



CHAPTER 613

April 2005

(Chapter 613 web site)

www.eaa-chapter613.org



What tiedowns? I don't need no stinkin tiedowns!

News and Views: Tom Edwards

As I skip work to write this, a little late I might add, I imagine a lot of you are walking around at Sun n Fun spending your hard earned dollars and kicking a few tires.

I asked Don Taylor if he had any old Chapter newsletters kicking around. He sent me one from 20 years ago. Instead of writing about it I couldn't resist letting it take up a whole page. There are a few familiar names joining the Chapter and a few long forgotten faces. It does remind us of some of the gatherings we used to have.

The snow is gone and it is time to shake off the cobwebs and get out flying. The Young Eagles Flights are spooling up and maybe we can get together for some fly-outs!

March Minutes: Marge Butterfield

The March 20th pancake breakfast at the Franklin County Airport was well attended. There was an Irish theme to it with the decorations on the walls, white and green balloons, green tablecloths and even some after breakfast green gumdrops. **Donald Taylor** outdid himself in setting up for the event. Thanks Donald!! Donald usually sets up for the breakfast at 3:00 in the afternoon the day before the scheduled pancake breakfast. He had no help for this in March and he'd greatly appreciate it if anyone could be there to help him do this. **Donald Taylor** and **Mike Chrastina** were the cooks for the day and did an outstanding job. The meeting was called to order by President, **Terry Griffin**, at 10:15 a.m. Following are the minutes of the meeting:



- Thanks were extended to **Donald Taylor** for setting up for the breakfast.
- Thanks were also extended to **Mike Chrastina** and **Donald Taylor** for the great job they did in cooking for the breakfast.
- The final pancake breakfast of the season is scheduled for the last Sunday in April, which is April 24th. **Donald Taylor** has advised that in addition to pancakes, there will be ham and eggs. Yum! To make sure all bases are covered, there will be three cooks: **Bill Yendrzkeski**, **Donald Taylor** and **Don Nowakowski**.
- The Treasurer's Report was presented by **Terry Griffin** as our esteemed Treasurer, **Steve Couzelis**, was basking in the warmth in sunny Florida. The Treasurer's Report covered the period from February 20, 2005 through March 19, 2005. There is a current balance of \$8445.00 in the general account and a balance of \$1,476.00 in the *Edmando A. Roberti Scholarship Fund*. The Mary J. McGrath Scholarship Fund has a present market value of \$34,805.70. The Treasurer's Report was accepted as presented.
- The Secretary's Minutes were accepted as published in last month's newsletter.
- There will be two opportunities to be in a group photo for those members going to *Sun 'n Fun*. Plan to meet at the FAA Building by the pre-flight airplane on Tuesday April 12th and Friday April 15th at 1:00 p.m.

- We hope to have more information on the three different scholarships next month. **Terry Griffin** advised that he is waiting to hear from **Frank Gibney** to decide on an age group for the EAA Air Academy Camp. All of the scholarships are on line.
- For those members interested in the Chapter Hangar meetings, contact **Terry Griffin** to confirm the dates and times. They are planning to have a meeting every two weeks.
- Activities Director, **John Butterfield**, announced that last month's fly-out was a bust, yet again, due to the inclement weather. He'll try for another one in April.
- Feedback for a trip to Washington to visit the Air Museum at Dulles Airport has not aroused much interest due to the expense. **John Butterfield** proposed that perhaps a trip to the Air Museum in Ottawa may be a good alternative. You can fly in to Rockledge Airport and drive, which is about a four hour trip. **Donald Taylor** suggested possibly renting a van and going as a group.
- **Tom Lemanski** has some items for sale. Please see the announcement in the newsletter.
- Young Eagles Coordinator, **Donald Taylor**, advised that he will be sending to EAA headquarters the credits that the pilots in our Chapter obtained by flying at least 10 Young Eagles last year. These will be applied toward the tuition for the EAA Air Academy Camp. Donald also reminded that you have to belong to the National EAA in order to be able to fly Young Eagle Flights. Donald will be writing a few pointers on the Young Eagle Program.
- **Donald Nowakowski** inquired if we still have a Chapter library. He has a book he'd like to donate. **Terry Griffin** advised that we will have a library section in our new hangar to lend out books and tapes.

