



CHAPTER 613

November 2004

(Chapter 613 web site)
www.eaa-chapter613.org



Around The World In 80 Hours!!

Upcoming Events

First Chapter 613 Pancake Breakfast of The Season

Sunday November 21st
09:00 – 11:00
at
Shelburne Airport

Views and News By Bill Morelli

On the Cover: (submitted by Don Taylor)

Steve Fossett, the first solo pilot to circle the Earth in a balloon, hopes to repeat the trip, this time in a jet plane. The flight plan calls for the Virgin Atlantic GlobalFlyer to take off from a yet-unnamed airport in the American Midwest and land on the same runway 80 hours later.

When Fossett circumnavigated the globe in a balloon in 2002, he relied on the jet stream alone. On this trip he will get an added push from a Williams International FJ44-3 ATW jet engine.

Seventeen fuel compartments divided among the wings and the booms will hold the 18,000 pounds of fuel required for the 23,000-mile journey.

To squeeze distance from every drop of fuel, the plane will fly at altitudes between 45,000 and 52,000 ft., which is well above the weather and commercial airline traffic.

Scaled Composites of California designed the 1 14-ft.wings for minimal drag. This extreme length means the GlobalFlyer will change shape in flight. Its wings, which sag under the weight of the fuel before the plane takes off, will flex upward during climb-out and flatten at cruising altitudes. Fossett or backup pilot Sir Richard Branson, founder of Virgin Atlantic Airways, will attempt to pilot the GlobalFlyer into the record books this fall.

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

Shelburne Potluck October Minutes

By Marge Butterfield

It was a gorgeous day for the Shelburne Potluck and Chapter meeting on Sunday, October 24th. As usual, there was plenty of good food and conversation for the annual event. We would like to thank **Ray Magee** and **Steve Clark** for use of the Shelburne Airport and hangar. And special thanks to **Steve Clark** for sweeping the hangar and moving planes so that we could occupy the space! The meeting was called to order by President, **Terry Griffin** at 2:00 p.m. Following are the minutes from the meeting:

- Thanks were extended to **Donald** and **Anita Taylor**, **John** and **Marge Butterfield** and **Bruce Uvanni** for setting up for the potluck.
- The first pancake breakfast of the season will be held on Sunday, November 21st at the Shelburne Airport from 9:00 – 11:00 a.m. **Marge** and **John Butterfield** have volunteered to be the cooks.
- The Treasurer's Report was presented by Treasurer, **Steve Couzelis**, which covered the period from May 16, 2004 through October 24, 2004. There is a current balance of \$8,122.63 in the general account and a balance of \$1,474.98 in the *Edmando Roberti Scholarship Fund*. The present value of the Mary J. McGrath Scholarship Fund is \$32,303.42. The Treasurer's Report was accepted as presented.
- Chapter elections are next month. All officers and committee members have agreed to stay on for another year term, (with the exception noted below); however all positions are available to any member who would like to try it. **Bill Morelli** wants to step down from his position as Newsletter Editor by December 31st. He will be greatly missed as everyone has thoroughly enjoyed his newsletters and appreciated his efforts. So.....**WE NEED A NEW NEWSLETTER EDITOR!!!!** Bill

would be happy to advise the next newsletter editor how he set things up on his computer. Call Bill to find out more about this position.

- **Terry Griffin** advised that he and Scholarship Committee Chairman, **Frank Gibney**, are working on the three scholarships for 2005.
- **Terry Griffin** advised that he will be signing the lease with the State of Vermont for the land at Franklin County Airport, which will be the site of our Chapter hangar. We will need to form a committee to work on the design of the hangar. **Donald Taylor** suggested that we should consider building a 48' x 48' hangar with space for a classroom and a kitchen. Terry advised that the hangar will be available to members for a fee so that they can work on their planes. Terry also mentioned that we would have a tool lending situation set up there. Also things to consider are what the budget would be for this project. Members could check around to see about getting materials at cost or for a donation, as the Chapter is a 501C(3) corporation. **Bruce Uvanni** recently built a new 44' x 48' hangar at the Shelburne Airport and invited members to look at his hangar.
- Young Eagles Coordinator, **Donald Taylor**, advised that we have 61 more Young Eagle rides to give in order to reach our goal of 400 rides. Donald also gave out "Thanks a Million" Young Eagle pins to pilots who hadn't already received them and also to the supporting groundcrew. Those members were: **George Godin, Bob Paradis, Bob Domingue, Marge Butterfield, Carol Morelli, Dave Harrison, Mary Harrison, Jan Couzelis, Ed James** and **Bruce Uvanni**.
- **Marge Butterfield** on behalf of **Frank Gibney** and herself thanked all those members for their terrific support in making Shelburne Airport Day a success.
- **George Godin** brought up the issue of homeland security and flying across the border. **Terry Griffin** advised that since 911, you cannot cross the border unless you're on radar with a squawk code from the tower or ATC.



