



CHAPTER 613

February 2006

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Tom Edwards

I've tried to get this newsletter out a little earlier to advertise Cabin Fever Frolic. There is still time to get your reservation to Marge. See the insert in this addition.

The weather has been very stinky to get in much flying, but good to work on a few projects. I've been taking a beekeeping class. Are there any other hobbyists out there? I'm looking for a mentor! Aside from a cheap personal ad, I hope this addition finds everyone thriving during these warm winter blues.

This is your last chance to get your membership renewed. If your newsletter has a 05 in the upper right corner, your dues are due. For those in the electronic mode, Email Steve at flybuddy20@yahoo.com to check on your expiration. When you are through with your newsletter, how about dropping it off at your favorite FBO to pass around and promote our cause and maybe pickup a few new members?

JANUARY MINUTES BY TOM EDWARDS

There was a small turnout for the January 15th pancake breakfast. We held our meeting with 13 brave souls fighting the slippery roads to Franklin County Airport. John and Marge Butterfield demonstrated their culinary talents by whipping up the morning's breakfast of pancakes and ham! They were assisted by Don Taylor and Joe Gardner on the setup. Next month's breakfast will be served up by our new officers of Tony Speranza and Moe Boisvert! They plan on setting up too...If any regular cooks and setup people are around, they could probably use some assistance!



The meeting was called to order by President Tony Speranza at 10:35. Following are the minutes of the meeting.

The first order of business was the selling of the 50-50 tickets.

Thanks were extended Don and Joe for the setup and John and Marge for cooking breakfast. They were challenged by the trickling in of the membership for the meeting.

The secretary's minutes for December as published in the newsletter were accepted.

Treasurer, Steve Couzelis, submitted the treasurer's report as follows: General fund balance of \$9127.97, Roberti Scholarship Fund \$1084.51, Mary J. McGrath of \$35,796.32. We had a brief discussion of whether we publish the whole report showing income and disbursements or just the balances. The full treasurer's report is a matter of record held by the secretary, and this record will be available for any member wishing to see it so it was decided to just publish the balances.

Steve mentioned that the EAA 613 patches are still available for \$5 at the meetings. See the address page for a reduced size B&W image to see a representation of one.

There was no scholarship committee report due to Frank Gibney's absence.



Don Taylor reported that we failed to make our Young Eagle quota of 300 flights. We were 41 short or we flew a total of 259 which brings us a total of 224 credits for Young Eagles camp. 8 pilots flew 10 or more flights! When planning our goal for 2006, we had a discussion on the reasons why we missed our 2005 goal. We tried blaming it on Global Warming but when it got right down to it, the truth is that the weather killed our goal since we couldn't get to, or the weather cancelled some event altogether. We decided to keep our goal of 300 and pray for better weather. The final tally is later in this newsletter.

George Coy reported that the DC3 project looks like it died on the vine. It seems our partners in the project got cold feet due to the liability concerns.

We then decided to put the Hangar project back on the front burner. We approved to get the site work started as a goal for this summer. We are contacting Tyler Hart to get started. We also formed a committee to work on the project and Tony is spearheading the project to get a move forward. It is estimated that it will cost \$30-40 thousand and we need to raise the funds. We also discussed just building the classroom, kitchen and bath following up with the hangar at a later date. Tony promised a meeting before our February breakfast and there will be a hangar report for then.

Final business was the drawing of the 50-50 raffle. A take of \$12 was split with the club and Bill Morelli. Bill's \$6 winnings less the \$5 breakfast and \$1 for the ticket left him even for the day.

Flight Advisor Corner: Hobie Tomlinson Night Operations Part III

This month will finish the series on Night Operations with Flight Operations and Emergencies. We have previously looked at Regulations, Night Vision, Preparation, Planning and Preflight.

Starting requires extra consideration at night to insure the propeller area is clear and that adequate battery power is available.

- Once "Buckled In," be sure all flight materials (charts, flashlight, etc.) are readily available prior to starting the engine. The typically poor cockpit lighting in many light aircraft will make finding things more difficult once the flight is underway.
- Avoid excessive drain on the aircraft battery by keeping unnecessary lights, radios and equipment OFF until after the engine is started.

