



The Marlboro Antiquer

**Meeting dates:
May 8, 2007**

*Program: Peter Vergados,
Classic Warbirds Gallery*

June 12, 2007

Agenda:

Open meeting – 7:00 PM

- Secretary’s minutes
- Treasurer’s report
- New members and guests
- Young Eagles report
- Mail/info for the chapter
- News from around 9B1
- I learned about flying...

Old Business

New Business

- 50/50 raffle
- Sunday breakfast flyout

Close meeting

Program



Notes from a North Atlantic Ferry Trip (part 1)

by Bart Bartelsman

I was having breakfast at Hampton Airfield (7B3) one Sunday morning in early March.

I noticed a new posting on the airport bulletin board asking for a pilot to help ferry a Britten-Norman Trislander from Portsmouth, NH to Malta. There was an e-mail address and a phone number. The trip was to depart the following Friday. Costs were listed as “return airfare, meals, lodging and \$495 insurance for a multi-engine rating.”

The Commitment

So, for those of you who know me, I am about adventure and new experiences. I worked to get my pilot certificate so that I could expand my horizons. Bob Stetson told me early on that flying opens “a whole new world of gift-giving opportunities.” I gave myself the gifts of flight, the instrument rating, and the tail-wheel, high performance and complex endorsements. Finally, I earned the Commercial Single Engine Land certificate.

Along the way I experienced my first “cross country” from 9B1 to Minuteman

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For those of you who missed March’s entertaining program, here is a summary kindly provided by our speaker.

Tales of a Frustrated Fighter Pilot

by Monte Basbas

I made a number of pilot goofs during my time in the Pacific theater. Here are a few.

IFF – I’d had a busy mission dealing with bad weather and enemy aircraft. As I approached Okinawa, I was flanked by two Corsairs on the left and two more on the right. They were Marines flying island control. The CO met me at the flight line and bawled me out for failing to turn on my IFF (Identify Friend or Foe). He told me that I was lucky to be flying a P-38, since it was easily identified as an allied plane, or those Marines would have shot me down.

Engine out – I was returning to base with my left engine out and on fire. Fortunately, I’d been able to feather the left prop. As I approached the base, some stupid character in the control tower insisted that I unfeather the left engine. I argued with him that it would create too much drag, but when he insisted, I unfeathered

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May 1, 2007
From President Lieberman

Happy Spring,

Soon the flowers will be in bloom, the smell of spring will be in the air, and the sounds that so many of us love to hear will be more frequent at Marlboro Airport. Spring and summer bring the sounds of birds, crickets, and of course, airplane engines. At Marlboro we've become accustomed to hearing the sound of Navions, Cessnas, and Piper Cubs—noise to some but music to us.

This is also a time for fun with our impromptu cookouts. Memorial Day will open the season for us so mark it on your calendar and stop by. There is always plenty of food, drinks and most importantly, GREAT conversation.

The Chapter had its board of directors meeting in April at Harry's Restaurant. I'd like to thank everyone who attended and Harry's for giving us the space to work. This was a very productive meeting. Minutes and items covered will be discussed at our next chapter meeting on May 8th.

I'd like to remind everyone of the memorial service which will be held on May 13th at 2:00 pm to celebrate the life of Peter Kallander, a fellow pilot and friend to everyone in the EAA Chapter 673 as well as friends and pilots of Marlboro Airport.

On behalf of EAA Chapter 673 Officers and Board of Directors – happy and safe flying!

Beverly



The Marlboro Antiquer

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Monthly meeting: Second Tuesday of the month, 7:00 p.m. at the airport

Dues: \$15.00 per year, payable November 1 to EAA Chapter 673

Officers – FY 2007/08

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Young Eagles Coordinator: Bob Hanlon, (508) 509-2296

Board of Directors: All officers, plus Bob Cooper, Fred Cygan, Dudley Darling, Jim Grenier, and John Weigel

