



CHAPTER 613

May 2006

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Tom Edwards

Life is hectic as I'm in the middle of a move and finishing up a few business details. My new address is on the last page along with my cell phone number. Dawn and I should be living again in Milton around Memorial Day weekend. I was able to take a long flight to central New York to visit my brother on a beautiful April Saturday. Of course I had to wait for George and Chuck to take off at FSO at 6 am as they had the same idea for an early start. Unicom was fairly quiet on the way down but on the return trip it sounded like every airplane in the world was up. I even got a call from a non-pilot asking why there were so many planes flying around BTV!

Tony is planning a hangar committee meeting, possibly next Thursday for those of you that are interested in attending. We have been talking about a hangar available to tear down and even a dismantled barn (42'x150'). The permit should be complete in a few weeks so we can start building!

APRIL MINUTES BY TOM EDWARDS



The April meeting was called to order at 10:05 by president Tony Speranza at the Franklin County Airport. Thanks were given to Don Taylor, Charlie Mackin and Joe Gardner for a wonderful breakfast! This will be the last pancake breakfast until November.

The secretary's minutes were accepted as published in the Chapter newsletter. The treasurer's report was given by Steve Couzelis. The general fund balance was \$9812.79 as of April 23, 2006. The Roberti Scholarship Fund Totaled \$1085.28 as of March 19, 2006 and the Mary J. McGrath fund was \$40,197.87 as of March 31, 2006.

Tony brought it to our attention he was making a EAA available to clubs to be raffled off for a fund raiser. Tony was looking into this to see if it was still available. Additionally, Joe Gardner designed and had produced decals similar to the patches and the logo on this newsletter for sale to members for \$3.00 each!

Don Taylor report that only Don Nowakowski reported Young Eagles flights (1). Don also reported that there are many YE Rallies planned in the area and



if the weather is better this year we should have no problem obtaining our goal! Look to the Calendar of Events for more info! International Young Eagles Day is June 11 and we will have an event at FSO. Don will contact Armand Chevalier to tie in the ultralights at the same time. We might also tie in at Shelburne as we can usually get more youth to fly. We need to check with Ray Magee.

We had a moment of silence for Moe Boisvert and Rene Durenleau (local 52 yr. EAA Member) as we know both have “Gone West” recently. Tony has agreed to help Moe’s family donate or sell some of his aviation related articles and aircraft. Look for an ad elsewhere in this edition. Don Taylor has agreed to hangar some donations until we build our club hangar.

We had a discussion on the upcoming hangar project. Don Taylor came up with a materials list and a projection of \$20, 500 as a start for materials for the main structure. This didn’t include the large hangar door. It included some windows and a double truss for the front. The lumber was all rough-sawn and there were 2’ centers on the roof trusses. George Coy said we should look for a old large building that is coming down to see if we can steal (buy cheaply) some of the materials.

Don Taylor and Tyler hart were going to arrange a back hoe to dig test holes for the perk test and Tyler would arrange to have the state engineer inspect them. Eric Richardson volunteered the use of his compact tractor and Dave Nichols offered to transport it to FSO.

Bruce Uvanni offered to take over Moe’s position as VP and we all enthusiastically accepted.

Mike Chrastina won the 50-50 pool and immediately donated it to the hangar building fund.

Flight Advisor Corner: Hobie Tomlinson Annual Flight Safety Edition

On April 22nd, I was in Nashua, New Hampshire giving a couple of presentations on “**The Aging Airman**” seminar at Daniel Webster College’s “**New England Aviation Expo.**” (I don’t understand why a “youngster” like me keeps getting invited to present this!) Anyway, just before the seminar, an AP release came across my desk about the “graying” of the pilot population in the U.S. and then the Scott Crossfield accident happened.

Reflecting on these events, I concluded that no matter what level of experience (or inexperience) we have, stuff happens (as the saying goes) and safety awareness is something none of us can afford to be without.

Given the above, it seemed like a good idea to make May’s newsletter the first of what I hope to be an **Annual Flight Safety Edition**. May is a natural month for this, as winter’s doldrums are fading away. With warmer temperatures and longer daylight, we all tend to end our flying hiatus and jump back into active participation.

Aviation Safety has become a discipline unto itself with college degrees, books and doctor’s theses all being available on the subject. Having all this information available, the question becomes - How do you distill it down to something that we pilots can use “at the point of the spear,” so to speak?

