



CHAPTER 613

May 2007

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Bruce Richardson

I got an unexpected package in the mail in April. Chuck Hill sent me some pictures from a 6 April celebration of Don Taylor's 80th birthday. Ten people gathered at Franklin County Airport to honor Don, and I'm told this was only the second birthday party he has ever had. George Coy was the host, and the celebration was planned and orchestrated by Heather, the Chief of Operations at FSO. Thanks Chuck for the nice write-up, and I hope everyone will join me in wishing Don a belated "Happy Birthday!"



**Joe Gardner, George Coy, and the honoree, Don Taylor
at Don's 80th Birthday Celebration**

Mark your calendars: the Vermont National Guard is having an Open House and tours of the new helicopter facility at Burlington International Airport on Saturday May 5, from 12:45 until 3:30 pm, that is open to the public. If you make the turn off Airport Parkway heading towards and Air National Guard side of the airport, the entrance to the helicopter facility is a ¼ mile on your right.

With spring here and summer rapidly approaching, the schedule for Young Eagles events is firming up rapidly. Please check the "Young Eagles" and "Upcoming Events" sections of the newsletter for updated information.

April Minutes by Marge Butterfield, Secretary

The biggest turnout for the season was definitely at the last pancake breakfast on Sunday, April 29th at the Franklin County Airport. **Janette Stetson** and **Donald Taylor** were the cooks and everything was cooked to perfection, as witnessed by how many just had to come back for seconds! The meeting was called to order by President, **Tony Speranza**, at 10:15 a.m. The minutes are as follows:



Our cooks, Janette Stetson and Don Taylor

Thanks were extended to **Donald Taylor, Joe Gardner, George Coy** and **John and Marge Butterfield** for setting up for the breakfast.

Thanks were also extended to **Janette Stetson** and **Donald Taylor** for the fine job they did in cooking for the breakfast.

The Secretary's Minutes were accepted as published in the April newsletter.

There was no Treasurer's Report as **Steve Couzelis** is in Florida recovering from shoulder surgery. Steve slipped while pushing his plane back and dislocated his shoulder and tore his rotator cuff.---Ouch!

Tony Speranza advised that he would still like to get **Hobie Tomlinson** and **Terry Griffin** to speak on various subjects after a future pancake breakfast.

Donald Taylor was featured in April's Sport Aviation Magazine on page 78. Donald is now number five in the country for giving Young Eagle rides. Congratulations Donald!!

Scholarship Chairman, **Frank Gibney**, advised that we have 2 kids going to the EAA Air Academy Camps. One is on an \$800.00 scholarship and the other on a \$600.00 scholarship. (Price of the camp varies with the age of the child). Frank also advised that he will be getting in touch with Robert Rotax, the recipient of the Mary J. McGrath Scholarship regarding obtaining his CFI rating.

Young Eagles Coordinator, **Donald Taylor**, advised that now you can only take three youngsters at a time for the Young Eagles Program. The Young Eagles Program is celebrating its 15th year this year!

George Coy announced that the Antique Car Show is going to be held on June 9th, which is the same day for the Young Eagle Rally at the Franklin County Airport. It was suggested that our Chapter host a BBQ.

The Young Eagle Rally in Shelburne will be held on Saturday, September 15th, with a rain date of September 16th. A lot of members already advised that they would help out at this event.

Tony Speranza and **John Butterfield** visited **Jack Centonze** for the Shop Night in April. Tony said that Jack is doing a really nice job. He said you could definitely tell that Jack was a dentist and not a logger!

Tony Speranza advised that 13 donations totaling \$5319 have been received so far for the Aviation Learning Center. \$3522 is for the hangar and \$1547 for the endowment. Some member asked if they could donate by credit card. Since the Chapter isn't equipped to do this, **George Coy** said they could donate with a credit card through Border Air and then Border Air would write the check to the Chapter. Thanks George!

Webmaster, **Dick Bayer** is continually updating our website and it is looking really good thanks to his efforts. Tony suggested that the officers write up a Bio to put on the website.