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Chapter 673 and 9B1 News

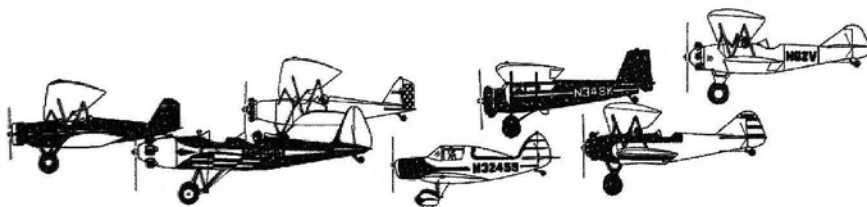


May Speaker Bios: May's keynote speaker is **Peter Vergados**, owner of Classic Warbirds Gallery in Needham, Massachusetts. Vergados graduated from USAF pilot training in 1964. His first assignment was co-pilot on B-52s. Volunteering for Viet Nam, he went through F-100 training and then checked out in the L-19 (O-1 Bird Dog) in preparation for the job of Forward Air Controller (FAC). Upon his return stateside, he flew the C-97 for the 8th Air Force IG at Westover AFB. In May 1970, he joined the Massachusetts Air National Guard, where he flew the F-84F, F-100 and the T-33. He retired in May 1986 after 22 years of service. Among his awards were the Distinguished Flying Cross, 11 Air Medals and the Viet Nam Cross of Gallantry with Palm. In civilian life, he is in the real estate profession, where he has leased and managed commercial properties. He currently is in the appraisal end of the business.

Vergados will be joined by aviation artist **George Guzzi**. Guzzi has been a member of the USAF Art Program since 1967. Two of his paintings were accepted into the Golden Age of Aviation competition at the National Air and Space Museum, both of which appeared in its calendars. His works have been shown at the Museum of Naval Aviation Art competitions. His painting of Hurricanes scrambling was awarded an Honorable Mention in the 1996 EAA show at Oshkosh. Guzzi's paintings are in the permanent collections of the U.S. Air Force, Army, Navy, and Coast Guard, the Naval Air Museum, the Smithsonian Institution, and the National Air and Space Museum.

10 for 2006: Of the Massachusetts pilots who flew 10 or more Young Eagles last year, fully one-third were members of Chapter 673! We offer a hearty "well done" to **Nels Anderson, Deb Cahill, Bill Greenberg, and Doug Stone**.

ACONE Award: Deceased chapter member **Pete Kallander** was the recipient of the ACONe Honored Member Award for 2007. Each year, this scholarship is named to honor a club member who has been particularly active, has made a significant contribution to aviation and the Aero Club of New England, and who has not been otherwise honored by the club. The citation for Pete read, "With our deepest appreciation for his many years of faithful dedication to the Aero Club of New England; for the many contributions he made to the club's Education Committee; for the countless hours of effort he made as an Advisor and Director of the club; and for the tireless sacrifices that he made to the younger pilots who were ultimately to benefit by the club's scholarship program."



Access national weather info:
1-877-ANY-AWOS
(1-877-269-2967)

Report suspicious activity to:
1-866-GA-SECURE
(1-866-427-3287)

Ferry Trip

(continued from page 1)

to Fitchburg and return with Louise Anderson. I flew my first “real cross country” with Deb Cahill to Oshkosh. Multiple airplane rentals and occasional broken airplanes have rounded out my adventure base. Every adventure started with a commitment: “Let’s do it.” Why should this adventure be any different? I was only going to call the number in the ad for more information.

The Information

The first phone call was interesting. I was asked, “Do you have a current US passport? Are you Commercial and Instrument rated?” I was asked if I could meet the coming Thursday for lunch. The voice on the other end identified himself as a CFII, MEI, ATP, and retired Air Force. Oh, and he had about 30,000 hours.

I now had four days to figure out what I was getting myself into. What is a Britten-Norman Trislander? What is a North Atlantic ferry flight? How cold is the water? Who is this guy? What am I doing? I needed to call my boss and tell her that I was taking a few weeks off. No, I did not know how long the trip was going to be.

I started on the internet with a Google search of Britten Norman Trislander. This showed pictures and specifications. This was going to be a slow trip at 130 kts TAS. It did have three O-540 engines and lots of room for extra fuel/ferry tanks, life rafts, survival suits and the like.

Next I needed to find out more about the specific plane. Who was buying? Who was selling? Was it a good airplane? What was this airframe’s history? The only hits I got were from a recent Canadian registration transfer of a BN3A aircraft C-GOXZ from Air Satellite in Baie Comeau, Labrador and some date and location logs and photo information from British “Airplane Spotters.”

Finally I needed to find out more about my potential flying partner and “flying the pond.” It is truly amazing how small the aviation community really is. After visiting Wings Aviation in Nashua, NH, I learned from Charlie that the current body of knowledge for transatlantic flying was written by Ed Carlson of Bellingham, MA. I purchased the book, and decided to call AOPA and insurance companies. Sure enough, if Ed Carlson teaches you, you are coverable. So I called Ed Carlson from the contact information published in his book. The world is even smaller. He called back the same day, and enthusiastically recommended that I take this trip as long as we “kept an eye out on the weather.”

