

THE PLANE PAPER

A PUBLICATION OF THE
RHODE ISLAND PILOTS ASSOCIATION

644 Airport Road, Warwick, RI 02886

<http://www.RIPilots.com/>

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PRESIDENT'S CORNER

Happy Holidays!

Please join us at the Holiday Gala at the Quonset "O" Club, December 10, 2005. This will be a great time.

Congratulations to Bill Weedon, our new incoming President. And come to the January dinner meeting and support Dan Scanlon, our 2005 Airman of the Year.

Looking forward – we will be seeking nominees for the Wright Brothers Master Pilots Award. If you are aware of any pilot with 50 years of flying experience, please contact Bill Weedon with your nomination.

Happy Holidays, Paul Carroll



HANGAR FLYING

Trip to Mt. Washington Regional (Santa's Village)
By Bill Weedon

This is a report about our recent family trip to Mt. Washington Regional (HIE) in Whitefield, NH with my wife Deirdre and two kids (Cara 4 and Robert 2) on Nov. 25 (my daughter's birthday) to visit Santa's Village. I thought I would write about the airport, which would

seem to make an excellent fly-in destination, and our experience for any arm-chair pilots who don't get to fly as often as they would like. Our goal was to spend the day at Santa's Village, which is only about a 10-minute ride from HIE.

The airport HIE has a newly paved runway that was recently extended from 3400 to 4000 feet. In fact, construction had just completed. The localizer was still INOP due to construction, and the runway lights were connected but not yet tested. Bruce the airport manager was an excellent host. The airport "terminal" was an interesting post-beam structure built by the carpenter's guild in 2000, featuring a sculpted "saw" and "arrow" in the upper beams. The strangest thing I noticed is that there is no fence around the airport, which is unusual in post-911 times. The airport has a courtesy van, but they don't pay the liability insurance in the winter. So we had pre-arranged a Ford Taurus rental from North Country Ford, which cost \$25 per day, with an additional \$25 pickup/delivery charge.

I got the distinct impression that the airport is mostly underutilized, even in the summer time. They extended the runway to get corporate jets in. But according to Bruce, that is mainly to serve two country-club resorts in the area. The problem is that there is no restaurant within walking distance, and it is difficult to get transportation. Honestly, there is not really a lot there in the way of city life – just a bunch of beautiful mountains and scenery. So if you go there on a fly-in, it would be best to bring your own food.

We took off out of Quonset at around 10am in my 1963 BE-55 N5AN. Although it appeared to be a nice VFR day, we filed IFR just in case. I always like to fly IFR on long CC flights both for weather and airspace reasons. The main airspace complication is that HIE sits right smack in the middle of the Yankee-1/Yankee-2 MOA. Fortunately the MOA was not active that day. I filed KOQU-PUT-V151-GDM-LEB-KHIE at 8000' (Mt. Washington peaks at 6374 feet!), and that is exactly what they cleared us for. The flight took about one hour and ten minutes each way averaging 175 knots with little wind to speak of.

Continued on page 2



HANGAR FLYING cont.

The airport sits at an elevation of 1074 ft, and boasts both LOC and GPS/RNAV approaches to RWY 10. The ASOS that day was calling for 2500 SCA with a ceiling of 3000 ft (that's AGL, not MSL, right?). Good thing we filed IFR. Actually, I probably could have found a hole in the clouds and landed VFR, but why scud-run in unfamiliar mountains when you have an IFR ticket. So about 15 miles south of the airport, the controller cleared us GPS 10 approach, to cross the LIDOW IAF at or above 6000'. After a crossing LIDOW outbound, we executed a procedure turn and crossed LIDOW again inbound at the published 4800, and broke out at around 3500 (that's 2500 agl) near the FAF ELJUM. There was about a foot of snow on the ground, but fortunately the runway was plowed. We reached Bangor radio from the ground on 122.4 clear as day to close out the IFR flight plan.

We had a great family day with the kids at Santa's village, aside from the usual kid behavior. We were only at the park for about 2 hours, but it seemed like the longest 2 hours on record due to my son Robert's screaming and whining! I don't think the kids quite appreciate that by flying we avoided about 8-10 hours of driving. Or the fact that most families don't have planes and can't take 1-day vacations to exotic places. But someday they will, and hopefully they will remember the great places that we took them.



