

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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PRESIDENTS CORNER

I attended the House Finance Committee hearing on House Bill 7950 relating to taxation. This bill is intended to raise enough taxes to offset the financial deficit in which the State of Rhode Island now finds itself. One of the components of this bill is a repeal of the sales tax exemption for aircraft, aircraft parts and supplies. The National Business Aviation Association, AOPA, the Rhode Island Airport Corporation, and RIPA all testified in opposition. However, the voice that counts the most is yours, the voter.

This is an election year; let your legislator know that you oppose this legislation. The following links are for the contact data for the house and senate members. Write and let them know you'll show your approval or disapproval of their stand on this bill with your vote this November.

<http://www.rilin.state.ri.us/comments/sheehan/contact.asp>

http://www.rilin.state.ri.us/Documents/Representatives_2007_2008.xls

See you at the April 8th meeting.

Beth



HANGAR FLYING

Weekend Flying

Hello everyone. The SFZ "Fly to Lunch Bunch" has pretty much been grounded for the last four weekends in a row. Mother Nature has not been kind to us. Between the rain, snow, wind and generally poor VFR weather, I have little to report. We all missed the annual St. Patrick's Day Brunch on Block Island this year because of marginal weather and high winds.

The good side of this story is that we still have been active just the same. We have been driving to an assortment of different local restaurants for the same hanger flying sessions while sharing lunch together. As always, good times were had by all.

Last weekend the weather gods gave us a break. Some of us got to fly again, so a few of us got to try out the new restaurant at Westfield, Barnes (BAF). It's called "The Runway Restaurant" and it is in the new terminal building. I can tell this will be one of our favorite stops. The fuel prices are also relatively low at BAF.

We all have altituditis and pray for the weather to get better. With the arrival of spring, we hope to start flying again and hope for a few new folks to join us. Remember to contact Rene Cardon or myself for last minute details on Saturday or Sunday mornings or you can always meet us at Skylanes Flight School around 10 am.

Hope to see you soon.

Frank Oliveira



Charlestown Airport WWII

MEETING MINUTES

Dinner Meeting
March 9, 2008

Beth Tetreault called the meeting to order at 7:00pm at Chelo's in Warwick, RI. There were 35 members and friends present, After the Pledge of Allegiance a moment of silence was observed for past members and service men over seas.

Dan Scanlon, Treasurer, reported that there was \$3110.13 in the General Fund and \$241.42 in the Scholarship Fund. The report was accepted.

The Secretaries report was accepted as published in the Plane Papers.

Marilyn Biagetti, Scholarship Chairman, reported that the applications were distributed to the committee and they should be able to present the awards at the May dinner meeting.

Upcoming work at the RI airports includes:
Extending Taxiway M at Providence
Fencing at North Central and Block Island
New terminals at Quonset and Block Island.

There will be a mailing for the Twenty week Club tickets at the next Board Meeting on the 25th. Volunteers are appreciated.

Frank Oliveira, Web Master, has added a classified ad page to the website.

Howard Rowland asks members flying to Oshkosh to join the Cessna's 2 Oshkosh fly in.

Door prize winners include Kathy Kelly, Richard Ciolfi, Tony Rappa, Jim Terry, Gabe Laurienzo, Sally Terry, Kim Elin, Roger Biagetti, Bud Elin, and Jan Sherman,

Ron Smith won the special drawing for the Scholarship.

The meeting was adjourned

Richard Gould gave a presentation on flying in Hawaii.

Respectfully Submitted
Marilyn Biagetti Acting Secretary



EVENTS

Fly-In & Drive-In Annual May Breakfast
At Quonset Air Museum Sunday May 18th, 2008
8:00a.m. to 2:00p.m. Admission: \$10 Adults, Children 6-12 - \$5

Rhode Island Civil Air Patrol Golf Tournament will be held Sunday May18, 2008 at the Cranston Country Club. For more information call 401 737 8490. Courtesy of response is requested by May 1, 2008 to guarantee placement.

Cessnas 2 Oshkosh

A mass arrival of 75 Cessna aircraft into Oshkosh's EAA AirVenture.

- Camping under your wing at Cessna Base Camp.
- A week of camaraderie and celebration, including BBQ dinner, movies and more. Come join us...

To register and for the schedule of formation flight training clinics:

Visit www.cessnas2oshkosh.com, or

Send an email to Info@cessnas2oshkosh.com.

CLASSIFIED ADS

WANTED: a used Garmin 296/396. Please call Don at 885 9740.

