

Green Mountain Flyers Airmail

November 2016
EAA 968
Volume 1, Issue 8



Sneak peak...of the pedal plane build! Look for full article in next months newsletter!

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Upcoming Meeting

December 6, 2016
5:30pm to 7pm
RUT Airport

- ◆ Supper provided by Café Verde for a \$5 per person fee.
- ◆ Election of Officers
- ◆ Women in Aviation presentation by Jennifer Jacob

President Perspective

President Gail Isenberg
Vice-President Jim Shires

Well, the transition to cooler weather has come. This has been a spectacular autumn. Perfect for our annual October Fly-in breakfast and last Young Eagle's Flights. Now it is time for us all to review cold weather flying, and begin thinking about our Chapter's goals for next year.

At our last meeting, we enjoyed basking in the glow of a terrific fly-in, beautiful weather, copious interesting planes and pilots, delicious food and aviation activities for kids. My greatest pleasure, other than meeting folks from all over New England and western New York, was the group effort of so many Chapter members who helped make the event such a success. Thanks to all those many hand that made for light work.

At the meeting we also discussed expanding aviation activities to

possibly include building (plane) projects, members helping each other as safety pilots, coordinating our chapter events with other state EAA chapters, etc. Look for more information regarding this and other ideas online, in the newsletter, or better yet, come to our next meeting with your own ideas.

Speaking of our next meeting, Tuesday December 6th, we will be **voting** on new officers for the coming year. Take time to read through the newsletter to see what has been happening with the chapter this fall. You will see that this is a chapter of enthusiastic folk interested in all things aviation. Come and be involved. We are a growing chapter who welcome old and new members alike.

~Gail

Have you heard?

**Calling all
EAA 968 members.
An important vote will
take place at the next
meeting, Tuesday,
December 6th.**

Each year the 968 Chapter elects new officers to run the chapter at the December meeting. With the input and help of Chapter members the officers guide the Chapters through the year's meetings and events. Would you like to be an officer or perhaps a support person providing website editing or being an activities coordinator? Whether you are interested personally or think someone else might be, take a moment to visit the website to make a nomination before the meeting.

<http://www.968.eaachapter.org/>



Then please be sure to attend the meeting on Tuesday, December 6th to vote in the officers. The current nominees are as follows:

Secretary: Carolyn Haley
Treasurer: Gary Joseph
Vice-President; Jim Shires
President: You?

An EAA chapter can only be as successful as its members make it! Please take part in the election and make 2017 the best year yet!

Young Eagles - Jennifer Jacob



Jim keeping kids engaged while we waited for the fog to burn off.



Mark Hamilton was also showing kids the Cessna 120 to keep them occupied.



The Young Eagle crowd waiting, quite patiently, to fly.



Mike with a group of flyers.



And it all wouldn't have been nearly as smooth without this lovely lady!

Saturday September 24th was forecast to be cool but sunny with light to moderate winds from the northwest. We had been fielding calls and emails for weeks and everyone was looking forward to an action-packed event as our final rally of 2016.

Saturday morning arrived and it was.....foggy. We set up the tent and got our stuff all positioned - including a popcorn machine - but still the fog continued. Cape Air was grounded and Wiggins Airways hadn't arrived by 8:30AM when the first Young Eagle hopefuls began arriving. By 9:30AM the sun had come out and we were hoping to start flying imminently.....but the fog rolled back in.

Mark H. and Jim were keeping kids occupied by showing them around some of the airplanes there for the rally, but everyone was beginning to look a bit glum.

That was about the time that Mark J.

happened to look around the hangers and noticed that the skies to the north and west were clearing up. So, after a quick reconnaissance flight, he started loading the Beech with kids. He came back reporting clearing skies above the city and it. was. ON!

Our "real" Young Eagle rally started at 10:30am with 50 kids already signed up and two hours later, 6 pilots had had flown 57 youths! An additional 6 kids were rescheduled but everyone had a fun time, despite the weather and wait. And we are already taking questions from people interested in coming to our 2017 rallies! The rally would not have been possible without our fantastic pilots and Tracy! She quite literally held the fort as a row of kids stood in front of her asking "where am I in line?" while simultaneously printing certificates and keeping everyone organized. So a huge KUDOS to her! Definitely a rally the chapter can be proud of AND let's do it again next year! In the meantime, here are our numbers:

Young Eagles Flown to Date

David Hathaway - 16	Mark Jacob - 398	Jim Shires - 31
Gail Isenberg - 16	Robert Johnson - 5	David Sternberg - 3
Jennifer Jacob - 19	Michael Petralia - 17	Jeff Stewart - 8



David with three of his Young Eagles

Young Eagles Rally Fun of Continued



Mark Jacob is escorting the first flight out to the Beech.