In attempting to deal with that question, it seemed appropriate to first start with some concepts and try to get an overview of the issues. In aviation, as in so many other things, correctly identifying the problem is a major step toward resolving it.

The first items to talk about are **Reality** and **Perception**. A saying I love is “**Reality requires absolutely no one to believe it to continue to exist and it tends to exert itself at very inopportune times!**” In a time when relativism seems to be the current “buzzword,” it is good for aviators to remember that the laws of physics are not “relative,” they are absolute truth! They respect neither social status nor checkbook but function with absolute equality for all.

Perceptions are our personal understanding of reality. None of us ever sees **Reality**. What we see is our **Perception** (or view) of reality. Our Perception is a model of reality; it is not the actual thing. Because we all base our actions (decision making) on our perception of reality, it is important that we strive to get our perception as close as we can to genuine reality. Just as in computers **G.I.G.O.** (garbage in, garbage out), if our perception of reality is seriously flawed, then so will be our decision making!

The next terms we should talk about are **Intelligence, Knowledge, Education, and Wisdom.**

Intelligence is the God-given ability of understanding we are all born with and is unique to each individual. Aviation seems to work best with those of normal intelligence, as those of below or above tend to have problems. (Low intelligence doesn't recognize the forest, while high intelligence is so busy counting trees that it misses the forest!)

Knowledge is an item of information, while **Education** is the process of acquiring knowledge. The important thing is to always verify the accuracy of knowledge. A lot of the information which circulates today is not always correct. Incorrect information produces bad knowledge, causing incorrect perceptions. If our perceptions are incorrect, so will be our decision making, causing inappropriate actions!

Wisdom is what we need to acquire for aviation safety. Wisdom is the ability to foresee the consequences of current actions! We all come into this world with a free will and the ability to choose our actions. The point of understanding is that Actions and Consequences have been inseparability linked by the laws of physics (Reality). While we can choose our actions, we never get to choose the consequences of those actions! Because of this, aviation safety is always "reverse engineered," that is we start with desirable outcomes (Consequences) and back into the Actions which are linked to those Consequences. The saying goes, "Tell a youngster not to put his hand on a hot stove and he will have knowledge. After he does it the first time, he will have wisdom!" (Understanding of the consequences linked with his action.)

With that for background, it is time to talk about **Hazards, Risk, and Mitigation.**

Hazards are conditions or circumstances which can lead to aircraft damage, physical injury or death. They may preexist, be created by our actions, or be the result of random occurrences, (i.e. Stuff Happens!).

Risk is the probable Consequences of a hazard measured in terms of the likelihood the event will actually occur and the severity of the consequences should it occur.

Mitigation is the action taken to eliminate the hazard, reduce the likelihood of the hazard event occurring, or reduce the consequence should the event occur. One of the oldest and best aviation mitigation strategies is still proper training and good procedures!

We can now take this information and look at our proposed flight operation through the **5M** model (**Man, Machine, Mission, Meteorology, and Management.**). What we are looking for is hazards. Once these are identified, we can assess the risk and apply mitigation strategies.

Man (pilot) - current and qualified for proposed operation? Recent experience in similar operations, receiving regular recurrent training?

Machine (aircraft) – properly maintained and airworthy? Adequate for the proposed mission? Are all systems and equipment functioning properly? Is this the first flight of a new aircraft or after major maintenance/restoration?

Mission (proposed flight) – one that both the pilot and aircraft are suited for? Does it involve any elements which we do not have current experience with? (Different type airports, hazardous terrain, night, high density altitudes, short runways, high traffic environments, etc?)

Meteorology (weather) – any weather hazards exist? (Thunderstorms, ice, fog/low visibilities, high winds/turbulence) Is the aircraft properly equipped to deal with any weather hazards? Are we current and proficient for the expected weather? Is the weather stable, improving or getting worse?

Management (current life situation) – what external events are affecting our decision making process? Very important meeting/event? Need to get back for work? External life stress (divorce/kids/financial/job problems), **High Fatigue** (long day/short night?) **Stress** tends to cause errors of commission (biting off more than one can chew) while **Fatigue** is usually associated with errors of omission (forgetting to change tanks, richen the mixture, lower the gear, etc.)