He also knew the ferry pilot I was to fly with. I learned that my new flying partner, in addition to his flying credentials, had been a professor of aviation at Daniel Webster and Embry Riddle, had taught the Riddle kids to fly, and had transported innumerable aircraft across “the pond.” His military



The Trislander (all photos courtesy Bart Bartelsman)

commands spanned 20 years and the globe.

I was almost assured of having made the correct decision. The final proof would be in the personal interview.

The Interview and Handshake

I met Ed and Elaine over lunch at Hampton Airfield. It turns out they are a pilot couple that enjoy world travel and adventure and sub-contract flight duties for a ferry service in Prestwick, Scotland. Elaine was unable to accompany Ed on the trip, and because of the lack of autopilot, advanced instrumentation and length of time estimated for each leg on the trip, Ed preferred to have a back-up crew. Oh, and he was going to deliver the aircraft to Manila in the Philippines. I could fly part way or all of the way. Yikes!!

The decision on whether I was fit to accompany Ed was really made by Elaine. Ed and the Ferry Company handled the logistics. The three of us were very comfortable with each other. After lunch, I was asked if I was ready to go flying.

We shook hands and I was told to be ready to go shortly and to stay flexible.

Ferry Trip

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The Preparation and Start

The logistics of flying in winter across the Atlantic Ocean were daunting. Ask anyone who has done this previously about what is important, and you will hear one of two logical answers. What will you wear, and what is the weather doing?

My logistics seemed more pressing. GPS? Headset? Flashlight? Camera? Maps? Sunglasses?

In reality, the questions of what to wear and what the weather was doing really turned out to be the most important. Winter is cold and windy over the North Atlantic. The preferred published routes depend on aircraft range. Our route would be the "Middle Route," Bangor, Maine to Prestwick, Scotland via Goose Bay, Labrador; Narsarsuaq, Greenland; and Reykjavik, Iceland. The limiting leg is Goose Bay to Greenland because the airfield at BGBW (Narsarsuaq) is 40 miles inland from the shoreline by way

of a narrow fjord lined on both sides with a 6000-9000 foot ridge. Do not consider flying there with anything but daylight VFR with a minimum 6000-foot ceiling and 5 miles visibility forecasted at the time of arrival.

Each remaining leg was roughly 6-7 hours flying in the Trislander. Operational maximum altitude was 11,000 feet. In the North Atlantic, useful consciousness is measured in minutes in case of ditching. Survival suits, life rafts and emergency transmitter beacons are required equipment. Temperatures at altitude for our trip were in the neighborhood of -30 deg. This type of cold is not pleasant for equipment or humans. I packed my mid-winter skiing gear, fleece underwear, socks, polypropylene layers, fleece hood, parka, gloves, powder bibs and my Thinsulite parka. I could also have packed hand warmers, foot warmers, and more tissues for blowing my nose.

Had David Clark made heated headsets, I would have considered buying a set for my next trip. In retrospect, packing all this gear was silly on my part. I should have worn it ALL, layered on my body prior to the first leg. Thankfully, the first cold leg was only five hours. In the Trislander, only the aft cabin heater worked and the cockpit was left unheated. It was -10 degrees inside the aircraft, but at least we did not have wind chill to worry about.

The first day of our journey ended at 2:30 a.m. Atlantic Standard Time in "Goose." We had left Portsmouth, NH at 10 a.m. by hitching a ride on

a Cessna 340 that was on a ferry trip from Danbury, CT to Germany. Already aboard were three pilots. Two of the pilots were hitching a ride to pick up two Cirrus SR-20 aircraft that were in Narsarsuaq.

From our start in Portsmouth, our first stop was in Bangor, Maine. We had to clear US Customs, get export papers for the Cessna, pick up survival gear, life rafts, cold water immersion survival suits, and personal satellite beacons.