A "Future Home of EAA Chapter 613 Aviation Learning Center" sign is need for the building site. **Eric Richardson** advised that he may be able to do this.

It was suggested that a picture of the future site of the ALC be featured on our website. Chapter 486 in Fulton, NY has built a hangar and has information about it on their website.

The upcoming *Shop Night* will be held at Mike Chase's house on Thursday, May 10th. Mike is building an RV10. Mike was an F-18 pilot and lives in Grand Isle.

Dick Bayer announced that the Army Air Guard is having a tour of their new facility on Saturday, May 5th at noon.

The winner of the 50/50 raffle was **Ruth VanBenthuyzen** who won \$23.00. Ruth donated this sum to the Aviation Learning Center Fund. Thanks Ruth!!

New Members

We have new members who joined our Chapter last month. Bryan and Jill Bourgeois live in Underhill. Bryan is building a Sonex, which is a light sport aircraft and both Bryan and Jill will be taking flying lessons soon. Ray Cooley lives in South Burlington. Ray is retired and has his private pilot's license.

Welcome to EAA Chapter 613!!

President's Column: Tony Speranza

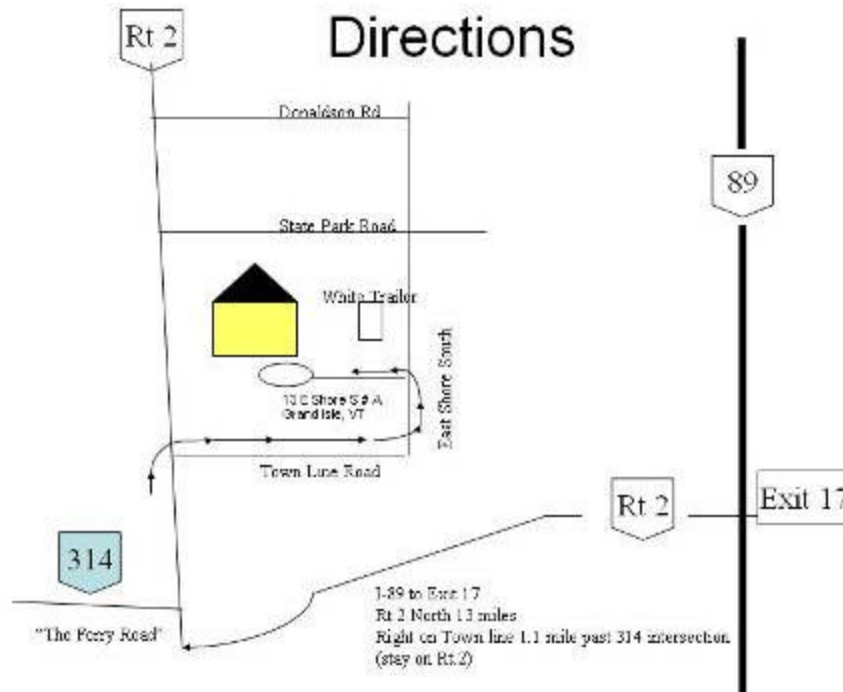
April 12, Shop Night at Jack Centonze's - Light turnout tonight, probably due to the April snowstorm (will it ever stop?).

We had a nice visit - Jack's making good progress on the aircraft & hopes to be flying this summer. Finish is Stits, fuselage is 1/2 done & everything else is covered. Jack took the weekend Fabric Workshop offered by Heros Aviation - learned a lot and is doing a real nice job on the fabric! The Kitfox is a light but study design - uses epoxy bond to join plywood ribs to tube leading edges & spars. Jack's work is outstanding (retired dentist - used to doing quality hand work?). He built his own VW based aircraft engine - 2180cc that will output 100+ HP. Even with dual ignition and electric start it cost about 1/2 of what a Rotax would run. Jack's a car buff with lots of engine experience...very nice!



The next "Shop Night" will be held at Mike Chase's house in Grand Isle on Thursday, 10 May, 7:30 p.m. Please note the usual start time has been moved back by 30 minutes. We'll get a look at his RV-10 project - Mike has the tail done, and is just starting on the wings. Below is a map with directions to Mike's house. Hope to see everyone there!

