



CHAPTER
613
September 2002

www.eaa-chapter613.org

DC-3 on Floats !!!



**29th International Seaplane Fly-In
Greenville, Maine**

(see page 3 for all of the details)

Views and News

By Bill Morelli

Some weeks ago, I received an anthology produced by students at St. Michaels College about several WWII veterans that reside in our local area. The idea to honor these veterans was sparked by a conversation between Fred Blackstone and Diane E. Foulds, Adjunct Professor of Journalism at St. Michaels. It is ironic and fitting that some 18, 19 and 20 year old students interviewed and wrote about men who fought to save the world when they were 18, 19 and 20 years old.

There are ten stories, two of which are included in this newsletter. It is impossible to ever repay these veterans for what they did as young men when they, without hesitation, risked their lives for all of us. The least we can do is share their stories so they are not forgotten. See articles beginning on page 4 about Joe Bornstein and page 5 about Dick Bowler.

Don Nowakowski	12
Mike Pecue	48
Bruce Uvanni	5
Ron York	17
Steve Couzelis	1
John McNerney	2

We have only two pilots reporting Young Eagle flights for September.

Bill Yendrzski	2
Don Taylor	13

We now have a total of 336 Young Eagle flights to date. If any pilots have flown more Young Eagles, please let me know. Out of 16 pilots, we have only 6 that have not flown 10 or more. When you fly 10 or more you receive a pair of wings, your name goes in Sport Aviation in February 2003 and you receive a Young Eagle credit. We now have a credit of 319 to send a specific young person to EAA Air Academy next Year.

From The Young Eagles Office

After a very successful EAA Airventure at Oshkosh, the natural tendency is to relax a bit. However, this year is different. Each day that passes, we get one day closer to the first flight centennial. Each day that passes eliminates one more day toward the Young Eagle program goal of flying 1 million Young Eagles by December 17, 2003.

Right now we have reached more than 80 percent of our goal. Similar to a building or restoration project, the final analysis is in the details. That 20 percent is what separates the good from the extraordinary. We want Young Eagles to reach the extraordinary category.

Think about it – we are now 15 months from the first flight centennial. We still have more than 170,000 Young Eagles to fly. You can do the math, but trust me; we definitely need a strong finish for 2002 and an even stronger start in 2003.

I know many of you are doing everything you possible can to support Young Eagles. But there are others who are not yet as committed to reaching the goal as you are. My challenge to you is to continue flying as many Young Eagles as you



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	140
Bill Yendrzski	14
Bill Morelli	17
George Coy	4
John Elgert	14
Damien Henry	17
Edward "Pete" LaFramboise	20

can, but reach out to those on the sidelines and get them involved. Let them see your enthusiasm. Let them catch that same excitement. Together we can reach our goal, but we need ALL EAA pilots and supporters to pull together.

We've done the bulk of the work. It's now just a sprint to the finish line.

I have confidence in all of our dedicated volunteers. I owe you each a debt of gratitude for helping bring the program to where it is today. Your dedication and support has guaranteed that Young Eagles will be ready to celebrate with the rest of the world on the 100th anniversary of powered flight.

I don't know how to make this any clearer. Time is running short. Have you flown a Young Eagle today?

More Ace Camp News

Last month I wrote about the Ace Camp that was held on August 8th at Franklin County Airport. I failed to thank Dick Bayer who worked with the youngsters and showed them how wooden wings are constructed. His help was greatly appreciated.

Below is a photo of Cliff Coy and Romni Parker demonstrating riveting for the Ace Camp participants.



29th International Seaplane Fly-In

By Don Taylor

Saturday Sept. 7th, John Butterfield flew in to Franklin County to pick me up for the trip to Greenville Maine. It was nice and sunny here, but our trip over looked like it could rain at any time, but it didn't. When we arrived it started to clear up.



It was a beautiful warm and sunny day. We took the shuttle down to the waterfront. There was a huge crowd and plenty of seaplanes. They were landing and taking off all day long. We saw a few 613 members. Tom and Linda Lemanski, Frank Gibney, Sonja Burbank, Stu Boyd, Dan Handy and Dave Fosgate.

The DC-3 on floats was great to see, it was back in the water on floats. It sure impressed the crowd as it made several fly bys. I told John we could take one of the floats, put on wings, tail and engine. We would have an airplane. I was told there are only 3 in the world flying on floats.



Well it was a great day and like all good things it was time to go home. We took off and were flying at 6,500 feet. Just a few miles out, we noticed 2 airplanes off our right wing. When they came up along side, we could see it was Frank Gibney and Sonja Burbank in their RV-6 and Tom and Linda Lemanski in an RV-4. They followed us for a little ways then they left us. Frank did a roll as they said goodbye.