*** 50/50 Raffle ***

The 50/50 raffle was one of the largest wins ever...\$28.00 BIG ONES!! The lucky winner was none other than our very own **Bill Yendzieski**. Congratulations Bill!

Windy Day Flying: Hobie Tomlinson

The warm sun of late winter has finally arrived in New England with Sugaring Season in full swing. The longer daylight hours and moderating temperatures stir thoughts of our long neglected aircraft as skies again become blue after an endless period of grey.

Unfortunately, after the brief lull of late winter, come the gusty winds of spring. They usually strike about the time we are refreshing our flying skills after the typical winter hiatus. These types of takeoff and landing accidents usually don't result in fatalities, but wreak disastrous economic consequences in bent aircraft and insurance premiums.



Modern aircraft are very capable of safe operation in all but the severest of winds, thus instructors must face the fact that we don't always do the best possible job in teaching our students to deal with windy days. In defense of our excellent local instructor group, this is the natural consequence of a couple of factors. The first is that windy days don't usually show up at an appropriate place in the flight training syllabus, while the second is that we can all accomplish more training during "good flying" days. That being said, windy days are an excellent opportunity to revisit this with your favorite instructor as it is a consistent accident/incident area.

Let's start our discussion with a review of taxi procedures for windy days. I have always said that **I would fly a light aircraft in any wind I dared to taxi in**, as this quickly becomes the limiting factor. During taxi operations, the flight controls have minimal effect, while the large surface area and lifting surfaces of an aircraft are greatly affected by the wind.

Seaplanes are affected more by wind than landplanes, but that is a subject for another day. Among the landplanes, tailwheel airplanes are most affected, due to a swiveling tailwheel function and the positive angle of attack of the wing while on the ground. Next are aircraft with swiveling nose wheels, such as Lake Amphibians or Grumman American singles. High wing aircraft are more susceptible than low wing, while the least susceptible are low wing, tricycle gear aircraft with steerable nosewheels, such as the Piper Cherokee series.

The taxiing considerations on windy days are the same for all aircraft, although the wind tolerance and criticality of correct procedures are different for individual aircraft based on the above discussion.

The first consideration in taxiing on a windy (or any) day is the condition of our aircraft's brakes. Upon entering the cockpit we should check the brake pedals (toe or heel) for a "solid" feel when depressed. A soft or spongy feel indicates low fluid level or air in the lines for hydraulic brakes and improper adjustment of mechanical brakes. Upon first movement of the aircraft under its own power, perform a "brake check" to insure we have adequate stopping capability.

The next consideration is taxi speed. A safe taxi speed for calm winds is usually excessive for taxiing in wind. The reason is that airflow added by taxi speed combines with that produced by the wind. This creates extra lift, lowering wheel traction, while the extra energy increases control difficulties. If a gust induces swerve at high speed, centrifugal force will lift the upwind wing exposing the bottom of the wing to the wind. For these reasons, windy days require a slow taxi speed. That being said, tailwheel and swiveling nosegear aircraft will handle better with a slow continuous motion, rather than a stop & go type motion. Brakes should be used periodically to slow the aircraft, rather than continuously "dragging" the brakes. This prevents heat build up.

The final consideration is control position while taxiing. The old rule is: **Climb into the wind, dive away from the wind**. When taxiing upwind positioning the yoke (or stick) toward the upwind side and aft. When Taxiing downwind, place the control toward the downwind side and forward. This is because "reverse airflow" over the control surfaces of an aircraft taxiing downwind, reverses the control's effect.

Lastly, on windy days it is important to turn into the wind for engine runup. This not only gives better engine cooling, but provides the best wind protection during static high power operation. While I am on the subject (for BTV) remember that a transport category jet aircraft will produce "flying" wind velocities several hundred feet aft of the engines at "breakaway" thrust. Leave appropriate spacing on taxiways when following large turbine aircraft.

A crosswind takeoff in a tricycle gear aircraft is started with the ailerons deflected into the wind, downwind rudder to prevent weathervaning and the elevator in the neutral position. During the takeoff roll, control displacement is decreased proportionate to the control effectiveness change caused by increasing airspeed. The takeoff & landing standard is keeping the aircraft wings level and track straight (during the ground roll portion) with the main gear straddle the runway centerline markings.