It was here that we had our first delay. One of the pilots in the Cessna was of Saudi Arabian descent and surname, traveling on a European Union passport. He was told by the TSA that if he left the USA without a fingerprint check, he would be unable to return to the USA in the future. The fingerprint check could only be done in New York or Boston. Why this was not cleared in New York the day before, when he entered this country on a British Air flight from London, is beyond me. My suspicion is that he was "profiled" by the TSA and singled out for special analysis. Was it the one-way plane ticket into this country that raised a flag? Was it his exit to Canada from Bangor that raised an alert? We will never know. Prince Azziz left our little posse to return to New York after three hours of "interviews" in Bangor with the TSA and Immigration. This unforeseen event created the need for a pilot to ferry an SR-20 from Greenland to Thailand.

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Bart gets bundled up

Ferry Trip

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I contemplated this turn of events. My partner Ed said that if I were to fly the Cessna 340 from Bangor to Quebec City to Baie Comeau to Goose Bay, he would sign off on my first 4.5 hours of multi time as aircraft familiarization.

I got in two horrible landings. My first multi-engine landing almost did not happen after I flew a night IFR approach into Baie Comeau (CYCB) and had to be assisted with the final letdown. The transition from instruments to VFR was scary. I did not anticipate the sight picture. The second landing at Goose Bay (CYYR) was much better. It was still night, but at least it was VFR.

That was the end of flying the Cessna 340 for me. From here on, it was to be the Trislander for the rest of my trip. In retrospect, it was too bad to part ways with this nice airplane. It had a pressurized cabin, nice heat, and it was fast. Good instruments and radios were a bonus. The following day, with light snow at Goose and favorable

weather at our intended arrival in Greenland, the pilots and two airplanes were ready to go. All that remained prior to departure was to file a flight plan and taxi to the fuel depot for our fuel.

Nice plan. The night before, after having shut down the planes at 2:30 a.m., someone had forgotten to close the mixture valves. Guess what? One mixture cable was frozen. No amount of coaxing would thaw it out. We got the starboard engine started with an assist from ground power. It was still -20 degrees. In trying to start the port engine, we flooded the engine bay and had us a nice little fire. The Goose Bay Air Base fire trucks responded without us ever having called them.

By the time we arranged for hangar space to thaw the plane and evaluate any potential fire damage, we missed our opportunity for a daylight arrival in Greenland. Plan B went into effect. Park the planes in the hangar, go get a nice steak dinner, stay overnight and try again the next day. This time we would do it with warm airplanes.

When we were finally towed out of the hangar the following morning, the planes started immediately. We taxied to the fueling station and found some snow-encrusted fuel barrels. We started looking for a pump and hoses. This was not looking good. Needless to say, by the time we were fueled, we needed

ground power to start. Ed and I held our collective breaths. We finally got our start. Switching the mags on helped immensely. While the engines got warm again, we both donned our immersion suits, called for an updated clearance and listened intensely for pireps from departing airplanes about the thickness of the cloud layer, tops and potential ice. At 10:45 a.m. local we were finally off!

At 700 nm from Goose to Greenland, Ed started doing the fuel and navigation calculations. I flew the plane. The Trislander flies just like a Skylane loaded at gross. We fiddled with the cabin heaters, but had no response. It was getting colder. Ed was concerned because we were only making 115 kts TAS and we had planned for 130 kts TAS. Would we make it to Greenland in daylight? After two hours of this slow flight, I fiddled with the flap switch. Just as if by magic, the plane pitched and accelerated to 140 kts. What a surprise, an inoperative flap position indicator. I was happy to be making up some lost time and not worrying about fuel burn anymore.

After four hours in the air, it was seriously cold in the plane. My sinuses were frozen, and they were draining uncontrollably. I had to go to the bathroom. Ed was in the same state. We were both cold and uncomfortable. Taking care of personal needs at -20 is not fun. Add in the logistics of a rubber



There's fuel cans under there somewhere...

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Ferry Trip

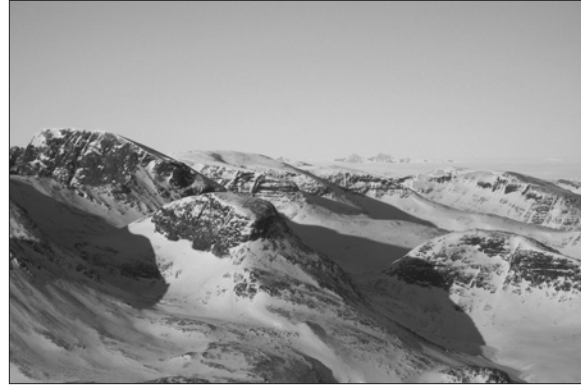
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suit, small front seat, and it is just not a pretty picture any more. It was about this time that the cloud deck below us just disappeared. What a glorious day!! The waves and white caps 9,000 feet below us were mesmerizing.