The club continues fund raising & working through the details of how the Aviation Learning Center will be used - Very Exciting! Thanks for your support.



Flight Advisor Corner: Hobie Tomlinson

Annual Safety Issue: The Error Chain

Winter is finally ending (although it is currently snowing as I write) and the beginning of the summer flying season will soon be upon us. For that reason, May is a good month for our annual safety issue. This is always a fertile field for writing because there seems to be an infinite number of ways to get in trouble with airplanes.

This year we will discuss the Human Factors part of the error chain. As I'm sure you are well aware, accidents are not caused by a single event but are the result of a series of linked events, which has become known as the **"Error Chain."** Accidents happen after a series of detrimental events have begun to occur. Unabated, these events exponentially increase the complexity of the situation until the crew is overwhelmed and an accident occurs. In a study of air carrier accidents by NASA-UT (University of Texas), error chains contained between seventeen and thirty five links. Either eliminating one of the links or breaking the sequence of links would have prevented the accident.

The first step in stopping the error chain is recognizing it has begun. From the above study, NASA-UT defined 11 clues to identify the presence of the error chain. Since these clues are not always black and white, they may not be readily identifiable. The best clue is usually intuitive ~ that still, small voice that manifests itself in the pit of your stomach.

Listen to it, it is almost always right!

NASA-UT went on to say, **if four or more of these clues are present, there is a very high probability you are currently enroute to the accident site!** Let's take a look at them.

1. **Ambiguity** This is when two or more independent sources of information do not agree. These sources could include cockpit warnings, instruments, navigation systems, visual clues, charts, manuals, ATC instructions, aircraft response or performance, senses, etc. Do not continue to let ambiguity exist. It is usually caused by an unrecognized error or failure. Pursue additional information until the ambiguity can be cleared; do not ignore it. No instrument approach should be started or continued if ambiguity exists. Break off and resolve it!
2. **Fixation or Preoccupation** This is when we focus our attention on one item or event at the exclusion of all others. The item can be something that just happened such as unplanned distractions, programming navigation or auto flight systems, equipment failure, ATC communications, etc. This is usually a sign of task saturation or overload. The cure is taking action to increase the available time, reduce the workload, and then limit the time spent on any one item. It's ok to come back to something but don't dwell on it.
3. **Confusion** This is a feeling of anxiety, puzzlement or uncertainty about navigation, flight procedures, ATC clearances, aircraft systems, malfunctions, etc. Again, don't let confusion reign. Get the manual out and look up the information or ask for clarification. This is where Cockpit Resource Management comes into play. If necessary, get on the radio and obtain additional information/expertise from ground-based sources!
4. **No one Flying The Aircraft** This usually occurs with fixation or preoccupation events, but it may be caused by other distractions. In crew situations, it is caused by both pilots being drawn into some abnormality. The most famous accident involving this clue was the crash of an Eastern Airlines L1011 into the Florida Everglades when all three crewmembers got involved in trying to resolve a faulty gear down light. Needless to say, Aviate, Navigate, then Communicate ~ in that order! Make sure someone is always flying!
5. **No one Looking Outside** This tends to be an automation issue, although it also accompanies task saturation (Fixation and Preoccupation). The cure is proper management of cockpit workload. Accomplish tasks which are not time specific during periods of low workload to "unload" high workload periods, such as approach and landing. Do not get so preoccupied with pushing the buttons that you forget to look outside! American Airlines has a great saying. It is "**Reducing Automation Reduces Workload**"! When ATC changes are happening "a mile a minute," quit trying to re-program all the gadgets. Default to basic instrument flying and keep looking around.
6. **Use of an Undocumented Procedure** Manufactures and organizations devote considerable time and expertise to develop procedures which have the highest potential of producing desirable outcomes. To not be familiar with or - worse yet - to choose to ignore those procedures is to invite disaster! Modern aircraft have system integrations which may not be readily obvious and "winging it" can easily have unintended and very undesirable outcomes! Deviations from established instrument procedures surrender the terrain clearance provisions which the procedures were created to insure.
7. **Violating Limitations or Minimum Operating Standards** These involve existing weather conditions, aircraft operating limitations, recommended operating procedures, checklist usage, etc. A critical bit of safety understanding states that "limitations and minimum operating standards are the guardrails of aviation that have been put into place to protect us from ourselves!" They will keep us "out of the ditch" when we get "target fixation" and are tempted to continue an operation against very undesirable odds! Almost all aviation rules have been written in blood; that is after the dust has settled and the carnage cleaned up someone sat down and made a rule to prevent that event from reoccurring. Unfortunately, "Those who choose to ignore history are doomed to repeat it"! Or, as my dad used to say, "There are so many new, different, and exciting mistakes to make, why waste your time on the same old ones?"
8. **Unresolved Discrepancy** This is the failure to resolve a conflict of information or of opinion about weather conditions, ATC clearances, aircraft performance, system anomalies, etc. When in doubt, ask, there are no "stupid" questions! Ninety percent of solving a problem is correctly identifying it. In accident after accident, misidentification of the problem or a faulty assumption is a direct cause of the subsequent accident! Proper situational awareness can only be maintained by resolving discrepancies. Do not be content to ignore these issues, resolve them!

