

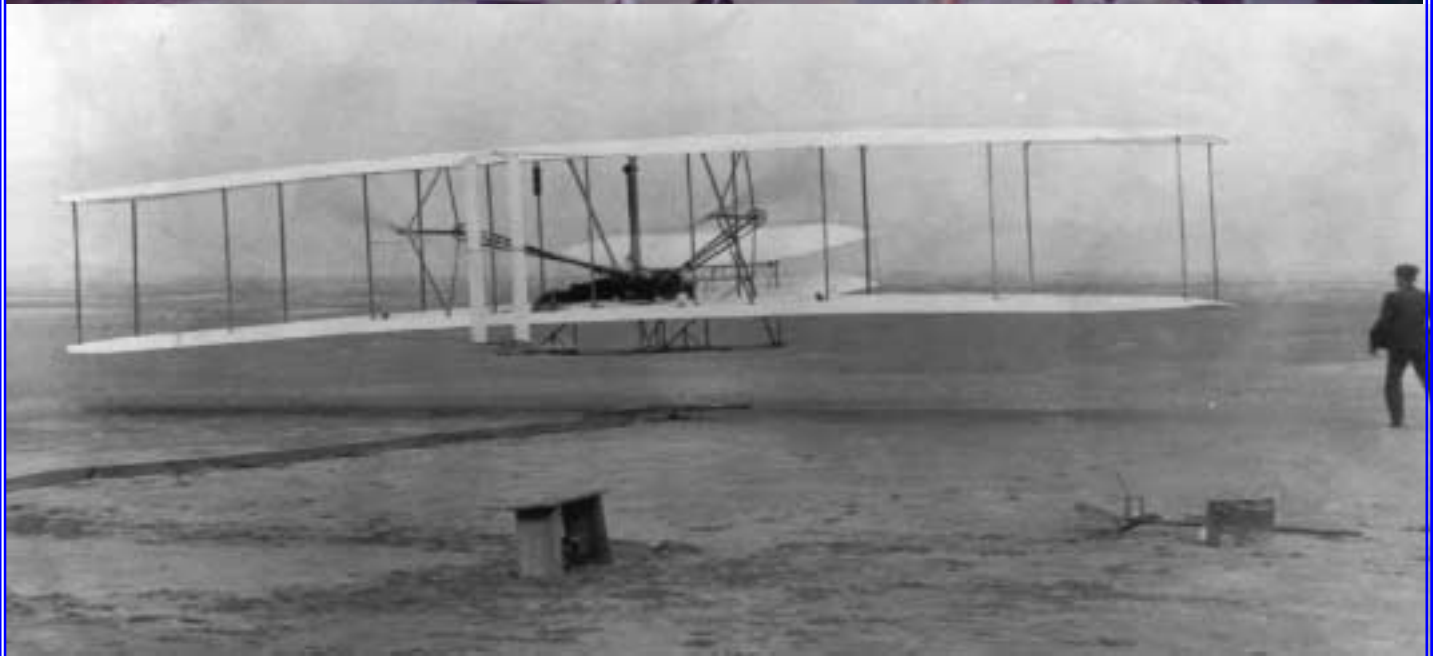


CHAPTER  
613

August 2003

[www.eaa-chapter613.org](http://www.eaa-chapter613.org)

**EAA AirVENTURE® Oshkosh 2003**



# Views and News

By Bill Morelli

**On The Cover** – Oshkosh 2003 Main Gate (50 years of EAA 1953 – 2003) and probably one of the most famous aviation photos of all time. Wright brothers first flight!! (100 years of powered flight 1903 – 2003)

**Hobie Tomlinson** continues his Flight Advisor column this month with “The Environment” – Starting on Page 4.

**John McNerney**, one of our members, has volunteered his aircraft and flying skills to a non profit organization named Northern Wings. This organization has now merged with another non profit named LightHawk and taken that name.

Please read Johns intro and his experience with Northern Wings on page 8 followed by a piece by Laurie Martin who is the Northeast Program Manger for LightHawk. If you have any questions, do not hesitate to contact John or Laurie.

**Like Cars As Well as Airplanes?** Check out page 7 for information on the Bennington Fly-In in conjunction with the 37<sup>th</sup> Annual Bennington Car Show and Swap Meet.

