



CHAPTER

613

February 2010

(Chapter 613 web site)

www.eaa-chapter613.org

News and Views: Bruce Richardson

Frolic Time!

It's that time of year again - time for fun and camaraderie at the annual Cabin Fever Frolic! Last year we had a wonderful time, and Marge has done a GREAT job making the arrangements (and keeping costs down) for this year's event - so please be sure to send your reservations and money to Marge **ASAP** (see the "Upcoming Events" section later in the newsletter for the full details and reservation form).

Don't Miss Cabin Fever Frolic!!

By Marge Butterfield

Our annual Chapter Banquet will be held at the *Catamount Golf Club* in Williston on Saturday, March 6th. See the full page announcement in this newsletter. We have a new place this year and it will be a buffet. Yours truly has negotiated the price down from \$35.00 per person to \$30.00 per person. Not bad – and it's a dollar cheaper than last year! **George Coy** is working on getting someone from the Air Guard to be our guest speaker. As usual, if anyone has an "award" for someone, please bring it along. (always fun to roast one of your friends!) So mark your calendars and I hope to see you there to join in the festivities!!

Beat the Winter Blahs – Come to Cabin Fever Frolic!



DUES ARE OVERDUE!



The new year means it's time to send in your chapter dues. EAA Chapter 613 dues have remained unchanged for years. Please consider spreading the word - to each of us membership is a small cost, but added together helps our chapter do great things. The renewal form can be found on the Chapter's web site at [http://www.eaa-chapter613.org/Chap 613 Application.pdf](http://www.eaa-chapter613.org/Chap%20613%20Application.pdf), you can get one at our monthly meeting, or you can use the one included in last month's (January 2010) newsletter... and per Bryan at last month's meeting, if your information hasn't changed, just send him a check - no form is needed! Dues are \$15 (single) / \$20 (family). Please make your checks payable to EAA Chapter 613 of Vermont, and send them to Bryan Bourgeois, 23 Butler Rd, Underhill, VT 05489. You can contact Bryan with any and all questions at 802-899-1333, or email him at bbourg@lightshiptech.com.

January Minutes

By Bob Desmarais

The January pancake breakfast was held at the Franklin County Airport on the 17th at 9:00. Setup on Saturday was arranged by Don Taylor, helped by Steve and Ken. The breakfast cooks were president Tom Edwards and Don Taylor. Around 25 souls braved the day with Chuck Robitaille even making the flight up from Shelburne.



Our January Cooks, Tom Edwards and Donald Taylor

The next meeting was set for February 21, 2010. This will be a safety seminar sponsored by George Coy, presenting Trans-border Operations. It seems that a few of us have had impromptu meetings with various agencies, with and without guns drawn, checking out our credentials. There have been many questions and incorrect answers flying around. We are only a couple miles from Canada and its time we polish up on the correct procedures.

Breakfast volunteers are Marge and John Butterfield and they could use some help setting up. Don and Earl Taylor will be sitting on a big boat somewhere in the Caribbean so they are unavailable to set up. Tom Edwards is connecting with Don to get the trailer.

The meeting portions was a committee member report starting with Treasurer, Bryan Bourgeois going over our finances for the past year. Many questions were answered and more were raised but basically it is important when giving funds to the club to be very specific to which account it belongs, especially when donating to the hangar. You must state where your donations will go or they will be put in the general fund. The hangar has two funds, building and endowment. Please be clear and give often! The treasurers report was accepted as reported and the report will be published in the newsletter.

Frank Gibney was not available for Scholarship Committee Reporting but it was mentioned it was time to get applications in for summer camp at Oshkosh. We have \$800 or so in chits for campers so we need to get prepared to meet the deadline. A motion was made by George Coy to use the funds for the Roberti Fund to help with the transportation needs for camp transportation. There was some discussion, but it was decided to have Frank Gibney be part of these discussions so the motion was tabled until next month.



Chapter Vice President *and* Secretary Bob Desmarais with both of his 2009 EAA Chapter Service Award Certificates

Bob Desmarais, Vice President, reported on his use on the Mary McGrath scholarship funds and his work towards his CFI. He is on track with the Commercial passed and the CFI written exam taken. His only delay is finding a complex aircraft for a few hours of training and his checkride.

Don Taylor reported no Young Eagle flights were reported to him since last published in the Newsletter. We are trying for 250 kids this year and there has been some rumbling for Rallies in Newport, Basin Harbor, Adirondack Muni and our usual ones at Shelburne and Franklin County.

The Hangar was reported on by Don Taylor. Building has been slow due to cold weather and Earl's sore hand. It's time for insulation and wiring \$650, and \$1700 for sheetrock for up and downstairs. We are trying to chase down a propane heater from the state. Tom Edwards has a lead on some appliances for the kitchen. He has a lead on an oil fired furnace and tank if the propane heater doesn't materialize.

Marge Butterfield has taken on the enormous task of Cabin Fever Frolic and is working on a date of March 6th at the Williston Golf Course. She is working on a spouse friendly presentation for the non-flyers among us.

The winner of the 50-50 Raffle was Don Nowakowski.

Progress Report - Hangar & Aviation Center

By Donald Taylor

With the fire escape done, we are back inside working. The wiring is all done on the main floor and all the lights are working. We are waiting for the inspector to okay it, then we will insulate, after that is sheetrock. While we are waiting, we are wiring upstairs.

There was one sunny day, so I installed the lights outside over the sidewalk. We got the lights because they had a good price on them.

Earl had a sore wrist and could not do too much, so Dick Swanson said he would help. He worked three days till we got the main floor wiring all done. Dick also donated one roll of 12-2 wire, valued at \$63.

President's Column: Tom Edwards

I was glad to see a large group at the meeting last month. We got a lot covered and next month's seminar will help us all! (Although my 172 is moving to Shelburne)

I've been working on a few things for the chapter. First, I just met with Harry Yawney who would like to donate his Boredom Fighter to the club for display purposes. It will be without the engine or prop. He doesn't want the plane to fly again. It would be a great display for the classroom or a static display for the various places we go. The wings come off and the rest is highly trailerable. The aircraft, sans engine, is less than 350 pounds. We could remove the fabric from a wing to display the inside and I think we can get it upstairs in the classroom permanently or hang it from the ceiling on the hangar when not in use. Let's talk about it at the next meeting. Harry also gave me some frameable airplane drawings as prizes for the 50/50 raffle.

Second, I'm working on a tour of the new FBO that Heritage has built. I had a quick tour and it is beautiful! We won't need plates for pancakes because the floor is clean enough to eat from! More to come!