About 150 miles away from Greenland, we spotted land. The scenery shift over the next hour made me forget all the discomforts. Our one operable ADF receiver was pointing directly at the Narsarsuaq beacon. My portable GPS confirmed our position. The entrance to the fjord became visible. I struggled with my camera. The pictures would never be able to convey the sheer enormity of this landmass. There is really no descriptor, or comparative landmark to create a sense of proportion. We were flying into the fjord at 145 kts at 6,000 feet. I had the same thrill some years ago while flying a J-3 Cub at 300 feet above a farm field on a warm summer day. That same sense of WOW!!!

At the end of the 45-mile fjord trip, just below us was today's destination — Narsarsuaq, US Air Base Blui West One during WW2. Imagine 12,000 men and thousands of P-51s and B-17s on this little glacier. Today there are only 160 residents. Most of them support this 6,000-foot airstrip. 100 Octane Low Lead costs the equivalent of \$18 per gallon here. We landed at 4:30 p.m. local time, 15 minutes before the close of the airfield. We were cold, hungry, and in awe. The weather was deteriorating at our next destination...Reykjavik, Iceland. ←

(To be continued in next issue...)



Coming up on Greenland



Narsarsuaq airfield

“The length of debate about a flight maneuver is always inversely proportional to the complexity of the maneuver. Thus, if the flight maneuver is simple enough, debate approaches infinity.”

— Robert Livingston, ‘Flying The Aeronca’



Are You Blind?

by Len Kauffman

Last month we talked about a mid-air nightmare emphasizing the importance of keeping heads-down time to a minimum. This month we'll consider a related topic – the blind spot in our eyes. Under certain conditions, this phenomenon could prevent a pilot from seeing an airplane even if he/she is looking outside. The blind spot is nothing new to most, if not all, pilots but is worth revisiting from time to time.

Let's take a look at it again using the two small aircraft pictured above. Hold this page at arm's length in front of your eyes. Close your left eye and stare at the center of the Cessna while moving the page slowly toward you. The RV disappears. Now close your right eye, look at the center of the RV, and bring the page closer. The Cessna disappears. The brain cleverly fills in the blank spot to match the surrounding area.

The blind spot is about 3/4 inch in diameter at one foot from the eye. At a distance of 800 feet, however, it's about 50 feet across and could easily hide an airplane. Move out to one mile and the blind spot is over 300 feet. That's enough to hide a 747 or our entire HomeWing Squadron leading the Blackjacks in a huge diamond formation. Something you really don't want to miss! Remember last month we said two aircraft (at RV speed) heading toward one another will close one

mile in less than 10 seconds.

So, what's up with this blind spot? Light entering the eye is focused on the retina at the back of the eye where millions of rods and cones sense incoming rays. They send their signals to an area called the optic disc, where they connect to the optic nerve. This circular area, the optic disc, has no rods or cones and is unable to sense light – resulting in the “blind spot.”

Normally the blind spot in one eye is covered by vision in the other eye so objects are not missed. A person with only one functional eye can overcome the blind spot by constantly moving the eye so an object will not remain in that spot. Those of us with two good eyes could still “lose” an object (perhaps a plane) by staring in one direction while something (side or center windscreen trim, roll bar, pedestal mounted mag compass, large nose, etc.) blocks vision in one eye.

Let's look at a couple of examples. First, stare at a prominent object (doorknob, light switch, etc.) ten or more feet away. Now, hold up your hand at arm's length to block vision of that object with your left eye. You'll see it only in your right eye. Keep your hand in place and slowly move your eyes to the left (maintaining the same elevation). The object disappears. If you're outside, try it with a car at around 300 feet away or an airplane at 800-plus feet.

What about that “large nose” – you thought I was joking, right? For those

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of us blessed with a particularly prominent proboscis, try this. Look at the object again, but this time turn your head so left-eye vision is blocked by your nose. (Those with a small nose can experience it by placing a finger on your nose to make it larger.) Now, slowly move your eyes (don't turn your head) to the left. It's gone again.