The thing to remember about known hazards is they increase risk exponentially! A very simple way of looking at this is two hazards involve four times the risk, while three hazards would involve nine times the risk. I have always looked at this like baseball, three strikes and you're out! While one might undertake a mission with a single hazard and possibly even continue it if a second unforeseen hazard should occur, when the third one shows **up it is time to call the game and scrub the mission!**

Lastly, I would like to wind up by giving some thought to what a safe pilot is like. In my experience, I have observed four things I always associate with safe pilots: **Recent Experience, Norms, Lines in the Sand, and Thinks about Flying.**

Recent Experience is probably more important than total experience. The infamous Washington airspace violation is a tragic example of lack of recent experience. There is a very good reason why those high time professional pilots are required to attend recurrent training annually!

Norms is a way of saying that we do the same thing the same way each time. This is very important because **Abnormal is defined by the lack of Normal!** Abnormal situations require us to take corrective action to mitigate risk. **If we have no Norms (procedures), then we won't even be able to recognize abnormal, much less deal with it.** Again, there is a very good reason why those high time professional pilots are required to use standard **(Norms)** operating procedures!

Lines in the sand are predetermined boundaries that we will not cross, such as personal minimums for acceptable weather, fuel reserves, airports, etc. These are like guardrails on a highway; they keep us on the road when we are tempted to take inappropriate actions. **They protect us from ourselves!** The old saying is, "Never do strategy on the battlefield!" That is, if we haven't predefined where the location of the quicksand is, circumstances will always lure us into it!

Thinks about Flying is the last one. Flying is a head game. We typically wreck airplanes because of poor decision making, not poor flying skills. It is very possible to put ourselves in situations which will overcome any level of flying skills. **The name of the game is to keep ourselves in situations which do not over tax our flying abilities!** Safe pilots typically pre-think each flight and usually do a post flight analysis on each flight operation for "lessons learned."

So there you have it, some brief thoughts on a very complex subject. Why do people do the things they do? Volumes have been written on the subject and still no ones knows. One thing is for sure, **the only way to totally eliminate aviation risk is to quit flying!** That is not an acceptable solution! It is not about eliminating risk - that is not possible. **It is about managing risk and containing it at an acceptable level!** Imperfect people in an imperfect world will make mistakes, that is a given. **What aviation safety is all about is "trapping" those errors and preventing them from creating hazards!**

The thought for this month is **"Those that worry about their aviation safety probably shouldn't and those that don't ought to!"** So until next month, be sure to **Think Right to FliRite!**

HEROS AVIATION EXPANDS

Vermont's own Heros Aviation located in Grand Isle is the only New England and East Coast distributor of **POLYFIBER, RANDOLPH, & CECONITE** materials for fabric-covered airplanes. Established in 2002 originally as just a Poly-Fiber Distributor, Heros had already been operating as a seaplane training facility for 12 years, which continues as a part of the company.

Heros has hosted two annual **WEEKEND FABRIC COVERING WORKSHOPS**, and now plans to host 2 workshops per

year, one each in November and April. These intense 2-day (8AM-5PM both days) experience, prepares anyone for the work of covering, recovering a project or a new homebuilt. The course covers every step of the Poly-Fiber System, from cementing on the fabric, to topcoat spray painting in the spray booth, using an HVLP system. It combines a minimal of "lecture" format, combined with a maximum of hands on work in the hangar. The groups cover DC-3 "modified" ailerons because they best simulate an actual small aircraft wing with all the intricacies and problems that might be encountered on a real airplane. Lunch is provided on both days, and there is usually a field trip to the local Northern Lights airport to critique and examine a selection of finished products in the fabric airplane world. Enrollment is strictly limited to 10 persons per aileron, or a maximum of 20 students. The next WEEKEND FABRIC COVERING WORKSHOP will be announced in the newsletter toward summer's end.

In the meantime, anyone interested in the fabric covering process should call Doug Smith at Heros to discuss their project. As materials are needed, customers are welcome to stop by and pick them up if convenient, and to further discuss questions and techniques as needed. Shipping (or delivery) to Vermont customers has always been FREE, and will continue.

