



CHAPTER 613

October 2004

(Chapter 613 web site)

www.eaa-chapter613.org



David (Don) and Goliath !!

Upcoming Events

Chapter 613 Potluck

Shelburne Airport
Sunday, October 24th at 1:00

Bring a dish to share with others

Variety of sodas, ice tea, bottled water and
coffee provided

Come and enjoy good food and
company for the Chapter's first get
together of the season!



YOUNG EAGLES

by
Donald Taylor

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

Bill Yendrzkeski	-	7
Reilly Thomas	-	9
Frank Gibney	-	4
William Foulk	-	9
John Butterfield	-	4
Don Nowakowski	-	2
Donald Taylor	-	22

We have flown 339 so far this year, 61 more to go for our goal of 400.

We have the following pilots reporting Young Eagle flights for 2004

John Butterfield	-	40
Bill Hanf	-	12
Mike Pecue	-	24
Donald Taylor	-	135
Bill Yendrzkeski	-	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

Total 339

Views and News By Bill Morelli

On the Cover: Don Taylor and his Skylane, dwarfed by a Boeing 747. The Boeing belongs to Pratt & Whitney and is located at the old Plattsburg Airbase. Don flew Young eagles at Plattsburg the day this photo was taken by Joe Gardner. For additional details and some more photos by Joe, see Don's Young Eagles column

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

ASOS commissioned at Newport State Airport (EFK) – The ASOS frequency is 118.275 mhz

Shelburne Airport Day was held on Sept 25th and was a great success. Check out Marge Butterfields article on page 6 followed by lots of photos.



Young Eagles Rally's

Shelburne Day at Shelburne Airport, Saturday the 25th of September was not a good day. It was real hazy and looked like it could rain at any time. The rain held off and we flew 46 Young Eagles.

Due to the weather all Young Eagles tables, displays and the barbecue was set up in the hangar. We want to thank Ray Magee for his support and hospitality.

The pilots and Young Eagles flown were:

Bill Yendzeski	-	7
Reilly Thomas	-	9
William Foulk	-	9
Frank Gibney	-	4
John Butterfield	-	4
Don Nowakowski	-	2
Donald Taylor	-	11

Plattsburg Intl (PBG)

Sunday October 3, was a beautiful day. Bob Sterling had lined up some kids for the Young Eagles program to be flown at Plattsburg Intl. (the old Air force base).



I flew 11 Young Eagles after which they were given a tour of the DC3's.



Joe Gardner took care of the paper work. It was his first time and he did a good job. When

Bob called, he asked if I would have a problem landing on a long runway, nearly 12,000 feet long and 150 feet wide. I said, "No, long runways don't bother me, it's the short ones."

NOTE: If you have flown Young Eagles lately, please let me know. There are a few pilots who could make it 10 for 2004. Remember, only 61 to go for our goal.

Safety Tip

The day's are getting shorter and that means it is getting darker earlier. If you are taking a night flight, remember it will be lighter up there then on the ground. So if you are flying an aircraft with no lights, make sure you can see and be seen.

Did You Know

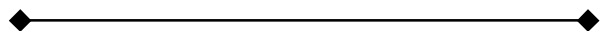
We have more security on our U.S. border now. Homeland Security has opened a new base at Plattsburg, Intl. in Plattsburg, N.Y.

It's part of a major push to increase surveillance on the nations borders since the September 11, 2001 terrorist attacks.

They will be responsible for watching the border between the Maine coast and Buffalo, N.Y. Four aircraft are permanently assigned to the base now, a Pilatus single engine airplane, a Cessna C-210 surveillance aircraft and two A-Star Helicopters. A 33-foot safe boat will patrol the border on lake Champlain.

The aircraft based in Plattsburg, N.Y are primarily used for surveillance. Black Hawk helicopters and the Lockheed P3 Orion AEW could be used if necessary. The P3 is a large plane and can provide surveillance for 200,000 square miles in a single sweep of it's radar.

