



CHAPTER 613

February 2005

(Chapter 613 web site)

www.eaa-chapter613.org



Signs you don't see!

NEWS AND VIEWS

Tom Edwards, Editor

This newsletter is coming out a week earlier so be aware the Pancake breakfast is a week from Saturday. This Saturday there is a flyout planned by our activities director, John Butterfield, info to follow.

This winter is bringing a lot of activities. I just got a landline from Don Taylor adding a few flights for Young Eagles as he took to the skies and skis in his Citabria to Caspian Lake for a few rides.

For those of you AOPA members, February Issue of AOPA *Pilot* Talks about winter flying in Vermont with a mention of our own George Coy and instructor Nick Santo.

This issue has an announcement for the upcoming Cabin Fever Frolic Saturday, March 5th at the Windjammer.

Don't forget that February 22 The Travel Channel will Feature American Champion on John Ratzenberger's *Made in America*. It is scheduled to be on at 9:00 pm.

The annual Alton Bay fly-in is February 19. For the intrepid pilots among us it at the only FAA approved ice runway. They plow out a 3000' x 100' runway with plenty of parking. There is a carnival and plenty of happenings in town.

I hope everyone got in some flight time these last few days. The weather has been beautiful. I took to the slopes five out of the last six days. My wife Dawn and I ran into Doc Josh and Beth Schwartzberg over at Stowe.

Upcoming Events

Chapter 613 Pancake Breakfast Schedule

All remaining pancake breakfasts will be held on **Sundays** at **Franklin County Airport** and run from **09:00 to 11:00**

February 20th

March 20th

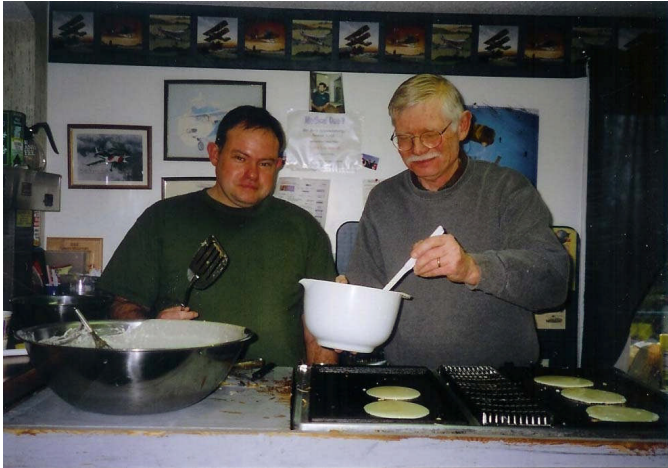
April 24th

JANUARY MINUTES

By Marge Butterfield

There was a nice turnout for the January 16th pancake breakfast and meeting at the Franklin County Airport. **John Elgert, Len LeClair, Josh and Beth Schwartzberg, and Tyler Hart** were all able to fly in for the pancake breakfast. Despite being sick, **Donald Taylor** with the help of **Joe Gardner** still set up for the breakfast on Saturday afternoon. Donald also brought all the supplies for the breakfast on Sunday, but wasn't able to stay due to not feeling well at all. We wish you a quick recovery Donald!! **Joe Gardner** was one of the cooks and **John and Marge Butterfield** filled in for the "under the weather" **Donald Taylor**. Everything went smoothly as the cooks kept up with the demand. The meeting was called to order by President, **Terry Griffin** at 10:25 a.m. Following are the minutes of the meeting:

- Thanks were extended to **Donald Taylor** and **Joe Gardner** for setting up for the breakfast.
- Thanks were also extended to the cooks, **Joe Gardner, John Butterfield** and **Marge Butterfield** for the great job in cooking for the breakfast.