9. **Failure to Meet Targets** These are ETAs, airspeeds, altitudes, fuel consumption, aircraft configuration, approach criteria, etc. This is a sure sign that the aircraft is arriving places considerably before the pilot himself or herself does! It can be caused by insufficient or total lack of preflight planning, inadequate aircraft or operational knowledge, or a lack of adequate proficiency. When this starts to show up in your flying, find a good instructor and take some refresher training! Professional pilots are required to complete recurrent training at least annually, should we do any less? Do not “coast” in your flying ability ~ things only coast one way, downhill! The FAA Practical Test Standards define minimum acceptable performance. Do not accept any less! **Bringing the training to the standard produces excellence, bringing the standard to the training produces mediocrity!**
10. **Departure from Standard Operating Procedures** This can be either intentional or unintentional. Unintentional departure from standard operating procedures (SOPs) is due to insufficient knowledge or - worse yet - not having any standard operating procedures. If you stop and think about it, **abnormal situations are defined by the absence of a normal situation.** If you don't have a “normal” way of doing things, (SOP), then you can't even identify an abnormal situation, much less address it! As an industry we pretty much know what works; we just need to use it! Intentional departure from standard operating procedures is an entirely different matter. This has several causes. First is **“target fixation,”** one we are all susceptible to! It is an overwhelming desire to complete the mission regardless of an abundance of information pointing to the inadvisability of continuing. This is when we are tempted to “bend the rules” to continue and where adherence to SOPs will protect us from ourselves. Always remember: 1) Dead pilots do not need mission credit and 2) Accident investigations usually happen on “nice” days! Next, **“Rouge Pilots,”** those individuals who think that they are exempt from the laws of physics! Two choices present themselves: 1) revoke their flying privileges while they are still alive or 2) attend the funeral! Lastly, those **organizations or group cultures that openly condone (reward) or subtly condone (ignore) non compliance with SOPs.** The industry has coined a term for this, which is PINC ~ (pronounced PINK) **Procedural Intentional Non Compliance.** If you are in an organization or culture condoning this, go elsewhere ~ dead pilots do not need employment or friends! Oddly enough this was where NASA themselves had gotten before the Challenger tragedy!
11. **Incomplete communications** This involves the failure to be frank and precise in stating concerns, opinions, suggestions, withholding information, failure to resolve differences, misunderstandings, disagreements, etc. Some cures are: 1) Say what you mean and mean what you say! **Use proper radio phraseology,** aviation is no place for slang or CB jargon. 2) Use “looped” communication. Always reply to communication and expect a reply to your communication. The absence of a reply means you did not communicate! 3) Question and validate communication which you do not completely understand or which does not make sense. 4) State opinions, offer suggestions, ask questions ~ do not assume anything! 5) Be especially vigilant when dealing with accents, different cultures, foreign countries and unfamiliar locations or procedures. A classic example of this was a 747 freighter crash. The controller issued clearance was “Descend **Two Four Hundred Feet.** The Captain interpreted the clearance as “Descend **To Four Hundred Feet!**”