I'm planning the March meeting on the 21st (usual date) and April's meeting on the 25th due to Sun 'N Fun travelers, unless a change is warranted for the FBO Tour.

UPDATE: April 25 is a go for the tour and pancake breakfast at Heritage Flight's new facility at the Burlington International Airport.

Treasurer's Report: Bryan Bourgeois

The following are the three pages Bryan handed out at the January meeting, cropped/compressed to save room.

2009 cash flow - Last year:8		Page 1
1/16/2010	1/1/2009 through 12/31/2009	
Category Description	1/1/2009-12/31/2009	
INFLOWS		
Aviation Center		
Fund raising	575.00	
Rental Income	2,720.00	
TOTAL Aviation Center	3,295.00	
Donations General Fund	240.00	
Dues	815.00	
Event Income		
50-50 Raffle	170.50	
meal event	842.67	
Young Eagles Rally	1,597.77	
TOTAL Event Income	2,610.94	
Fund Raising Products		
Calendars, mugs, ornaments, etc	180.00	
TOTAL Fund Raising Products	180.00	
Interest	2.07	
Mary McGrath Scholarship, Transfer	345.43	
Scholarship Program Income		
Roberti Scholarship Income	100.00	
TOTAL Scholarship Program Income	100.00	
TOTAL INFLOWS	7,588.44	
OUTFLOWS		
Aviation Center Expenses		
Hanger Project	3,110.38	
Hanger Utilities	143.12	
Insurance	959.00	
Property Tax	1,447.25	
TOTAL Aviation Center Expenses	5,659.75	
Bank Charges and Deductions	379.83	
Event Expenses		
Cabin Fever Frolic	252.37	
Meal Supplies	296.95	
Young Eagles Rally	106.00	
TOTAL Event Expenses	655.32	
Fund Raising Expenses, General	178.92	
Internet Site	214.80	
Mary McGrath Scholarship	1,942.84	
Office Supplies, Printing		
Newsletter Expenses	435.30	
Treasurer Expenses	34.99	
TOTAL Office Supplies, Printing	470.29	
Scholarship Program Expenses		
EAA Summer Camp	1,000.00	
TOTAL Scholarship Program Expenses	1,000.00	
TOTAL OUTFLOWS	10,501.75	
OVERALL TOTAL	-2,913.31	

2008 cash flow - 2008:8		Page 1
1/16/2010	1/1/2008 through 12/31/2008	
Category Description	1/1/2008-12/31/2008	
INFLOWS		
Aviation Center		
Fund raising	5,726.00	
Rental Income	2,890.00	
TOTAL Aviation Center	8,616.00	
Donations General Fund	4,105.40	
Dues	1,005.00	
Event Income		
50-50 Raffle	134.00	
meal event	1,377.75	
Young Eagles Rally	804.00	
TOTAL Event Income	2,315.75	
Fund Raising Products		
Calendars, mugs, ornaments, etc	130.00	
TOTAL Fund Raising Products	130.00	
Interest	59.56	
TOTAL INFLOWS	16,231.71	
OUTFLOWS		
Aviation Center Expenses		
Fund Raising	1,302.39	
Hanger Project	6,467.44	
Hanger Utilities	126.75	
Insurance	556.00	
Property Tax	1,421.42	
TOTAL Aviation Center Expenses	9,874.00	
Awards, Gifts, Condolences	45.00	
Chapter Fees	5.00	
Event Expenses		
Cabin Fever Frolic	118.46	
Meal Supplies	304.40	
Young Eagles Rally	106.00	
TOTAL Event Expenses	528.86	
Office Supplies, Printing		
Newsletter Expenses	578.98	
TOTAL Office Supplies, Printing	578.98	
Scholarship Program Expenses		
EAA Summer Camp	914.00	
Roberti Scholarship Fund	400.00	
TOTAL Scholarship Program Expenses	1,314.00	
TOTAL OUTFLOWS	12,345.84	
OVERALL TOTAL	3,885.87	

Account Balances - As of 12/31/2009:2			
1/16/2010	As of 12/31/2009	Page 1	
Account	12/31/2008 Balance	12/31/2009 Balance	
Bank Accounts			
Aviation Center Checking	4,375.73	1,915.35	
Aviation Center, Savings	3,495.13	3,495.13	
EAA613 Checking	8,116.87	5,561.87	
Roberti Scholarship	765.76	867.83	
TOTAL Bank Accounts	14,753.49	11,840.18	
OVERALL TOTAL	14,753.49	11,840.18	

Scholarship Committee: Call For Candidates

By Frank Gibney

With summer just around the corner, it's time again to ask all members to think about teenagers they know in the 14-18 age group who might be interested in attending one of our EAA Oshkosh Camps. The EAA Air Academy's Resident Summer Youth Camp is an accredited program geared for aviation minded boys and girls. Professional educators, Certified Flight Instructors and students from the nation's leading aviation colleges conduct an array of hands-on aviation and leadership activities. Chapter 613 supports one encampment in the 14-18 age group. For further information, see <http://www.young eagles.org/programs/airacademy/>.

I'd really like to have several candidates to choose from this spring, so we can decide by May at the latest.

In addition to the Air Academy, we're also in an ongoing search for other Scholars as well. Do you know a student pilot in training that would like a little help? The Emando Roberti Scholarship assists a post-solo candidate with funds to help earn his/her private pilot license. Or, how about someone who is Vermont-based and would like to become a flight instructor? The Mary Jane McGrath Scholarship is available to assist a candidate in receiving their CFI with a cash reimbursement up to \$1400. If you know of any candidates for either of these scholarships, please forward their information to me at ExploreTEN@aol.com, or call me evenings at (802) 879-7419.

You can also find information on the various scholarships we have available on our Chapter 613 website at <http://www.eaa-chapter613.org/scholarships.htm>

Thanks to all for thinking about this very exciting opportunity we have to share our passion with those who are just getting started.

Flight Advisor Corner: Hobie Tomlinson

Winter's Ice – Part II

Last month we began with the subject matter of winter weather operations by specifically discussing snow and ice during ground operations. This month we will pick up our article about *Winter's Ice* with **Part II, Preflight Planning**. Even though the technology available to us today takes a lot of guesswork out of winter flying, the atmosphere is dynamic and surprises can always lie in wait. This is why the Golden Rule of all weather flying is "**Always have an out!**" Of the worst weather I have been exposed to over the years, the largest part of it was unforecast, while much of the "bad stuff" that was supposed to happen did not materialize to the degree it was originally forecasted.