- **Joe Gardner** volunteered to cook for the next pancake breakfast and **Donald Taylor** was volunteered by the members present to also be one of the cooks! Thanks Donald!!!
- Next month's pancake breakfast will be on Sunday, February 20th at the Franklin County Airport.
- The Secretary's Minutes were accepted as published in last month's newsletter.
- The Treasurer's Report was presented by **Steve Couzelis**. The Treasurer's Report covered the period from December 19, 2004 through January 16, 2005. There is a current balance of \$6801.60 in the general account and a balance of \$1,476.28 in the *Edmando Roberti Scholarship Fund*. The present value of the Mary J. McGrath Fund is \$35,589.45. The Treasurer's Report was accepted as presented.
- **Terry Griffin** announced that the 2005 scholarships will be going out soon. Terry also announced that Israel Phelps, the recipient of the Mary J. McGrath scholarship, has just finished his multi rating.
- **Terry Griffin** announced that he plans to set up an organizational meeting with all members who want to be a part of the hangar committee. There would then be a

meeting every two to three weeks. If you are interested and haven't yet contacted Terry, you can call Terry at 878-7436. The goal is to have everything worked out by May 1st.

- Secretary, **Marge Butterfield**, presented menus for the Hampton Inn and the Windjammer Conference Center. It was voted to have *Cabin Fever Frolic* at the Windjammer Conference Center. Marge will pick out the menu and make the arrangements. *Cabin Fever Frolic* is scheduled for Saturday, March 5th. See the separate announcement in the newsletter.
- For those who missed the earlier presentation, **Joe Gardner** announced that he had made a model of a DC-3 which was a replica of **George Coy's** DC-3. It is on display in the showcase at the Franklin County Airport.
- Activities Director, **John Butterfield**, announced that he is planning a flyout (weather depending) to Saranac Lake Airport for February. See the separate announcement for this.
- **John Butterfield** also announced that he would like to plan a trip to Dullus Airport, Washington, DC to go to the Air Museum. **Terry Griffin** said there were six flights a day from Burlington to Dullus with Independence Air. IF THERE ARE ANY MEMBERS WHO WOULD LIKE TO TAKE THIS DAY TRIP, PLEASE CALL JOHN AT 878-6337.

50/50 RAFFLE

Well it was Tom's lucky day. Everyone was waiting while Terry Griffin picked the winning ticket from the raffle tin. The winner of the 50/50 raffle was **Tom Lemanski**, bringing home a grand total of \$21.00. Congratulations Tom!



DC-3 – Large and Small

By Marge Butterfield

As most of you know, **George Coy** is co-owner of a DC-3. To commemorate this, **Joe Gardner** decided to build a 1:48 scale model of a DC-3. The paint scheme is the exact replica of George's. It took Joe three months to build it. Joe said it took lots of patience and accuracy. 95% of the plane is airbrushed and Joe used automotive tape for trim. Joe has built hundreds of model airplanes since age 5. Franklin County Airport has a showcase of a lot of model airplanes and Joe has the DC-3 model on display there.

BREAKFAST FLY-OUT

John Butterfield – Activities Director

Hey, let's plan a breakfast Fly-Out at Saranac Lake Airport (SLK) for Saturday, February 12th. Let's meet at Paula's Airport Café (in the SLK terminal) at around 10:00 AM. If the weather doesn't cooperate, we will schedule another fly-out for March.

COLD WEATHER OPERATIONS

By Hobie Tomlinson

This month I would like to talk about some of the issues involved in cold weather operation of small, piston engine aircraft. Although we are midway through the winter, the longer daylight of late winter brings more people to the airport, with plenty of cold weather left to go.

Flight Planning deserves some extra consideration for winter operations. A forced landing during winter will have more severe consequences if some basic precautions are not made.

One of the easiest precautions is to utilize a route which will provide access to well traveled roads and possible emergency landing sites. The second is to ensure that adequate cold weather equipment is available in the aircraft. Even in the best of circumstances, we need to have enough cold weather gear to allow us to survive outside until a rescue can take place.

Filing a flight plan becomes doubly important when operating in winter, especially at night. In the event of a forced landing, timely search and rescue depends on someone knowing your route of flight and expected arrival time. Flight Service is in the best position to accomplish this. Of course, be sure to close your flight plan after arrival! Flight following by ATC is an even better option, if your route and altitude will allow it.

The shorter daylight hours and weather instability in New England's mountainous areas mean that VFR operations need to be carefully planned. Although the reported weather at departure and destination airports is suitable, snow showers may exist in the mountain valleys in between. A good look at the Area Forecast and the Weather Depiction chart are the best defenses here. Needless to say, darkness and questionable weather is a recipe for disaster in mountainous areas.