Pilots who have been remiss in sticking to flight plans that cross the border or those who have made a habit of crossing the border without going through a checkpoint, will need to begin following the rules.



Flight Advisor Corner



Aging Airmen

Last month we finished with Aging Aircraft and this month I would like to continue this series of articles with a discussion about Aging Airmen.

My first real exposure to some of these issues was during the latter part of the TWA B747 program in the late 1990's. We were in the process of retraining several "over 60" captains for the Flight Engineer position on that aircraft, as these were still "3 person /crew" aircraft and the Flight Engineer position did not have the 60 year age restriction. It quickly became apparent that several (about 1/3) of the pilots were having difficulty with the program and several ultimately failed to qualify. The question quickly became, "Why are these pilots who were all current and qualified B747 captains having problems with what is a simpler, but very different, crew position?"

Some of the issues obviously were related to the "downgrading" process, which we all start to face in later life. These involved the involuntary, apparent "lowering of status" with the accompanying lower income, less responsibility, and hence a low motivation factor. The dominant factor in all of these individuals, however; was the aging process. Although they were quite capable of functioning in an existing job function, B747 Captain, their ability to learn a completely new and different job function had significantly degraded. The interesting thing was how much of an individual event this was, with some pilots "breezing through" with ease, while others "hit the wall" and were unable to successfully complete the training. Because I had personal knowledge of several of these people I was able to observe some of the issues first hand.

Fast forward now to last winter, and the PWM FSDO Safety Manager, Mr. John Wood, expressed an interest in developing a Safety Seminar on this subject, as he was noting a trend of increasing incidents with older pilots in the New England Region. I was also interested in this project, as I am now one of the "Aging Airmen" myself! Mr. Joe

Brigham, who just was awarded National Safety Counselor of the year for 2004, - CONGRATULATIONS JOE, A WELL DESERVED RECOGNITION- agreed to take on the project. Mr. John Wood, Joe Brigham and I meet to develop a seminar on the subject, which Joe has presented throughout Maine & N.H. I put one on in March at BTV, courtesy of Heritage Flight, which loaned us their facilities. It was quite well attended and I thought writing an article on the subject would bring it to a wider audience.

To start with, let's look at some statistics about our pilot population. Interesting enough, the pilot population in the U.S. has remained relatively constant at approximately 650,000 airmen since the mid 1960's. New pilots and attrition have approximately balanced each other, but the average age is creeping up. In 1971 the average age for U.S. Airmen was 35.5 years old, by 1994 that figure had increased to 42 years old, and today over ¼ (i.e. 27%) of all U.S. airmen are over the age of 50. There are 63,000 (approximately 10% of the total) U.S. Airmen over 60 with current medicals. This is a 300 % increase since 1971. We are all aging and becoming an older group. One readily apparent reason for this is that the increasing time and money commitment required to become a pilot, combined with the regression in industry opportunities/benefits, has made aviation a less attractive career field for many young people.

To begin our discussion, let's look at some of the effects of the aging process:

- **Changes in Vision**
- **Physical Fitness**
- **Cognitive Function**
- **Mental/Emotional**
- **Reflexes**
- **General Recommendations**
- **Resources**

Changes in Vision are one of the first things most of us notice about the "Aging Process". With me, it showed up first flying at night, as more & more light was required to read the "Fine Print" on charts. The typical aircraft cockpit presents several visual problems, such as requiring multiple focal lengths, (near for charts, mid for instruments, far for outside), sharp light contrasts, (during the day bright outside, dark under glare shields /reversed at night) and the need to look at overhead panels, side panels and center consoles.

Light adaptability decreases with age, a 60 year old pilot taking 20 times longer to recover from "bright light/headlight" glare than a 20 year old pilot. The older pilot requires more ambient light to see the same objects a younger pilot would. This means more difficulty seeing airport signs and markings in low light/contrast situations, especially at night.

