



CHAPTER
613

November 2002

www.eaa-chapter613.org

Potluck At Shelburne



As always seems to be the case, the food and the conversation at the seasons first get-together were excellent.
See additional photos on page 6

Views and News

By Bill Morelli

We now have a pilot who will be sitting in the Lieutenant Governors seat. Wouldn't it be nice if Brian Dubie could help general aviation throughout the state in some way?

Do you use auto gas in your certified aircraft engine? I do but then again I am using an auto engine. Check out the article on page 7 that came from the Textron Lycoming "Flyer" Newsletter.

REMINDER: Next Chapter 613 Pancake Breakfast is at Shelburne Airport – November 16th (Saturday) beginning 09:00

October Minutes

By Marge Butterfield

There was a good turnout for the October Potluck at the Shelburne Airport on Sunday, October 20th. There's nothing better than meeting with friends over good food! We have **Ray Magee** to thank for hosting the event. When John and I first arrived, it was such a pleasure to see that **Bob Paradis** had arranged that the tables had been brought in and the hangar swept in time for the occasion. Thanks Bob!! After dessert (and a fine assortment it was) and coffee, a short meeting was called to order by President, **Terry Griffin**, at 6:00 p.m.. Following are the minutes of the meeting:

- Thanks were extended to **Bob Paradis**, **Walt Houghton** and **Gary Blais** for bringing in the tables and setting things up.
- The November, December and January pancake breakfasts will be held at the Shelburne Airport on the third Saturday of the month for the months of November and January. The December pancake breakfast will be held on the second Saturday of the month so that it won't be so close to Christmas. The breakfasts will be held from 9:00 a.m. – 11:00 a.m. The dates for the breakfasts are: November 16th, December 14th and January 18th. The February, March and

April pancake breakfasts will be held at the Franklin County Airport in Highgate on the third Sunday of the month for the months of February and March. The April pancake breakfast will be held on the last Sunday of month due to Sun 'n Fun. The dates for the breakfast are: February 16th, March 16th and April 27th.

- **Mark Wood** and **Terry Griffin** volunteered to be the cooks for the November pancake breakfast.
- Young Eagles Coordinator, **Donald Taylor**, announced that our Chapter had given 346 Young Eagle rides to date. Our goal had been 240. The EAA has 150,000 more Young Eagle rides to give in order to reach the 1,000,000 goal.
- A discussion was held regarding the scholarships. No one applied for the EAA Air Academy camp or the Roberti Scholarship. With respect to the EAA Air Academy, camps are held for four different age groups ranging from ages 12 to 18. For the past few years we have been focusing on the 16-17 leadership group category, which is the last camp to fill up. **Terry Griffin** announced that the scholarship process would be started earlier this year, so that all age groups could apply. If anyone is interested in helping out with the Scholarship Committee, please contact Terry. **Donald Taylor** advised that any member who has flown 10 or more Young Eagles for 2002 would receive a credit for the number of rides given which could then be applied toward the tuition for the Air Academy Camp next summer. Donald also advised that he had a tour of the lodge at the Air Academy and that it was really nice. **Terry Griffin** has also seen it and agreed. Next time you're out at Oshkosh – check it out!
- **Terry Griffin** announced that Kate Wheeler is very close in getting her CFI rating. Kate was the recipient of the 2002 Mary J. McGrath Scholarship. She is almost ready to take her CFI checkride.
- **Donald Taylor** reported on the International Young Eagles Day he orchestrated at Franklin County Airport on June 8th. Lisa Torrey, at *Border Air, Ltd.*, headed up the food committee

and ended up making money for our Chapter. A donation of \$20.00 was suggested for any adult rides given. The total collected from food and rides was \$454.75. A job well done!

- **Bob Paradis** mentioned that a lot of schools have a shortage of periodicals for the students. He suggested that perhaps the Chapter should consider donating a subscription to an aviation magazine to a local school. It was also brought up that members could donate Sport Aviation magazine and any other aviation magazines to schools in their area. **Terry Griffin** announced that **Tom Lemanski** is already doing this for a local school in his area. **Bette Whitcomb** advised that, in the past, she donated her magazines to the local high school, and they were happy to get them. Are any other members interested in making a commitment to do this each month? If so, bring it up at the next meeting.
- Activities Director, **John Butterfield**, asked if there are any activities members were interested in doing for the coming season. Two years ago a group flew to Alton Bay and landed on the ice to attend the annual fly-in. Alton Bay is located on Lake Winnepesaukee, which is southeast of Laconia. Earlier this year a group went up to Ottawa and stayed overnight. The Air Museum was very interesting as well as the local sights. If anyone has any ideas, please bring them up at the next meeting.
- **Donald Taylor** extended congratulations to **Bill and Carol Morelli** for the fantastic job on the Chapter newsletter. A round of applause from everyone present confirmed that their efforts were greatly appreciated and enjoyed by all.

