



CHAPTER  
613

June 2003

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

## Chapter 613 Young Eagle Pilots at Dean Memorial Airport (5B9)!!



**Left to Right - John McNerney, Chuck Robitaille, Bill Yendrzeski  
Mike Pecue, Marge Butterfield and John Butterfield**

# Views and News

By Bill Morelli

On the cover is a photo of the Chapter 613 members that went to Dean Memorial Airport in Haverhill, NH for their annual Young Eagles Rally.

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Have you ever heard of Pilots For Kids? See page 5 for information on the organization from Terry Bonson who is a Fed-X, 727 Captain. Sounds like a very worthwhile organization.

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At the last Chapter meeting, the purchase of tables and chairs to be used for our club functions was discussed. An initial amount of \$500 was voted on by members. Don Taylor has done some research on tables and chairs which you can read about starting on page 4.

I also spoke briefly with Dave Harrison and he also has done some research into tables and chairs. I don't have any of the specifics of what Dave has found but should have them for the next newsletter.

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## A flying destination to keep in mind

Cooperstown, NY – The NEW Cooperstown / Westville Airport (K23) – Old Airplane Fly ins – 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 - Two Fly ins remaining – July 19<sup>th</sup> and August 16<sup>th</sup>. – Time 07:30 to 11:00

I spoke to Tyler Hart at Middlebury this past Saturday and he told me that the Cooperstown Airport has been totally refurbished and has an excellent turf strip.

Take a flight down and give it a try.



## YOUNG EAGLES

by  
Donald Taylor

We have 12 pilots reporting Young Eagle flights so far this year. For a total of 159, that leaves 141 to go for our goal of 300.

Peter LaFromboise	17
Geroge Godin	5
Donald Taylor	56
Geroge Coy	2
John Butterfield	19
Mike Pecue	9
John McNerney	10
Bill Yendrzski	19
Chuck Robitaille	3
Frank Gibney	2
Bill Morelli	5
Steve Couzelis	12

We have 6 pilots that have flown 10 or more Young Eagles for their wings.

EAA Chapter 613 had 5 pilots that went to Haverhill, N.H. - Dean Memorial Airport (5B9) and flew 34 Young Eagles.

John Butterfield	8
Mike Pecue	9
John McNerney	5
Bill Yendrzski	9
Chuck Robitaille	3

I want to thank everyone that went. I am sorry I could not go, but I was under the weather. (sick)

**Springfield ,Vt. (VSF)** is next. June 25<sup>th</sup> Wed.  
9:00. We have 4 pilots & 3 ground crew signed up.  
Could use a few more of each. If you plan on going,  
please let me or Marge Butterfield know.

Donald Taylor 802 868 3809  
Marge Butterfield 802 878 6337

**Young Eagle Rally**  
**Shelburne Airport(25VT)**  
Date To Be Announced

**Underhill,Vt.-Date To Be Announced**



## **International Young Eagles Day** **Franklin County Airport (FSO)**



### Pilots & Young Eagles Flown:

John McNerney	3
John Butterfield	11
Bill Morelli	5
William Yenorzeski	10
Frank Gibney	1
Donald Taylor	19
Steve Couzelis	12

Ground Crew:  
Marge Butterfield  
Sonji Burbank  
Carol Morelli  
Bob Paradis  
Gordon Babcock  
Joe Garner  
Lisa Gorton

It was held on Sunday June 15<sup>th</sup> because it rained Saturday the 14<sup>th</sup>. The weather was good but a little windy. A rain date is never as good as the day it is planned, plus it was Father's Day. But overall it was a success. We could have used a few more ground crew, but the ones we had did a great job. My thanks go out to everyone. We flew 61 Young Eagles.

With adult rides and the barbecue we netted \$380.00.



## Tour Of Plattsburg Air Force Base

The old Plattsburg A.F.Base Tour is still open for the DC-3 & Boeing 747 hangers. It will be on a weekday. No Date as of yet. I am trying to see how many are interested before we make a commitment.