At rotation, several things begin to rapidly change. First, on very windy days we want to increase our liftoff speed slightly, usually 5Kts. This is especially true on gusty days (when observing IAS fluctuations) and insures a solid lift off is obtained with no tendency to settle back on the runway while drifting. The second thing that surprises people flying aircraft with steerable nose wheels is the sudden tendency to weathervane during rotation. This is caused by loss of nosewheel steering correction as the nose wheel lifts from the runway surface. So, if you fly one of the majority of tricycle gear aircraft with nosewheel steering, be aware that a crosswind takeoff requires additional downwind rudder input during rotation to maintain a straight track. Aileron deflection is kept constant during the rotation phase, causing the downwind wheel to lift from the runway first. The downwind rudder input has been increasing during rotation and now stabilizes to allow the aircraft to lift from the runway in a side slip configuration. This maintains the ground track, and if the aircraft should settle back on the runway, it does so without drift and the resulting gear side loads. As soon as the

aircraft is climbing away from the runway, the sideslip is changed to a crab type wind correction maintaining the extended runway centerline track. This is important to insure obstacle clearance in the departure path. One of the major contributing factors in the tragic South Hero accident was the failure to adequately control the aircraft's departure path, resulting in striking obstacles.

Once aloft, we now have to deal with the crosswind landing. These usually cause more problems because: 1) airspeed is decreasing rather than increasing and 2) many a flight starts in calm winds only to find a crosswind wind has developed while enroute.

First, let's discuss gusty wind conditions (turbulent air) and then crosswinds, although these can coexist. There are two best practices here. The first is to add 5Kts to approach speed anytime the steady state wind exceeds 20Kts. The second is to add $\frac{1}{2}$ the gust spread to the approach speed, (i.e. 10G20Kts wind = 10Kt gust spread $(\frac{1}{2}) = +5$ Kts to approach speed). *A very simple way to do this is to observe IAS for fluctuations during approach. **If IAS is steady, no increase is required other than the +5Kts for steady state winds over 20Kts. If the IAS is fluctuating, flying an approach speed such that the bottom of the fluctuation range is at the appropriate IAS will give the required approach speed increase.*** Use normal landing flap settings except in extreme situations, as this provides quicker deceleration upon landing and lowers energy levels at touchdown. Fly a power approach utilizing the normal 3 degree slot and make an attitude landing with the pitch angle slightly above that required to prevent nose wheel contact. Maintain power until touchdown. The lower touchdown attitude prevents a gust from suddenly ballooning the aircraft and then dropping it during the resultant gust lull. Maintaining a power approach until touchdown gives quick response to the sudden wind changes.

Successful crosswind landings depend on competency with slips, so that is where to begin. If you are not very comfortable with maneuvering the aircraft while in a slipping configuration (shallow climbs, level flight, changes of IAS, 500 fpm descents @ approach speed - including left and right turns, and maintaining a desired ground track) master these first. This will take the stress out of learning crosswind landings and is time well spent!

All good landings start with a stabilized approach and crosswinds are no different. *It is important to recognize and correct for wind drift in the landing pattern.* Are we being blown in or out, will base leg involve a tailwind or headwind? The worst combination is being blown in too close on downwind & having a tailwind on base. The last piece of this impending accident is stall/spin during the skidding turn usually used trying to prevent overshooting final. **Be aware of the wind drift and compensate to maintain a normal pattern ground track!**

Ground track during final is maintained along the extended runway centerline by the "crab" method of wind correction. This is changed to the wing low method of drift correction either the instant before touchdown or somewhere on short final. Because the "instant decrab" maneuver depends on very timely and accurate action to prevent severe side loads being imposed on the landing gear, I have always favored switching to the "wing low" method upon crossing the runway threshold (50' AGL). This prevents the decrab maneuver (which changes aircraft drag configuration by introducing sideslip) from being superimposed on the flare maneuver, thus simplifying power management. This drag change is especially dramatic in swept wing aircraft.