The nose deal is not likely to be a problem since it requires a somewhat contorted position, but the other examples using cockpit obstructions are quite real. The normal blind spot is about 15 degrees outboard of center-vision for each eye. Anything in your airplane that blocks vision in that position can create a blind spot. (Obviously, if the obstruction is wide enough it will block both eyes.) The solution, of course, is to ALWAYS keep head and eyes moving. We normally do, but at times could we be tired and maybe a bit bored on a long cross-country flight over uninspiring terrain? Maybe daydreaming a bit? Could we stare long enough for that unseen plane one mile away to come within 200 feet where its wingtips begin to appear? Remember that the “collision” airplane will have no relative motion in the windscreen and could remain in a blind spot if we let it.

All this might be just an interesting academic exercise. It's PROBABLY not a real threat. Right? ←

Fighter Pilot Tales

(continued from page 1)

the prop as ordered. Sure enough, the drag was dropping me fast and I couldn't make the field. I had to go around at barely treetop level and head out over the ocean. I got into the field alright, and then I got on the radio and told the tower I was going to come up there and belt that stupid guy who insisted that I unfeather that engine. They told me he had left for the day. LUCKY FOR HIM!

Bird strike – I buzzed the field while coming in for a landing. As I peeled off, a bird hit the leading edge of the left wing between the engine nacelle and the pilot's gondola, knocking out the entire hydraulic system. I had to yank back the stick to snap down my wheels for landing.

Canopy – I stopped at Clark field to drop mission photos. I was in a hurry to get out before dark and didn't engage the left clasp of the canopy. On takeoff, the

canopy started to flap and I reached up and grabbed it with my left hand. I turned to come in for a landing, but eventually I had to let the canopy go to lower the flaps and wheels. The canopy went flying off.

Low fuel – Over Fouchou, China, I lost a wingman who couldn't fly formation. I spent too much time circling at 30,000 feet hoping that wingman could join me. I was concerned that we would be running out of gas and not be able to make it back to Lingayen and considered heading inland to Chungking. Luckily we didn't, because on getting home we learned that Chungking had fallen into Japanese hands. I decided to go home and radioed my lost wingman a heading for the Pescadores Islands off Formosa, and then a heading from the Pescadores to Lingayen Gulf Strip.

On the return flight, the weather was really bad. We couldn't get

over or under it. Finally, I found an opening at 8,000 feet and took my other wingman through there. We landed at Lingayen and by the time I rolled to the end of the runway after landing, both engines quit. There was not a drop of gas in the drop tanks, the main tanks, the reserve tanks or the wingtip tanks. I had to be towed off the runway.

My lost wingman hit the mountain on the northern tip of Luzon and was killed.

And just to show that there were hazards on the home front too:

I flew a practice mission from Coffeyville, Kansas to Texas. I was returning after dark, so radar homed me in to the Will Rogers Field at Oklahoma City. I forgot to reset my altimeter, so I came in very low. I was surprised to find that I was flying formation with cars on the freeway! ←

“To the IFR cognoscenti, it's a serious misunderstanding of instrument flying to think of an approach plate as a mere map for dropping out of the clouds in search of a runway. At the very least, a plate is a work of art, and for the true zealot, it's a symbol of man's continuing struggle against the forces of nature.”

— Paul Bertorelli, 'IFR' Magazine

Meeting Minutes – March 13, 2007

Meeting was called to order by Beverly Lieberman at 7:06 pm.

- Secretary's report – The minutes of the January and February meetings were approved as published in the latest newsletter.

- Treasurer's report – After accounting for the December party expenses and the money coming in from membership and donations, the current balance amounts to \$3,513.14. This balance has not been reconciled with the bank since the account information is not yet accessible online. The balance also includes the membership fee for Pete Kallander. The report was approved.

- Membership report – The chapter is growing and almost everybody has paid the membership dues. One member (Jack Harris) deposited twice the yearly fee (\$30). It is not clear if he meant to sign up somebody else besides himself.

- Young Eagles Report – 12-14 Young Eagles signed up to fly Saturday, with Sunday as the rain date. Increased participation is expected for the spring and summer. More help will be needed from all available pilots and also from anybody who can assist on the ground.

- Newsletter report – Kudos to Christine for another outstanding job on the latest issue. Next one coming up in May. Christine asked for photos and stories about our late fellow chapter member Pete Kallander, who recently passed away, to put together as a tribute from the chapter in the next issue.

- Professional Pilot Series – The session held last Saturday in the trailer on emergency landings went very well. Next one will happen in May on the Saturday prior to the chapter meeting and will be on Spring/

Summertime weather flying.

- Guests – We had a new guest tonight. His name is Michael Gordon. He owns a C182RG and has been a pilot for 22 years. He is a member of EAA and decided to join our chapter. Welcome!