We have 13 pilots reporting Young Eagle flights so far this year for a total of 336. We have surpassed our goal for 2003 by 36. Maybe we can make it 400 by Dec. 17th

Walter Houton	1
Peter LaFromboise	36
Geroge Godin	11
Donald Taylor	144
Geroge Coy	3
John Butterfield	35
Mike Pecue	20
John McNerney	10
Bill Yendrzski	40
Chuck Robitaille	3
Frank Gibney	5
Bill Morelli	5
Steve Couzelis	23

At Oshkosh, Wed. July 30, Young Eagles leaders work shop, Don Nowakowski and I attended. If everything keeps going the way it has, we should reach our goal of one million Young Eagles by Dec 17. We now have 945,488 with 54,512 to go.

**Ace Camp** – On August 7<sup>th</sup>, 2003 at Franklin County Airport, 23 Ace Camp youngsters were given Young Eagles flights by Chapter 613 pilots. Ace Camp is always a great experience for the young people that are lucky enough to attend.

## Did You Know

Oshkosh Wisconsin – Aircraft manufactured in 1967 are now allowed in vintage (contemporary class) areas.

Donald Taylor's 1967 182 Skylane is now in that category.



**YOUNG  
EAGLES**

by  
Donald Taylor

## Safety Tip

In the last few years we have heard of several incidents of aircraft and hangars or other property being lost because of fires caused by static discharge while an airplane is being fueled or in some cases, where fuel is being drained from aircraft. This phenomenon appears to be the most severe in winter, but this is not something that is solely associated with the colder months.

The static discharge will not occur if the plane or whatever is grounded.

## Upcoming Flying Activities

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### Centennial Of Flight Celebration

Adirondack Regional Airport (SLK)  
**Sat. Aug 30 – Sun Aug 31, 2003**  
 (see flyer on page 6)

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### Wings Wheels & Keels

Basin Harbor Fly-In (B06)  
 Aero Club of New England  
**Sept 7, 2003**

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### 30<sup>th</sup> Annual International Seaplane Fly-In

Greenville Municipal Airport (3B1)  
 and Moosehead Lake

Schedule of Events for 2003

Thursday, September 4

**4 p.m.- Early Arrivals** — Pilot check-in aboard Katahdin Cruise boat, East Cove, downtown Greenville Registration begins 4 p.m. Kate sails promptly, 6 o'clock. Hors d'oeuvres, drink served. Dinner follows cruise.

Friday, September 5

**8:30 a.m.** - On — Pilot registration opens at Stobie Seaplane Base, Dept of Inland Fisheries and Wildlife, Greenville. Details, contest rules explained Poker Runs. Explore and enjoy the Moosehead Lake Region Shuttles available for ground transportation Cook-out at Fish & Game seaplane hanger.

Saturday, September 6

**7a.m.-** Breakfast at the Community House, East Cove, Greenville. Shuttles make rounds.

**8:30 a.m. Sharp**— Pilot's meeting and registration at Stobie hanger. Sign up for contests, Contest rules defined Aircraft organizations, pilots booths open to public.

**10:30 a.m.** - On — Bush Pilot's Canoe Race and accuracy '~Bomb' drops.

**Noon to 1 p.m.**— Demonstrations and Fly-bys.

**Noon to 2 p.m** —Lunch, cookouts prepared by local organizations, If&W grounds, Folsom's Air Service. All Day Displays and aircraft exhibits, Craft Fair.

**5:30-6:30 p.m.** Socializing at Squaw Mountain Ski Resort, Cash Bar.

**6-8 p.m.** - Buffet Banquet, Squaw Dining Room Buffer open jut to 8 p.m.

**8-9 p.m.** - Awards Ceremony

**9-11 p.m.** Bluegrass Band / Blistered Fingers

Sunday, September 7

**7 a.m.** — Shuttles make rounds. Breakfast in town.

**9:30 a.m.** - 'til done — Finish flying contest, taxi slaloms, any events not completed Saturday. Demonstrations, Fly-bys.

**Noon - 2 p.m.**— Cook-Outs by local organizations at Fish & Game grounds

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### Bennington Sport Flying Club & AirNow Fly-In (car show too!)