So far we have only 5 that have signed up.

Donald Taylor	802 868 3809
Steve Couzelis	802 893 0029
Marge Butterfield	802 878 6337
John Butterfield	“ “ “
Robert LaBlanc	

If you want to fly in check with the pilots to see if they have room. If you want to drive, I will get directions when it's setup for both car & plane.

## Did You Know

So stalls make you a little nervous? If so, you're by no means the first pilot to be unsettled by the sudden loss of lift. The Wright Brothers didn't fully understand stalls, which they referred to as "loss of balance", but they were terrified by the consequences & with good reason.

These days, in most airplanes, stalls are pretty much a non-event. We have a stall warning system that sounds before a stall & gives us time to correct. If departing a runway - just drop the nose of the plane a little to pick up some airspeed. If landing & the stall warning sounds, push in the throttle for more airspeed.

The Wright Brothers installed a canard on their 1900 Wright Glider & hoped it would make it possible to recover from a stall. Instead of leaving the hapless pilot to ride his no longer flying wing to earth. In fact, the deduced stability meant that they frequently lost control of their glider. Fortunately, they never had enough altitude to kill themselves. Of course, they never had enough altitude to recover either.

If near a stall, do not hesitate, do something before it is too late!!

## Safety Tip

Summer is coming with it's hot & humid air. Remember the four H's for take off: High, hot & humid hurt. A high elevation, a high temperature & humid air hurt aircraft performance. Weight hurts the take off more than you might realize. Extra weight increases the take off run the square of the added value. As an example, if you overload an airplane by 20 percent, or a factor of 1.2 times the gross weight, the take off run won't be 20 percent longer, but will be 44 percent longer or  $(1.2)^2 = 1.44$ . So watch your weight & don't overload.



## Folding Tables & Chairs

By Donald Taylor

Adirondack Co.-Long Island City, N.Y.

The prices I have picked out are not the cheapest or the best, but good quality.

24 Chairs-1" padded seat-Beige Frame-Cocoa  
Brown Seat-  
4 Tables-Beige-Top Beige

24 Chairs-\$27.50	\$660.00
4 Tables 77.95	311.80
	971.18 Total

As of June our cost delivered to Swanton- \$928.00

You may get cheaper but not the quality. If we are going to get them, we want something that is not going to fall apart in a few years.

Chairs-35 year guarantee

Tables-30 year “

Would like the \$380.00 put in for the new chairs & tables.

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## Pilots For Kids

Dear fellow BTV pilots,

I am attempting to organize a local chapter of Pilots For Kids (PFK) here in the Burlington area. For those that don't know, PFK is an international organization dedicated to helping hospitalized children. Founded in 1983, the non-profit organization's primary activity is to visit with, and distribute toys to hospitalized children. The original inception of pilots visiting hospitalized children was created by a group of Army helicopter reservists some thirty-one years ago. Eleven years of visits later, Pilots For Kids Organization was officially formed.

The organization is supported by the members annual dues of \$15 to defray expenses. This allows 100% of the collected donations to exclusively benefit the children. The donations are used to purchase toys and needed medical equipment for hospitalized children. Members include airline crewmembers, corporate, military, private pilots and aviation enthusiasts. In order to start a local chapter of PFK, we must have at least ten members willing to commit to helping run the chapter. My goal is to minimize the time and \$ required of us to accomplish what I feel would be an extremely worthwhile cause. Of course, the more members willing to help out, the easier the task. I foresee the majority of activity taking place just prior to the holidays. Anyone interested in participating should first join PFK using the information provided at end of this letter (I encourage you to join even if you're not able to commit to helping in the local chapter). Next, please contact me so I can discuss the status of my

attempt to create a BTV chapter. Additional information can be found at the website [www.pilotsforkids.org](http://www.pilotsforkids.org).