Once established in the "wing low" configuration, forget coordinated use of the rudder and ailerons. In any slip, they are used independently for separate functions. **The sole purpose of rudder becomes to keep the longitudinal axis of the aircraft aligned with the runway centerline.** The ailerons sole purpose becomes to bank against any runway cross tracking until it stops. As wind direction & velocity are affected by ground obstructions, winds next to the runway usually are variable and require constant control inputs to compensate for the changes. *As airspeed decreases in the flare and landing, control deflections will need to increase to maintain the same effect!* **Be aware that as the nose wheel makes runway contact, nose wheel steering correction will suddenly reappear, requiring a reduction in rudder deflection.** As the aircraft slows rudder deflection again needs to increase, due to the increasing crosswind component of the relative wind and lowering rudder effectiveness. The limiting crosswind component of an aircraft is reached when full rudder deflection will not longer keep the nose from weathervaning. As speed slows, some differential braking may be required to aid the rudder. At taxi speed return to the same procedures used taxiing for takeoff.

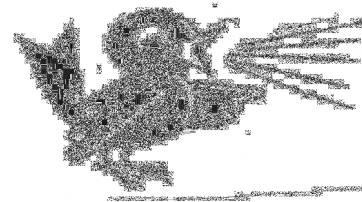
Some final thoughts about teaching/learning crosswind landings: 1) spend airwork time to really learn slips, 2) initially transition to "wing low" at 500' AGL & keep moving the point closer as you gain confidence, 3) with your instructor (and a long crosswind runway) practice slow flight down the length of the runway while you control the yoke & your instructor

controls the rudder. Then reverse the process. This will help better understand the individual control functions. **The most common error** – *neutralizing the ailerons during rotation or immediately upon landing!*

The thought for this month: *“The wise man’s eyes are in his head, but the fool walks in darkness!”* So until next month, **Think Right to FliRite!**

Spring has sprung
It’s time to have Fun
But remember **Safety**
Is Number One!

Safety Tip



A Big Bird by Don Taylor

Sunday afternoon after our pancake breakfast in March, I was flying the Skylane west toward Alburg at 1500 feet. When all of a sudden there was a big bird in front of my windshield. Its wings were spread full as if it were to attack. It came within 50 feet and then veered off to my right. All I can remember is it was black with three white spots which were one on the tail and one on each wing which I can still see today.

I told my brother about it, who does some ice-fishing in Dullin Beck Bay, which is across from Goose Point Trailer Park on Route 2 in Alburg. He and others have seen a Bald Eagle in the trees by the lake. So if you are around in the vicinity be on the lookout for our fine feathered friend!

Young Eagles: Don Taylor

We have only 2 pilots reporting Young Eagle Flights for this newsletter:

Don Taylor 11

George Godin 2

We have 353 Young Eagle Credits to use to send someone to the EAA academy in 2005!

All Young Eagle Rallys and flights are beginning to take shape. The master schedule will appear later in this newsletter.

Young Eagles by Don Taylor

In 2004 our Young Eagle volunteer's continued support remained strong and by November we had registered Young Eagle number 1,100,000. It signaled an auspicious start to the new century of flight. As we continue the flight portion of the program, we have set a goal of 100,000 young eagles for this calendar year.

EAA Young Eagles

10 for 2004

Dedicated pilots with 10 or more flights are listed in the April issue of EAA Sport Aviation. Vermont has 13 with 11 flights each from Chapter 613

Fred Blackstone	Burlington
John Butterfield	Williston
George Godin	Franklin
Terry Griffin	Williston
William Hanf	Bristol
Edwards LaFramBoise	New Haven
John McNerney	New Haven
William Morelli	Fairfax
Michael Pescue	Barre
Donald Taylor	Swanton
William Yendrzski	Essex Junction



Young Eagle Rally Montpelier – June 1st

Mike Pecue has organized a Young Eagle Rally for Wednesday, June 1st at the Edward Knapp Airport in Montpelier. The rain date will be June 2nd. All pilots and ground volunteers plan to meet at the airport at 8:30. The rally starts at 9:00 and will go until 3:00. Last year we did just over 100 Young Eagle Rally flights and Mike thinks there will be that much and possibly a little more. Please contact **Marge Butterfield** if you can help out for the first YE Rally of the season. Thanks!