Cockpit Safety Skills Help prevent the error chain from starting by the following:

- Ask the Right Question
 1. Am I Fit ~ **IMSAFE** (Illness, Medication, Stress, Alcohol, Fatigue, Emotions)
 2. Am I Qualified
 3. Am I Proficient
 4. Is the Aircraft Airworthy and Suitable for the Mission
- Frankly State Opinions
 1. I don't like this
 2. This is dumb
 3. I'm tired
- Work out differences
 1. Headings
 2. Altitudes
 3. Clearances
 4. Opinions

- Criticize Constructively
 1. We're (not you're) High/Low
 2. We're (not you're) Fast/Slow
 3. Do we (not you) need more Fuel/Information

- Make Decisions
 1. Go Around
 2. Delay
 3. Divert
 4. Cancel

- Manage Resources
 1. People, Crew, Passengers
 2. Equipment
 3. ATC, FSS, Flight Watch
 4. Information, Options

None of us operate on the basis of reality; we all operate on the basis of **our perception of reality!** 1) Reality is a self-existent truth that requires absolutely no one to believe it to exist. 2) It tends to exert itself at very inopportune times! The closer our perception of reality is to the real thing (Situational Awareness) the less likely we are to stick our fingers in the gears of the universe!

Two thoughts for this month: 1) **Just because you're paranoid, does not mean that the world is not out to get you!**
2) **Those that worry about their safety/proficiency probably shouldn't and those that don't ought to!**

So, until next month, be sure to **Think Right to FliRite!**

CL601 @ KTEB(Teterboro Airport, NJ) ~ Feb 05



Scholarship Committee By Frank Gibney

[Newsletter Editor's Note: I forgot to ask Frank for newsletter inputs at the 29 April meeting, so here is a summary taken from Marge's meeting minutes. Sorry Frank!]

EAA Chapter 613 has 2 kids going to the EAA Air Academy Camps. One is on an \$800.00 scholarship and the other on a \$600.00 scholarship. (Price of the camp varies with the age of the child).

Frank also advised that he will be getting in touch with Robert Rotax, the recipient of the Mary J. McGrath Scholarship regarding obtaining his CFI rating.

Safety Tip By Don Taylor**Grass Strip Landings**

We have had a very wet spring. If you are going to land on a grass strip, make sure you check with someone before landing. The Franklin County grass strip is okay, I have used it with the Citabria.

Did you Know? By Joe Gardner**Schill's Airport**

In 1903, the Wright Brothers coaxed their first manned plane into flight for 12 seconds. It was the culmination of hundreds of dreams of men going back as far as Leonardo Da Vinci, but the Wrights immediately went back to work, refining their work and continuing to develop their ideas. It was the garage-built personal computer of the era, and within a few years, flying was a fact of modern life.

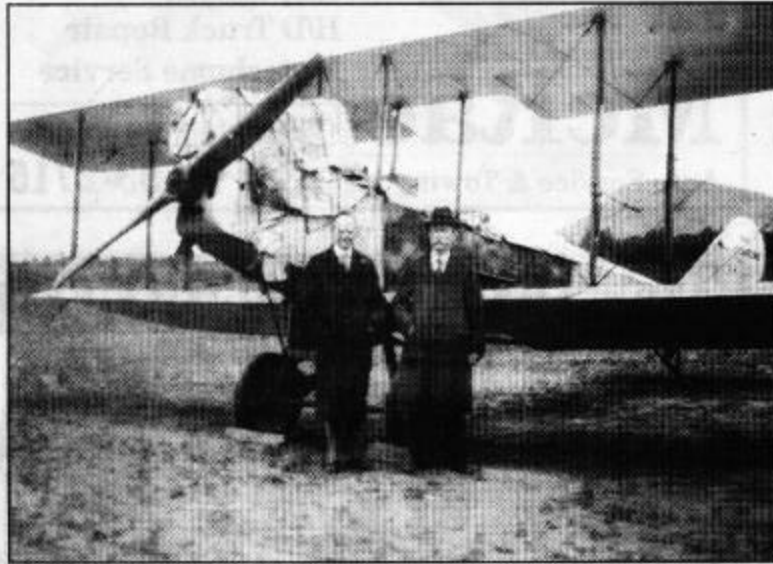
The first flight in Vermont took place a mere seven years later, when a New York city pilot, Charles F. Willard, Amazed, astounded, and probably frightened a few with an exhibition flight at the Caledonia Fair in September 1910.