YOUNG EAGLES

by
Donald Taylor

We have 3 pilots reporting Young Eagle Flights for this newsletter.

Marge Butterfield	-	1
Pete LaFramboise	-	11
Bill Hanf	-	7

We have flown 358 so far this year, 42 more to go for our goal of 400.

We have the following pilots reporting Young Eagle flights for 2004

John Butterfield	-	40
Bill Hanf	-	19
Mike Pecue	-	24
Donald Taylor	-	135
Bill Yendrzski	-	35
Steve Couzelis	-	8
Don Nowakowski	-	4
Bill Morelli	-	16
George Godin	-	6
John McNerney	-	10
Dick Jason	-	11
Terry Griffin	-	10
John Elgert	-	6
Reilly Thomas	-	9
William Foulk	-	9
Frank Gibney	-	4
Marge Butterfield	-	1
Pete LaFramboise	-	11
Total		358

We have 7 pilots who could make it 10 for 2004 and two are really close. It would help us to make our goal of 400 and also give us credits to send a young person to the Air Academy in Oshkosh, Wi.

If you have flown Young Eagles for 2004 and are not up to date in the newsletter, please let me know. (802) 868-3809

Safety Tip

The Checklist

Airplane checklists are available for those persons who do not wish to use the operating handbook one every flight. These checklists contain excerpts from the operating handbook written for that particular airplane and are designed to remind pilots of the minimum items to check for safe operation of the airplane, without providing details concerning the operation of any particular system. Checklists should be used by the pilot and not placed in the seat pocket and forgotten. Even pilots who consistently carry the checklists tend to memorize certain areas and intentionally overlook these procedural references. Consequently, in time, these individuals find that operating something as complex as an airplane on memory alone is practically impossible and eventually could find themselves in trouble because one or more important items are overlooked or completely forgotten. The consistent use of all checklists is required for the safe operation of an airplane. Most large airplanes in the transport category are flown by consistent use of all checklists.

Flight Advisor Corner



Aging Airmen Part II

This month, I want to finish the article on Aging Airmen, which will complete this series on Aging Aircraft and Aging Airmen.

Last month we had covered **Changes in Vision** and **Physical Fitness**. We will pick the article up

here and cover **Cognitive Function, Mental/Emotional, Reflexes, General Recommendations** and **Resources** this month.

Cognitive Function is simply a way of saying, how is our thinking ability doing? As it is a fact that almost all aircraft accidents are thinking failures long before they are stick & rudder failures, this is an important question. Do complex tasks quickly tire us or are we easily overloaded? How is our short term memory, are we easily able to make decisions or change plans when the situation warrants?

Thinking, like most body functions, tends to slow down as we age and like other body systems it is best maintained by continued use. Although the change in cognitive function is different in all individuals, there are several factors which will improve or worsen the state of any particular individual.

The biggest long term deterrent to thinking is non-use (i.e. TV overdose) and sedentary lifestyle. Short term detriments are fatigue, sleep loss, hypoxia, and mental/emotional baggage (i.e. Stress).

The solution to slowing the decay in cognitive ability is an active lifestyle. Come up with some type of physical exercise routine that works for you and stick with it. The odds of that happening increase dramatically when we find an activity we enjoy and one that allows social interaction with friends/family. Staying active and controlling one's weight is the number one wellness recommendation, so it is no surprise to see this come up as a solution to multiple items. There is quite a bit of evidence that reading helps maintain/sharpen cognitive abilities. Consider taking a course of study to learn new skills.