- Turn ON the navigation lights and rotating beacon prior to initiating engine start. Extra caution should be used to insure the propeller area is clear. When parked in a poorly lighted area, it may be desirable to momentarily turn on the taxi light and verify the area is clear.

Taxiing requires great caution at night, especially when operating from an unfamiliar airport.

- Taxi and/or landing lights should be turned on prior to moving. Take extra caution to insure the aircraft is clear before taxiing. On older aircraft, it is not uncommon for the lights to become incorrectly aligned. If this is the case, have them realigned by maintenance at the first opportunity.
- Older aircraft equipped with generators (instead of alternators) will not produce enough electrical power at idle for the landing lights, thus draining the battery. Keep a close watch on the ammeter during night ground operations.
- Remember that landing lights produce a lot of heat and should not be used continuously on the ground due to lack of cooling airflow.
- Be aware of other aircraft, giving extra consideration to not “blinding” other pilots, especially those taking off or landing.
- Taxiway intersections can be difficult to see at night due to shadows created by pavement crowning. Taxi slowly and follow painted taxi lines when they are present.

Runup should be preformed with extra alertness, as it is more difficult to detect the aircraft creeping forward.

- Position the aircraft so that it is aligned with the taxi surface. Watch for icy areas and snow banks during winter operations.
- Firmly hold the brakes during runup and checklist completion while being alert for any forward movement.

Takeoffs demand more attention because of the limited availability of outside visual references.

- Cockpit lights should be adjusted for minimum brightness to allow adequate reading of instruments and switches, while not hindering outside vision. This also eliminates light reflections on the windshield and cockpit windows.
- When you are ready (and cleared if a tower is in operation) for takeoff:
 - Verify the final approach and runway are clear of traffic.
 - Turn ON landing and taxi lights.
 - Align the aircraft with the runway centerline
 - Be especially alert for wildlife at smaller airports. It may be desirable to “back taxi” the runway where wildlife is a potential problem
- Before stating the takeoff roll, check the runway magnetic heading against the compass heading (to insure the correct runway) and set the heading indicator.
- Use the runway centerline lights, or centerline stripe to keep the aircraft tracking straight on takeoff. If neither of these are available, use the runway edge lights as a reference. Night training should include takeoffs both with and without the use of landing lights.
- During takeoff, monitor the flight instruments to help insure the correct heading and pitch attitude are maintained. At the proper lift-off airspeed, smoothly adjust the pitch attitude to the normal climb position while using both the flight instruments and outside visual references.

Climb is especially critical in a night takeoff. Many pilots have come to grief by unwittingly flying back into the ground or striking unlighted obstacles immediately after takeoff.

- Because the acceleration during takeoff gives a strong illusion of the aircraft pitching up, the natural tendency after takeoff is to lower the nose and fly back into the ground.
- To ensure a climb, especially when departing into an area of few lights, it is very important to monitor the pitch attitude, altimeter and vertical speed for climb.
- Make the necessary pitch and bank corrections with the flight instruments and fly the extended runway centerline to at least 400 ft agl before initiating any turns.
- When departing an unfamiliar airport at night, especially in mountainous terrain, fly the instrument departure procedure track to the MOCA before proceeding on course.
- Once airborne, landing lights may interfere with night vision, especially if being reflected by haze, smoke or clouds. If their use is not required for collision avoidance, it is better to turn them OFF.

- During IFR flight, strobes may need to be turned OFF in heavy clouds for the same reason.

Enroute operations also present special challenges at night. Darkness hides both terrain hazards and deteriorating weather conditions.