Fraternally,

Terry Bonson (TBonson@aol.com) 802-658-5192  
Capt/B727/FedEx

To join PFK, please send the following information along with your tax deductible annual dues of \$15 to: Pilots For Kids, P.O. Box 620052, Orlando, FL 32862-0052. Make checks payable to Pilots For Kids. All information is confidential and not sold or shared with advertisers.

Member Name:

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Address:

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Phone Number:

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E-Mail Address:

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Airline/Other: \_

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### **EAA Asks TSA to ‘Clear the Air’ Regarding GA Threats to Nuclear Plants**

EAA is asking top officials at the Transportation Security Administration (TSA) to step forward and state the threat level, or lack thereof, of general aviation to the nation's nuclear facilities. The issue was raised again by a USA Today article published on June 10, which claimed that the nation's nuclear facilities are still vulnerable to an attack by a general aviation or commercial aircraft. The article did state that nuclear power plants are considered safe from such attacks because of their construction, but did express concerns regarding such facilities as storage buildings and other non-reactor areas at the power plants.

# Flight Advisor Corner

by Hobie Tomlinson

## The **Machine** (Aircraft)

We are now ready to evaluate our aircraft for its first flight. The four areas which will be considered about the aircraft are:

<b>Documentation</b> (required paperwork)	(required)
<b>Cockpit Familiarization</b> (preparation)	(required)
<b>Preflight</b> (functional checks)	(Final)
<b>Operational Tests</b> (operational checks)	(Initial)

**Documentation** involves obtaining and installing on board the aircraft the required paperwork for flight. Experimental aircraft require the same documents for flight as all aircraft, namely the ARROW group. These are Airworthiness certificate, Registration, (Radio license is now only required for flights outside of U. S. airspace), Operating limitations and Weight and Balance data. The process is begun by applying for the *aircraft registration* and being assigned an N number. This should be done during the final stages of the building process as the N number not only needs to be applied to the airplane but must to be assigned prior the FAA inspection. The FAA will issue an *airworthiness certificate* and flight operating limitations when they complete the aircraft inspection. Other *operating limitations* will probably be marked by appropriate placards and instrument markings, but may also include a flight manual provided by the kit manufacturer. *Weight and balance* information is critical and must be derived from the actual weighing of the aircraft using accurate scales. If the airplane empty weight is heavier than specs, the airplane will be slower on takeoff, have a higher stalling speed & be hotter on landing. The c.g. should be mid range for first flight, as aft c.g. locations make the airplane more pitch sensitive & less stable! Lastly we should verify that our aircraft insurance is in force prior to any flight operations.

**Cockpit Familiarization** is the next step. First, make sure the airplane “fits” you. Rudder pedals should be able to be moved “full throw” both directions without stretching in the seat. There must be enough leg room to not get feet “caught” with a rudder pedal. Brakes must be able to be applied with the rudder pedals fully displaced either way. The control wheel/stick must have full movement without undo movement in the seat. Engine controls, radios and switches must be easily reachable. Doors/canopy must easily close and secure without changing from a comfortable seating position. Belts and harnesses must fit properly. If a parachute is to be used, it should be worn/installed during these checks. The seat must be high enough to give good flight visibility, but not so high as to give a distorted sight picture during takeoff and landing. If these “ergonomics” are not correct, make whatever adjustments are necessary to correct the situation. The cockpit needs to feel right! Then look at the sight picture out the cockpit window and fix it in you mind. If possible have the tail lifted on conventional gear, or lowered on tricycle gear and observe the new sight picture. Reviewing from last month, go over every item in the cockpit with four things in mind: *where is it, what does it do, when do I use it & what do I do if it doesn't work*. Lastly run through several cycles of checklists and mock flight profiles while sitting in the cockpit. This will teach “flow patterns” for operational procedures and ingrain cockpit locations.