Mental/Emotional Fitness is closely related to and directly affects Cognitive Function. The three subsets under mental/emotional fitness are:

- **Stress and Fatigue**
- **Distracters**
- **Alcohol and Medications**

Stress and Fatigue are a fact of modern life. The question is not if we have stress and fatigue, but how much. A person under stress will tend to make errors of commission, which is they will usually be too aggressive and "bite off more than they can

chew!' A person suffering fatigue will be just the opposite. Fatigue leads to errors of omission, which is we forget to do things, like lowering the gear, applying carburetor heat, richening the mixture, switching tanks or even calling the tower. It is very important for each of us to know where we are on the stress and fatigue scale. As stress and fatigue increase, we need to widen our safety margins. We also need to be aware of the point where we "cross the line" and all operations become unsafe. At this point we need to have the flight discipline to suspend operations and get some rest.

Distracters are those major life events, which happen to all of us from time to time. Some examples would be a job loss, divorce, financial problems, family problems, relocation, ect. These become a problem when they reach the point where we are unable to leave them on the ground and they start occupying our thoughts while flying. The solution to this item is a skill called compartmentalization. This is the ability to put these problems "on the shelf" while we are flying, so that our full mental capacity is available for the flight operation at hand. When the flight is completed we can take the problem back "off the shelf" and work on it again. If the problem looms so large that we are unsuccessful with compartmentalization, then we need to temporarily suspend flight operations and get some help in dealing with the problem.

Alcohol and Medications are the last items to discuss. Unfortunately alcohol has become part of our social structure, but it has multiple adverse consequences. Prolonged heavy use of alcohol is one of the reasons for reduced cognitive function as we age. Alcohol destroys brain cells with long term use causing permanent change. One of the things I noticed during the retraining of the "over sixty" Captains to the Flight Engineer position on the B747 was that there was a correlation between the pilots having difficulty and long term alcohol use. The other point is that there is quite often a negative reaction between alcohol and many of the other drugs older pilots may take. If there is any question, be sure to consult with your AME before use. Problems really begin when alcohol/medications are used as a coping strategy for the distracters above. If you recognize that pattern in yourself, or someone you know, seek help. Many of the so call herbal medications have not been tested by the FDA and may interact negatively with alcohol.

As we age, our **Reflexes** slow down. Not only do our physical reflexes slow down, but the decision making process slows down as well. This problem is exacerbated when it is superimposed on a pilot who has poor decision-making skills to begin with. It is also compounded in pilots with lower sensory perception. We've all heard that old saying; "**A superior pilot is one who uses his excellent judgment to avoid situations requiring the use of his extraordinary skills**". This is never as true as with Aging Airmen!

Some **Catch-All Recommendations** which will help all of us keep the workload at a lower level. The first would be to fly familiar routes and to stay in uncongested airspace. When that may not be possible, then fly with another pilot and operate during day VMC. Plan flights with the physiological abilities of the pilots and passengers in mind. Some provision for kidney relief may become necessary for older pilots/passengers on longer trips or it may be necessary to plan shorter legs. It is also a recommendation to obtain regular refresher training, as well as training before undertaking any unfamiliar task. Older pilots take longer in preflight preparation and I routinely find I use longer planning times. While part of that may simply be better planning by a more experienced aviator, a good rule of thumb for the "mature" pilot would be to double your planning time. The Golden Rule for the older aviator is: **Don't deny your limitations, work with them!**

Some **Resources** for any of you who are interested in further information on the subject of aging airmen are as follows:

- www.aopa.org
- www.webmed.com
- www.aaa.com
- www.nhtsa.dot.gov
- www.aarp.org/55alive
- www.highwaysafety.org

Well that concludes our series on **Aging Aircraft and Aging Airmen**. Next month we will move on to a different topic. The thought for this month is: "Old Age and treachery will beat youth and experience every time." So until next month, remember **Think Right to FliRite!**

Mr. Ethan J. Smith

October 17, 2004

Dear Mr. Frank Gibney and Mr. Don Taylor,

Thank you very much for giving me the immense opportunity to attend the flight camp in Oshkosh. I am very thankful that I was given the sponsorship, knowing that many others must have applied for it besides me.

The camp was a lot of fun. I met a lot of new people, and made a lot of friends. The Lodge and its facilities were very nice, and the museum was EXCELLENT. My favorite part about the whole trip was the museum, because I liked the WWII exhibits, like the P-51D Mustang, Spitfire, and Mitchell Bombers. Another great part about the camp was all of the planned activities that we had, like the Flight Simulator Challenge (AWESOME), and the ropes course were two of the really fun activities that we did. I also liked that the Lodge itself had so many things to do, like the basement and how it has the Flight Simulator lab, and pool tables. We also did interesting workshop activities, like making our own airfoils, and gliders out of different types of materials. The rooms were comfortable, and I enjoyed having roommates, because it made you want to make friends with them, knowing that you would be sharing a room with one another for the entire week.