- Adhere to MOCA (Minimum Obstruction Clearance Altitudes) plus 1000 feet (+ 2000 feet in mountainous areas) at night, especially in unfamiliar areas.
- Do not fly night VFR in marginal or deteriorating weather. Ceilings should be forecast to remain at least 2000 feet above the desired cruise altitude, with visibilities of more than 5 (preferably 10) miles. Utilize ATC Flight Following services at night.
- Be very alert to the absence of ground lights ahead of the aircraft. This could well indicate the presence of either weather or high terrain. Ground lights beginning to take on a halo or glow is indicative of ground fog forming.
- Remember that at night all visual references to the horizon may be lost over large bodies of water (or sparsely populated areas) especially during overcast or hazy conditions (i.e. the Robert Kennedy accident at Nantucket). Do not attempt this unless proficient in instrument flight.
- Training for night flight should include the same basic maneuvers practiced for day flight. It should also include emergency maneuvering of the aircraft without any (or only emergency) cockpit/instrument lighting, as would happen during an electrical system failure.

Approaches at night are where it is very easy to tangle with “terra firma.” The combinations of unlighted terrain and visual illusion have brought many an experienced aviator to grief. This also affects instrument approaches requiring a visual segment. (i.e. the 29Mar01 Gulfstream III accident in Aspen, Co., which has become an industry classic.)

- Complacency has no place in any flight operations, especially at night. It is perfectly possible to fly into the top of a ridgeline while looking at airport lights right up to the point of impact! One of our examiners (15,000 + hrs) was killed in a night, VMC accident at Rangeley, Maine (22Dec00) by this phenomenon.
- Observe MOCAs during descent to the airport. Plan the descent to arrive at the airport at pattern altitude using the distance to go times three formula (i.e., 10 miles to the airport x 3 = 3000 above pattern altitude); unless the MOCAs require a steeper descent.
- Listen to CTAF (at uncontrolled airports) and activate the airport lighting while 10 to 15 miles out. Be sure you have the right frequencies at hand. (Pilot controlled lighting is not always on the CTAF frequency. KPBG uses a CTAF of 122.7 with a light activation frequency of 122.97) Landing lights should be turned ON at this time, if not already in use.
- Fly directly toward the rotating beacon until the runway lights are clearly visible. Check the location of the rotating on the airport diagram (when verifying light activation and CTAF frequencies) before starting the approach. It is not uncommon for the rotating beacon to be located off the airport (KMVL).
- Set the heading bug (if available) to the landing runway heading, as it will be an excellent reference for the pattern legs. Fly a “close in” pattern at night, monitoring the flight instruments for proper heading, altitude and airspeed. Be sure to keep the runway lights in sight at all times.

Landings at night (as during the day) are made easier by properly flown approaches. When available, use visual/electronic glide paths such as VASI or ILS glide slope. In their absence, use the 300 feet/mile formula (i.e. add 300 feet to the runway elevation for each mile to go). Monitor airspeed, altimeter and vertical speed to insure a stabilized approach.

- Once on final, align the aircraft midway between the runway lights. Correct for wind drift by keeping the runway lights at a constant position in the windshield. (A constant position horizontally will correct for drift, while a constant position vertically will maintain the approach path.)
- The tendency of pilots who are inexperienced in night landings is to round out too high. The proper roundout height is typically when the landing lights reflect on the runway and tire marks can be clearly seen.
- Landing without landing lights should be learned as an emergency procedure during night training. These are completed using the Soft Field Landing technique, with the aircraft flared just above the runway lights. When the landing attitude is reached, it is maintained with elevator control, while power is adjusted to give a gradual descent to runway contact. The throttle is completely retarded after touchdown.

Night Emergencies include electrical failure and engine failure. Monitor the electrical system closely at night to catch an impending failure early. Most light aircraft batteries will provide approximately thirty minutes of emergency power.

Reduce the heavy loads (Landing Lights & Pitot Heat). Divert immediately to a suitable airport while remembering that once the radios die you will not have any way to active the airport lighting.