Poly-Fiber is the leader in fabric covering system choices. However, for those desiring the older, more traditional Nitrate & Butyrate dope system, it is worth noting that the same company bought Randolph and now owns the three together: Poly-Fiber, Ceconite, and Randolph. This is a positive to customers, because the service and product quality of all 3 is high. Every distributor, including Heros, has their own paint tinting facility, so instead of storing quarts and gallons of all the color chart colors, we simply make the paint and ship the same day on any chosen color, whether in Poly-Tone, Colored Butyrate, or the higher-gloss paints of both systems, Aerothane or Ranthane. Perhaps noteworthy that the polyurethane paints are also excellent high-solids paint and routinely used for painting metal aircraft such as RV's and others. Heros maintains a full stock of all products for covering your airplane, and is also a distributor for the CITATION HVLP paint sprayers and respirators.

The seaplane training section of Heros continues to offer individualized training in their newly restored 1947 85 H.P. Piper J-3 Cub on EDO 1400 floats. Another Cub, a PA-18 on Aqua floats will be available for training this summer. A second J-3 Cub on EDO 1320's will be available next summer as a rental float plane, for those who have either obtained their Single Engine Sea rating through Heros and/or have accumulated a total of 20+ hours in float planes.

All Heros information is available on their web-site: www.herosaviation.com, or you may contact Doug Smith by E-mail at: HerosAviation@aol.com, or FlyFloats@aol.com. By phone, it is TOLL-FREE from anywhere: 1-866-372-6161, and Doug's Cell is (802) 324-5464.

Scholarship Committee by Frank Gibney

This interchange of letters demonstrate we can help a youngster in his quest of aviation. We are sending Cory Paya to the EAA Air Academy Camp.

Good Morning Frank - Hope you are doing well.

Cory is in the process of writing you an update to where we are with the EAA Air Academy Camp. We have received the acceptance letter from the EAA camp last night, and Cory is completely thrilled. I want to thank you for your time and support that you have given Cory. I see such an interest and passion for flight in Cory and truly believe this young man will see his dreams come true.

Thank you again for the guidance you have given him. You have certainly made a positive impact on Cory and it is greatly appreciate. As with Cory, I am looking forward to meeting you.

Take care and god bless,
Michelle Paya

Michelle

Thanks to you for supporting Cory's interests and passion. We too are very excited to find someone who really has the interest and follow through to make the best use of the experience.

I will be following up with EAA to insure they receive the balance of payment due. If there is anything else I can do either now or after Cory returns, to help him attain his goals, please don't hesitate to write or give me a call.

Frank Gibney,
EAA Chapter 613

Scholarship

Young Eagles: Donald Taylor

We have started to report Young Eagle Flights for this year.

Donald Taylor	16
Steve Couzelis	5
Bill Yendrzeski	9
Bob Sterling	8
Don Nowakowski	1
George Coy	11

We had a Young Eagles Fly In at Plattsburgh International Saturday, May 6th. We flew a total of 41 flights and a few teachers thrown in for good measure.



From the Young Eagles Office Michelle Kunes, Program administrator

Thanks to everyone for all your efforts that make this the Greatest youth aviation program in the world. We owe a debt of gratitude to those of you who truly believe you can and are making a difference in a young person's life and all of aviation. I am blessed to be working in an organization where the members share the responsibility for the success of the Young Eagles program with such passion and dedication.

An Idea for a Fly-Out! By George Godin

Talking about events is a good idea anytime. I'd like to see some of us fly out with tents on board so that we could make an adventure of it. Last summer my brother and I flew up to Islesboro Island just off the coast from Owls Head, Maine. We arrived at Owls Head at 10 minutes before 12 just in time for a great air show; toured the great museum, went down town to participate in the Lobster Fest, then flew out to Islesboro and slept in our tent. But there were no facilities on the island except a \$100 a plate restaurant (we were glad we ate before we left). All night long a local patrolman kept checking the airport and waking us up with his headlights. We had to pitch/tent on the tarmac because the surrounding ground was so rough and wet. But the stars were as beautiful as one could imagine. It was well worth the gas, at least at last year's prices. I wasn't secure in my mind that we should have been there, though. I told my brother that we would wait until darkness set in before setting up the tent so they most likely wouldn't make us leave; the runway not being lighted.

Does anyone have a better place to do this again this summer? It would be fun to try someplace where I have not been. Maybe with a coffee shop nearby! That would be good.

