



Chapter 968
Green Mountain Flyers
Air Mail
September 2017

Meeting Report – 8/1/17

Attendees: Jim Shires, Charlie North, Carolyn Haley, Gary Joseph, Mike Petralia, Bob Dean, Brian Pinsonault, Mark Jacob, Jen Jacob, Jeff Stewart, Don Arnold, Howard Weaver, Paul Carroccio, Charlie Rockwell, Bruce Faller

- This month we hosted a WINGS program presented by nine-time master flight instructor Doug Stewart, who flew in on a stormy night to speak on “Weather: Beyond the Standard Briefing.” This WINGS program drew folks from outside the chapter and expanded our horizons as a chapter as well as individually as pilots. Doug presented us with many different resources available to help fly from point A to point B safely and efficiently. Doug is one of the more dynamic presenters, and he inspired a lot of laughter and a lively Q&A session. We’re looking forward to having him return for future programs.

- More **special programs and events** coming up:

1) October 3—At our next chapter meeting we’ll hear from Brian Lindner. He is the Corporate Historian for National Life Group and his hobby is investigating aviation accidents in Vermont. As he puts it: “I began researching Vermont plane crashes when I first saw the wreckage of the B-24 Liberator on Camels Hump when I was 12. I have spent decades researching that crash and in the process have learned about hundreds of other less famous wrecks in Vermont. This presentation is to provide a short overview of the history of crashes in Vermont.”

This event will be in the CAP building next to the terminal building where we usually meet. RSVP is *required*, and food will be \$7 per person. Let us know you’re coming no later than Friday, September 29. Reply to EAA968@vermontel.net.

2) October 14 (Saturday)—Leaf Peeper Fly-In Breakfast. This is our chapter’s big annual event and fundraiser, chaired this year by Jim Shires. Jim is still looking for volunteers to help staff the day, and will report on status at the next meeting.

3) November 4 (Saturday)—John Wood, FAAST Program Manager, will present “Winter Operations,” 9:00 to 11:00 a.m. This is another WINGS Program that also will be held at the Civil Air Patrol building. RSVP required for this one, too, and refreshments will be provided (of the coffee and doughnuts variety). Donations encouraged but not required. Let us know you’re coming no later than Thursday, November 2.

Here’s the program description:

Does the thought of winter flying put a knot in your stomach? Perhaps you feel it would be best to wait till Spring to spread your wings again. It doesn’t have to be that way. Winter flying can be safe and fun. We will discuss the steps that every pilot should take to enjoy flying during the crisp, clear days of winter. Flight instructors are encouraged to attend with their students.

To get WINGS credit for attending, sign up [here](#).

- The Vermont Agency of Transportation–Aviation’s **Distinguished Aviator program**, “Around the Hills in 80 Days,” closed on September 23. Aviators who have flown to all ten state airports and gotten their passports stamped may contact Chris Raymond at Christopher.C.Raymond@vermont.gov to get their certificates.
- Our final **Young Eagles** rally was held on September 9, and once again all went well. The youngsters got a chance to see a Piper, a Mooney, a Cessna, a Grumman, and a Beech 18 in action, and each child experienced a flight in one of them. While waiting their turns, they enjoyed educational amusements thanks to Rebecca Steward from STARBASE.

Jen Jacob reports:

Thank you to all of you who made our final Young Eagles rally a safe and fun event!!

Despite some early low clouds, we flew a total of 32 kids! In addition, we had the privilege of hosting some of the young people from the Rutland Autism Families group after the rally finished at noon.

Pilots / # of YEs flown

John Baldasaro - 7
Dave Hathaway - 9
Jennifer Jacob - 4
Mark Jacob - 5
Jim Shires - 7

Ground Crew

Tracy Adams
Bob Dean
Carolyn Haley
Gary Joseph
Mike Petralia
Brian Pinsonault
Chris Raymond

YE Rally moments captured at KRUT, September 9

(Full set of photos from this event and all our rallies are at www.YoungEagles-EAA968.smugmug.com.)

Photos by Carolyn Haley except where noted.



Ground crew: Mark Jacob, Chris Raymond, Tracy Adams



Daniel Rafter and pilot John Baldasaro with John's Mooney (photo by Trish Rafter)



Jen J. and her Cessna 120



Jim Shires and his "Bluebird" on static display, much enjoyed by the kids



Ready for takeoff!