Engine Failure at night is a major crisis. Things to remember:

- Turn immediately to the nearest lighted airport. The typical light aircraft can make 1.5 miles for each 1000 ft of altitude lost in still air (i.e. 6000 feet = 9 miles). Airports downwind of your current position are the most reachable. Fly higher at night. Fly "valley" routes.
- If no airport is in range, turn toward low terrain which tends to be flatter. Valleys in New England usually run N/S, so those headings are probably better.
- Attempt a restart! Many engine failures are the result of fuel mismanagement.
- Fly towards lighted areas, so that help will be closer. Declare an emergency on the current frequency or 121.5 if not monitoring an ATC frequency. Residual lighting may help define an open area as you descend. Consider water areas at night only if they are solidly frozen. Night water egress, hypothermia and water rescue problems can only add to your troubles.
- If a suitable landing area cannot be reached or determined, go the landing configuration, turn the aircraft into the wind and turn on the landing lights. Maintain positive control in the landing attitude at slowest possible approach speed. Avoid hitting objects directly with the nose, if possible. Aircraft are quite crashworthy and most controlled low speed impacts are survivable. Remember the following: Airplanes are replaceable, People are not!
- When stopped, immediately turn off all switches and evacuate.

That completes our series on night flying. Next month we will take a look at operating on skis.

The thought for the month is "In a multitude of counselors there is safety." So until next month, remember to Think Right to Fli-Rite!

Champ Story by Shirley Chevalier

I called Ray Allen and asked him to meet me at the airport to go take some aerial photos, Ray loves to fly when I shoot. Before Ray arrived, I was doing my pre flight but I couldn't get the oil cap off. There was a guy (I had never seen him before on the ramp) headed for his airplane, I said "Hey Mister, could you help me take this oil cap off," he said "Sure". So while he was doing that.... he was also drooling all over the Champ and said that 40 years ago he had a Champ too, but not like this one! He told me a couple of stories about his Champ, I could see he would love to have gone up in this baby and I would have asked him if Ray wasn't on his way. So Ray showed up and we took off and this guy took off in his 140. When we came back, Ray had to leave but I still wanted to fly (we don't get too many nice days in January) so I went back to the hangar and this guy had just gotten back from his ride around the patch. I yelled over to him "Hey, yea wanna go for a ride in the Champ" ... and he yelled back .. "YEA!" So we jumped in and off we went. He told me he was a retired US Air pilot of 1 1/2 years, and boy was this fun! We got down and as he was getting out of the Champ, he said, kind of over his shoulder, "I just remembered my Champs tail number....it was N8599E" .. I was stunned ... I said "Look at this one's tail number"! It's the same airplane he owned my Champ between 1967 and 1968 almost 40 years ago! I came home and looked up my log books and sure enough he owned my airplane! How do you like that story!

For sale.

One David Clark (10-40) headset ~ voice activated smaller mike ~ volume control.

Excellent condition. Make me an offer.

Call or email: Shirley Chevalier 878-4432

Champ99e@aol.com

Safety Tip by Don Taylor

Winter is here and so is the snow and ice. You can takeoff from an icy runway but landing is another story. When you land on an icy runway make sure you have breaking power. If you are going to takeoff and land in snow and you have wheel pants, it is best to remove them. They can fill up with snow and ice. If you freeze your brake you might get a surprise during landing.

Did you Know? By Don Taylor

Winter flying on Skis is the same as floats.....Almost!

Takeoff on skis calls for normal tailwheel technique. In deep or wet snow, lifting the tail as soon as possible can help performance since it raises the tailwheel out of the snow. In rough conditions, raising the tail early minimizes the abuse on the tailwheel and reduces the chance of breaking it.

As you approach a landing area, you'll notice that the ski environment is short on wind indicators. Sometimes you can find a cabin that has a flag or smoke coming out of a chimney. If you are near a lot of ice fisherman, remember they usually put there backs to the wind.

For landings, touching down with a flat, wheel landing attitude is recommended since three point landings can be hard on the tailwheel. Most of all, remember you do not have brakes!

I do not land on lakes or ponds until the ice fisherman drive their trucks on the ice. When they do, I stay between them and the shore!

From the President by Tony Speranza

On Thursday 1/26, the State of Vermont held a meeting at the Franklin County airport which was attended by a number of Chapter 613 members. Consulting engineers, Durfresne-Henry reviewed the results of an excellent study which examined potential future growth patterns & development opportunities. The long range strategic plan included the possibility of a paved taxi way, a relocated "grass strip" as well as a relocated Ultra-light facility. Although a long way off, the plan was well received as many thought it offered the possibility developing into a regional Mecca for sport & ultra-light aviation.