Aircraft Preflight is extremely important in cold weather, even though the very weather conditions tend to make us want to hurry through this step with a superficial look.

Aircraft that are hangared have a distinct advantage over ones that must be kept outdoors during cold weather. Even in an unheated hangar, the aircraft “cold soaking” will not be as extreme as when the aircraft is left to the elements. The lack of contaminants on the aircraft and a sheltered location for preflight are huge advantages. For aircraft which must remain outside, a set of wing, tail and canopy covers is a very worthwhile investment.

In the “worst case” scenario, on an aircraft left outside without covers, we can find ourselves with snow overlying a coat of ice. When aircraft are not “brushed off” after a snowstorm, the subsequent sunshine will actually melt the bottom snow layer on the aircraft. This then refreezes to form ice. By far the best solution to this dilemma is to put the aircraft inside a heated hangar to thaw out. If this is not possible, we are then faced with preheat and deicing. Resist the temptation to try and “knock” the ice off, as thumping and scraping will most certainly do expensive damage to the finish and structure of an aircraft. Aircraft left outside in this condition and then subjected to a winter rainstorm can possibly have damaging structural loads imposed by the weight of waterlogged snow.

Resist the temptation to ignore even small amounts of frost on the wing and tail. As accidents have proven time and time again, even small amounts of frost can seriously disrupt the function of an airfoil. Lift is reduced by over 30%, drag increases over 100%, and the stalling AOA is drastically reduced. The stall becomes abrupt, unpredictable and can occur without warning! In some accidents the aircraft became airborne, but was unable to climb out of ground effect.

Other Considerations involve the aircraft systems. Aircraft batteries must be kept fully charged or they will freeze, cracking the case and destroying the battery. If a failed start attempt has depleted the battery, it is imperative that the battery be removed and recharged to prevent damage from the cold.

Engine oil should be changed to a lighter weight or multi-viscosity oil for cold weather operations. Aircraft engines should not be started during cold weather, unless the aircraft is going to actually be flown. Ground running an aircraft engine in cold weather does not allow it to become warm enough to vaporize the moisture which is a natural byproduct of the engine’s thermal cycle. This moisture then recondenses in the oil and turns acidic, damaging the internal engine parts.

A good idea for very cold weather (below 20 degrees F) is to have your mechanic check the engine breather to

make sure it is not overly exposed to the slipstream & building ice. The water vapor exiting the engine case can begin to freeze in the breather line. If the line becomes completely plugged with ice, the engine crankcase will be subject to overpressure. This usually results in rupturing the crankshaft seal with an accompanying loss of all engine oil.

When operation is contemplated in these extreme temperatures, is wise to check with your mechanic and see if an approved winterization kit is available for your aircraft. This will help keep operating temperatures in the desired range, as operating an engine below its design temperature range causes excessive wear at the very least.

Cabin Heater systems using shrouds around the exhaust pipes should be carefully inspected for any cracks or exhaust leaks at each maintenance interval. Needless to say, cabin heat use should be immediately discontinued anytime exhaust contamination is expected.

When aircraft are exposed to blowing snow, it is important to check areas in which the snow can enter and freeze solid, obstructing the opening. These are the pitot tube, static port, carburetor and heater intakes, fuel vents and control cable openings. A blocked fuel vent can cause engine stoppage, collapse the fuel tank or both. A blocked static port will fail airspeed, altimeter and vertical speed! Do you know if your aircraft has an alternate static source? If so where is it, how do you open it and what is its effect on IAS and altitude?

Wheel pants are usually removed for winter operations, to preclude them packing with slush and damaging the pant or freezing the wheel. When they are still installed, take extra precaution to insure they are free of contamination. It is important to avoid taxiing thru water or slush when wheel pants are installed.

Frozen fuel drains on preflight are proof of water in the fuel system. Unlike summer, when we can drain out any water, we have no way to tell the amount of water with frozen drains. A frozen strainer drain is especially serious, as ice could be blocking the fuel filter. To preclude this, there are approved anti-ice additives which may be used. Check with your maintenance technician to find out which are approved for your aircraft.