Preflight Planning is the most important part of winter flying, and yet it is the part that is often given the least attention. The preflight planning process should encompass far more than just the weather and includes the following minimum items:

- **Type of Aircraft being Used**
- **Experience Level of the Pilot**
- **Underlying Terrain on the Route**
- **Availability of Enroute Airports**
- **Type of Weather System Involved**
- **Actual Weather Forecasts**
- **ADDS Icing Predictions**

The Type of Aircraft we are using has a large impact on the types of winter weather we can operate in. With regard to ice, I tend to characterize aircraft in one of the following groups:

- **Light Piston Aircraft (S/E or M/E -Not Certified for Known Icing Conditions)** probably makes up the most common group of aircraft that we fly for personal use. These are the most restricted aircraft when it comes to cold weather IMC (**I**nstrument **M**eteorological **C**onditions) because they are not allowed to operate in "known icing" conditions. Their limited altitude capabilities, combined with the higher MEAs (**M**inimum **E**nroute

Altitudes) across the mountains of the Northeast, restrict them to a fairly shallow altitude block in which winter icing is prevalent. Because these aircraft are relatively low powered, their ice tolerance is low and it is not worth the added expense to certify them for known icing conditions.

- **Supercharged Piston Aircraft (S/E or M/E - Certified for Known Icing)** is the next group of aircraft. This group runs the gamut from the New Cirrus with “known icing” certification thru the old piston airliners. Supercharging opens up the 10 to 25 thousand foot altitude block which gives much broader choices when it comes to avoiding icing levels. These aircraft typically depend on de-icing boots for ice protection; although, newer light aircraft, such as the Cirrus, have favored a “weeping wing” technology in which de-icing fluid is pumped through laser drilled microscopic holes in a special wing leading edge section. Modern piston aircraft are typically not pressurized; therefore, an operable oxygen system is necessary to take full advantage of their altitude capabilities.
- **Turboprop Aircraft (S/E or M/E)** are usually certified for “**Known Icing**” conditions even though there are always some exceptions. They are the first group of aircraft capable of flying “**most**” icing conditions. These aircraft are usually pressurized, which makes the use of the 10 to 25 thousand foot altitude block a routine event. This group of aircraft can be certified under CFR 14, Part 23 or Part 25. The above piston aircraft are all certified under Part 23, with the exception of the old piston airliners. Part 25 certification is a far more rigorous process and provides greatly expanded performance data for crews to work with.
- **Turbine Aircraft (i.e. Jets– S/E or M/E)** are almost always certified for “**known Icing.**” There are some exceptions in the VLJ (Very *Light Jet*) group, such as the current Eclipse aircraft. S/E aircraft development (Cirrus and Piper Jets) has been slowed by the recession but they will most certainly make their debut and they appear to be very capable aircraft. Light jets can be certified under either FAR Part 23 or 25, with cost considerations leaning toward FAR Part 23. All aircraft weighing more than 12,500 pounds MTOGW (Maximum TakeOff Gross Weight) must be certified under FAR Part 25. Because turbine aircraft open up the 25 to 40 thousand foot altitude block, icing is seldom an enroute problem. With some rare exceptions, sufficient liquid water does not exist above 25,000 feet to cause any significant icing. Therefore, icing becomes mainly a terminal departure and low altitude holding issue for turbine aircraft. Some weather is just not flyable (for example *No Aircraft* is allowed to attempt a takeoff in freezing rain of moderate or greater intensity).

The Experience Level of the Pilot is our next consideration. I should emphasize here that I am referring to the pilots experience level in regards to *cold weather operations in that group of aircraft*. The infamous “Air Florida” accident at Washington, D.C.’s Regan Airport many years ago involved very experienced pilots in a capable aircraft, but the pilots had very little cold weather experience. There are some trade offs here; a very capable aircraft (such as a turbine aircraft) can tolerate a less experienced crew, while a very marginal aircraft (such as a non-ice certified light piston aircraft) requires more “hands on” winter experience to operate safely. Even here there are limits as to how low an acceptable experience level can be. This was unfortunately demonstrated a few years back by the December crash of a Citation Jet in Augusta, Maine. The Citation Jet is a very capable aircraft and was quite able to safely operate in those conditions - under the guise of a pilot with adequate cold weather operating experience. Unfortunately, the pilot that day was from a warm weather section of the country and never picked up on the fact that an extremely hazardous situation was developing! ***Experience is not for rescuing impossible situations, but to prevent you from getting to that point in the first place!*** Icing typically occurs in “solid” IMC, so unless you are very comfortable both with the ATC system and flying solid instruments (*without using the autopilot*) the decision becomes pretty simple – ***Cancel and go another day!*** Always remember – ***autopilots are tools, not crutches!*** Stated another way, **you need to “own” the automation, it cannot “own” you!**

The Underlying Terrain on the Route becomes very important when we are dealing with light piston engine aircraft. Especially in cold weather aviation operations, the golden rule is “***Always have an out!***” Because of the low ice tolerance of this group of aircraft and their low operating altitudes, it is imperative to never allow yourself to become trapped in an icing layer by the high MEAs across a mountainous area. Combine this with the fact that the mountains themselves are great “ice generators” (look at the ski lift towers the next snowy day you are on the slopes) and you have the recipe for disaster. Therefore it is important to choose winter routes which allow you to safely descend, should unforecast icing conditions occur. ***Even as simple an event as an iced over air filter (necessitating the use of full carburetor heat or alternate air) can reduce available engine power to the point where level flight is no longer possible at the MEA when encumbered by ice in a mountainous area!*** The valley routes will always produce the least ice and give the most options for dealing with any ice that should occur.

The Availability of Enroute Airports is another major consideration for cold weather operations in light piston engine aircraft. This is the second big advantage of the “valley” routes, as they usually provide the most accessible enroute airports. For an airport to be of any use in this context, it must have at least one instrument approach and weather which will be at or above the minimum altitude for that approach while it is within range of your aircraft. The more airports there are underlying your planned route, the more options you have. This is always a consideration for single engine IMC operations, but much more so during cold weather operations. This is for more reasons than just icing events, especially during very cold weather. (It is not unheard of for a forced landing to occur after a frozen oil breather tube blows a crankcase oil seal and dumps the engine oil overboard.) **In summary**, the valley routes not only give the lowest icing potential, the lowest MEAs, but also the most possible diversion airports should continuation of the flight be either not possible or not advisable. I prefer to use the highest available enroute altitude for light single engine IFR because it provides the most options. If icing should start to occur, you can always go down, but once icing has begun you can seldom climb in a light piston aircraft. In addition, the altitude gives the most choices in the event of an engine failure. ***The typical descent profile for light piston aircraft (with engine failure) is 1.5nm per 1000 foot of altitude.*** Thus flying at 10,000 feet gives a 15nm radius of action. With enroute airports 25nm or less apart, you should always be within power-off range of an airport if the unthinkable happens.