William H. Morse State Airport (DDH)  
 Saturday, **September 13<sup>th</sup> 2003**  
 (see flyer on page 7)

# Flight Advisor Corner

by Hobie Tomlinson

## The Environment

This Month I decided to jump ahead and cover the last topic, which is the environment. I thought it would be good to do next, as it is the last consideration on setting up that “first flight”.

Next month we will go over a detailed first flight profile and that will wind up this series of articles on first flight. Subsequent months I will be moving on to other topics and if anyone has any subjects of special interest, or questions, please feel free to send them on to me.

The **Environment** that we will consider consists of the following items:

**Weather**

**Airport**

**Traffic/Time of Day**

**Radio Angel**

The Weather is the obvious item that will decide whether this is first flight day or not. We need to wait for a day when the weather is ideal to minimize the additional stress and workload this can impose. Although this should seem obvious, we want a day with light or no wind, 5 knots maximum, and no crosswind. Visibility should be good to excellent, 10 miles or more, with no clouds below 6000 feet. We should also check the forecast to verify the absence of turbulence aloft. These conditions should be forecast to continue well beyond the time required to complete the “*first flight*”.

The Airport is a major consideration. Although the temptation will be strong to just use the “local patch”, I would humbly recommend that the first flight be flown off a larger field with paved runways. It is the opinion of the people who see lots of first flights that the ideal airport would be one with

light to medium traffic and a hard-surface runway of 5000 feet or more.

The areas around the airport should also be checked from the air. As the number one emergency that may happen on a first flight is some sort of power plant malfunction, consideration should be given to the area around the airport. Is it sloping or relatively flat, built up or rural, what kind of “off field” landing sites does it provide and what type of flight path would maximize my chances of reaching those sites.

If a tower-controlled airport is available, it is recommended. Although a lot of folks don't like controlled fields, they have several advantages for first flights. The tower provides an ideal location for the Radio Angel, they have excellent communication equipment possibly including radar flight following, and they have instant access to crash/fire rescue should the inconceivable happen.

The Traffic/Time of Day is the next item. If working with a controlled field, check with the tower chief to find out what the low traffic times/days are for that airport. Typical flight banks for a field with airline service are mid morning, mid afternoon & early evening. Early morning or mid day should provide lighter traffic. Also check on other activity factors, is there any military activity, if so when & how intense. Any glider, or ultralight activity? Sport parachuting is showing up at more airfields, especially on weekends. When is the transient traffic heaviest, or any flight training activity? These types of questions should allow us to find time periods of low activity for our first flight. We need to avoid the later evening time periods, as we want a sizeable margin of daylight left after our flight is scheduled to be completed.

Our Radio Angel is last. Location of the ground radio person is important. They should be in a position to observe the flight at all times and should be equipped with some good, high-powered binoculars to do so.

If you have chosen to use a controlled field, pre-arrange the flight with the tower chief,

requesting that the radio angel be allowed to monitor the flight from the tower cab on a reserve frequency using their radios. In addition to this giving you better radio equipment, it has the additional advantage of allowing the tower to be constantly aware of what is going on with the flight. It also gives the radio angel a better position to observe, as well as providing government binoculars and extra eyes to keep track of other traffic.

The Radio Angel and the pilot should have previously briefed the flight. Both should know the exact sequence of the flight as well as both having a complete set of "script" cards for the flight. These "script" cards are simply a bullet point outline of each flight maneuver to be flown, much like an airshow pilot tapes a flight profile card to the panel showing the maneuver sequence to be flown.

The function of the Radio angel is observe & monitor the flight, staying in constant radio contact. This lowers the stress & workload of the "test" pilot. The radio angel is the source for information that the pilot may want, insures things are not overlooked, and conveys information about the flight that may not be readily apparent to the pilot.

The radio angel needs to do everything possible to keep excitement and emotion out of their voice. Using a confident, quiet, smooth voice will go a long way toward keeping the pilot calm and allows them to concentrate on flying the airplane.

If the radio angel sees an emergency developing, the tone of voice is especially important. Changing the voice to firm & pointed will convey the message. Getting excited tends to excite the pilot & you become hard to understand. Be very professional with you radio conversations.

Lastly, don't make the first flight a social event. The self-imposed stress of worrying about the thoughts of friends and neighbors tends to cause poor decision making when things are not going according to plan.