Calendar of Events

June 3, 2006	Airport Awareness Day & YEs Flight Dean Memorial, N. Haverhill, Marge @ 878-6337
Thursday, June 8, 2006	YEs at MPV, contact Don Taylor
June 10, 2006	International Young Eagles Day, (FSO) Details to follow
August 12, 2006	EAA 740, Young Eagles, Lebanon, NH Call Marge @ 878-6337

Friday, May 19: Young Eagles Flights for Mount Abe 8th Grade Science Class. We will be flying about 70 students. Organized by Bill Hanf: wahanf@hotmail.com<<mailto:wahanf@hotmail.com>>
Please contact him if you can help out flying or on the ground. Inclement weather date:

Friday, May 26. Saturday, June 24, 9 AM to 3 PM: Middlebury Airport Day.
Airplane rides, vintage and experimental aircraft on display, games and other kids' activities, food available by concession. We've had a pretty good response for volunteers to work ground crew and to give rides, but we can always use more help.

RUTLAND EAA CHAPTER 968 EVENTS

June 17th: Annual Taildragger's Rendezvous Fly-In Breakfast at RUT. (rain date June 18)

Date TBD: Hike to the Camel's Hump B-24 crash site with aviation historian and crash-site sleuth Brian Lindner. Fascinating and strenuous(!) trip and I've heard of some interest in doing it again. If enough people would like to go I thought that late September or into early October might be a good time and I would ask Brian if he would like to take us. Please let me know of your enthusiasm.

TAILWHEEL PARTNERSHIP WANTED

Hello I'm a Student (training for my private) pilot with 100+ hours of instruction in Cessna aircraft from 152 to 172 type aircraft I have my tail wheel endorsement and 16 hours of dual in a Piper Cub on grass and pavement.

I live in Duxbury, VT and would like to find out if there are any other tail wheel pilots that are interested in a partnership in Cessna 120-140 type of airplane. I'm not looking for anything fancy but good old fashioned fun. I prefer to have a metal plane with full electric as well as radios and transponder for a reasonable cross country aircraft. I am willing to keep the airplane in any airport in central VT, Middlebury, Burlington, Sugarbush, or Montpelier. I prefer Montpelier area because of my location but am willing to discuss other locations. I plan on using the airplane around 100 hours per year for local fun flying in New England. My price range is an airplane in the 20-25K region shared equally. Tie down is more affordable but hangar storage would be nice if it's affordable and available. Interested pilots/owners can contact Richard F. LaBarre (802)244-1271.

From Nick Santos

Option 2 might be worth your consideration. I did it, took about 60 seconds.

<http://web.nbaa.org/public/govt/action/>

Please consider passing this on.

Favorite Links

www.vermontairports.com www.greenmountainflyers.org
www.aflyer.com www.eaa.org

For Sale

Champion 7GCBC, ~1600 TT, 1960 model
150hp Lycoming, ~480hr Penn Yan major, new mags
Com radio, transponder & intercom
Stits fabric in 1993, new interior
Aero M2000 skis
Asking \$34,000

Pitts S1 project asking \$2500
Wings built, Sparcraft aileron kit (4)
Fuselage, gear & tail feather welded up

Additionally, Moe had a lot of tools which I will be selling for Moe's family. Please contact me for a list of them. please contact Tony Speranza @ 802-598-7160 if interested:

Can you see some guy going 90 mph on I-80 with these balloons trailing about a few yards behind him? Instructions for a fun time on the interstate.

Step 1. Tie balloons to car.

Step 2. Drive like a bat out of hell....

Step 3. Watch people freak out !!!!

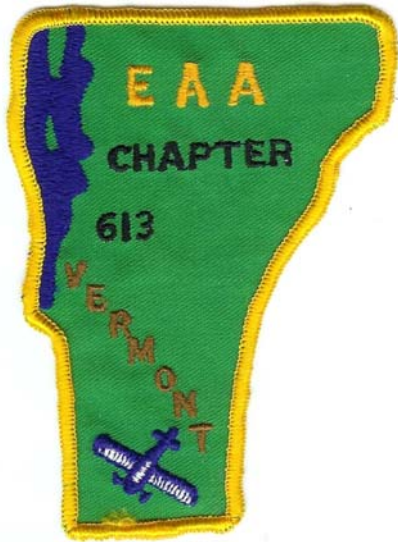


Editor boo-boo or another April Fool's Joke (looF lirrA)

The article about the Lazy Rudder Syndrome from last Month's Edition was not written by George Coy. He isn't old enough to have written it! The author is unknown at this time but he was a DE from awhile back!

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FIRST CLASS MAIL



May 2006

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