I felt like I was in a B-25 bomber and they were our fighter escort. All I have to say is those RV's can really go.

PS – I forgot to mention, Marge Butterfield could not go because she had an ear infection. Doctor said she could not go the altitude. I bet not going hurt more than everything else.

Greenville Municipal Airport (3B1) - Greenville, Maine

By Don Taylor

Located at the southern tip of Moosehead Lake and at the beginning of the "Great North Woods", Greenville Municipal Airport is the perfect destination for both summer fun and winter adventures.

Originally built under the direction of FDR's military defense buildup just prior to World War II. The airport was to become part of the coastal defense should the U.S. be invaded. As time passed, the military aspect of the airport never really developed. As a result of low military use, the airport became open to the public in 1943.

For many years the airport saw little activity from visiting recreational pilots, although the

Folsom Family, famous in New England as pioneers of seaplane flying and bush flying services in the north country, had an established seaplane base on the bay near the town of Greenville and also operated the FBO out of the airport and still do.

Joe Bornstein

Belly Turret Gunner: the First Target of Enemy Fire

By Niki Pelletier

Colchester, Vt. -- When Joseph Bornstein went off to college in 1941, he could never have imagined that a year later he would be drafted as a bombardier.

As a sophomore at Massachusetts State College, now the University of Massachusetts, Bornstein and his friends tried not to dwell on the war, especially after the attack on Pearl Harbor.

"We tried to just concentrate on our studies and not think too much about the war," he said. "However, my buddies and I ended up enlisting, because everyone else seemed to be doing the same, so we chose to do so."

In the winter of 1943 he reported to Atlantic City for basic training. The barracks were on the 14th floors of resort hotels which had been taken over by the army.

"The floors of the barracks were made from weak concrete which made a lot of dust from the floors come up into the air. It was very easy to get sick."

That winter was rough: he came down with a bad cold that turned out to be meningitis. A telegram was sent to his father urging him to get to the hospital, because the doctors didn't think Bornstein would live.

"Hundreds of people were coming down with different diseases," he said. "So when you went to a hospital, you would go in with one illness and come out with a different one."

But survive he did, and after gunnery training, Bornstein traveled to Colscove, New Mexico, for bombardier school, where he learned the skills of a belly turret gunner. Now a second Lieutenant, and was soon on his way to Alexandria, La.

As a belly turret gunner (bombardier), he couldn't be any taller than 5'3," because when he got into position on the plane, he had to sit with his knees crouched up by his ears as he squeezed his arms free to get a hold of his gun. This was the most vulnerable position on the plane, the first target of

enemy fire.

In Alexandria, Bornstein and his crew went out on 500-mile practice flights to train for the war. On one of these runs, they got lost over the Gulf of Mexico.

"There was a complete blackout, and there was no moon," he recalls. "There was no sight of land anywhere. It was a funny feeling. I could not get words out of my mouth. I regrouped myself and remembered a projection of land I had seen just as we were flying out over the water."

He told the pilot to head north. With relief, they spotted the Morse code flash tower, which they knew was to the left of the barracks.

But Bornstein feels his biggest contribution was helping out with "Hunga Winter." The Netherlands was beset with a food shortage, and the U.S. airlifted supplies to the famished nation. Bornstein's crew dropped rations on open areas.

"I looked in a bag of food. There were crackers, sugar, and other useful products," he said. "I didn't think the food would be that good, but it was."

The enemy was not allowed near the dropped food. Spies were even sent down to see if it actually reached the Dutch and if anything was done to it. The food drops proved successful, and Bornstein felt privileged to have helped carry them out.

Some of the Dutch who received the food drops are now in Vermont. He has received postcards from them and has attended four honorary celebrations for himself and the other soldiers who participated in "Hunga Winter."

In retrospect, he finds it hard to believe. When he was 15, he was selling berries and working hard for his father. Only a few years later, he would be dropping food supplies on the Dutch countryside to prevent starvation.

"It was different from when I was working as a kid," he said. "In the war, it was much more rewarding."

After the war, Bornstein graduated from Michigan State University, spent three years in Plattsburgh, N.Y., then moved to Philadelphia with his wife and daughter and took a job designing flood control dams in New Jersey, West Virginia, New York, and Massachusetts.

He moved to Vermont in 1962 for the Agricultural Research Service in Beltsford, Md. and became a professor of soil and water engineering at the University of Vermont.