Pix/Bill W

HANGAR FLYING

FLY TO LUNCH BUNCH

On November 20th, a beautiful Sunday, the "Fly to Lunch Bunch" ended up in Chatham, MA for breakfast and conversation. Two Bonanza's and my much slower Skyhawk carried seven of us to CQX. The visibility was great with a westerly wind. Present from left to right are: Dick Ciolfi, Tony Palumbo, *my empty seat*, Jan Mowry, John Haze, Nick Barone and Paul Carroll's backside



Pix/FrankO

On November 27th, the "Fly to Lunch Bunch" flew out to Brookhaven Airport, Long Island for another meal. The weather was 5000' overcast with 2500' few over the eastern end of Long Island and silky smooth all the way. Three aircraft and nine people made the trip. From left to right are: Hector Girouard, Paul Carroll, Buz Sawyer, Rene Cardon, Tony Correia, Dave Czerwonka, Frank Oliveira, Brandon is also a student pilot (Dave's friend). Jan Mowry took the picture. If anyone else would like to join us on these last minute journeys, they can call Frank, weekend mornings, @ 401-474-7687 for a destination.



Pix/FrankO

NOTAMS

RIAC General Aviation Committee Meeting

11/23/2005

Two thing of interest from the meeting yesterday:
For the past four months, the five outlying GA airports have been operating in the black!!! And one month during the summer each of the five was profitable. That is great news and a tribute to Hawthorne and Steve Tibbetts' management. Now, instead of being poor cousins who sucked money from our parent, Green, we are providing to the general well-being of RIAC. That should make it easier to get more capital money for much needed improvements. The board realizes that the outlying airports do not present a good image of RI.

If federal funds are available, runway 5-23 at SFZ will be rebuilt next summer. That's the good news. The bad news is that it will be out of service for 2-3 months. That presents crosswind landing challenges during the summer, particularly for taildraggers. I raised the question of reopening the grass runway to the west of 5-23. While the idea was not met with open arms, because of the number of taildraggers based there RIAC agreed to investigate the matter. Their concerns are the cost to make it suitable for use and the additional liability concerns, both of which are valid. I will keep you advised.
Thanks, Don Pillsbury pills@verizon.net

BOARD MEETING

It seems to be a very busy season for members of the board. Regulars, Dan, Korrie and Frank, had work obligations and Rene had a family commitment so Bill, Paul, Marilyn and Dee were joined by Walter, an observer, to carry on.

Our main concern was the Holiday Gala. We are still short of the minimum and urge members and friends to let Dan know that they are attending.

Nominations for the FAA's Wright Brothers Award have to be submitted at the beginning of the year. We have three names but want to make sure that all eligible candidates are represented.

A tentative list of guest speakers was proposed. January – Tom Lafen or RIAC for an update; February –Flying the VFR corridor (a safety seminar); March – Ken MacDonald; April – Our tour of New Zealand (Paul Carroll); May – Airport tour (very well received last year) June – Wright Brothers Award; September - Sandie McDonnough?; October –AOPA(haven't heard from them in a while) November-Controller from Boston tower. Your suggestions are always welcome.

EVENTS

Directions to the Quonset "O" Club

200 Lt James Brown Rd, North Kingstown, RI 02852
phone 401-885-2320

-Off route 95 south, merge onto RI-4 south toward North Kingstown

-Take the RI-403 exit- EXIT 7- toward N. Kingstown/Quonset Pt.

-Turn SLIGHT LEFT onto RI-403 south/Davisville Rd.

-Continue to follow RI-403 South. onto ROGER WILLIAMSS WAY

-Turn LEFT onto Commerce Park Rd.

-Turn RIGHT onto Callahan Rd. Callahan Rd becomes LT James Brown Rd

FLY TO LUNCH BUNCH

The group has once again started its adventures to exotic eateries around the area. These excursions are very impromptu, depending mostly on weather conditions. If anyone would like to join us on these last minute journeys, they can call Frank Oliveira, weekend mornings, @ 401-474-7687 for the destination

THE COMING YEAR

Rene Cardon, Events Chairman, and the Board of directors will be working on a calendar of events for the coming year. Our more popular events will be included along with some new possibilities. A tentative calendar should be ready by January.

The events committee, like all the other committees, is always looking for members to give a hand. The benefits are a good time and a stronger association.

We are very fortunate to have as incoming board members, Bill Weedon and Beth Tetreault. They are sure to bring fresh ideas into the association. Beth and Bill are both in positions to keep us updated on events at the states two largest airports. Look forward to their suggestions.

Frank Sherman, will be assisting and replacing Gene Bielecki as Safety Seminar Chairman. Frank hopes to incorporate the more personal atmosphere of his very popular Memory Jogger Seminars into the FAA's regular Safety Seminars. After many years as RIPA's Safety Seminar Chairman, Gene has decided to take life easier. Thank you Gene.