The Type of Weather System Involved is a very big consideration in cold weather flying. Cold weather causes a reversal of the weather systems which tend to be dangerous. During the summer, we usually think of warm fronts as rather benign, while it is the cold front which brings hazardous weather in the form of squall lines and massive thunderstorm activity. With winter weather, the cold air cannot hold enough moisture to produce massive thunderstorms, other than its blustery winter winds, the cold front becomes more benign. The warm front now becomes more dangerous because its overriding warm air contains significant moisture. Approaching the frontal boundary (from the cold side) snow changes to snow pellets, then sleet, then freezing rain and finally rain. (The classic “wintery mix” of the weather channel). Approaching the frontal boundary from the warm side reverses the process. The nastiest of the nasty is a low pressure system (especially in the lee of the great lakes or moving up the east coast) with multiple associated fronts and/or an occluded front on its south side. These are classic “ice generators” and no place for a light piston aircraft. Winter clouds that are not directly associated with frontal systems are usually flyable, although they may produce some ice. As previously stated the mountains themselves are ice generators and will exacerbate any icing conditions which exist. In addition, the strong low level winds of winter can produce significant mountain wave activity which can tax the altitude capabilities of many light aircraft when they are caught in the down flow of a strong wave – even without ice! ***The general rule in aircraft not certified for “known icing” conditions would be to not fly winter IMC whenever there is significant exposure to a winter weather system.***

The Actual Weather Forecasts are the next consideration when planning a flight. It important to mention here (and this cannot be overstated) that the atmosphere and its associated weather systems are very dynamic and always changing. Even the best weather forecasts are just that – ***Forecasts! They are not reality, but the weather expert’s best guess of what reality is expected to be!*** Therefore, they are a very valuable planning tool, but the actual weather is as you find it when you get there. One should always maintain an awareness of how the actual weather being experienced compares to the forecast and what the options are if it takes an unpredicted turn for the worse. This again is the golden rule of weather flying ~ “***Always have an out!***”

There are several flight planning sites available, but by far my favorite is www.FltPlan.com. It is a “one stop shop” for all your flight planning needs, including “***QICP***” (Qualified Internet Content Provider) weather. Another very good site (although weather only) is the Aviation Weather Center at www.aviationweather.gov/. This sight will also soon be a “***QICP***” site. It very important to use a “***QICP***” site when checking weather! This is because they meet the FAA requirements for obtaining an “official” weather briefing. If you obtain a weather briefing from a non-QICP internet site, you did not obtain the required weather briefing as far as the FAA is concerned and you could be subject to an FAA violation! The best icing forecast product is readily available on the icing tab of the Aviation Weather Center page. This is a must check site for any IMC winter flying in light piston engine aircraft. The warning note on this page states: “By FAA policy, the CIP is a supplemental product for enhanced situational awareness and must be used in conjunction with one or more primary products such as Airmets or Sigmet per AIM 7-1-3.”

My preference in checking weather is to start with the charts (pictures) and then go to the textual data. The primary charts to check are the **Surface Analysis, Radar Summary and Prognostic charts**. Even in winter, the radar summary is useful because it gives a good indication of moisture content and convective cloud tops.

The Prognostic chart to the right (www.FltPlan.com) depicts snow and “wintery mix” conditions are expected to occur in the Eastern Virginia area after 0600 UTC on 31Jan10.

This indicates an area of potential icing that would not be suitable for flight in an aircraft not certified for Known Ice. This can be further verified by looking at the CIP chart (www.aviationweather.gov/)

Checking the Icing severity at 9,000 feet MSL on the CIP chart confirms what the prognostic chart was showing. The icing potential of this frontal system is very real and it is not suitable for flight in an aircraft which is not certified for “Known Icing”. This system is one in which caution would be well advised for even a “Known Ice” certified light piston engine aircraft.

Although these charts indicate the inadvisability of flight through this frontal system, if it had been otherwise, we would have proceeded to check the textual weather for the flight. The textual weather which needs to be checked is **Metars, TAFS, Area Forecast and the Notams.**

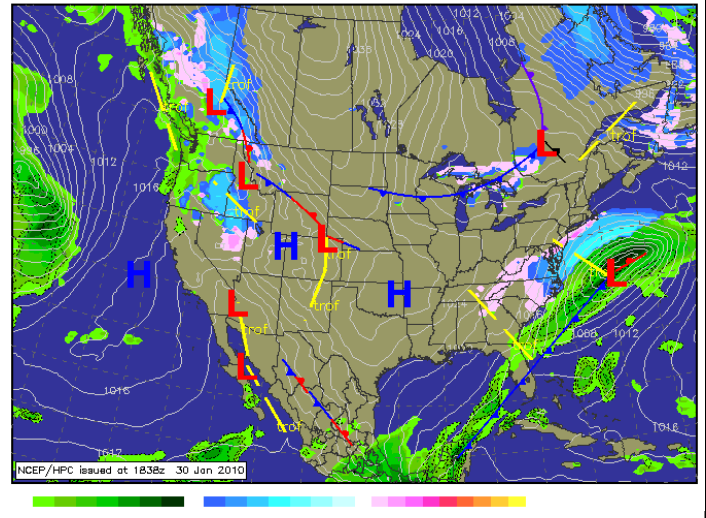
It is especially important to check the Notams for a winter IMC flight to insure that all the required navigation aids for our flight will be functioning as well as to be aware of runway conditions at our destination and alternate airports. It is also important to check the FDC Notams for temporary changes to the expected instrument approaches we may need to use.

The winds aloft forecast is not currently quite as important as it was when we were using VORs and manual flight planning, instead of GPS and computer flight planning. It is still a valuable source of temperature information, as well as an indicator of low altitude turbulence. Speaking of GPS, it is a requirement to check for GPS outages before any IFR flight predicated on the use of GPS. This is a requirement which www.FltPlan.com fulfills very nicely by placing either a green GPS sign with a check mark or a GPS outage warning flag at the bottom of all IFR flight plans.