The flight was one of the most exciting experiences I have ever had. I was presented the "First in Flight Award", because I was the first person out of the entire camp to fly the plane.

Over all the camp was a blast, and very interesting. I hope that more kids can have the same experience that I did. I would also like to go again, but in the next age group, so I can further enrich my flying experience. I strongly suggest that you continue to sponsor kids like me, so they can enjoy one of the best times of their lives.

Thank you very much,

Ethan Smith

Mr. Ethan J. Smith
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2004 RENO AIR RACES

(by Bill Yendrzeski)

It was a beautiful day to fly. Not a cloud in the sky as Lee and I head for the airport. It is 5AM as we arrive for our 7AM flight to Oakland, CA. We got \$99.00 one way trips on Jet Blue. We will rent a car in Oakland and drive to Reno. It will save \$200.00 on the rental car to get it here. They seem to raise the price when the races come. It is only a 3-4 hour drive and it will be thru the Donner Pass which is pretty to see. We arrive in CA at 12:15 in the afternoon and are on our way. We get the car and 3 hours and forty five minutes later we are looking at the sky line of Reno.

We spend Wednesday and Thursday checking things out. In other words these are the girls days. The rest will be for me and my brother at the races. We play the slots that night and they take me out for my birthday to a great steak house for dinner. The Washou House. It was an outstanding meal. We all had a good time.

Friday we are heading for the Stead Airport at 7AM to get our seats for the rest of the show. There are new stands this year with a 5-6 foot platform at the top for lawn chairs. We found this out when we went for our tickets Wednesday. Plus our good friend Kenny has marked off a whole section for us all. Life is good. It is a clear day and will warm up to about 80 degrees today. We had a great day watching the qualifying heats. You get to meet alot of the pilots and get their autographs on your shirts or what ever. Also, I met one of the PJ's from the Alaska Air Gaurd who come every year to jump the Flag and really put on a great sky dive show. Ben Wakka one of the PJ's took my Section 3 shirt and jumped it that day and had all the others sign it. He took King Kon's shirt, (*he is a great guy 79.9 years old*) who comes every year had one of the guy's wear his shirt also.

Saturday was a different animal. It was in the 50's with 20 to 35 mile per hours winds. It was cold. The sun was out so we were able to tolerate it. Sunday of the finals was a whole new ball came. There were not to many orange Section 3 shirts out to be seen. How ever we were loud and vocal as usual. What a great bunch of people. We had a ball.



By Bill

This is Dan, he is from Idaho. He and his wife come every year. Dan was trying to keep warm.



By Bill

This is what it was like on Sunday for the finals. 45 degrees with 35 MPH winds.

In fact we had a snow shower move in about 1PM so they had to move the Unlimited Gold race up to 3PM. Even so on the North West portion of the course you could hardly see the planes. This is when the sun did peek out on Sunday.

That is my brother Mike and his wife Debbie and Mike from L.A. on the right.

Dan, we missed you not being here this year. We were hoping you were going to make it. The planes you see below are not the actual planes that won in most cases. The photos below really show what it is like to see Reno for real. To be there is like nothing else. To see with your own eyes how close these planes fly next to each other, and to hear the sound of those engines screaming and roaring with power. You really have to be there. That is why I go every year.



Copyright by Mark Johnston

David M. Roelos, Cassutt IIIM, YELLOW PERIL, 223.884 mph took first place in the Gold Race. This was a good race to watch. His closest competitor was Scotty Crandilemire at 241.5 mph in # 12 Outrageous.



Copyright by Mark Johnston

Alfred Goss, WARLOCK, 238.079 mph took the Gold in the T6 race. Not by much with four planes

running in the 230's. Mary Dildba 237.8 mph was a close second.



Copyright by Mark Johnston

Tom Aberle, Modified Mong Sport, PHANTOM, 237.932 mph took the Gold. No contest in this race either. # 3 Rags with David Rose at the stick at 219.4 mph.