Jim fires the Grumman up!



Registration & Organization

Tracy Adams

Ground crew

Bob Dean

Mark Hamilton

Pilots

Bob Johnson - 2

Jim Shires - 9

Mike Petralia - 8

Dave Hathaway - 11

Mark Jacob - 25

Jennifer Jacob - 2

Mike with a group of flyers



Lisa Falls, RUT Fall Fun



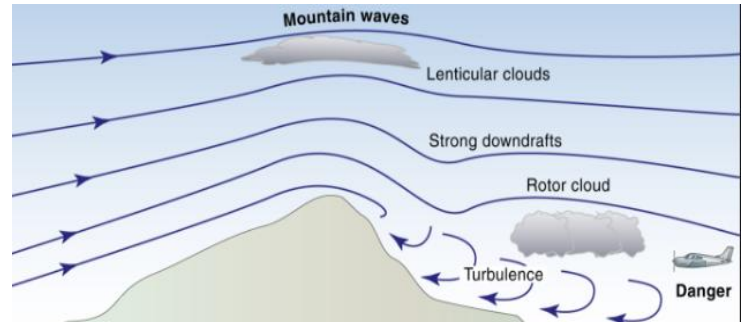
Ryan and Mark toasting marshmallows

It is was October and officially Fall. October also is when it begins to feel “fall-esque”. So in that spirit, we decided to have a campfire at the Lisa Falls campsite. Ryan has been wanting to have a campfire for quite a while, so on Saturday evening we took some of our scrap wood and built a cozy little fire. Mark built Ryan a marshmallow toasting “stick” out of welding wire, complete with an ‘R’ for a handle and Ryan had s’mores and in general a wonderful time. We left some extra wood scraps and plan on doing it again soon, maybe with hotdogs as well next time!



YUM!!

Flying Challenges - Jeff Stewart



I just had an interesting flying incident that I thought I'd pass along. I was flying back from the Maine Coast to my base at Middlebury State Airport in my 172. I was at 6,500 feet, cruising at 118 knots on autopilot and had just passed over the Connecticut River. There was a bit of haze and some scattered cumulus and not much turbulence, but suddenly I sensed the nose pitching up and airspeed dropping off. It continued as I pushed full throttle and reached to kill the autopilot. It took me a second or two to figure out what was going on. I was in a strong downdraft and the autopilot was trying to hold altitude at the cost of airspeed. Even though I was still a good distance from the crest of the Green Mountains, it was a mountain wave. The point of all this is that it's possible for an autopilot to fly you into a stall - so keep your scan going even if you're in cruise and not close to any obstructions.

Photo of the Month - Brian Getcha

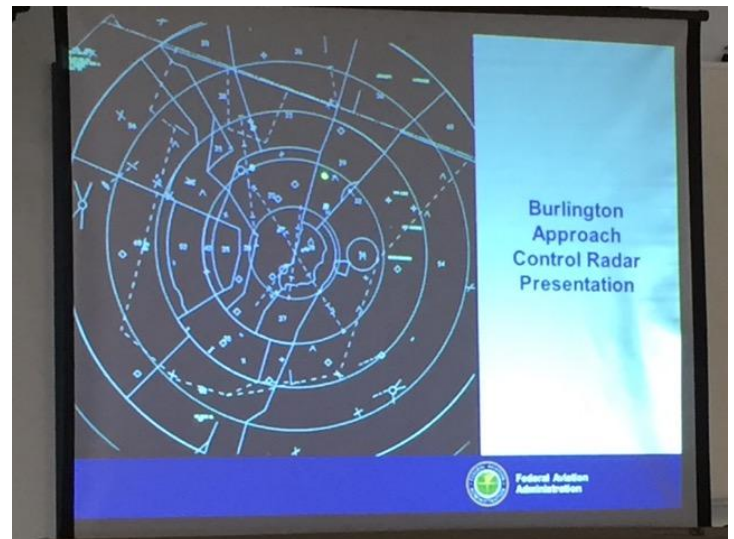
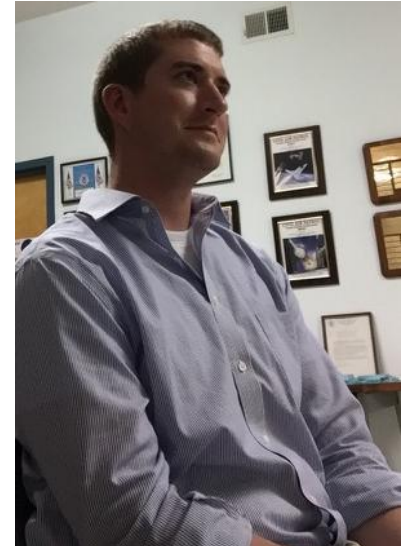
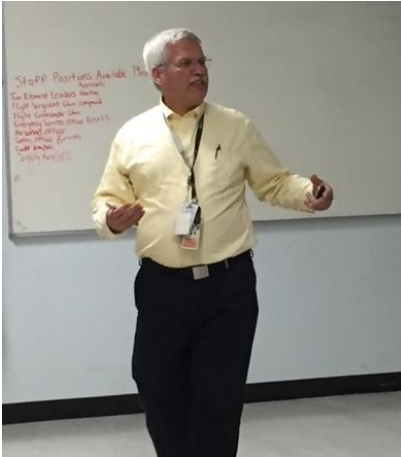