Mail-in Information

- A seminar on radio communication will be held on March 21 in Bedford.

News Around 9B1

- Our fellow member Pete Kallander sadly passed away last Tuesday and a memorial service for him is planned for sometime this spring.

- Bob Stetson reported that the AMA Day on the Hill event went very well. A special thank-you goes to all who contacted their representatives to inform them of the event. Ken Sherman secured the interest and participation of Rep. George Peterson. As a result, at least 50 representatives attended and 4 bills have been designed that will benefit GA and airports like Marlboro if passed. Initiatives like these do work!

- Angela, a reporter from the Community Advocate, joined the meeting as an observer.

I Learned About Flying From That

- Jim: AIM 4-1-9 G1 states that the phrase "Traffic in the area please advise" is not a recognized self-announce position and/or intention and should not be used in any circumstance. One may argue that at non-controlled airports, whenever it is not possible to contact anybody on the ground and especially in some adverse weather conditions, asking the traffic in the area what runway is being used would indeed be useful and improve safety. On the other hand, this type of communication may lead to confusion and increase chatter unnecessarily, also considering that several airports share the same CTAF. Perhaps the seminar in Bedford on the

21st will help shed more light.

- Rich learned that there is never a good reason for pilots to rush their preflight procedures because this could lead to skipping important things and making mistakes. Take your time.

- Ken learned that one should always listen very carefully to the ATIS when approaching a controlled field because ATC can give confusing if not wrong instructions sometimes. He once was approaching an airport from the east and received instructions to report right base. Not having paid attention to the ATIS he assumed that the controller was setting him up for runway 2 and not 20. The active was really 20 so while he was established on final to runway 2 the tower asked him to report his intentions. Eventually he was cleared to land and nothing serious happened.

Old Business

- Whoever has not done so yet please report any address changes to Rich.

New Business

- Still no date has been set for the Board meeting which will likely be held this month. Date to be announced.

- The insurance has been renewed with an increased liability due to the use of the trailer.

- Sunday breakfast: Undetermined. Sunday is supposed to be nice, so just show up.

- John Weigel won the 50/50 raffle. The prize money (\$12) was split with the Chapter.

Meeting adjourned at 7:47 pm for a program by Monte Basbas, who shared with us his stories about his fascinating life as a pilot in the service during World War II.

Meeting Minutes – April 10, 2007

Meeting was called to order by Beverly Lieberman at 7:03 pm.

- Secretary's report – Last month's minutes were not available. They will be published in the next newsletter and submitted for approval at the next meeting.

- Program report – Peter Vergados will be the speaker at the May meeting.

- Membership report – Double-sided printout copies with the updated contact information of all chapter members were handed out to the members who were present at the meeting. Rich has spare membership cards for those who may need them.

- Young Eagles report – 12-14 Young Eagles are signed up to fly Saturday, with Sunday as the rain date. Help will be needed. Pilots who have received their credits for 2006 can go ahead and donate them to the EAA Air Academy program.

- Newsletter report – The new issue will be published early next month. Christine had asked for material (stories, photos) to remember our late friend Pete Kallander, but has received very little. If you can provide photos or other information, please do.

- Professional Pilot Series – A small group attended the session held last Saturday in the trailer, which focused on basic weather knowledge and understanding of frontal systems and thunderstorm systems. The sessions will continue to be held on a monthly basis

and the next one on 5/5 will be on accidents (definitions and reporting procedures).

- Guests – We had a new guest tonight. His name is Scott Keller, from Harvard. Scott owns a Navion based in Fitchburg and has been a pilot for 15 years. He is thinking about joining our chapter. Welcome!

I Learned About Flying From That

- It is a good idea to have a good backup instrument when using the latest GPS navigation equipment. Apparently, the new Garmins with GS tracking capability are not very reliable and in many cases, they failed during the approach

- As the debate over user fees in GA continues in this country, we should be aware of the fact that flying in Europe is both expensive and unsafe just because of fees. There are three tiers available to pilots there, VFR-no ATC, Advisory and Full ATC, of which the last one is the most expensive, and many times pilots elect to use the second tier even when they fly in IMC, just to save money. We don't want the same to happen here.

- Our guest talked about an interesting seminar he attended in Nashua about the Learjet crash in Lebanon, NH, and the chain of events that contributed to the accident.