Like so many issues in Aviation, the biggest factor in safe operation is a "Reality Check". As all of us function from our perceptions, or perceived reality, safety is directly dependent on how close our perceptions of reality are to the real thing. The most difficult part of this process is being honest about our declining capabilities, as self deception here will ultimately frustrate any other safety precautions! When any of us thing back to people identified as "an accident looking for a place to happen", a false perception of their actual condition/abilities was a principle identifying trait.

Once we have an accurate assessment, we can take appropriate actions to safely manage our risk. In the Vision department this starts with an annual exam with an ophthalmologist to maintain good eye health and **Current Prescriptions** for corrective lenses. The multiple focal lengths of aircraft cockpits may require bi/trifocals. I much prefer the "gradient" lens, which gradually changes focal lengths, because it does not have "lines" like bifocals, but some people do not adapt well to these. If using the bi/trifocals, sit in the cockpit with your current lenses and mark where the lenses should change with a piece of tape. Having the lens change at the right height will lessen required head movement in the cockpit.

Because of the "polarization" of aircraft windshields, "photo gray" lenses do not work well in an aircraft, requiring prescription sunglasses. Because of the lower light sensitivity of aging eyes, it is very important not to keep wearing sunglasses as the daylight diminishes. Sunglasses can be obtained with dark tint at the top and very light tint in the bottom to help with the brightness contrast existing in most cockpits.

As a last note, be sure to keep windshields clean, both inside and out, and use proper seat height. Too low a seat height restricts vision of lights, markings and signs close to the aircraft, thus increasing problems in landing/taxing during low light/visibility conditions. Too high a seat height distorts the visual picture, increasing problems with

depth perception, ascertaining proper aircraft attitude and yaw alignment during the landing maneuver.

Maintaining some semblance of **Physical Fitness** is turning out to be the number one wellness recommendation of most health programs. This sound simple, but creating the time for it in our hectic world takes a dedicated effort. The tendency to eat out more often, fast food, stress, the lower metabolism of older age and the oversize portions of most restaurants make this a struggle for us all!

In addition to the weight/fitness struggle issues with physical dexterity, balance and mobility come into play. It becomes more difficult to enter and exit small cockpits, as well a climbing around airplane structure during preflight.

The best preventative medicine for all these maladies is regular aerobic exercise. The human body, much like our aircraft, last the longest and performs the best when subject to regular use. Fitness programs need not be complex or expensive, but can be as simple as a brisk 20 minute walk, 5 times a week! Of course, any of us "oldsters" who has been sedentary should check with their doctor before suddenly undertaking some rigorous fitness program. Gradualism and consistency are probably the two key words to this undertaking. Finding an activity that you enjoy, that will allow a social aspect and that will fit into your schedule are probably the keys to its continuation.

Most fitness programs now recommend some form of "strength training" to alternate with aerobic activity. The strength training will improve dexterity and balance, as well as strengthening bones and muscles. Aerobic exercise will help maintain cardiovascular health as well aiding in maintaining/improving lung capacity.

There are many magazines/newsletters addressing fitness programs which will provide additional information. The one I have subscribed to over the years is published by the "Harvey Watt" insurance company and is specifically written for an aviation audience. Harvey Watt company is one of the main providers of aviation Medical disability insurance in the U.S.

Before leaving the physical fitness subject, we should mention the importance of maintaining proper nutrition and hydration. Heating the cooler

air aloft in an aircraft cabin without adding any moisture dramatically drops the humidity level. The humidity level in most pressurized aircraft at around 1%, (the Sahara desert is about 3%). Combine this with radiant heating thru all the glass in a typical cockpit and dehydration can become a significant issue. Dehydration increases fatigue levels and lowers performance. Combine this with the food types/eating schedules we sometimes face when "on the road" and it can become a factor in the safety equation.

Like all subjects that seem simple at first brush, they seem to grow as we delve into them. Given that, this seems like a good place to break for this month and we will conclude with the final items next month.