Thanks to **Donald Taylor**, the EAA Chapter stove found its way to the Shelburne Airport. Once again, it is in time for the upcoming pancake breakfast in November. Thanks Donald!!



YOUNG EAGLES

by
Donald Taylor

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

George Godin	2
Frank Gibney	3
John Butterfield	20
Donald Taylor	150
Bill Yendrzski	14
Bill Morelli	17
George Coy	4
John Elgert	14
Damien Henry	17
Edward "Pete" LaFramboise	40
Len LaClair	2
Don Nowakowski	12
Mike Pecue	48
Bruce Uvanni	5
Ron York	17
Steve Couzelis	1
John McNerney	2
Terry Griffin	2

We have only three pilots reporting Young Eagle flights for this newsletter.

Terry Griffin	2
Pete LaFramboise	3
Don Taylor	2

We now have a total of 370 Young Eagle flights as of this newsletter. We should still have some good weather left to fly more youngsters before the end of the year.

Keep up the good work & we should hit 1,000,000 Young Eagle flights by December 17,2003.

Did You Know

I reported in our February, 2002 newsletter, that the highest airport on the North American continent is Leadville, Colorado (LXU) at 9,927 ft. above sea level. Now I will tell you the lowest airport on the North American continent, which is Death Valley National Park (L06) Furnace Creek, California, elevation of 211ft. below sea level.

SAFETY TIP

I'm sure you've all heard the old line about the three things that are useless to a pilot. -The altitude above you, the runway behind you and the fuel you left at the pump.

Looking Back

I found a 1984 chapter 613 newsletter & was comparing it with what we have now. Boy, what technology & very good help can do!

(See the 1984 newsletter on page 5)

Keep up the good work, Bill & Carol Morelli.

A SHORT FLIGHT

By Don Taylor

I took my yearly foliage trip to Island Pond-John H. Boylan State Airport (5B1). It was Wed. October 23rd & a beautiful sunny day. The foliage was still very colorful, with a lot of red. It has a great turf strip-2,650' x 120' & just smooth as can be. To me it is one of the best turf strips in Vermont. Bob LaBlanc & I went in the Citabria 99DT. There is nobody at the airport, but there was a telephone & a pot-a-party, just like Oshkosh. Back in the seventy's Chapter 613 had a picnic up there. We brought our own basket of food & pilots with airplanes shared rides with others.

NEWS FROM EAA e-HOT LINE

PROGRESS CONTINUES ON SPORT PILOT/LIGHT-SPORT AIRCRAFT ---

Significant progress toward implementation of the sport pilot/light-sport aircraft rule was made at meetings held October 21-23, in Oklahoma City. Members of the FAA team responsible for developing all FAA training and testing materials for sport pilots, sport pilot instructors, and sport pilot examiners presented final drafts of all necessary documents. Much progress was also made on implementing policies and procedures for existing ultralight associations to assist their members in converting from ultralight and ultralight instructor registrations to sport pilots and sport pilot instructors.

FAA RETURNING RESTRICTED MILITARY AIRSPACE TO PUBLIC USE

With the closing of the Seneca Army Depot, the FAA has issued a final rule removing special use airspace status from Restricted Area R-5207 (R-5207), Romulus, New York, effective January 23, 2003. This action returns this airspace for public use. Procedures, including public comments, under 5 U.S.C. 553(b) are deemed unnecessary since this action only involves removal of restricted airspace.

QUESTION FOR EAA AVIATION INFORMATION SERVICES:

I have a single place Baby Lakes. How do I get a taildragger endorsement in a single place plane?

ANSWER: A "taildragger endorsement" as required by 14 CFR 61.31(i) is not aircraft-specific. You can take the required training in any conventional gear (taildragger) aircraft, and the endorsement given to you by the instructor will be valid in any conventional gear aircraft you pilot. If you were to receive training in a Citabria (for example) and the instructor would endorse your log book in accordance with Part 61.31(i), you would then be legal to act as pilot-in-command (PIC) of your Baby Lakes.



