



CHAPTER 613

January 2006

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Tom Edwards

I hope everyone had a great holiday season and your aircraft received all the toys it needed!

At this time I would like to extend my thanks to Terry, Don and Marge for their hard work over the last decade or so. Their behind the scene work sometimes gets taken for granted. They are not vanishing from the club, just handing over the yoke to another captain. When you see them, make sure you give them a thumbs up for their hard work.

2006 brings on a few new officers. Make sure you volunteer your help and support for the coming year!

Cabin Fever Frolic is coming up the 11th of February at the Windjammer. It's a month earlier than usual so mark your calendars and send in your reservations to Marge. Any specials awards can also be sent in or bring them along to the dinner.

A final note: Dues are due! Make sure you renew and send your application and dues to Steve. It is important to fill out a new application so we can update our database. I receive a lot of changes directly and Steve gets out of the loop. Please send all changes through Steve and he'll send them to me.

DECEMBER MINUTES BY MARGE BUTTERFIELD

There was a very good turnout for the December 18th pancake breakfast at the Franklin County Airport. Donald Taylor and Joe Gardner set up for the event and they were also the cooks. Donald brought a separate grill and was able to whip up some eggs for those who wanted them. As usual, everything was delicious. Donald also furnished holiday wrapped chocolates for the tables. The meeting was called to order by President, Terry Griffin, at 10:30 a.m. Following are the minutes of the meeting:

- Thanks were extended to Donald Taylor and Joe Gardner for setting up for the pancake breakfast.
- Thanks and a round of applause was extended to the cooks, Donald Taylor and Joe Gardner for the fantastic pancake breakfast.
- The Secretary's Minutes were accepted as published in last month's newsletter.
- Treasurer, Steve Couzelis, announced that there was no



Treasurer's Report this month as he had been away. He will have a report for the next meeting.

- The next pancake breakfast will be on Sunday, January 15th at the Franklin County Airport from 9:00 – 11:00.
- **Steve Couzelis** announced that our Chapter webmaster, Dick Bayer, saved our Chapter \$50.00 by renewing with another company. (Way to go Dick!)
- Thanks to George Coy, our Chapter received a \$500.00 donation through the purchase and donation of a forklift he had acquired. (Thanks George!)
- Scholarship Committee Chairman, Frank Gibney, was not present. It is again time to get the scholarship applications out for the 2006 season.
- **George Coy** announced that he hasn't heard anymore regarding the DC-3 donation to our Chapter. He will keep us posted.
- **Terry Griffin** recommended to incoming President, Tony Speranza, that we keep the hangar project going and see what happens with the DC-3.
- Young Eagles Coordinator, Donald Taylor, announced that some Young Eagle rides were given recently by Steve Couzelis, Pete LaFramboise, Don Nowakowski and Donald Taylor. This year our Chapter gave 257 Young Eagle rides, which was 43 short of our goal.
- **Joe Gardner** had a good idea of having stickers made to put on your car, plane, etc. It would have our Chapter logo on it and we could sell them to members.
- **Moe Boisvert** advised that the Federal Air Surgeon has told AOPA that soon medical examiners (AMEs) will be permitted to reissue third class medical certificates for pilots with cardiovascular conditions, including coronary artery disease, bypass surgery, angioplasty, and stent placement under the AME Assisted Special Issuance (AASI) program. These conditions are among 15 new ones that will be added to the existing 20 that premiered with the AASI program in 2002. This is great news for those pilots who have heart conditions and must go through the time consuming and often frustrating, special issuance process each year. For more information on this check out the AOPA website.
- **George Coy** suggested that we invite Dr. Josh as a guest speaker at one of the future pancake breakfasts. As you all know, Dr. Josh is an Authorized Medical Examiner. George also suggested that another future topic which would be interesting are sport pilot issues with the FAA.
- **Marge Butterfield** agreed to organize "Cabin Fever Frolic" again this year. The members present at the meeting agreed that it would be a good idea to try and have the event in early February. February 11th looked like a good date. Marge will see what can be arranged.
- Because quite a few of our members live in Shelburne and south of Shelburne, it was suggested that we keep some of the pancake breakfasts and meetings down that way. There is no water on at the Shelburne Airport until Ray Magee returns from Florida in the Spring, so Terry Griffin is going to check with Nick Santo about his facility and also with Atlantic Aviation (formerly, FBO AvCenter) at the Burlington Airport. Perhaps the February and/or March pancake breakfasts could be held at one of those locations.
- **Steve Couzelis** announced that DUES WERE DUE AS OF JANUARY 1, 2006. If you can't make the next pancake breakfast, just send your dues to Steve. (\$15.00 single membership and \$20.00 family membership). Steve's address is on the back page of the newsletter.