The thought for this month is this; "Reality is a self-existent truth that requires absolutely no one to believe it to exist and which tends to exert itself at very inopportune moments." As we said previously, the closer our perceptions of reality get to the real thing, the better able to manage risk we become! So until next month, **THINK RIGHT TO FLIRITE!**

Shelburne Airport Day

By Marge Butterfield

Thanks to the efforts of the following members of our Chapter, Shelburne Airport Day was a success on Sept. 25th. **Donald and Anita Taylor** brought down the Chapter tables and chairs in the official EAA trailer the afternoon before the event. **Chuck Robitaille, Bob Paradis, Terry Griffin, Frank Gibney, Sonja Burbank, Steve Clark and John and Marge Butterfield** also met on Friday afternoon to help set up. The support from our Chapter was terrific. Members arrived between 8:00 – 8:30. The public was scheduled to arrive at 9:00. The pilots who flew were: **John Butterfield, George Coy, Bill Foulk, Frank Gibney, Don Nowakowski, Tom Reilly, Chuck Robitaille, Donald Taylor and Bill Yendrzski**. The pace for the day was slow and steady and we were able to give 45 Young Eagle rides. **Terry Griffin** made sure all the insurance was in place with EAA

headquarters for the rally and was also the Safety Coordinator for the event. **Bob Paradis** and **Steve Couzelis** monitored radio communications for the air and ground traffic. The organizational work for the Young Eagle registrations and certificates was performed by **Sonja Burbank, Jan Couzelis, Mary Harrison** and **Marge Butterfield**. **Frank Gibney** and **Marge Butterfield** set up a display for the Scholarship table and we received \$206.00 in donations. Since this was an all day event, we sold grilled hot dogs, chips and sodas. That operation was handled very nicely by **Lee Yendrzski** and **Carol Warren**. Thanks to **Steve Clark**, we had the use of two barbeque grills for the day. We also sold homemade baked goods provided by **Ann Yawney, Carol Warren, Mary Harrison, Sonja Burbank** and **Marge Butterfield**. The day's events were photographed by both **Dave Harrison** and **Marge Butterfield**. Last, but certainly not least, we thank those members who were there for the day to help out and give support wherever needed....**Bob Domingue, Joe Gardner, Ed James, Tylar Hart, Sam Lennox, Bruce Uvanni, Harry Yawney** ... (Hope I haven't forgotten anyone). Even though we didn't have as big a turnout as we did three years ago, we felt we gave quality rides to the kids. The pilots had the time to spend since the pace was not hectic. Thanks to all members who made Shelburne Airport day a success and of course many thanks for **Ray Magee** for hosting the event!



Shelburne Airport Day

Photos by Marge Butterfield and Dave Harrison



(more) Shelburne Airport Day



(more) Shelburne Airport Day



EAA CHAPTER 613

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



FIRST CLASS MAIL



October 2004

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Terry Griffin	878-7436	4160 Saint George Rd, Williston 05495	trg216@aol.com
Vice President			
Don Nowakowski	899-5163	146 Raceway Rd, Jericho 05465	nowakod@us.ibm.com
Treasurer			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	flybuddy20@yahoo.com
Secretary			
Marge Butterfield	878-6337	721 No. Williston Rd, Williston 05495	airbear@surfglobal.net
Newsletter Editors			
Bill & Carol Morelli	527-6318	105 Brick Church Rd, Fairfax 05454	billvt@together.net
Scholarship Committee			
Frank Gibney	879 7419	1147 Sunset View Rd. Colchester 05446	gibneyf@aol.com
Young Eagles Coordinator			
Don Taylor	868 3809	11 Ferris St., Swanton 05488.	
Technical Counselor			
George Coy	868 2698	116 St. Albans Rd, Swanton 05488	george@gesoco.com
Assistant Tech Counselor & Activities Committee			
John Butterfield	878 6337	721 No. Williston Rd, Williston 05495	airbear@surfglobal.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg 05440	webmaster@grnmtsolutions.com