EXPERIMENTAL AIRCRAFT
ASSOCIATION INC.
CHAPTER 613-VERMONT

EAA 1984

SCHEDULE

MAY 20th - MIDDLEBURY STATE AIRPORT - Meeting, Public Airport
JUNE 24th - SWANTON AIRPORT - Meeting, Public Airport
JULY 15th - BASIN HARBOR CLUB - No meeting, Private Field*
AUG. 26th - ALLENHOLM FARMS ANNUAL PICNIC - Private Field*
SEPT. 16th - SHELBURNE AIR PARK - Program & Meeting, Private Field*
OCT. 7th - REAL PERRAS FIELD - Private Field*
(near Morrisville Airport)
NOV. OPEN
DEC. MEMBER CHRISTMAS PARTY

* Aircraft may land at these private fields on this day weather permitting. All such operations are at the aircraft owner's and/or operator's risk. This notice implies only the availability of these private field facilities on the day designated.

POTLUCK October 2002



Do Not Use Automotive Gasoline In Textron Lycoming Aircraft Engines That are Certified for Aviation Gasoline

Automotive Gasoline Could Be Dangerous To Your Health
Reviewed June 1995

In Lycoming Flyer No. 25, dated February 1976, we told operators not to use automotive gasoline in our aircraft engines, and listed seven reasons against its use. Service Letter No. L199, dated January 1983, reiterated that policy by stating: "Textron Lycoming does not approve the use of any fuel other than those specified in our latest edition of Service Instruction No. 1070. Although Supplemental Type Certificates (STC) now make the use of automotive fuel, which meets minimum specified standards, legal for use in some aircraft, reciprocating engine manufacturers and most major oil companies do not approve. While it is true that octane levels appear adequate, these organizations are of the opinion that the varying quality control standards applicable to automobile gasoline produce undue risk when it is used in aircraft. Several specific reasons are given for the non-approval of automobile fuel:

1. Its use reduces safety. Although an operator may find that the engine runs well on a specific grade of auto fuel, there is no assurance that fuel from the same tank will be of the same quality when purchased the next time. Risk is increased.

2. Its use can void warranty, or result in cancellation of the owner's insurance.

3. The storage characteristics of automotive fuel are less desirable in comparison with the good storage characteristics of aviation gasoline. After several months, stored automotive fuel may suffer loss of octane rating, and tends to deteriorate into hard starting, along with forming gum deposits that cause sticking exhaust and intake valves, and fuel metering problems, resulting in rough running engines. The turnover of automotive fuel is so fast that long-lasting storage characteristics are not required.

4. The additives in automotive fuels are chemically different from those designed for aviation, and contain auxiliary scavengers which are very corrosive, and under continued use can lead to

exhaust valve failures. They also cause rust and corrosion in the internal parts of the engine. The allowable additives for aviation gasoline are rigidly tested and controlled. There is no uniform control of additives in automotive gasoline. Many different additives are used, depending on the fuel manufacturer. For example, one fuel company adds a detergent to clean carburetors. This additive creates a significant increase in the affinity of the gasoline for water which can cause fuel filter icing problems in flight if outside temperatures are cold enough.

5. Automotive fuels have higher vapor pressures than aviation fuel. This can lead to vapor lock during flight because the fuel companies advise that automotive fuels can have double the vapor lock pressures of aviation gasoline, depending on the seasons of the year, and the location because of climatic conditions. In addition, automotive fuel also increases the possibility of vapor lock on the ground with a warm engine on a hot day.

6. Although the fuel octane numbers shown on the pump of automotive and aircraft gasoline's may be similar, the actual octane ratings are not comparable due to the different methods used to rate the two types of fuels. Furthermore, aviation gasoline's have a lean and rich rating, i.e. 100/130, whereas motor gas is not tested for a rich rating.

7. Automotive fuel used in an aircraft engine may lead to destructive detonation or preignition and potential engine failure at high power conditions.

8. The actual Mo-Gas fuel requirements range from meeting ASTM or government specifications only in six states, to few or no minimum requirements in the remaining 44 states, as opposed to the uniform strict requirements for aviation fuel.

SUMMARY:

Auto fuel is now being used as a substitute for Grade 80 aviation gasoline under STC's issued by the FAA. Most major oil companies and engine manufacturers continue to recommend that aircraft piston engines be operated only on aviation gasoline. Deterioration of engine and fuel system parts have been reported in aircraft using auto fuel. Operators should consider the added risk of using auto fuel in aircraft. Remember - a pilot can't pull over to the side of the road when fuel creates a problem with the engine.

EAA CHAPTER 613

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FIRST CLASS MAIL



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