*****50/50 Raffle*****

The 50/50 raffle was won by none other than, Eric Richardson. It was a good thing as Eric arrived after the grill had been shut down and missed this breakfast. Eric walked away with an additional \$7.50 in his pocket. Congratulations Eric!!

Flight Advisor Corner: Hobie Tomlinson Night Operations Part II

We will “Start off the New Year” by continuing our series on Night Operations. Last month we looked at the Regulations covering night operations and Night Vision issues. This month we will look at Preparation, Planning, and Preflight.

Preparation and Planning become even more important for night operations. This is for two reasons. The first is that darkness hides all but lighted objects and the second is because of the time period during which darkness occurs. Night operations invariably occur on “the back side of the clock” when most of the aviation support structure available during the day closes up and goes home. Combine this with the fact that we humans were designed as “day creatures”, typically experiencing our “Circadian Low” during these hours and it should raise some “Caution Flags”!

Preparation: When we look any operation (including night) our 5 M Model (Man, Machine, Mission, Meteorology, & Management) is a good evaluation and risk assessment tool. Let’s take a look at how we would evaluate these for night operations and their interaction.

1. Man: What is my currency and proficiency for night operations? (Note: these are different, as it is quite possible to be current and not proficient or vice versa). How recent is my night experience and how is my physical condition? What will be my fatigue level? (Stress and fatigue are always present at some level and must be part of any risk evaluation!)
2. Machine: What is the type, operating condition and installed equipment of my aircraft? How familiar am I with this particular aircraft? Does all the installed equipment work properly, and do I know how to operate it? Do I know where all the lighting and equipment switches are, what they do, and can I find them in the dark? Is anything inoperative, intermittent or marginally operative?
3. Mission: What is the objective of tonight’s operation and how important is it? Is it for pleasure, training or business? Am I staying local or going cross-country? If cross country, is the terrain friendly or hostile? What is the minimum enroute altitude I need to maintain? How familiar am I with the airports involved and the surrounding terrain? Are the services I need available at these airports after hours? Do I know how and on what frequency to activate the airport lights? Are visual or electronic approach path indicators available and what are the runway lengths?
4. Meteorology: How is the weather going to impact tonight’s operation? What is the residual light level going to be? (Clear night, full moon on snow covered ground, or overcast, hazy, moonless night with very sparse ground lighting?) What is the ambient temperature going to be? Will I need preheat, will the aircraft require deicing, or will it acquire frost during my ground stops? What is the wind going to do? Will it be turbulent during approaches and will I need to make night, crosswind landings? Is the weather improving, stable or deteriorating over my route? What is the potential for hazardous weather (Thunderstorms, Ice, Fog and/or Turbulence) developing and do I have the equipment/experience to deal with these? When was the last time I flew an approach at night? What are my operating limits and contingency plans?
5. Management: What are the life events surrounding this operation? Do I have any self/ externally imposed pressures related to this trip? What is my stress level? Are there any major, personal distracters? What is my emotional condition? Do I have sufficient resources available to acquire any needed services? Have I called ahead to insure that fuel and other required services will be available when I need them? Have I made adequate time available to properly prepare for this flight?

Needless to say, mixing deficiencies in more than one area or a major deficiency in any area is a recipe for disaster. Night VFR in other than ideal weather is the stuff that accident statistics are made of!