Piston engines should be preheated when temperatures go below freezing. Do not leave the aircraft unattended when preheating, especially when preheating cabin areas. Aircraft preheaters produce high temperature air which can melt hoses, upholstery or Plexiglas with

excessive exposure. Care must be used not to place the preheater ducts where they blow directly on non metallic aircraft components. A fire extinguisher should always be available when preheating operations are in progress.

To do justice to the rest of the cold weather operations issues and stay within a reasonable space, I'm going to break the article here and pick it up next month. Issues we will discuss next month include **"cold engine" starts, taxi and run-up, takeoff and climb, carburetor ice, letdown, landing, and post flight.**

The thought for this month is something my dad always told me whenever I was going out flying in the Vermont winter. **"Dress as if you were going to walk, because you might have to!"** So until next month, **Think Right to FliRite!**

DON'S SAFETY TIP

By Donald Taylor

POOR JUDGMENT IS A KILLER

A flight instructor and a charter pilot with thousand hours in the air. He had a poor attitude, though, and it showed. True to his light-the-fires and go approach to flying. He once grabbed a flight bag for a night trip to Chicago, not bothering to check the contents, it was only after he got airborne in IFR weather that he discovered he didn't have and enroute charts, only approach plates.

That was a fix he got himself out of with a little help from ATC. It's fortunate that he didn't have a communications failure.

But this was the same guy I once watched from the ground as he circled 50-100 feet above the airport in a heavy snowstorm, well below the MDA (minimum decent altitude) for the instrument approach he was supposedly conducting. His airplane was in a steep turn to the left when it went out of sight in poor visibility.

Just when I began to think he surely must have crashed, I saw the airplane rolling out on the snow covered runway. There was nothing the pilot couldn't handle or so he thought.

He was a good pilot for sure but he took too many chances. One day when he was flying a Cessna 402. Just after takeoff, one of the engines lost power. He

feathered the propeller. Then in spite of being in the traffic pattern at a controlled airport, that was more than sufficient for an emergency landing, he flew the airplane home with the paying passengers still on board.

As far as I know he hasn't killed himself or anyone of his passengers... Yet.

As the saying goes, there are **old** pilots, there are **bold** pilots but no **old, bold pilots!**

MEMBER PROFILE

By Tom Edwards

This member has a long history of aviation in the area. He originally kept his Tri-Pacer in his backyard which just so happened to back-up to the Burlington Airport. It was no problem for him to fire-up his Piper and head out to the runway. It seems that the airport commission decided as the airport grew it was time to put a fence up around the field. This member wasn't to be deterred and decided that a hole in the fence would solve his problem. That hole solved the problem for a few years until the commission decided that a private person shouldn't really have that much access to the field so he was told the hole must be closed.

This member decided that enough was enough so he decided to solve his problem once in for all. So Ray Magee bought Shelburne Airpark!

Of course this story wasn't that simple because he tried to buy the Milton Airport, not the dragstrip but the site of B&M Auto Salvage. The Milton town fathers didn't want the noise of the airplanes and ultralights but instead got a salvage yard!

YOUNG EAGLES

The Goal of 350 flights has been whittled down by 8 by none other than Don Taylor.

Don has also received recognition from the Young Eagles Program that he has flown more than 1,200 Young Eagles

Don wants us all to remember that at tax time we can deduct some expenses incurred while flying Young Eagles.

The IRS ruled that volunteer pilots helping the Young Eagles Program can deduct direct, out of pocket expenses such as:

Fuel and Oil directly consumed by the flight, not to exceed 200 miles

Fuel & oil to another airport within 50 miles to meet a young person

Transportation, not to exceed 30 miles one way to get to and from the airport

Rental Expense of an airplane only for the program

Postage for mailing registration records to the EAA foundation

Extra Liability insurance purchased solely for the flights For the program

Landing Tiedown Fees at a non home based airport

Aeronautical educational materials

Meals for the young person (not volunteer)

Film and development for the young person

Indirect expenses, such as hangar fees and annuals are not considered out of pocket. Use the standard mileage rates for transporting the volunteer and young person to and from the airport.

