA LHV 570-893-4200

June 22 (Rain Date June 23) EAA Chapter 1085 FLY-IN – Windsock Village Airport (NH69), West Ossipee, N.H.

June 28 (Friday) – Chapter 613 flying Young Eagles at Springfield Airport, Springfield, VT. – Need Pilots and Ground Crew members. Call Don Taylor 802-868 3809

July 20 – Old Airplane Fly-In & Breakfast – EAA Chapter 1070 Cooperstown / Westville Airport (K23) Route 166, Cooperstown, N.Y.

July 23rd/29th Airventure 2002 Oshkosh, WI EAA Fly-In www.airventure.org

October 5 & 6 - Leafpeepers Fly-In, @ Rutland EAA Chapter 968 Clubhouse - Traditional pancake breakfast, Good Conversation and lots of airplanes. For info call: Lee Morelli @ 802-235-2808



YOUNG EAGLES

by
Donald Taylor

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

George Godin	2
Frank Gibney	3
John Butterfield	8
Donald Taylor	17
Bill Yendrzeski	12
Bill Morelli	4
Mike Pecue	5

We have flown 51 Young eagles so far, 189 to go for our goal of 240 for 2002.

Pilots and Young Eagles flown at Haverhill, NH on May 19, 2002

Frank Gibney	3
John Butterfield	8
Donald Taylor	12
Bill Yendrzeski	12
Bill Morelli	4

8 pilots did 27 flights, flying 62 Young Eagles. Chapter 613 pilots flew 39.

Did You Know

Educators say that learning should be an active process.

Safety Tip

Summer is coming with hot, high and humid weather conditions, which can change a routine takeoff, or landing into an accident in less time than it takes to tell about it.

EAA CHAPTER 613
Bill & Carol Morelli, NLE's
105 Brick Church Rd.
Fairfax, VT 05454

FIRST CLASS MAIL



June 2002

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Terry Griffin	878-7436	4160 Saint George Road, Williston 05495	trg216@aol.com
Vice President			
Don Nowakowski	899-5163	146 Raceway Road, Jericho 05465	nowakod@us.ibm.com
Treasurer			
Dave Harrison	453-3419	645 So. Lincoln Road, Lincoln 05443	dharris@wcvl.com
Secretary			
Marge Butterfield	878-6337	721 No. Williston Road, Williston 05495	airbear@together.net
Newsletter Editors			
Bill & Carol Morelli	527-6318	105 Brick Church Road, Fairfax 05454	billvt@together.net
Scholarship Committee			
John Elgert	863 6445	135 Pretty Road, Colchester 05446	kjpr@msn.com
Young Eagles Coordinator			
Don Taylor	868 3809	11 Ferris St., Swanton 05488.	prestige@together.net
Technical Counselor			
George Coy	868 2698	116 St. Albans Road, Swanton 05488	gesoco@together.net
Assistant Tech Counselor & Activities Committee			
John Butterfield	878 6337	721 No. Williston Road, Williston 05495	airbear@together.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	webmaster@grnmtsolutions.com