And another one ready to go



John Baldasaro and one of his crews



Dave Hathaway and one of his crews



Mark Jacob brings out the Beech 18



And a Young Eagle really likes it

CALL FOR PILOTS: Looking for more opportunities to fly and have fun? Join us at a Young Eagles rally for the 2018 season! Must be an EAA National member and have participated in their Youth Protection Program. For more information, contact Jennifer Jacob at taildraggergirl@gmail.com or 802-322-3767.

Overview of the program at EAA's website.

Next meeting is Tuesday, October 3, at 5:30 p.m.

Civil Air Patrol building
Rutland-Southern Vermont Regional Airport (KRUT)

Featuring Brian Lindner with the history of Vermont aviation incidents
(see full story above)

RSVP required by September 29
Dinner \$7/person. We look forward to seeing you!

Member aircraft

Here's the story behind Jen Jacob's beautiful Cessna.

Old airplanes bring people together

Jennifer Jacob & Wally Funk

In 1956, a young woman entered Stephens College in Columbia, Missouri with the goal of becoming a pilot. Wally Funk flew her first solo on December 5, 1957 in a Cessna 120, registration N1829V,



N1829V at Stephens College had a large "E" painted on the fuselage to assist in identifying students in the traffic pattern.

going on to receive her pilot's license and also her associate's degree from Stephens in 1958. In February of 1961, then a flight instructor for the army, Wally volunteered for the Women in Space program and underwent the same physical and psychological testing that the male astronaut candidates experienced. Later that same year, Wally and the 12 other female candidates, dubbed the

"Mercury 13," saw their dream of space flight evaporate when NASA refused to give official recognition to the program. That didn't stop Wally from flying, though, and she went on to become the first female Air Safety Investigator for the NTSB, in addition to extensive flight instructing (check her out at <https://www.ninety-nines.org/wally-funk.htm>).



Wally Funk in 1957, the day she soloed.

When Jennifer and her husband (then college students) scrimped and saved to purchase a little two-seat Cessna, spotted at a grass airport (Davis, 2D8) in East Lansing, Michigan, they had no idea of the history behind her. They knew that she had been a trainer and that she was a high-time airplane because of that. Although she came with a complete set of logs, it took them a couple of years to really start going through them. About a year or so ago, Jennifer and Mark started scanning all of the paperwork, logs included, to digital files so that they could



N1829V during her Showcase fly-by at EAA AirVenture 2005. There are definite differences, including the full maroon turtleback and the Narco antenna.

be accessed easily and also allow the maintenance and storage of the original documents. In doing so, they found that they had paperwork documenting all the airplane's history, from the factory test flight until today. The airplane, registration N1829V, had been delivered to Columbia, Missouri, and ultimately sold to Stephens College, an all-female college and the first in the U.S. to teach flying to women. The airplane was owned by Stephens College until 1961 and helped train many women to fly.

Although N1829V had been owned by Stephens College from 1947 through 1961, and Wally Funk had gotten her pilot's license from Stephens College in 1958, nobody knew whether or not Wally had indeed flown N1829V. With the help of the Ninety-Nines, Jennifer contacted Wally and found out

DATE	FLIGHT FROM	FLIGHT TO	EQUIPMENT FLOWN	CLASSIFICATION	DURATION OF FLIGHT	BREAKDOWN OF TRIP TIME INTO CLASSIFICATIONS	REMARKS
1957			AIRCRAFT MAKE AND MODEL	CERTIFICATE NUMBER	ENGINE	H. P.	
11/27	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	9:55
12/30	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	10:35
12/3	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	11:10
12/3	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	12:10
12/5	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	13:10

On Dec. 5, 1957, Wally Funk recorded her solo in N1829V (top), while on Sept. 5, 1999, Jennifer recorded her solo, also in N1829V.

DATE	FLIGHT FROM	FLIGHT TO	EQUIPMENT FLOWN	CLASSIFICATION	DURATION OF FLIGHT	BREAKDOWN OF TRIP TIME INTO CLASSIFICATIONS	REMARKS
1999			AIRCRAFT MAKE AND MODEL	CERTIFICATE NUMBER	ENGINE	H. P.	
9/5	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	10:35
9/5	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	11:10
9/5	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	12:10
9/5	Columbia, Mo.	Columbia, Mo.	Cessna 182	1829V	Cessna	180	13:10

that not only had she flown N1829V, she had soloed her. As Wally stated, “You never forget the airplane you soloed.” They arranged to meet in Nashville, Tennessee, before the start of the 2006 Women in Aviation International conference, so that Wally could revisit N1829V. What an experience, where a wonderful person and pilot like Wally was able to reunite with a great little airplane.