Planning is the next step in the process, especially for cross-county operations. There are several good, free planning programs available on the internet, including AOPA’s. As I stated last month, I personally like www.FltPlan.com the best. Both of these sites have imbedded weather products available for “one stop” shopping. There is also the old standby, www.Duats.com. All of the sites can be programmed to flight plan specific aircraft, as well as file flight plans.

- Route Selection is more important at night. In single engine aircraft, avoid hostile terrain and stick with valleys and areas with major roads. If ice is a possibility, avoid routes with high MEAs (Minimum Enroute Altitudes).
- Minimum Altitudes become very important at night. The risk of CFIT (Controlled Flight Into Terrain) is quite real! (A fellow Pilot Examiner in Rangeley, Maine was killed by this during a night VFR arrival a few years

back.). Be aware that the MEF (Maximum Elevation Figures) found in the Latitude-Longitude quadrangles of Sectional Charts only guarantee 101 feet of clearance. Add 2000 feet to these numbers in mountainous terrain and 1000 feet every where else. This will give a number approximating the OROCA (Off Route Obstruction Clearance Altitude) found in the quadrangle of Instrument Enroute Charts.

- Charts can vary. IFR enroute charts are easier to read at night, but have less information. Use black “course lines”, as red disappears (if using red cockpit lighting) and “highlighter lines” do not show up well.
- Fuel reserves at night are the same as for IFR operations, requiring a minimum of 45 minutes. I always add 15 minutes contingency fuel and will not operate with less than 1 hour fuel reserve whenever possible. Do not operate with minimum fuel unless you have enough experience with your flight planning tools and a particular aircraft to validate both the planning numbers and fuel gauge accuracy!
- Weather Briefings and “No Go” Criteria are extremely important for night operations. Do not operate VFR Night over any route that does not provide ceilings of at least 2000 feet greater than your highest minimum enroute altitude. Do not operate VFR Night cross-country with less than 10 miles visibility (5 miles for local flights). Do not operate in mountainous areas at night if there is any weather present! Be aware of the temperature/dew point spread. Have a contingency plan (alternate) if fog should develop. Be alert for frost formation during ground stops. Get weather updates more often at night, as a changing weather situation is not as apparent. Pick some suitable, lighted enroute, diversion airports in advance, just in case the weather does not behave as advertised! The absence of ground lights at night under an overcast (as above an area of fog/water or in dense haze) can create IMC (Instrument Meteorological Conditions). Maintain basic instrument proficiency if flying on other than clear nights.
- Airport Charts are important at night. Airport diagram charts should be used for all flight operations, but are especially important for night orientation on unfamiliar airports. The IFR 10-9 airport chart is the best “single source” document for this purpose. The IFR approach charts for an airport will give valuable minimum altitude, terrain, obstruction and electronic guidance information. The transition routes provide minimum safe arrival altitudes.
- The Airport Facility Directory should be consulted to ascertain the hours of ACTC (Air Traffic Control Tower) operation and the CTAF (Common Traffic Advisory Frequency) when closed. Also be sure to note the type of airport lighting available and the frequency to activate it (this may be different from the CTAF frequency, as in the case of Plattsburg International/KPBG)
- Call the FBO of your choice at the airports you intend to use and verify their hours of operation. (Telephone numbers can be gotten from the airport facility directory or www.fltplan.com.) Make arrangements for fuel and other necessary after hour’s services in advance. For very early departures, insure that someone will be there to provide access to the facilities. During cold weather operations, make arrangements for hangar or deicing to prevent/remove frost. Immediately following winter storms, verify the runway conditions at smaller airports. (A good practice even during the day!)
- Check the NOTAMs for inoperative/OTS (OuT of Service) lighting and facilities. It doesn’t matter that the airport has it if it’s not working!

Preflight is the last item before departure and this includes both our equipment and the aircraft.