Jan Miele and Frank Oliveira, Web Page Chairs, invite everyone to visit the site. RIPilots.com. has been revamped and will continue to improve.

SAFETY SEMINARS

Frank Sherman & Gene Bielecki remind you that RIPA Safety Seminars include coffee & donuts and door prizes.

Date: December 5, 2005, Monday, 7:00 pm

Place: Mary Brennan Conference Room – Terminal Building, T.F.Green Airport, Warwick, RI

Topic: CFI WORKSHOP

Speaker: Ken MacDonald, Regional runway safety Specialist will lead this discussion on runway safety issues, airport markings, and proper communications procedures. This program is specifically directed toward CFIs, but is open to all pilots.

2006 Safety Seminar Schedule

Wednesday January 25th,

Thursday February 23rd,

Wednesday March 22nd

Thursday April 20th.

Frank announces that the 2006 FAA Safety Seminars will be held in the Lincoln Council Knights of Columbus hall which is on route 123, Jenckes Hill Road, one half mile East of the main entrance to North Central Airport. *Pickups at SFZ can be arranged.*

To receive your Safety Seminar schedules online please subscribe by going to the following link: <http://faasafety.gov/>
Call Gene Bielecki, Pilot Examiner, for information 231 6229

CLASSIFIED ADS

Wanted: Aircraft Mechanic Trainees. Up to an \$8,000.00 cash bonus, the Montgomery GI Bill and Kicker, plus a Student Loan Repayment Program, limited time only, don't miss this opportunity. The RI Air National Guard has several openings for C-130 Crew Chiefs, Aerospace Propulsion Technicians, Avionics Technicians, Fuel Systems specialists, plus more. Paid technical training, travel, college education, and retirement benefits. - For more information contact Col Matt Dzialo or Capt Ron Cloutier at (401) 886-3549

FOR SALE: Ocean State Oil is offering current members a discount on AEROSHELL(cases & drums). SHELL Flight Jacket, plane care products are now available. 1339 Davisville Road, Quonset 1800 554 4557

Free Classified ads of current members for aviation related items.

Marilyn Biagetti: 568 3497, Fax: 568 5392, email biagettim@cox.net

SCHOLARSHIP

Got this note from the Sumner's, the family of one of this year's scholarship winners. Nice to hear how our efforts are appreciated. Editor

Dear RI Pilots Association!

WHAT MORE CAN I SAY?

Except..... Embry-Riddle has applied your generous scholarship to Matt's flight account. It helps greatly, since flight is paid up front and not in the tuition. Matt is a semester ahead of his peers and is enjoying school and has adjusted well.

We can't thank you enough for your generosity.

Sincerely,

*The Sumner's
Mike, his
Matt*

Airport Monitor

Jerry Scanlon sent this. I checked the site at the end of the article and found it interesting...Editor

AirportMonitor is a dynamic, interactive display of air traffic and flight information available on many airport Web sites. AirportMonitor tracks flights from approximately 100 miles from the terminal right down to the runway. View information such as flight origin, destination, aircraft type, altitude, and flight ID. AirportMonitor has a ten-minute delay and filtered information for security purposes, but replays with full flight information are available for the previous three months.

<http://www4.passur.com/bos.html>

FROM THE e-MAILBAG

Some members have asked about Glenn & Evie
Here is an Email from April and an update...

Glenn & Eveline Vetri gevetri@thedecagon.com

4/12/05

Hello There,

Was just thinking about you guys and the RIPA.
It's been a long time! Eve and I are currently in
Antigua, with the Maule. We are here for six months
and then return to the States for summer jobs.

This year we will be working in West
Yellowstone from May through October. Hopefully,
I'll get to do some back-country flying there.

Then in the Maule, back to Antigua from
November to May. The house can be seen on our
website, <http://www.thedecagon.com>. We have a
guest unit that tries to pay the bills :) and have been
doing this for three years now. We get people from
all over the world. It's pretty interesting.

Just got back from an overnight in Nevis. I want to
be the first into Monseratt's new airport after the
volcano wrecked the old one, but it probably won't
be done before we leave. It was supposed to be open
in October 2004 but this is the Caribbean. It's just
about to be open for service now.

We have flown as far south as St. Lucia and have
done the trek to Antigua three times so far. From the
States we pick up fuel in Great Exuma then
overnight in Provo. From Provo we then pick up fuel
in Puerto Rico and then on to Antigua. It takes us
three days most of the time because we overnight in
San Juan usually.