The ADDS Icing Prediction chart above is found on the site www.aviationweather.gov/ by clicking on the icing tab in the left hand index column. The charts can be tailored to any desired altitude blocks and are a very good situational awareness tool. Another useful tool when the weather is “stuck in the gray area” is to call the local ATC facility and have them solicit a PIREP from an aircraft already in the system. This is probably the PIREP of most value, as PIREPS tend to age very quickly and are probably of little use by the time they become officially published. Also the type of aircraft needs to be similar to give them a valid meaning.

This looks like a good place to break for this month and we will complete the article next month. Like so many things, this seemed simple until we start digging into it, and then it becomes involved. Next month we will conclude *Winter’s Ice* with **Part III, In-Flight Icing.**

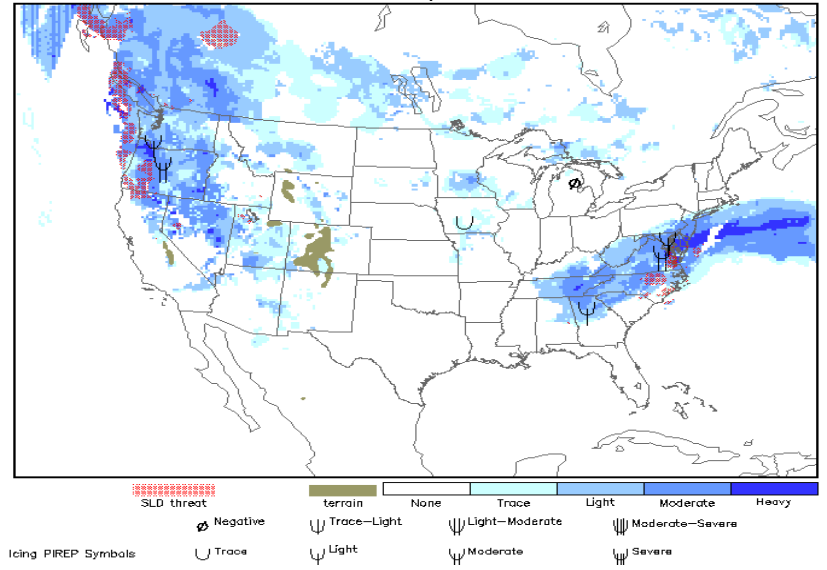
12 hr forecast valid 0600 UTC Sun 31 Jan 2010



By FAA policy CIP is a Supplementary Weather Product for enhanced situational awareness only and must be used with one or more primary products (safety decision) such as an AIRMET or SIGMET (see AIM 7-1-3).

Icing severity at 9000 ft. MSL

Analysis valid 0000 UTC Sun 31 Jan 2010



They say that experience is the best teacher, but the problem with experience as a teacher is that she sometimes kills her students! The thought for this month is from *Charles A Lindberg*. “I learned that danger is relative, and that inexperience can be a magnifying glass. So until next month, be sure to “*Think Right to FliRite!*”

Home Again ~ KBTV ~ Burlington, Vermont



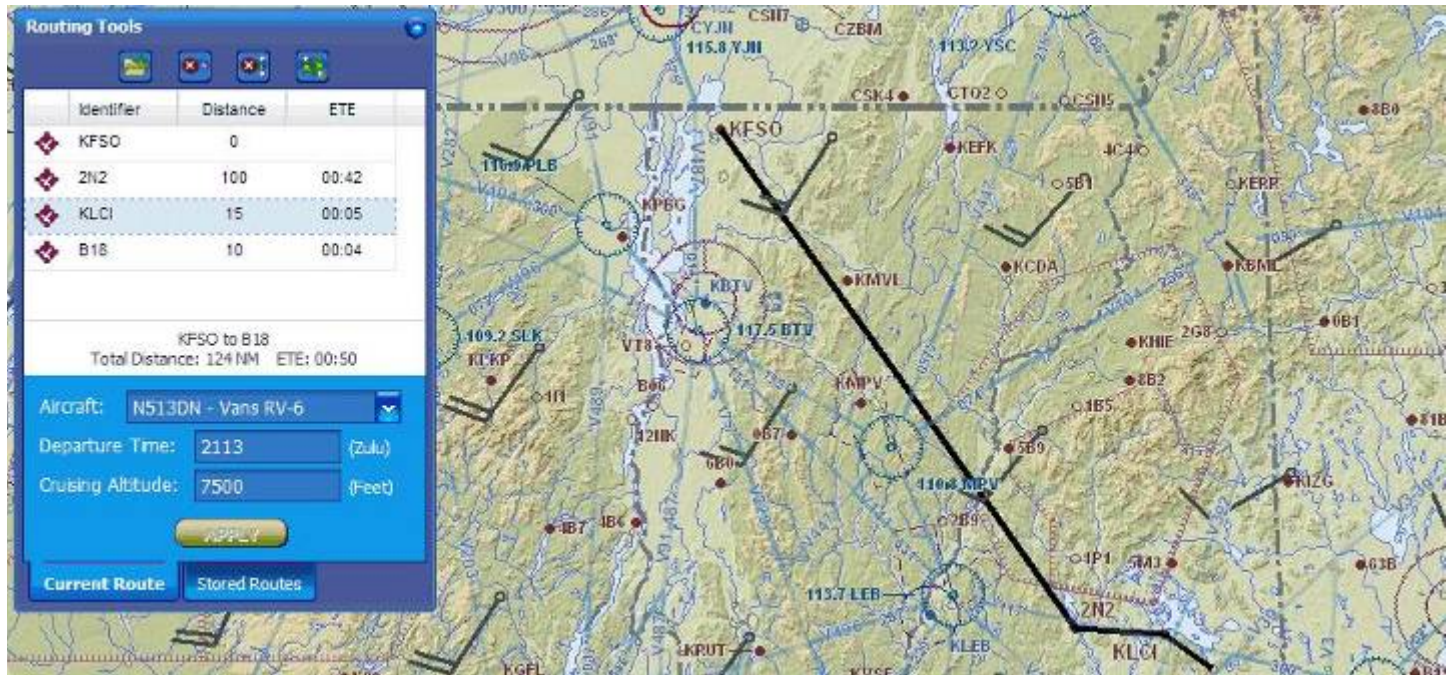
“Copyright Hobart C. Tomlinson 2010”

Guest Columnist: Don Nowakowski

Alton Bay Ice Runway

I had read an article in the January 2010 AOPA magazine about the ice runway at Alton Bay on Lake Winnepesaukee in New Hampshire. The article really peaked my interest and I wanted to go. On Saturday January 23rd I headed for the airport because it was an absolutely gorgeous day. There was hardly a hint of wind, severe clear, and at 25 degrees, not too cold. I was just going to hang around the airport and maybe take a flight around the area. I stopped to talk to George Coy and he told me that some folks were talking about going to Alton Bay. I had forgotten all about this destination that I had wanted to visit. I decided to head down and see what was happening. I figured I would run into other chapter members while there if I was lucky.