For further information see www.youneagles.org

Let the dream begin...

With an EAA Young Eagles Flight!



The Tuskegee Airmen

■ In July 1941, the Army Air Corps began a program to train Black Americans as military pilots. The military selected Tuskegee Institute to train pilots because of its commitment to aeronautical training. The program was titled the "Tuskegee Experiment." Once a cadet completed primary training, he was sent to nearby Tuskegee Army Air Field to complete flight training and transition to combat-type aircraft. "Tuskegee Airmen" included pilots, navigators, bombardiers, maintenance and support staff, instructors, and all the personnel who kept the planes in the air.

The Tuskegee Airmen exemplified courage, skill, and dedication in combat. They flew more than 15,000 sorties, completing over 1,500 missions during the war. Equipped with their red-tailed P51 Mustangs, the pilots of the 332nd Fighter Group never lost an escorted bomber to enemy fighters—a record only the Tuskegee Airmen can claim.

American bomber crews reverently referred to them as "The Black Redtail Angels" because of the identifying red paint on their tail assemblies. Feared and respected by the Germans, the Airmen were known as the "Schwartz Vogelmenchen"—Black Birdmen.

At the end of the war, the Tuskegee Airmen returned home with numerous awards for gallantry. Their heroics in the air and dignity on the ground won them the highest honors.

NEW PILOT CERTIFICATES DISCOURAGE COUNTERFEITING

What do a \$20 bill and a new plastic pilot certificate have in common? Microtext. And both have it for the same reason—to prevent counterfeiting. On the FAA's new pilot certificate, microtext forms the struts of the Wright "Flyer" on the front, and on the back you can find microtext on the Wright brothers' collars and the "Flyer's" leading edges. The text is actually portions of a Wright anniversary speech. The plastic certificates are an interim step toward pilot certificates with photos.

FAA PLANS TO REQUIRE PILOTS TO REPLACE PAPER WITH PLASTIC

The FAA is developing a rule that would require all pilots to obtain a plastic pilot certificate within two years. The plastic certificates (which the FAA is already issuing for new and replacement certificates) include a hologram making them tamper- and counterfeit-resistant. The new certificate is an important step toward issuing a pilot certificate that will have the pilot's photo as mandated by Congress last year. The FAA has been issuing the new plastic certificates since August 2003. Anyone who receives a new certificate or rating automatically gets a plastic version. And if, for privacy or security reasons, a pilot wants to remove his or her social security number from the pilot certificate, the FAA will send a new plastic certificate at no charge.

EAA CHAPTER 613
Tom Edwards
124 Wild Rose Circle
Shelburne, VT 05482

FIRST CLASS MAIL

February 2005

BREAKFAST FLY-OUT THIS SATURDAY!

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
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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

EAA CHAPTER 613 PRESENTS.....

CABIN FEVER FROLIC 2005

WHEN: Saturday, March 5, 2005

WHERE **Best Western Windjammer Inn and Conference Center** located on Williston Road across from the Clarion Hotel. For anyone coming down I-89 from the North, take Exit 14E. Take a left at the next light after the Holiday Inn. For parking, drive around to the back. The entrance is on the corner. (Don't use the other entrance in the back – just park there!)

WHAT: 6:00 PM - Cash Bar.

7:00 PM - **Buffet Dinner:** Carved Roast Beef, Teriyaki Chicken, Roasted Red Potatoes, Wild Rice Pilaf, Green Bean Medley, Caesar Salad, Warm Rolls with butter.

Dessert: Cheesecake with Strawberries
Coffee or Tea

Price: \$26.00 per person (which includes tax and gratuity)

8:30 PM - Annual Awards Ceremony

Got an "award" for that special person who really deserves to be recognized for something that they did/didn't do? Bring it along to the Awards Ceremony!

CABIN FEVER FROLIC RESERVATION

To: Marge Butterfield (For more information, call Marge or John at
721 No. Williston Rd. 802-878-6337)
Williston, VT 05495

YES!! I will be attending the 2005 Cabin Fever Frolic. Enclosed is my payment of \$26.00 per person. Check made payable to Marge. (must have your reservation by Thurs, March 3rd.)

NAMES: _____