So that completes our considerations and preparations for "First Flight" Next month we

will complete this series with a suggested first flight profile. As the Good Book says, "the ear of the wise seeketh knowledge." So until next month, **think right to FliRite!**

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## NEWS From the EAA e-Hotline

### DeltaHawk Delivers Beta Test Engines, Demonstrates Flight Engine

Building on successful first flight and current flight testing of its 160-hp DH160V4 diesel aircraft engine, DeltaHawk will make a limited number of beta test engines available to application development partners following AirVenture 2003. Included in the beta program are the Upright and Inverted DH160 and DH200 series engines. These engines will meet homebuilders needs for both tractor and pusher type aircraft. Beta engine deliveries have already begun and will continue at an accelerated pace through the end of 2003. The DeltaHawk powered Velocity test bed aircraft will be making demonstration appearances at the Copperstate EAA Regional Fly-in, October 9-12, and at the centennial celebration at Kitty Hawk in December. Other appearances will be made at local and regional shows on an as available basis. For more information, visit [www.deltahawkengines.com](http://www.deltahawkengines.com).

## Sport Pilot Update

The FAA has moved the sport pilot rule to the DOT for their final approval. From there, it will go to the Office of Management and Budget (OMB) for their final approval. After clearing these two agencies, the rule will go back to the FAA for publishing in the Federal Register. It is at this point that we will finally be able to see the document.

## Centennial of Flight Celebration



B 25 Mitchell



Douglas C 47

**Adirondack Regional Airport  
Aug 30-31, 2003**

Grumman Avenger



Black Hawk

T-34 Turbomentor



**FREE ADMISSION \*\*\* FREE PARKING**

**Antique  
Cars**

**RC  
Aircraft**

**Aviation  
Seminars**

**Sky  
Divers**

**Static Displays....Fly-Ins....Life Flight Demos  
Two Full Days of Family Fun**

**Fly/Drive/Walk/Ride-In Breakfast 7 – 10 AM  
Aviation Activities 10 AM – 4 PM**

**Aircraft Campers Welcome**

Info: 518-891-4600  
<http://www.saranaclake.com/airport>

Adirondack Regional Airport is  
located on Rte 186 in Lake Clear, NY  
8 miles NW of Saranac Lake, NY



& *AirNow*.

## ~Fly~In~

William H. Morse State Airport (DDH), Bennington, Vermont  
 Saturday, September 13<sup>th</sup> 2003

8am to 5pm

*in conjunction with the  
 37<sup>th</sup> Annual Bennington Car Show & Swap Meet*

Vintage Aircraft → Experimental Aircraft → Unique Aircraft

Pancake Breakfast → Camping for Aircraft Owners → Flying Events

Vintage Automobiles courtesy of **Hemmings Motor News**

Free Transportation to/from Car Show & Swap Meet\*

\*Car Show/Swap Meet admission charged at gate.

Avgas Discounted to \$2.25\*/gallon for all Fly-In Customers

\*Price subject to change.

For more information contact Erin DeRoche  
 Phone (802) 753-5240 or (802) 753-5212  
 Fax (802) 447-2116  
 E-mail [ederoche@airnow.com](mailto:ederoche@airnow.com)

Bennington Area Chamber of Commerce  
[www.bennington.com](http://www.bennington.com)

37<sup>th</sup> ANNUAL  
 BENNINGTON, VERMONT  
 CAR SHOW & SWAP MEET



## Northern Wings

by John McNerney

For the past several years, I've been volunteering my time and my aircraft to fly for a non-profit organization, Northern Wings. It was an organization which linked interested pilots in the New England and New York area with environmental non-profit organizations who had a need for the unique services that GA can provide. Northern Wings has now merged with an organization known as "LightHawk".

LightHawk is based in Lander, Wyoming, and flies all over the western USA, as well as Central and South America. With the merger, they will be expanding their operations to the Eastern United States. They are looking for more volunteer pilots with aircraft. I have asked their regional manager to write up a short blurb for our newsletter describing LightHawk's mission. (That write-up follows this article) I have found my time with Northern Wings to be very rewarding. I have flown all over Vermont doing monitoring flights with people from the Vermont Land Trust for Agricultural, Forestry, and Conservation easements. I flew one of the folks who helped put together the Champion Lands deal in the Northeast Kingdom, along with some folks who were very well versed in the political as well as the environmental aspects of this whole project. The trip was quite an education. I've found my time on these missions to be highly interesting, educational, and a great excuse to go fly.