You can see my flight plan below. Actually I turned before reaching Newfound Valley (2N2). My goal was to stay just outside of the Yankee 2 MOA since the altitudes are from 100 feet to 8999 feet. I was safe flying through Yankee 1 because the floor is above my cruising altitude of 7500 feet. I think it starts at 9000. I headed right for Laconia because my GPS did not have Alton Bay Seaplane base in it (B18). I knew that Laconia was only 10 miles away and that Alton Bay was on the south side of the lake so it was no problem locating the airport.



(NOTE: I just did this today [Sunday 24 January] to show my approximate route. Note that the winds were different than when I actually made the flight [23 January].)

I couldn't believe the environment when I arrived. There were at least 30 planes parked on the ice and the radio chatter in the pattern and surrounding area was busy. There were 4 planes in the pattern when I landed. Two of those four had to go around because of other planes departing or back taxi operations. My timing was lucky in that I got down on the first attempt. Landing on the ice was something I had thought about a lot but it turned out to be very easy and not much different that landing on pavement except I was very stingy with braking. I executed a back taxi on the runway because the taxi ways (Yes, they have taxi ways plowed too) were in poor condition and they were blocked off. I was guided to a parking spot between two planes that my little RV barely fit into. It's a good thing that one of the planes was a high wing (Cessna 180) and I was able to swing my tail under his wing or else I couldn't have fit into the tiny spot. There was no remaining space on the Ice ramp for planes so they started parking them in front of other planes.

There is a small diner there so I stopped in for lunch. The meal was inexpensive and delicious. After lunch I went to find the fine folks who do the plowing and keep the airport open. I told the man, Paul, how much I appreciated his efforts. He said that they were just happy to do it because they live there and they love to see the planes come in and out. I had to coax him to take a few dollars for gas for his plowing truck. He did not want the money because he said he and his friends just enjoy doing it. He finally accepted although reluctantly.

I had a wonderful trip on a beautiful day to an amazing location. I had a 25 MPH push on the way down at 7500 feet (GPS was reporting 205 MPH over the ground). The return trip was made at 6500 feet and I had about a 10 MPH headwind (GPS speed was 170 MPH). A good trade-off. What a day! As it turns out I didn't see anybody from Franklin County or the Chapter. I encourage everyone to go. It was well worth the trip.

- Don Nowakowski

[Editor's Note: My thanks to Don for providing this neat, unsolicited write-up on his Alton Bay adventure. I challenge ALL Chapter 613 members to do the same as Don has here... flown someplace interesting? Found the best hundred dollar hamburger ever? An out-of-the-way airstrip with colorful locals, cheap avgas, et cetera? Shoot me a line, send me a picture taken... any and all inputs welcomed!]

Safety Tip By Don Taylor**Icy Runways**

Just a reminder, you may be able to take off on a runway full of ice with no braking what so ever, but do not attempt to land, you might find yourself just a passenger.

Did You Know? By Don Taylor**Jetman Update**

I always wondered how he did it... this article will tell you how:

Yves Rossy Ditches In The Atlantic

Mon, 30 Nov '09

First Intercontinental Jet-Powered Wing Flight Foiled By Weather

50-year-old inventor and adventurer Yves Rossy was forced to ditch in the Atlantic Ocean during an attempt last week to cross the Straits of Gibraltar using his jet powered wing. Rossy said clouds and weather caused him to abort the attempt.



The Times of London reports that Rossy attempted to fly 24 miles from Tangier in Morocco to Atlanterra in southern Spain, at a speed of almost 140mph. He launched from an aircraft in flight, deployed his jet wing, and headed towards Spain. The carbon fiber wing has a span of about 8 feet, is powered by four jet engines, and steered by the pilot's body movements.

File Photo Copyright Aero-News Network, Inc. All rights reserved. Rossy later told reporters that his wing is “not easy to fly” and the clouds added to the difficulties. While travelling at speeds of between 155 and 185 miles per hour at an altitude of 2,700 feet, he said he found himself descending towards the water. He jettisoned the wing and deployed his parachute. Spanish Coast Guard vessels were expected to recover the wing.

Rossy made history in 2008 by flying the wing across the English Channel from France to England. He said last week's attempt was only his first, and that he intends to try again sometime next year.

“Nothing worthwhile has ever been achieved on the first attempt,” he said. “One tries and tries again.

FMI: <http://challenge.webtel.mobi/english/index.html>

<http://www.aero-news.net/index.cfm?ContentBlockID=00742a1e-c86f-4d55-8a29-891981ef7c6f&>

Portions Copyright © 1999-2010 by Aero-News Network, Inc. All rights reserved

[Editor's Note: This is a follow-up to the "Did You Know?" article published in the June 2008 Newsletter.]

Tech Tidbits: Lycoming "Key Reprints"

by Bruce Richardson

At the January meeting, George Coy loaned me a most interesting document. Titled "Lycoming Flyer Key Reprints", it is "A compilation of key maintenance and performance articles taken from the Textron Lycoming "Flyer" Newsletter." Now before your eyes glaze over if you don't happen to have a Lycoming engine, per the "Facts About The Flyer and Key Reprints" section of the document, "Approximately 85% of the prepared text deals with technical information related to Textron Lycoming engines, and the remaining 15% covers general newsworthy items." I found it to be interesting and informative reading, so I thought I'd pass it on to our Chapter's members. Below is an excerpt from the "Key Reprints":

Maintenance Suggestions From The Lycoming Service Hanger

Spark plugs are an important engine accessory. Perhaps it's because they do such an important job so well, yet are often taken for granted. This little fellow has character. For the alert, knowledgeable mechanic, Mr. Plug is ever willing to reveal its secrets pertaining to the health of the engine's fuel system, oil consumption, combustion chamber, and even the engine treatment given by the pilot. At the Textron Lycoming Service Hanger, we have come to lean heavily on Mr. Plug's ability to "tell a story." Actually, he's our ace troubleshooter.

To make it possible for Mr. Plug to do even a better job, we are listing some "do's and don'ts." These tidbits are directed at both the mechanic and pilot.