- Flying over long distances in freezing cold weather introduces new challenges for fuel management. A well-planned trip may be cut short by a frozen fuel valve and make for a very interesting flight, especially if flying over the ocean in the arctic regions.

Old Business

- None.

New Business

- The board meeting will be held on 4/23 at 6:00 pm at Harry's in Westborough.

- 50/50 Raffle: Jim Noone won and donated his \$10 to the chapter. Thank you!

- Sunday breakfast fly-out destination – Undetermined.

- No speaker tonight.

- Jim Grenier took the opportunity to thank all who contacted him to offer their support and sympathy over the loss of his beautiful Navion in a landing accident in Marlboro earlier this month

Meeting adjourned at 7:37 pm.

Treasurer's Report Jan. – Feb. 2007

Opening balance 1/1/07: \$4,885.12

Income:

membership dues:	120.00
50-50 raffle, Jan.:	10.00
50-50 raffle, Feb.:	8.00
Y.E. donation:	200.00
bank interest, Jan.:	1.87
bank interest, Feb.:	1.21

Total income: 341.08

Expenses:

Holiday party:	1251.53
party postage:	62.40
EAA dues/insurance:	321.00
DVD player:	31.00
newsletter:	46.93

Total expenses: 1712.86

Ending balance 2/28/07: \$3,513.34



Calendar of Events: May/June 2007



May

- Sat 5 **Professional pilot series**, 9:30 – 11:30 am, Chapter trailer, Marlboro Airport. Accident definitions and reporting procedures. Taught by Jim Noone.
- Tues 8 **Chapter 673 meeting**, 7:00 pm, Quonset hut, Marlboro Airport. Speakers: Peter Vergados, owner of Classic Warbirds Gallery, and artist George Guzzi
- Thurs 10 **CFII/DPE workshop**, “Moving from Aeronautical Decision-Making to Risk Management for Pilots.” 6:00 pm, Daniel Webster College, 20 University Drive, Nashua, NH. More info at faasafety.gov.
- Sat 12 **Young Eagles rally**, 9:00 am, Marlboro Airport (weather permitting). Pilots and ground crew volunteers are always welcome. Call Bob Hanlon for more information: (508) 509-2296.
- Sun 13 **Peter Kallander memorial service**, 2:00 p.m., Pilgrim Church On the Common, Southborough, MA. A reception in Fellowship Hall will immediately follow the service.
- Tues 15 **“Do the Right Thing: Decision Making for Pilots,”** 7:00 – 9:00 pm, Best Western Plaza Hotel, 340 Great Road, Bedford, MA. AOPA Air Safety Foundation safety seminar, qualifies for FAA Wings. Free, no registration required. www.asf.org
- Mon 28 **Memorial Day cookout**, 1:00 pm, Chapter trailer, Marlboro Airport. Bring sides/desserts!

June

- Sat 9 **Professional pilot series**, 9:30 – 11:30 am, Chapter trailer, Marlboro Airport.
- Sat 9 **International Young Eagles Day**. (Chapter YE rally will take place the following Saturday.)
- Tues 12 **Chapter 673 meeting**, 7:00 pm, Quonset hut, Marlboro Airport
- 15-17 **28th Annual Balloonfest**, Quechee Village Green, Quechee, VT. Balloons, music, crafts. More information: www.quechee.com/balloonfest.cfm
- Sat 16 **Young Eagles rally**, 9:00 am, Marlboro Airport (weather permitting). Pilots and ground crew volunteers are always welcome. Call Bob Hanlon for more information: (508) 509-2296.
- 16-17 **Collings Foundation open house**, 8:30 am – 4:30 pm, Minuteman Airfield (6B6), Stow, MA. Requested donation \$10 adult/\$5 child. More information: www.collingsfoundation.org
- Sun 17 **Chapter 673 breakfast flight**, 9:00 am, Marlboro Airport
- Sun 17 **17th Annual Taildragers Rendezvous Fly-in**, 8:00 am – 12:00 noon, Rutland State Airport (RUT), Rutland, VT. Sponsored by the Green Mountain Flyers (EAA Chapter 968). More information: www.greenmountainflyers.org or (802) 235-2808.
- 20-23 **Sentimental Journey 2007**, William T. Piper Memorial Airport (LHV), Lock Haven, PA. Famous for its antique and classic planes, including the famous Piper Cubs. This year’s theme will be 70 years of Piper. Featured airplanes: J-4 and Comanche PA-24. More information is online at www.sentimentaljourneyfly-in.com