Unfortunately for me, LightHawk has an iron-clad requirement of 1000 hours PIC time for it's volunteer pilots. Since I have only a little over 800 hours, it will be a while before I am able to fly missions for them. In the mean time, I am trying to assist the area manager in finding pilots who may be interested, and meet the requirements for LightHawk. Any questions, contact:

John McNerney  
621 Split Rock Rd.  
New Haven, VT 05472  
802-877-9929

e-mail: [jmcnerney@together.net](mailto:jmcnerney@together.net)

## LightHawk

by Laurie Martin

LightHawk a nonprofit environmental aviation organization, just opened a new office in the Northeast and is looking for volunteer pilots to join its ranks of environmental aviators. The organization is an unusual hybrid: the mission is environmental but the method is aviation, currently utilizing more than 100 volunteer pilots from across the country who donate time, expertise, and the use of their aircraft. LightHawk's environmental mission is fulfilled through its partnerships: they work with more than 130 partner organizations each year, from the Downeast Lakes Land Trust in Maine to the World Wildlife Fund, providing services that include matching volunteer pilots and aircraft with requests for flights, assistance in project planning, and education and support in related areas. LightHawk facilitates more than 900 flights that carry more than 1800 passengers per year in nine countries in North and Central America.

The diverse types of missions LightHawk's volunteers support include guided educational flights for passengers who may be local villagers, community leaders or members of Congress; media flights for reporters, photographers, and filmmakers working on environmental stories; technical flights to support scientists working on habitat and species surveys; and surveillance flights that help document environmental crimes and land use conditions. Matching willing volunteers with effective environmental groups and projects is what the organization does best.

The following are a sampling of recent LightHawk flights:

[New Mexico Museum of Natural History and Science \(NMMNHS\)](#). New Mexico has one of the greatest concentrations of young, well-exposed, intact volcanoes on the continent. On these flights, the NMMNHS gathered photographic and video documentation of these volcanoes to be used in an educational

video, which will have widespread distribution, including being aired on New Mexico's Public Television's *Colores*. These flights were supported by vulcanist Dr. Larry Crumpler, along with 15 hours of flight time and lots of preparation by LightHawk's volunteer pilot Merry Schroeder. Merry reported that some of the information and photos of "travertine" formations taken on the May 1st flight will be used by NASA to look for water on Mars. They have seen like formations on Mars, and usually travertine formations have water underneath.

#### Greater Yellowstone Coalition (GYC).

Approximately 35 percent of the phosphate used in the United States comes from southeast Idaho. Open pit phosphate mining in southeastern Idaho constitutes an intensive extraction zone. More than 16,000 acres have already been affected by mining and approximately 20,000 acres are currently under lease on public lands administered by the Bureau of Land Management and the U.S. Forest Service. The impacts on Idaho's land, water and wildlife are severe: industrialization of wildlands, and release of selenium, cadmium, zinc, and other heavy metals that contaminate plants and leach into water resources. For the past six years GYC has been striving to encourage the federal government to development and enforce adequate reclamation procedures that would be rigorously applied by the lessees as the extraction continues. The series of guided flights provided by volunteer pilot Bob Peterson offered a local media representative and a professional photographer an aerial overview to help GYC increase public awareness and education on the issue.

If you are interested in joining as a LightHawk volunteer pilot or would like further information, please contact Northeast Program Manger.

Laurie Martin at (802) 468-2121  
e-mail: [lmartin@lighthawk.org](mailto:lmartin@lighthawk.org).



**GOOD NEWS** - Ray McGee (of Shelburne Airport) has received final approval from the FAA for his airport to be a privately owned, public use airport.

### **Two New Members Join Chapter 613**

#### **Tom LaBombard**

915 Quarry Road  
Isle Lamotte, Vt.

Tom is a private pilot and owns a Cessna – 150. He is in the process of building a hangar and a 2700 foot grass strip in Isle Lamotte, Vt.

#### **Loren Shaw**

Derby, Vermont.

Loren is a restaurant owner and legislator. He has his private pilot's license and instrument rating. He owns a Cessna 182

## EAA CHAPTER 613

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

FIRST CLASS MAIL



August 2003

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