The massive electrode type spark plugs are the least expensive to buy and do a fine job. The fine wire platinum plug is more expensive but gives longer life, is less prone to frosting over during cold starts, and appears to be less susceptible to lead fouling. The more expensive fine wire iridium plug has all the qualities of the platinum plug, plus the fact that the iridium material resists lead salts erosion to a much greater degree than platinum. This results in longer plug life. So — make your choice.

DONT - reuse spark plug gaskets.

DO - use the recommended torque when installing plugs.

DONT - be a throttle jockey. For years we have been preaching that engines don't like sudden throttle movement. Well, the spark plugs don't like it either.

DO - after a successful flooded start, slowly apply high power to burn off harmful plug deposits.

DONT - close throttle idle any engine. Fuel contains a lead scavenging agent that is effective only when the plug nose core temperature is 900° F or more. To attain this temperature, you need a minimum of 1200 RPM, (TIGO-541 is an exception). Besides, the engine's fuel system is slightly rich at closed throttle idle. This ends up with Mr. Plug having a sooty face.

DONT - fly with worn or dirty air filters or holes in induction hoses and air boxes, for this is the fastest way of wearing out engines. Mr. Plug doesn't like it either. One of his worst enemies is silicon (a fancy name for dirt).

DONT - you mechanics, attempt to clean lead deposits from plugs with an abrasive type cleaner (an excellent way to keep the plug manufacturer on overtime filling replacement orders). Use the vibrator type cleaner sold by the plug manufacturers. Then, sparingly use the air powered abrasive.

DO - properly lean your engine in flight as recommended by the Pilot's Operating Handbook, and Lycoming Service Instruction No. 1094. In addition to being helpful to the engine in many ways, it also helps the plugs run cleaner, more efficiently and longer.

DO - you mechanics, be a little more careful in gap setting of massive electrode plugs. The top and the bottom of the ground electrode should be parallel with the center electrode.

DONT - reuse obviously worn plugs, regardless of how they bomb check. More than 50% of the ground electrode eroded away; the center electrode shaped like a football; the center core of the ground electrode badly dimpled? If the answer is yes, replace.

DO - use anti-seize compound when reinstalling plugs. Caution: only sparingly on the first three threads. Here is not a case of twice as much being twice as good.

DONT - accept dirty and stained cigarettes; they may cause misfire.

DONT - use any spark plug that has been dropped. One manufacturer says "If you drop it once, drop it twice—the second time in the trash barrel."

DONT - reuse any plug with cracked porcelain, regardless of how it may have been working or how it bomb checked. It will cause serious preignition.

DONT - shrug off oily spark plugs. New, topped, or majored engines with some oil in the plugs is normal because rings haven't seated. High-time engine with oily plugs means rings are wearing out. One oily plug with others dry, means a problem in the cylinder with the oily plug. (The bottom plugs are always first to tell the story).

DONT - clean plugs with a powered wire wheel. This is known as "a slow death on a fast wheel."

DONT - you mechanics, determine replacement spark plugs by referring to model number on old plug in the engine. The man ahead of you may have installed the wrong model. Use the manufacturer's chart on all plug replacements; also consult Lycoming Service Instruction No. 1042, "Factory Approved Spark Plugs."

(Source: "Lycoming Flyer Key Reprints", 1996, Pages 87-88)

My thanks to George for loaning me his book, and computer-savvy members can probably find this document on the world wide web... just search for "lycoming key reprints".

Young Eagles: Donald Taylor

We have no pilots reporting Young Eagle flights for 2010.

There has been no confirmation on our Young Eagle chits (203), as of yet.

Young Eagle Rides and Fly-Ins:

International Young Eagles Day, Saturday June 5th (Note: Earlier than EAA's date
Franklin County Airport (FSO), 9-4 due to school schedule)



Maybe:

Montpelier, VT
Shelburne Day

Newport, VT
Adirondack Regional Airport, NY

UPCOMING EVENTS**PANCAKE BREAKFAST**

Mark your calendars... the next chapter meeting will be a Pancake Breakfast at the Franklin County State Airport (FSO) on Sunday, February 21st from 9:00 - 11:00am. Immediately following the meeting, there will be a safety seminar sponsored by George Coy, with a presentation on Trans-border Operations.

Hope to see you there!

Second International Lake Memphremagog SKI FLY MEET

Stanstead Weller, "Lake Memphremagog", VT, USA

Second International Lake Memphremagog SKI FLY MEET
Saturday, February 20, 2010 12 noon - 16:00

Canadian and US pilots to meet each other at our common border line on the ice of international Lake Memphremagog.

If the weather Saturday Feb 20 is bad, come Sunday the 21st. Plan to arrive between 12 noon and 1pm. Bring some lunch and a lawn chair or something to sit on to be comfortable while we talk across the border with each other. There will be a temporary line made in the snow to indicate the temporary exact border. Ice is usually 2 feet thick then. Most snow blows from west to east off the ice toward the island and ice is very slippery. Meet location is on the 45th parallel, on lake Memphremagog just west of Providence Island in the middle of the lake whose southern tip is in the US, due north of Newport, VT airport EFK, and about 10 miles west of Stanstead Weller CTQ2. The border is easily seen with a line about 20 feet wide cut from coast to coast; about 3,000 miles. Everything at your own risk

Let's have fun and share some stories! For our mutual benefit and to avoid trouble, the rules are:

-CANADIANS LAND ON THE CANADIAN SIDE- BE SURE.
-AMERICANS LAND ON THE U.S. SIDE- BE SURE

-DO NOT LET ANY PART OF YOUR PLANE OR PERSON ENTER THE OTHER COUNTRY AT ANY TIME IN THE AIR OR ON THE GROUND

Contact: George K Weller, Jr.

Phone: 819-876-2528

<http://www.homesteadcourses.com>

<http://www.eaa.org/calendar/eventdetail.aspx?id=5804>

EAA CHAPTER 613 PRESENTS.....

CABIN FEVER FROLIC 2010WHEN: Saturday, March 6, 2010PRICE: \$30.00 per person

WHERE **Catamount Golf Club** located on Mountain View Road in Williston.
 To get there – Go to Tafts Corners (see the traffic light at Friendly’s Restaurant)
 Proceed north on Rte 2A toward Essex Jct. At the second traffic light take a
 Right on Mountain View Road (if you take a left, that’s Industrial Avenue).
 Drive 1.4 miles and Catamount Golf Club is on the right side of the road.