Left: Wally visits with N1829V at Cornelia Fort airport in Nashville. Right: Wally and Jennifer showing that the years have been kind to N1829V

In closing, we would like to reiterate that old airplanes do, indeed, bring people together. N1829V was instrumental both in Wally's quest for her pilot's license in 1957, and Jennifer's quest to get hers (solo in N1829V on 09/05/1999) 42 years later.

Member build projects

Let us know about any project you're working on, and we will be happy to feature it here.

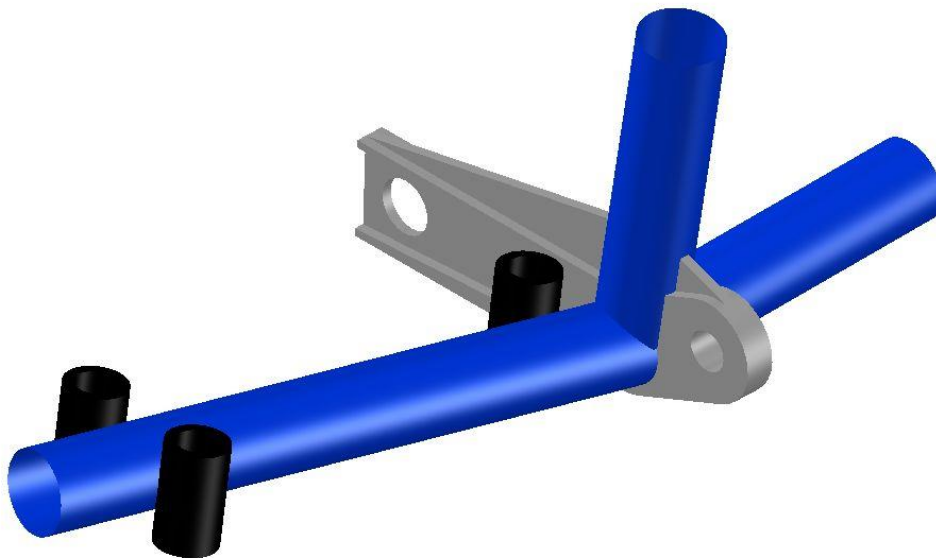
This month, an update from Charlie North on his J4M build.

Having previously built the top of the cabin as well a numerous other small assemblies, which came out accurately, which is a blessing because it will allow for an easier task of building the wings.

Over the past month I got started on the lower fuselage, beginning with the very critical lift strut attach points and then building forward to the firewall structure. All of these parts were built in jigs, which triples the construction time due in part to the added time needed to build the tooling. Again, this extra time is well worth it, if not to just have a better product in the end.

This part to me is a very thought-provoking part. The image below is a screen shot of the tube cluster where the lift strut and composite leaf spring mount. Nothing complex but as I machine the actual parts that once ready will be welded into these sub-assemblies.

Even though the brackets have a 10:1 overbuild, my mind keeps going, "All the lift loads are going through here, this part cannot be allowed to fail." It is kind of interesting how many stressed parts I have made in my life, but for now these have my attention.



Here is the drawing being turned from an image on screen into an actual part.



Here is this cluster being fitted into the carry-through tube.



Next part is building the firewall structure. This stage has the engine mount pickups all welded in and the cross tubes are being fitted.



And the firewall structure assembled with the forward lower fuselage. Not all tubes are there yet; this is far from done.



I expect I will have more to show a month from now.

A build project for the chapter?

Chapter 968 was recently presented with a donated Long-EZ that was most of the way through construction when it went into long-term storage. Many years of this storage were outside in the sun. Who knows just how far we can go with this, but it is a composite aircraft project for our members to get their hands dusty with.

This plane was on a trailer at our last meeting, but it was a rainy night and no time for discussion due to our presentation of Doug Stewart's program, so few people saw it. For the time being the plane is again being stored outside till we determine what and where the chapter wants to go with this project.

(photos next page)



What's Coming Up Around the Region

Plenty of flying season left! Events listed are in New England and New York State, with our chapter's highlighted in **red**. We've also included a few events farther afield. Details for most events are available online. If you need help finding info, or want to fly out to any as a group, let us know at EAA968@vermontel.net. Also, if you know of an event not listed here (or see incorrect information), send notice to the same e-address.