Copyright by Mark Johnston

Darryl Greenamyre, LANCAIR 333.876 mph won the Gold, but was challenged

by second place John Parker in a Thunder Mustang Blue Thunder at 332.1 mph.

This was another great race to watch. They really have these sport plane cranking out the power.



Copyright by Mark Johnston

Curt Brown, AMERICAN SPIRIT, T-39 Albatross, 439.707 mph took the Gold in the final on Sunday. # 104 flown by Sal Rubino was in there with a speed of 437.9 mph. I like these guys, but it is not the same as the big unlimited's screaming around the course.



Copyright by Mark Johnston

This is the start of the Gold race.



Copyright by Mark Johnston (note that is not Dago in front of Rare Bear. I believe it is September Fury)

This was a great race for the unlimited. Dago Red lead the race from start to finish, with Rare Bear following close behind. We were all cheering on Rare Bear because he was finally back racing after a couple of years of problems mechanical and \$\$\$.

We could not understand why Rare would not pass Dago. He would move up and then just hang there. We thought he did not have the stuff to pass. We found out after the race was over that on lap # 2, Dago cut a pylon and Rare Bear saw it so he just saved his engine and followed closed enough to win. Dago got a 12 SEC penalty and Rare was only 1.6 seconds behind. Rare Bear won the race. It was great. The place went wild when it was announced. Can't wait for next year. Now, if we can only get Streaga back in action it will really heat up. These are the planes we come to see every year. The sound of those engines make all worthwhile.

Also, there was an F7F TIGER CAT in the race. He made the Silver, but did not place. He is stock with engines and weight. He said he will be lighter and faster next year. Too hear those twin R-2800's running is pure pleasure when he goes by at full throttle.



Copyright by Mark Johnston



By Bill

We also had some great flying acts in between the races. We had Shawn Tucker Greg Poe, and a guy that fly's a Cub that puts on a great show with parts falling off the plane, like wheels, ailerons, toilet paper etc.. Then he lands it on a truck going down the runway. My picture shows it in front of a yellow sign, so I hope it reprints in the news letter okay. Take a look at this. His name is Kent Pietsch. Julie Clark in her T-34 which is an outstanding plane. You have to see this thing up close to see just how nice it is. Julie always puts on a great show and very Patriotic.



By Bill

They also had the RED BULL Racing show on hand. Each contestant had to fly a specific course laid out in advance thru the pylons in the picture. The pylons are 10 - 14 meters apart. 10 meters for knife edge and 12 meters for straight level flight and 14 meters for obstacles following difficult maneuvers. The T & G spot is 12 meters long with 4 meters as the target zone. This was great to see them fly the course and fly thru the pylons wings level and on knife edge and do rolls and flips and a touch an go on the five meter landing mark. The one with best time wins minus any penalties they may pick up. Like missing a pylon or hitting it. Missing the T & G pad. If they hit the pylon it will deflate and not hurt the plane. One of the planes did cut one on Sunday and they had to set up another.



Copyright by Mark Johnston

Pretty neat stuff to see it live. The course is tight and they are really pulling some G's.

We had a great time and I hope you like the photos.

MARK JOHNSTON TOOK MOST OF THE PICTURES I'M USING HERE BECAUSE THEY REALLY SHOW WHAT WENT ON DURING THE SHOW. MINE JUST WERE NOT CLEAR ENOUGH TO REPRINT WELL. I HOPE THESE ALL COME OUT. MARK'S ARE ALL MARKED WITH HIS NAME ON THEM. I want to personally thank Mark Johnston for the use of his photo's in this article. Please do not use, alter or reprint any of these photo's without the Express written permission of Mark Johnston.

I'm including some other photo's so you can get a feel of what is there to see form planes and the people.



Precious Metal swinging a counter rotating prop.
By Bill



By Bill

Gary, standing who brought the bloody Mary's. And Mike who is one of the originals of Section 3. Gary and Mike are controllers from CA. Gary works at Los Angeles.



By Bill - September Fury a Sea Fury



By Bill - Rare Bear an F8F Bear Cat Highly modified with the wings clipped.

Well, that is about it. I hope you enjoyed the little bit of writing and more of the great outstanding pictures, especially from Mark Johnston. He was right out there and could feel the power of these great airplanes I'm sure. Lee and I had a great time and will be back again next year. I can't wait.

Bill & Lee

EAA CHAPTER 613

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FIRST CLASS MAIL



FLY SAFE

November 2004

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