After the meeting, the Chapter 613 hanger commitment meet to discuss moving forward. After some lively discussion, the Team agreed to accept the basic plan/layout drawn up by Chuck Robitaille, (thank you), convert it to a CAD format (Jim Baker) and generate initial cost estimates (Don Taylor). The Team generally accepted the possibility of having to start with a classroom (Tech Center, meeting room, shop, breakfast area....) but also kicked around ideas for compiling a "package" which might enable donation, fund raising and complete construction. This will be discussed at next Chapter meeting.

EAA CHAPTER 613 PRESENTS.....

CABIN FEVER FROLIC 2006

WHEN: Saturday, February 11, 2006

WHERE Best Western Windjammer Inn and Conference Center located on Williston Road across from the DoubleTree 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: Roast Turkey w/Stuffing, Maple Glazed Ham, Baked 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 2006 Cabin Fever Frolic. Enclosed is my payment of \$26.00 per person. Check made payable to Marge. (must have your reservation by Thurs, Feb. 9th.)

NAMES: _____

Young Eagles: Donald Taylor

We have five pilots reporting Young Eagle Flights for December. There have been no flights for January 2006!

Steve Couzelis	2	Pete Laframbois	7	Don Nowakowski	1
Don Taylor	8	George Godin	2		

We have flown 259 Young Eagles so far, which leaves 41 short of our goal of 300!

The pilots and Young Eagles Flown:

Steve Couzelis	19	George Godin	11
Don Nowakowski	9	George Coy	1
Chuck Robitaille	10	William Hanf	8
Donald Taylor	115	Ronald York	9
John Mcnerney	17	Terry Griffin	2
Pete Laframbois	17	John Butterfield	18
Mike Pecue	17	Bill Yendrski	6



The goal set for 300 Young Eagles flights for 2006. We have 8 pilots that have flown 10 or more Young Eagles in 2005; that gives us 224 credits to send someone to EAA Air Academy in Oshkosh! Too bad some pilots did not fly at least 10 that would have earned us more credits.

Every credit we get is worth \$1.00 to send someone to the EAA Air academy in 2006. If we do not get to use them, they can go to another Chapter. They don't get wasted!

Calendar of Events

January 15, 2006	Pancake Breakfast, Franklin County Airport (FSO) 9-11, Meeting to follow
February 11, 2006	Cabin Fever Frolic @ Windjammer, Register w/Marge 802-878-6337
February 11, 2006	FAA Seminar "Pilot Health 9:30 J&M Aviation Middlebury Register at faasafety.gov
February 19, 2006	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
March 19, 2006	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
April 4-10, 2006	Something called Sun 'n Fun in Lakeland Florida
April 16, 2006	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow
April 22, 2006	New England Aviation Expo, KASH, 8-5:00

EAA Chapter 613
of Vermont
Membership Application
and Renewal Form to update Chapter's database

Date_____

Name_____ Spouse or SO_____

Mailing Address_____

City_____ Zip_____

Business or
Occupation_____ Business Phone_____

National EAA#_____ Date_____ Home Phone_____

E-Mail address_____ @_____ Check Yes__ or No__
For E-mailed Newsletter

Pilot License Yes _____ No_____ Class and Rating_____

Aircraft Owned_____

Current Projects_____

Are you willing to participate in the Young Eagles Project? Yes___ No___

Are you willing to give Rides? Yes___ No___ Would you like a ride? Yes___ No___

Aircraft Interests
Circle your choices

Homebuilts Classics Warbirds Ultralights General Aerobatic Light Sport

Other Please describe_____

Are you interested in building and using a Club hangar? _____

Any other interests? _____

Dues \$15 (singles) \$20(family) Make checks payable to: EAA Chapter 613 of Vermont
and send this form to:

Steve Couzelis
9 Pine Harbor Road
Milton, VT 05468

Dues are paid annually for the calendar year!

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

FIRST CLASS MAIL



January 2006

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