Vermont EAA chapter events

- 9/30 **EAA 1576 Young Eagles Rally** (Caledonia Airport, Lyndonville—KCDA) [rain date 10/1], 9:00-2:00
- 10/3 **EAA 968 Presentation by Brian Linder on Vermont aviation incidents** (Rutland Regional Airport—KRUT), 5:30 p.m. ****RSVP Required****
- 10/4 **EAA 613 Fly-In** (Morrisville-Stowe Airport—KMVL)
- 10/7 **Airtoberfest** (Morrisville-Stowe Airport—KMVL) [rain date 10/8], 9:00-3:00
- 10/14 **EAA 968 LEAF-PEEPER FLY-IN and pancake breakfast** (Rutland Regional Airport—KRUT), 8:00-noon+
- 10/22 **EAA 613 Poker Run** (cards at KCDA, KMVL, KMPV, KRUT—end at KFSO [Franklin County Airport, Highgate] by 1300)
- 11/4 **EAA 968 WINGS Program: "Winter Operations"** presented by John Wood (Rutland Regional Airport—KRUT), 9:00-11:00 ****RSVP Required****
- 11/5 **EAA 1375 Airport Open House** (William Morse Airport, Bennington—KDDH)

Other Vermont aviation events

- 9/27 **"Manufactured in Vermont" trade show**, incl. Aerospace & Aviation sector, Champlain Valley Expo Center (Essex Junction), 9:00-4:00
- 10/20-22 **LightHawk Fly-In** (Basin Harbor, Vergennes—B06), 5:00 p.m.-10:00 a.m.

Out-of-Area fly-ins, events, and shows

- 9/28 **WINGS Program: "Fly by Night,"** AOPA Air Safety Institute Free Seminar (Executive Court Banquet Facility, Manchester, NH), 7:00-9:00 p.m.
- 9/29 **WINGS Program: "Mid-Air Collision Avoidance & MOA Familiarization"** (Concord Municipal Airport, Concord, NH—KCON), 11:30-1:00
- 9/30 **Wings4Wishes Fly-In** benefiting Make-a-Wish Foundation (Old Orchard Beach, ME), beach runway open 10:30-2:00, event 10:30-5:00
- 10/5-9 **WAD Wentworth Aerodrome Fly-In**—a large gathering of taildraggers with numerous fly-outs and activities (Wentworth Aerodrome, Wentworth, NH—NH96)
- 10/6-7 **AOPA Regional Fly-In** (Groton-New London Airport, CT)
- 10/7 **EAA 1314 Keene Fall Foliage Fly-Mart** (Keene Dillant-Hopkins Airport—KEEN), 10:00-3:00
- 10/7 **Annual Cruz-In/Fly-In** (Millinocket Municipal Airport—KMLT) [rain date 10/8]
- 10/13-15 **RAF Fly-In & Camp-Out** (RagMuff Airfield, north Maine Woods)
[<http://theraf.org/civcrm/event/info?reset=1&id=325>]
- Ongoing: **Old Rhinebeck Aerodrome** (Red Hook, NY) airshows, events, and museum, May–October. Schedule at <http://oldrhinebeck.org/events/>. Fly-ins by permission only

Recommended reading

The Last of the Bush Pilots, by Harmon Helmericks. A fascinating account of life in the arctic during the development of air travel, and the pilots who opened the frontier. Amazing feats of flying under conditions few of us can imagine.

Chapter Accessories

Available at meetings or events. Send a check to EAA Chapter 968 to Gary Joseph, Treasurer, P.O. Box 401, Ludlow, VT 05149, or cash/check in person.

GMF logo (embroidered)



Leaf-Peeper (screen print)



GMF logo (embroidered)



Leaf-Peeper (screen print)



Hats \$20 • Apron \$12 • Short-sleeve T-shirt \$15 • Long-sleeve T-shirt \$18

Green Mountain Flyers, EAA Chapter 968

Rutland–Southern Vermont Regional Airport (KRUT)

1002 Airport Road, North Clarendon, VT 05759

e-mail: EAA968@vermontel.net

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

Jim Shires, President

Charlie North, Vice President

Carolyn Haley, Secretary

Gary Joseph, Treasurer

Young Eagles Coordinator, Jennifer Jacob

Newsletter Editor, Carolyn Haley/Charlie North

Website Manager, Mark Jacob/Carolyn Haley