Many young men came to flight from the new sport of auto racing; Paul Schill was among them. Charmed by the idea of flight, he began inventing aircraft engines and developing his first complete plane in 1912. By 1920, Schill and his family wanted to live in a more rural area and about that time, he came to the area of Milton, VT on Route 7 (then called Checkerberry), and was struck by the possibilities of a flat stretch of land south of Milton Village. Schill could envision a flying field and airport with space for manufacturing his beloved planes as well. Paul and his son, Henry, cleared all the land from B&M Motors all the way to Middle Road and to the corner where Sami's Pub is now established. Schill opened his Vermont Air Transport Company with two World War I surplus Jennys and the field was named Schill's Airport. Flying to other towns was always challenging - all navigation was done by sight; many towns painted their names on the largest roofs available. At the time Schill had the Milton airfield cleared and groomed, the airport at Burlington was literally a cow pasture.

When Alfred Heining was in the process of developing the Burlington air market, he invited Charles Lindbergh to come to Vermont.

Colonel Lindbergh chose to land at Schill's, rather than risk his plane on Burlington's rougher field.

Burlington Airport Commissioner Alfred Heining (photo, below) poses with a Professor Rohider at Schill Airport, with Cobble Hill in the background.



Young Eagles: Donald Taylor

We have no Young Eagles flights reported for 2007.

The most Young Eagles you can fly at one time is three. It was six.

There is going to be a birthday party celebrating 15 years of Young Eagles, at EAA AirVenture 2007. It will be in the museum, Wednesday, July 25th, at 6:00 p.m.



The following is a list of airports where we could fly Young Eagles this summer. I will fill on the dates later, when I get them.

1. International Young Eagles Day - 2007
Franklin County Airport (FSO)
Saturday, June 9th 9:00 am - 4:00 pm
(Rain date: Saturday, June 16th)
There will be a car show by MVU
A barbecue at 12:00 by Chapter 613
2. Dean Memorial Airport (5B9)
Haverhill, New Hampshire
Saturday, June 2nd
3. Hartness State Airport (VSF)
Springfield, Vermont
4. Shelburne Airport (VT8)
Shelburne, Vermont
Saturday, September 15
(Rain date: Sunday, September 16)
5. Adirondack Regional Airport (SLK)
Saranac Lake, New York
Friday-Sunday, August 11-12-13
6. Edward F Knapp State Airport (MPV)
Barre/Montpelier, Vermont
Tuesday, June 12th 8:30 am
7. Fair Haven Municipal Airport (1B3)
Fair Haven, Vermont
8. Plattsburgh International Airport (PBG)
Plattsburgh, New York
The old Air Force base - Runway - 11,758 feet

HAPPY BIRTHDAY

EAA YOUNG EAGLES PROGRAM TURNS 15

STEVE BUSS

IT IS HARD TO BELIEVE that the EAA Young Eagles program is 15 years old. Balanced against EAA's 54-year history, Young Eagles is a relative newcomer. Yet, in that short time, Young Eagles has become one of EAA members' and chapters' most treasured activities.

We often speak of the accomplishments in terms of sheer numbers: 1.3 million children flown by more than 40,000 pilots and supported by nearly that many ground volunteers. The fact that children from more than 90 countries have had the chance to experience general aviation in a firsthand manner and that those flights took place in nearly every conceivable flying machine is astonishing. But the program is so much more than numbers and statistics.