**Preflight** must be very thorough whenever major work has been accomplished on any aircraft, especially for a “first flight”. When flight testing transport aircraft after heavy maintenance, a team of four of us would spend a minimum of 4 hrs on the preflight! All controls should move through full travel smoothly, without any binding or slop. Controls should be individually verified as moving in the correct direction. All tabs should move in the correct direction (tabs move opposite the desired surface movement, i.e. the elevator tab moves down to produce up elevator movement). The engine compartment should be checked for proper oil level, unrestricted cooling passages, cooling baffle condition and no tools/building debris. Cowling should be latched securely. All exterior lights should illuminate. Tires properly inflated. All

control hinge bolts properly installed. Proper fuel quantity and grade should be verified and the fuel tank sumps drained. Fuel level should be kept to only what is required to keep weight down. Fuel for the planned flight plus a one hour reserve should be adequate. The aircraft should then be “powered up” and a function test made of all systems.

**Operational tests** are the last item on the list to be completed. This will involve running the engine and taxiing the aircraft. During this time we will test all remaining systems which can be checked on the ground and perform taxi tests. Once the engine is started, carefully evaluate all engine parameters. Oil pressure should indicate within 30 seconds, the alternator/generator should be producing adequate electrical power & the vacuum system operational. As we proceed with operational checks, be careful to monitor engine temperatures for overheating. If electric flaps installed cycle flaps to check function. After clearing the aircraft, taxi forward and check brakes. Brakes should work smoothly, with no tendency to grab and adequate braking available. Once the engine temperature has reached normal operating range, proceed with the engine run up. Functional checks to make during the engine run up are, mag ground check (make sure the mag switches will shut down the engine at idle), normal mag check, carb heat & prop, if constant speed installed. The last operation test to be performed is low speed taxi test. Taxi slowly down the taxiway performing “S” turns. Evaluate sensitivity, freeplay, rudder forces, brake drag, binding controls, engine cooling, wheel alignment and field of view. If possible have an outside observer in radio contact during the taxi phase. At the end of the taxiway perform a 180 degree turn and evaluate control, turn radius and braking required. Remember, aircraft tires and brakes are designed for intermittent use and will quickly overheat under continued use. Repeat test as necessary, but carefully monitor engine, wheels and brakes for overheating. Stop as necessary to allow cooling. Upon completion, remove the cowling, check for leaks, that all fittings and attach points are secure, and replace the cowling. Check the brakes for security and wear and check the landing gear struts for security and if required proper inflation.

Next month we will continue with “the **Mission**”, picking up our discussion with high speed taxi tests. Be sure to avail yourself of the many information and experience resources that your local chapter members and EAA provide. As the good book says, “he that trusteth in his own heart is a fool, but whoso walketh wisely, he shall be delivered.” So until next month, **Think Right to FliRite!**

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## News From EAA’s e-Hotline

### Printed EAA AirVenture NOTAMs Available



Printed copies of the official Notice to Airmen (NOTAM) for EAA AirVenture Oshkosh 2003 are now available from EAA Membership Services. EAA and FAA cooperated on the NOTAM design and production. The NOTAM describes official arrival and departure flight procedures in effect from July 26 through August 5, including procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports. EAA AirVenture runs July 29-August 4 at Wittman Regional Airport. To receive your free copy, call 800/JOIN EAA (800-564-6322)

### “Warbirds in Review” Returns to EAA AirVenture



Imagine being up close to some of the most storied military aircraft in the annals of armed conflict—P-51D; F4U-5 Corsair; R-16 Fighting Falcon;

MKVIII Spitfire—then having the opportunity to hear stories of the men who flew them, all in an informal AirVenture setting. That's what the Warbirds in Review program is all about, a daily mini-seminar about legendary aircraft, Tuesday through Sunday (July 29-Aug. 3), which debuted at EAA AirVenture 2002 to rave reviews.

## EAA CHAPTER 613

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FIRST CLASS MAIL



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