- Our Equipment should include two operating flashlights (A large “D cell” for exterior preflight & a smaller, dimmable one for in-flight use, preferably around the neck on a lanyard). We should also have all our flight plans/charts organized and readily available on a clipboard/kneeboard.
- The Aircraft Night Preflight is the same as for daytime operations, with the exception of the following items:
 - Perform an operational check of all exterior lights and switches to insure that all lights illuminate when turned on. This should be completed early enough so that inoperative items can be repaired before flight.
 - Perform an operation check of all anti-ice/deice systems, including pitot heat. Do not “grab onto” any heated items, as they become very hot and will burn. Instead, place your hand close enough to verify operation, without touching.
 - Perform an operational check of all panel, interior and emergency lights and switches. Verify that all lights illuminate when turned on.
 - Check battery voltage to insure that it has adequate charge, and then check belt driven alternators for proper belt tension and condition. Carefully look through the aircraft “squawk sheets”/maintenance records to insure that there have been no recent problems with the electrical system or any of its components.

This looks like a good stopping point for this month. Next month we will wind up this series with Night Flight Operations and Emergencies.

The thought for this month is: "Hear instruction, and be wise, and refuse it not. For by wisdom thy days shall be multiplied, and the years of thy life shall be increased."

I would like to take this opportunity to wish all of you a Very Happy and Prosperous New Year and always remember to Think Right to Fli-Rite!

'Twas the night before Christmas, and out on the ramp, Not an airplane was stirring, not even a Champ. The aircraft were fastened to tie downs with care, In hopes that -- come morning -- they all would be there.

The fuel trucks were nestled, all snug in their spots, With gusts from two-forty at 39 knots. I slumped at the fuel desk, now finally caught up, And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, Called for clearance to land at the airport below.

He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick." I ran to the panel to turn up the lights, The better to welcome this magical flight.

He called his position, no room for denial, "St. Nicholas One, turnin' left onto final." And what to my wondering eyes should appear, But a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came, As he passed all fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their heads, They phoned to my office, and I heard it with dread, The message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, Then I heard, "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh, And stopped on the ramp with a "Ho, ho-ho-ho..."

He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost, And his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale, And he puffed on a pipe, but he didn't inhale. His cheeks were all rosy and jiggled like jelly, His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red, And he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work, And I filled up the sleigh, but I spilled like a jerk. He came out of the restroom, and sighed in relief, Then he picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log, These reindeer could land in an eighth-mile fog. He completed his pre-flight, from the front to the rear, Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, He called up the tower for clearance and squawk. "Take taxiway Charlie, the southbound direction, Turn right three-two-zero at pilot's discretion."

He sped down the runway, the best of the best, "Your traffic's a Mooney, inbound from the west." Then I heard him proclaim, as he climbed thru the night, "Merry Christmas to all! I have traffic in sight."

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: _____

DON'T



FORGET



GUST FACTORS!



Young Eagles: Donald Taylor

We have flown 257 Young Eagles so far, which leaves 43 short of our goal of 300!

The pilots and Young Eagles Flown:

Steve Couzelis	17	George Godin	9
Don Nowakowski	8	George Coy	1
Chuck Robitaille	10	William Hanf	8
Donald Taylor	107	Ronald York	9
John Mcnerney	17	Terry Griffin	2
Pete Laframbois	10	John Butterfield	18
Mike Pecue	17	Bill Yendrzski	6



Final totals will be published in February's Newsletter!

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 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 16, 2006	Pancake Breakfast, Franklin County Airport (FSO) 9-11. Meeting to follow



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

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Terry Speranza	878-7377	2 Poplar Court, Essex Junction, 05452	asperan@us.ibm.com
Vice President			
Moe Boivert	863-3583	99 Holmes Road, S. Burlington, 05403	mnboivert@netscape.com
Treasurer			
Steve Couzelis	893-0029	9 Pine Harbor Rd, Milton 05468	flybuddy20@yahoo.com
Secretary and Newsletter Editor			
Tom Edwards	985-5232	124 Wild Rose Circle, Shelburne 05482	k1kbl@msn.com
Scholarship Committee			
Frank Gibney	879 7419	1147 Sunset View Rd. Colchester 05446	gibneyf@aol.com
Young Eagles Coordinator			
Don Taylor	868 3809	11 Ferris St., Swanton 05488.	
Technical Counselor			
George Coy	868 2698	116 St. Albans Rd, Swanton 05488	george@gesoco.com
Assistant Tech Counselor & Activities Committee			
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