In the following pages, you'll read about the human side of Young Eagles and what it means to some of your fellow members. You'll meet a few of the young people who have been influenced by the program. We'll also let you know how you can get involved.

Young Eagles has done more than simply give young people airplane rides. The program has opened children's eyes to the limitless possibilities that lie before them. Aviation, in all its forms, is attainable, if they work hard and reach for high standards. The pilots, volunteers, and supporters each derive a personal reward for participation. Yet, collectively we have given a generation of young people a gift, with no strings attached. With no sales pitch or hidden message. We have simply shown that when you have passion, no matter where that passion lies, you can achieve great joy from sharing that experience with others. Along the way, we have inspired many to join us in the world of flight—to become pilots and mechanics, designers and engineers,



EAA Sport Aviation 6

UPCOMING EVENTS

*****Shop Night*****

The next Shop Night will be held at Mike Chase's house in Grand Isle on Thursday, 10 May, 7:30 p.m. Please note the usual start time has been moved back by 30 minutes. We'll get a look at his RV-10 project - Mike has the tail done, and is just starting on the wings. See the "President's Column" section for a map with directions.



*****Chapter Aviation Learning Center Meeting*****

The next Chapter Aviation Learning Center (formerly Education Center, AKA Chapter hangar) meeting will be held on Thursday, May 17th at FSO at 6:00 p.m. Anyone interested, please plan to attend. We plan to order pizza since it is at the dinner hour.

Calendar of Events

May 5, 2007	Vermont Guard Open House, BTV, 12:45pm - 3:30pm
May 10, 2007	Shop Night at Mike Chase's, Grand Isle, 7:30 p.m. (Note later time than usual)
May 14-16, 2007	Ottawa Canadian Tulip Festival tour, Green Mountain Tours, 802-527-0496 or 1-800-877-4311
May 17, 2007	Chapter Aviation Learning Center meeting, Franklin County Airport (FSO), 6pm
June 2, 2007	Young Eagle Rally, Dean Memorial Airport (5B9), North Haverhill, NH. Rain date June 3rd.
June 9, 2007	International Young Eagles Day - 2007, Franklin County Airport (FSO), 9am-4pm
June 12, 2007	Young Eagle Rally, Edward F Knapp State Airport (MPV), Berlin, VT. Rain date June 13th.
July 23-29, 2007	AirVenture 2007, Oshkosh WI.
August 11-13, 2007	Young Eagle Rally, Adirondack Regional Airport (SLK), Saranac Lake, NY.
January 31, 2008	Deadline for transitioning "Fat"/2-seat ultralights to Experimental Light-Sport Aircraft (E-LSA)

*****For Sale*****

Complete portable GPS / EFIS system, consisting of:

- Garmin GPSIII Pilot GPS with yoke mount.
- PC Flight Systems "PCEFIS" system
- Hewlett Packard IPAQ with PCEFIS software and panel mount.
- Interconnection cables and manuals
- Asking price: \$550.00

Wingwalker hand-crank powered aircraft towbar. \$100.00

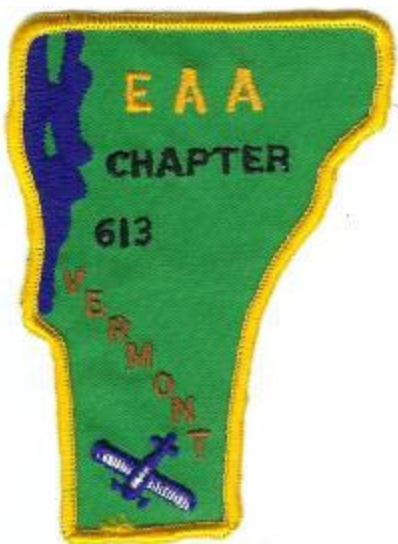
All proceeds will be donated to the EAA Chapter 613 Education Center Fund.
John & Marge Butterfield 802-878-6337

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FIRST CLASS MAIL



May 2007