Base for 31 RUT above, below clouds over Bomoseen!
Be sure to send in your favorite flying photos!



October Speaker Meeting

Last month's Chapter meeting found the group gathering at the CAP building for a presentation by Ron Bazmon of Burlington ATC. Ron over arching theme was letting everyone know the air traffic controllers are there to keep everyone safe through education and direction. They are human beings just like you so don't be intimidated or overwhelmed. Question if you don't understand or even if you do as the control could be wrong. Most importantly fly safe!





Hats, Only \$20.
Contact Bob Johnson,
EAA00968@gmail.com
to reserve one or come to
the next meeting.

EAA 968
1002 Airport Road
North Clarendon VT
05759

Check us out
on the web at
<http://968.eaachapter.org>

Message Board

Interested in renting,
selling or buying
something aviation
related? Send a message to
EAA00968@gmail.com We
will post the information
here. If you like
something you see here do
the same and we will
connect you with the
seller.

Christavia MK 1 project for sale.

Included in sale. MGL V6
comm, Sandia transponder with
OAT option, Ifly 720 GPS,
121.5 ELT, Rite Angle, angle of
attack indicator, wingtip led
strobes, battery, instruments,
complete firewall fwd, engine,
prop, spinner, baffles, wing
struts, jury struts, tail brace
wires, new tires and tubes,
rebuild brake calipers. A set of
building plans. Builders log.
And all other pertinent
paperwork.

\$30K in receipts, not including
any shipping costs, discounted
the price to \$20k

<https://goo.gl/photos/oYjhp2ry5wdyTKei9>

What's happening around the nation?

[Click here: NTSB Issues Investigative Update on Uncontained Engine Failure Accident Involving a Wide Body Jetliner](#)



NEW YORK, NY BEGINNING MONDAY, NOVEMBER 14, 2016
(((CHANGE IN GEOGRAPHICAL RESTRICTION)))



A NOTAM has been published (FDC 6/7401) that will affect flight in the area southwest of La Guardia Airport (LGA) including some of the Hudson River.

2 NM RADIUS NO-FLY ZONE

Location

On the LA GUARDIA VOR/DME (LGA) 269 degree radial at 4.9 nautical miles.
From the surface up to and including 2,999 feet AGL.

EXCLUDING

West of a line from 404750N/0735920W TO 404524N/0740101W

Times

1:15 PM local Monday, November 14, 2016 until 11:59 PM local Friday, January 20, 2017

Additional Notes:

Pilots should exercise extreme caution while flying through the narrowed corridor.

No pilots may operate an aircraft in the areas covered by this NOTAM (except as described).

Except the flight operations listed below:

1. Aircraft arriving or departing KJFK, KLGA, KEWR, KTEB, KJRA, KJRB, NK39, 6NJ5, 6N5, 07NJ and 6N7 airports.
2. Military aircraft directly supporting the United States Secret Service (USSS).
3. Law enforcement, firefighting, and medevac/air ambulance flights on active missions.
4. Aircraft operations necessitated for safety or emergency reasons.
5. All aircraft approved to operate within the TFR must be squawking an ATC discrete code at all times while in the TFR and must remain in two-way radio communications with ATC.
6. **Northbound Hudson River exclusion zone traffic are authorized to transit the TFR provided the aircraft is squawking an ATC discrete code at all times and the pilot remains in two-way radio communication with LGA Tower. If unable to comply with this provision, northbound traffic must remain west of a line from 404750N/0735920W to 404524N/0740101W.**