Is the gang still together? How are you both? (You
can probably tell that Ev is not writing this) Glenn &
Eveline

November 23, 2005 Hi there!

We are doing well. Just flew in to Antigua last week.
Lots of work to get situated here after 6 months. The
flight went well. Took a different route this year.
Instead of laying over in the Turks & Caicos islands,
we went down the Bahamas chain to Great Inagua.
Great place to stay overnight.

West Yellowstone was terrific. We did plenty of
hiking, and camping on our days off. We may be
going back next year. Did not finish all the camping
and hiking places yet. :)

Have a great Thanksgiving. Glenn & Eveline

*Cheryl Hanson send this to me, I thought you might
enjoy it.*

A 6 YEAR OLD WAS ASKED WHERE HIS
GRANDMA LIVED. "OH," HE SAID, "SHE LIVES
AT THE AIRPORT, AND WHEN WE WANT HER
WE JUST GO GET HER. THEN WHEN WE'RE
DONE HAVING HER VISIT, WE TAKE HER BACK
TO THE AIRPORT.

" I was working on my multi-engine rating at an
airport where the controllers had apparently grown
very familiar with the training schedule. While on
downwind in the Duchess with my instructor, I heard
this:

Controller: Bonanza 123AB you will be following a
Duchess on downwind ... he's about to lose an
engine

Clarity in communication...

ATC: N1234 traffic 1 o'clock, 6 miles.

N1234: Right ... uh ... we're in a cloud.

(short pause)

ATC: Then you won't see her.

N1234: Roger. Negative traffic, 234.

I was practicing night landings when another aircraft
departed the airport to the southeast. This is the
communication I heard between that aircraft and the
tower...

Departing Aircraft: Uh, Tower, N1234. Are you
talkin' to this traffic out here? He's headed straight
for us.

(short pause)

Departing Aircraft: Scratch that ... (timidly) ... we're
looking at a planet.



*This is the last newsletter for this year. I want to
thank you for your contributions, encouragement,
suggestions, support and even your critiques. They
all contribute to what, I think, was a good year. I look
forward to more of the same, especially, your flying
or aviation related adventures.*

*Rog & I wish you all a very happy holiday season
and hope you can join us at the Holiday Gala.*

EDITOR



MEETING NOTICE

Call **885 1196** or email RIPAcMAIL@AOL.COM by Sunday, December 4, 2005 to make your reservations.



Holiday Gala

December 10, 2005
"O" Club, Quonset Point

6:00pm Cocktails 7:00pm Dinner

Officer's Buffet: Steamship Round of Beef,
Chicken Piccata,
Shrimp,
Scallop & Crab Sauce, Penne Pasta, Salad, Dessert
& Coffee
Music, door prizes, bar

\$32.50 per person

Call: Dan or Dee
885 1196 Home
Office 7377902
Cell 5781414

Remit check payable to RIPA,
mail to: **Dan Scanlon, 1199 South Road,
East Greenwich, RI 02818**

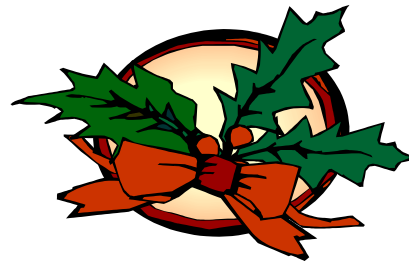
PLEASE CALL TODAY!!!!!!

Members wishing to fly into OQU can call any Board Member to arrange transportation to and from the event.

President: Paul Carroll – 861 1830, AMPRINTRI@AOL.COM
V President: Bill Weedon - 474 8082, WHW@appliedradar.com
Treasurer: Daniel Scanlon - 885 1196, F1212@aol.com,
Secretary: Korrie LaBrie - 345 4548, korrielabrie@hotmail.com
Corr Secretary Marilyn Biagetti – 568 3497, biagettim@cox.net
Website: <http://www.RIPilots.com/> Email: RIPAcMail@aol.com
Group: ripa@yahoo.com



EVENTS SCHEDULE



December 10 - **Holiday Gala**,
Quonset "O" Club
Reservations needed

27 - **Board Meeting**, PVD
Hangar #1, 7:00pm

January 10 - **Dinner Meeting**
Airman of the Year Award

31 - **Board Meeting**, PVD
Hangar #1, 7:00pm

February 14 - **Dinner Meeting**

28 - **Board Meeting**, PVD
Hangar #1, 7:00pm

March 14 - **Dinner Meeting**

28 - **Board Meeting**, PVD
Hangar #1, 7:00pm