WHAT: 6:00 PM - “Happy Hour” --- Cash Bar
 Complimentary cheese & cracker board, vegetable crudité

7:00 PM - *****A Great Buffet Awaits YOU!*****
 Slow Roasted Sirloin of Beef
 Grilled Chicken Breast (with Italian seasoning)
 Vegetarian Dish of Baked Vegetable Pasta
 Oven Roasted Potatoes
 Fresh Steamed Vegetables
 House Salad (choice of dressing)
 Rolls and Butter
 Chocolate Cake for Dessert with Coffee or Tea

8:30 PM - Annual Awards Ceremony followed by
 Guest Speaker from the Air Guard

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!

Beat the Winter Blahs – Come to Cabin Fever Frolic!

CABIN FEVER FROLIC RESERVATION

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

YES!! I will be attending the 2010 Cabin Fever Frolic. Enclosed is my payment of \$ _____
 Check made payable to Marge. (**must have your reservation by Wed., March 3rd**)

NAMES: _____

Special Invitation to the Membership of EAA

Join us this April for the 36th annual gathering of SUN 'n FUN Spring Break For Pilots!



Over 550 workshops & forums; 510 plus industry exhibitors primed with new product announcements for the "Start of The Aviation Year." Daily showcase of the year's premier aerobatic performances. Stay tuned for a week-long schedule of appearances & activities.

Mark your calendars, confirm your hotel reservation or campground pass, register for the "Countdown to SUN 'n FUN" E-news Blast and secure your special EAA ticket packages online for you and the whole family at

www.sun-n-fun.org

No better time or place to celebrate the fellowship and values of your EAA membership!

SUN 'n FUN | APRIL 13-18, 2010 Lakeland, Florida
International Fly-In & Expo

Calendar of Events

February 20	Second Annual Ski Fly-In, Lake Memphremagog, VT, Noon – 4 pm (Bad weather date: 21 Feb)
February 21	Pancake Breakfast – Franklin County Airport (FSO), Highgate, VT, 9 – 11 am
March 6	Cabin Fever Frolic, Catamount Golf Club, Mountain View Road, Williston, 6pm
March 21	Pancake Breakfast – Franklin County Airport (FSO), Highgate, VT, 9 – 11 am
April 13-18	Sun n' Fun, Lakeland Linder Regional Airport (LAL), Lakeland, FL
April 25	Pancake Breakfast – Heritage Flight, Burlington International Airport (BTV), Burlington, VT, 9 – 11 am
June 5	International Young Eagles Day, Franklin County Airport (FSO), Highgate, VT, 9 am – 4 pm
July 26-August 1	AirVenture 2010, Wittman Regional Airport (OSH), Oshkosh, WI

Hangar for Sale

I'm selling my condo t-hangar at FSO, \$19,000. It's #6 on the east side of the large hangar at the north side of the airport. The State lease, insurance, and snow removal is \$491.00 paid through September, Highgate Taxes \$307.00 a year, and my electric bill runs \$10-20 a month depending on the use of tanis heat. The inside is plain but a lot of tenants have added insulation and heat. Tom @ 802-355-1656



FAA
Written Tests

at the

Burlington Technical Center
3060 Williston Rd.- Unit 7
(Valley Road)
South Burlington, VT 05403

Call for information or
to schedule a test:

802-881-0044 / 802-864-1799

NEWS THAT DIDN'T FIT

On 8 January 2010, Peter Fisk, President of EAA Chapter 986, reported the following:

"The Vermont Public Service Board has told the Vermont Community Wind Farm people to remove their met tower from Susie's Peak. Several reasons were given including the tower's impact on KRUT. VCWF are free to re-apply for positioning a tower on the peak but will have to exercise a greater degree in diligence in the process. This PSB decision is due in part to the letters that several pilots submitted.

Food- Culinary highlights of the week at The Plane Bagel included the introduction of the Chili Day Wednesday and the first cheese steak sandwich. Both got high marks from the customers. Dan plans to have chili every Wednesday so check it out. He's also contemplating trying to start limited weekend opening so if you think that will fit your schedule please let him know.

If you have an aircraft on the field or are planning to visit during or soon after a snow storm please check NOTAMS for airport conditions. The priorities for the snow clearing operations are as you would expect, runway 01/19, the terminal ramp area and the taxiways between the two. Should you need to operate anywhere else like the west ramp or maybe the T's on the east side give a call to Dave or Jim at the airport office. If at all possible they'll ask Paul and his crew to clear a path for you. But give them ample notice and don't expect miracles."

UPDATE: On 16 January 2010, Peter had the following to report:

"Vermont Community Wind farms has announced that they will abandon plans for wind turbines on Susie's Peak in Clarendon. The reasons cited were local community opposition, problems with transmission lines and conflict with Southern Vermont Regional Airport.

This decision is good for the future of our airport and allows us to focus on runway extension plans for the future, installation of an ILS (or some other precision approach) and attracting more business to the airport and community.

In the meantime all of us should be alert for wind turbines sprouting up along many ridgelines throughout the region. For a sneak preview motor across the Connecticut River near Claremont and take a look at the wind farm in Lempster, N.H."

My thanks to Peter for sharing news from the Southern part of Vermont, and my apologies to him... I just couldn't make this fit in here anywhere else!

OFFICERS/COMMITTEE MEMBERS

President	Phone	Address	e-mail
Tom Edwards	355-1656	250 Eagle Mountain Rd Milton VT 05468	k1kbl@msn.com
Vice President			
Bob Desmarais	872-8449	399 Old Stage Rd, Essex Junction VT 05452	rjdesmar@us.ibm.com
Treasurer			
Bryan Bourgeois	899-1333	23 Butler Rd, Underhill VT 05489	bbourg@lightshiptech.com
Secretary			
Vacant			
Newsletter Editor			
Bruce Richardson	229-2460	975 Crosstown Rd, Berlin VT 05602	bbrichardson@yahoo.com
Scholarship Committee			
Frank Gibney	879-7419	1147 Sunset View Rd. Colchester VT 05446	gibneyf@aol.com
Young Eagles Coordinator			
Don Taylor	868-3809	11 Ferris St., Swanton VT 05488	
Technical Counselor			
John Butterfield	878-6337	721 North Williston Rd, Williston VT 05495	airbear9fj@verizon.net
Chapter Web Site			
Dick Bayer	796-4432	20B South Main St., Alburg VT 05440	webmaster@grnmtsolutions.com

EAA CHAPTER 613
Bruce Richardson
975 Crosstown Rd
Berlin, VT 05602

FIRST CLASS MAIL

February 2010