STUFF FOR SALE

Low wing aircraft jacks (used about 6 times) \$200.00

King Schools A&P written course (3 tests)

If you can put up with John & Martha on video,

You will pass your writtens.

Bought 1/2004 – paid over \$500.00 Asking \$250.00

Plus: Miscellaneous Champ parts, wrecked Hanlon-Wilson mufflers (cores), plus tablesaw, nice Ash dining room table with 6 chairs, some antiques and more.

Call: Tom Lemanski
518-563-1198

Calendar of Events

Sunday, April 24th, Franklin County Airport (FSO), **EAA 613 Pancake Breakfast** 9:00 until 11:00 followed by Chapter meeting

Wednesday, June 1st, Montpelier, VT (MPV) **Young Eagles Rally**

Saturday, June 4th, Dean Memorial Airport Haverhill NH, (S89) **Young Eagles Rally**

Saturday, June 11th, Franklin County Airport (FSO), **International Young Eagles Day**, 9:00 until 4:00 Contact Don Taylor

Sat & Sun, June 18 & 19, Rutland Airport, EAA 968 **Taildragger's Rendezvous** Fly-in Breakfast

Saturday, June 24th, Franklin County Airport (FSO) **Ultralight Fly-in** 9:00 until 5:00

July 25-31 2005 AirVenture, Need I say More? AKA **OSHKOSH**

TBA Hartness State Airport (VFS) **Young Eagles Rally**, Springfield, Vermont

TBA Adirondack Regional Airport, (SLK) **Young Eagles Rally**, Saranac Lake, New York

If anyone has an event of interest to be added to this list, Please send me complete specifics and I will add them.



EAA CHAPTER

NUMBER **613** OF **VERMONT**

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October 6, 1983 NEWSLETTER

We will meet this month at vicepresident Real Perras's landing field in Morrisville, VT. Real's son, Todd, informed members at our September meeting to be sure to advise the Morrisville airport that you are in the area for courtesy and flight safety.

For those of us who have to navigate on four wheels to all of the meetings, I called Real last week, and he gave me the following directions: IF you are driving North on route 100 and pass the Morrisville Airport till you get to the road divider in town. Go RIGHT at the divider onto the RANDOLPH ROAD (signpost) for approx. 2 miles. Take the 3rd road on the LEFT, the only black top road off of Randolph Road onto EARL GRAY ROAD. (note a burned out building and two silos still standing at this intersection). Real's home is the first white one on the left side of Earl Gray Road. Lillian Perras will have refreshments for us so do come early.

I'm very pleased to report that we had five new members join us at our September meeting at the Shelburne Air Park. Our sincere welcome to: Walter Houghton, Keith Coffman and Ray Magee all of Shelburne; Todd Perras of Morrisville and Steven Clark of Charlotte. This now brings our active membership up to 90.

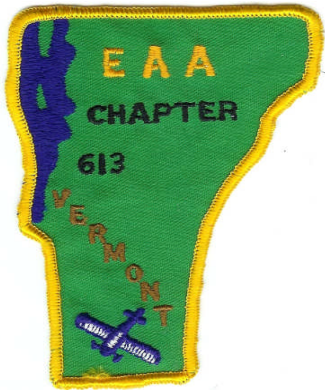
Although we had a good turnout of 48 members at the above meeting, I feel I should let those of you who were not able to attend in on the important topics that came under discussion:

- a. Don Taylor, Chapter 613 EAA Fund Drive Chairman, reported a NET profit of \$737 for the air rides his committee gave, plus the pilots offered to donate their fuel cost of \$237.
- b. Art Robinson presented Howard Kalter with a check of \$161.62 as profit on the hot dog stand sales at the Allenholm fly-in.
- c. In the absence of President Kurt Gubert, I reminded members that we do need a nominating committee and also one to plan our annual Christmas Party. (former president, Bob Hunziker informed us that the president alone has the power to appoint a committee chairman for these two positions) However, after the meeting was over, member Richard (Rick) Lavigne came up to me and said he would like to serve on the nominating committee. WE NEED YOUR HELP TOO - If you would like to work with Rick I will provide you with a membership roll. Rick's phone 862-8851.

EAA ... the sport aviation association

EAA CHAPTER 613
 Tom Edwards
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FIRST CLASS MAIL



April 2005

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