He still stands at 5'3", a warm man with bright blue eyes who smiles broadly as he relates his story. After retirement he did a lot of ski racing until he started having heart problems, another life situation he could have never imagined.

"I had heart surgery twice," he laughed, "and I

found I couldn't beat all these old timers anymore."

Dick Bowler

He Dreamed of "flight and fantasy"

By Drew Paley

Burlington, Vt. -- At an age when most people are adjusting to a new lifestyle beyond the borders of their parents' home, a 19-year-old man found himself beyond the borders of his country -- and of safety itself-- in the hands of the Nazi Army.

On April 17, 1945, Lt. Dick Bowler threw himself from the fuselage of his flak-wounded plane, soaring out into the airspace above what is now the Czech Republic. During his last moments aloft, he hustled his injured crewmates into parachutes and shoved them out the hatch to whatever fate awaited them, trusting they would be conscious enough to pull their own ripcords.

As the final explosion shattered the undercarriage and wrecked the aircraft's controls, Bowler leapt into the sky with his co-pilot and his bombardier and commenced a free fall that lasted 50 seconds. As the ground sped up to meet him, the plane blew apart above his head at three and a half miles above sea level.

How does a 19-year-old man find himself in such a situation? For Bowler, it started with his youthful love for aviation.

"Back in those days, I and many of my friends had early dreams of flight and fantasy," he reminisces.

At 13, he built model planes from balsa wood and airplane glue, far more innocent symbols of his desire to fly than the harsher reality they foreshadowed. As he grew, so did his aspirations. By his mid-teens, he and his friends were building a full-sized glider -- an ambitious, albeit less than successful venture.

"You never saw such a collection of kindling wood like this at the bottom of a steep hill, and may probably never again!" Bowler jokes.

Though he had planned to attend Dartmouth, Bowler's focus shifted due to the mounting war in Europe. A course in marine navigation honed his interest in aviation, and he discovered air navigation. To pursue it, he enlisted in the Army Air Corps.

His training took him to Greensboro, N.C. for boot camp, to Duquesne University for academics and basic flight training, and then to Tampa, Fla., for gunnery. Eventually he found himself in Nashville for aptitude tests. Luckily he tested into

his first choice, navigation, then entered school.

"(I went to) the West Point of the air, Maxwell Field...a superlative experience and, at the time, I thought second to none," he says.

Next came training at Selman Field, where a missed (or failed) exam erected a roadblock in his career.

"To this day my memory is not clear in this matter, but I'm inclined to think I missed a final exam," Bowler jokes hesitantly.

The bungle made him a tail gunner rather than a navigator, but that "was not to become the end of a dream," he says resolutely.

On March 11, 1945, he and his crew put their training to use with their first flights in #394, their B-17 bomber. The initial 11 over Germany were a harrowing experience.

"Regardless of age, we became 'men' awful fast," he says. "Nobody cried, skipped out, panicked, or required too much 'laundering,' and we didn't need defrosting, but we sure as hell found out what a war zone was all about."

Between missions, Bowler pursued his navigation dreams with the encouragement of his pilot, Lt. George Sabine, and his navigator, Lt. Warren Dickey. Under the wing of Capt. Marshall Neubert, he was retrained and reassigned to the crew of Lt. Thomas Kahier, pilot of the "Earthquake McGoon."

It was a bittersweet victory.

"I had to leave Lt. George Sabine's crew on 'Rosie O'Grady' as a tail gunner which was not emotionally comfortable, but I knew they would be flying our wing or vice versa," he says.

Though the first run with his new crew was a success, the second was their undoing.

"I always thought that any target requiring revisits three times during the same mission was going to be tough and very risky," he says of the April 1945 bombing of Dresden. "And tough it was -- intense flak was the culprit, as two of our crew lost their lives and the rest of us survived by parachute."

Four pieces of flak fired in succession ripped the plane to shreds, giving the survivors no choice but to bail out.

As Bowler floated down over the town of Most, Czechoslovakia, two Gestapo officers arrested him, and soon he was in the hands of the Wehrmacht. Luckily, his capture came near the war's end, and he was carted around Europe as the Nazi regime collapsed.

"We watched history in the making ... There was no question of the massive German military fleeing from Munich. It was total chaos. They were out of fuel... One could smell the war coming to an end," he says.

He landed in a prisoner-of-war camp in the

mountains near Bischofshoven, Austria. staying until May 15, 1945. On that fateful day the camp and its 13,000-plus prisoners were spotted by an American reporter, Jack Bell of the Daily News. Bell radioed Allied Forces, and the Americans came in to get them.

The 19-year-old boy was now a little thinner, a little more haggard, and a lot more grown up--more than most of us will ever be. With the hindsight of 60 years, he sees it in a different perspective.

"I could have had it a whole lot worse. But thankfully, (I did) not."

Canadians Can Now Buy U.S. Homebuilts

 United States amateur-built aircraft may now be sold to Canadian customers, thanks to an exemption issued recently by the Canadian Minister of Transport. To receive the exemption, one must meet airworthiness standards spelled out in Canadian Aviation Regulation (CAR) Subsections 507.03(b) and 507.04(4). Once satisfied, Transport Canada (TC) will issue a Canadian Special Certificate of Airworthiness for Amateur-Built aircraft to an imported aircraft.

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Coming Events

September 21 – Middlebury Airport - The aviation community at the Middlebury State Airport will host an Airport Appreciation Day to thank the State and Townsfolk for their continued and highly valued support of this important community asset. We would be honored if you could find time to join us for airplane gawking, airplane rides and free food. Our goal is to expose many people, especially youngsters, to aviation and let them know that all are welcome at any time to revisit and look around and/or talk to any of us that love flying. The event will start at 9:00 with all static display aircraft parked by 10:00. Air rides will start at 10:00 and go until close of the event at 4:00. This invitation is being sent to all Community and State Transportation leaders as well as all representatives both incumbent and aspiring. We would like to keep the emphasis on non-political aviation activities so we ask that if you are in the "running mode" you honor our desire and forego any handouts/campaigning during your valued visit with us. If you have any questions or comments feel free to contact any pilot neighbor or call me at (802) 545-2106. Any ideas that you have on improving this event in the future will be gratefully accepted!

John Pratt
e-mail jpratt05472@yahoo.com

September 22: Auburn-Lewiston, Maine (LEW). A Very Special Airport Day, Join us in a celebration of flight! Help us welcome the Collings' Foundation's B-17 and B-24, scheduled to arrive at LEW at approximately 3 p.m., activities include: Barbecue - by the Landing Strip Café; Aircraft static display - T-28, homebuilts, gyrocopters, more; Aircraft static display - T-28, homebuilts, gyrocopters, more; Flour Bomb Drop (1:00-2:00 sign up by 1:00); Mini-Seminars and kids events are also planned, welcome ceremony for the B-17 and B-24, approximately 3 p.m.; Collings Foundation \$7 adults/\$3 kids, you can tour the aircraft!). For more information, call Bel Air Services at (207) 784-6318. Additional static displays are welcome. Please call to let us know if you have a special aircraft you'd like to display.

Sept. 28 - 29: Rhinebeck Aerodrome Museum, the original living museum of antique aeroplanes, P.O. Box 229, Stone Church Road, Rhinebeck, NY 12572. History of Flight Air Show - Golden Age Biplane Fly-In. For more information contact the museum at 845/758-8610; fax 845/758-6481; or visit their web site at www.olderhinebeck.org.

September 28: Waterville, Maine - Fly-In Breakfast,. Catered breakfast, 7:30 a.m. to 10 a.m., reservations required. For more information contact Kennebec Air, 100 Airport Road, Waterville, Maine 04901; (207) 873-0033; FAX (207) 873-0099.

October 5& 6: - Leafpeepers Fly-In, @ Rutland Eaa Chapter 968 Clubhouse - Traditional pancake breakfast, Good Conversation and lots of airplanes. For info call: Lee Morelli @ 802-235-2808

October 5-6: Boire Field in Nashua, NH - 4th Annual EAA Chapter 336 Fall Aviation Fly Market at. Fly in or drive in, and enjoy the Fall foliage along the way. Clean out your hangar, garage, or basement, and bring your aviation stuff. Door prizes will be raffled off. Come and join us for a great time. No Fees. No Rain Date. Hours are 9:00 a.m. to 4:00 p.m. each day. Vendors should plan on arriving at 8:00 a.m. to set up their booths. Call Mike Shea at (603) 880-9851 or Dave Mullins at (603) 880-4029 for details.

October 12: Dillant-Hopkins Airport, Keene, NH EAA Chapter 1314, is holding is first annual Fall Foliage Fly In and barbecue, 11 a.m. -2 p.m. Homebuilts, general aviation aircraft, warbirds, ultralights are all welcome to participate. Awards for the best aircraft in each category will be given. Contact ken.mcgee@verizon.net for information.

TAILDRAGGER CAFÉ

At the Newport Airport (EFK)

Hours: Wed to Sun 11:00 to 19:00
And for Breakfast
Sat & Sun 8:00 to 11:00

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FIRST CLASS MAIL



September 2002

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