Beech BE-55 Baron for sale. 9869 TT, 202 SMOH/760 SNEW. GAMI injectors, Air Wolf remote oil filters, leather seats, 136 gallons fuel, century III AP, KLN-94 GPS, HSI w/slave compass, 70 A alternators, deice boots, Whelan strobes, EZ-heat engine preheaters, NU-lite panel lights, speedslope windscreen, plumbed for oxygen, complete logs, fresh annual, more. Asking \$94,995. Listed with Tsunami Aircraft Sales, Westerly. Contact Bill Weedon 401-474-8082.

FOR SALE: 1976 CESSNA 172M: 4804 TT, 1893 SMOH, IFR, NDH, Complete logs. Strong engine. Well maintained. Hangered. Nice paint & interior. Much better than the average SKYHAWK. To many options to list here. For details & pictures: <http://www.ripilots.com/classified/172.pdf> \$55,000. e-mail: frank172@cox.net Week Days: 401-787-2338, Evenings: 401-727-2580

FOR SALE: Ocean State Oil is offering current members a discount on AEROSHELL(cases & drums). SHELL Flight Jacket, plane care products are now available at 123 Ocean State Dr. No. Kingston, RI 02852 1800 554 4557

Free Classified ads of current members for aviation related items. Marilyn:568 3497,Fax:568 5392, email biagettim@cox.net

Stuck in the Mud in Chicago

When I run into pilots and other friends that I haven't seen in a few weeks, I'm often asked, "have you done any flying lately?" I enjoy writing about flying for one because it avoids having to repeat the same thing over and over again to different people. I can just point to the Plane Paper and say, "read about it!"

I wish that more RI pilots would write about their flying experiences each month, good or bad. I think there are a lot of "armchair" and active pilots out there who love flying that would love to hear about your experiences, good or bad. A lot of pilots don't fly as much as they would like, or don't go as far as you do, and would love to know about your experiences. For example, I have heard verbal versions of trips to Alaska, San Francisco, Nassau, etc, but would love to read about it. Don't forget we have a lot of RIPA members who don't go to meetings, but still read our paper. A year or two I wrote about a real engine failure that I had in my Baron while flying cross-country to Los Angeles, at night over an 8000' mountain. I hope that someone would not be reluctant to share a bad experience that one had, that others could potentially learn from, for fear that it would make them look like a bad pilot.

This week I was able to combine a business trip with a detour for pleasure to visit an old friend – which is really the only way I can justify the cost of flying around in a big airplane. I got up at 5am Thursday for a 7am takeoff out of Quonset down to Washington Dulles, which was about a 2 hour flight. After doing business all day in the DC beltway, I took off around 7pm for Dayton, OH, another 2-hour trip to visit a customer. I like flying at night or early morning because it allows me to get a full days work in, without "wasting" the day in a plane. It also avoids sunburn up there in the cockpit or having to "fly into the sun." 15 minutes out from Dulles I was over Martinsburg (MRB) and I did the usual subconscious feel around my pants for wallet, keys, blackberry (phone) – OOPS! "Uh approach, 421SE request ... I need to do a 180 and head back do Dulles, I think I left a cell phone behind." Fortunately I found my \$500 phone in the rental car – it had fallen off my belt. But that detour took a couple of hours by the time approach was able to turn me around, vector me back to 19R for an approach, taxi back in, fuel up, taxi across the airport to the departing runway (30), then climb back up to 8000'. It also cost me \$421.29 for 50 gallons of avgas, and another landing (\$18) and ramp fee (\$60), on top of the previous landing and ramp fees I had paid that day. The FBO was kind enough to waive the "handling fee" on top of the other fees, since I am a "based customer." Not to rant on about fees, but I discovered a whole new kind of fee that was charged this week only at Dulles, a \$75 "security fee" due to some round-table business conference. Fortunately, I didn't have to pay that twice!!!

I called the Wright Bros FBO at Dayton, OH in advance after I found my phone, and he was kind enough to wait around till midnight for me with a rental car and hotel lined up. The next day, I flew up to Defiance, OH to pickup a test pilot named Phil Kennedy (who knows Gary St Germain!!!) at TAS Aviation, "the best twin-Cessna maint shop" according to my Cessna broker, Jerry Temple. Phil is a retired DC9 captain who ferries and test flies airplanes for TAS, in his own words, to "keep him out of the bars." Phil and I flew to Boilingbrook/Clow (1C5) in Chicago, just west of Midway, and had some great laughs along the way. The plan was for Phil to fly my plane back to TAS for the annual, and I was going to play cards Friday night (which I did successfully, and managed to hang onto my wallet and pink slip ... there was some encouragement for me to put my aircraft pink slip on the table) with one of my best old college buddies.

Anyway, we landed at Clow. I had gone in there twice before with my Baron, and the runway seemed just a bit shorter and narrower with the C421. We turned off at the taxiway about $\frac{3}{4}$ down the runway, and all of the sudden we stopped. My right tire had gone off the taxiway ... never happened to me before! I pulled back on the yoke (that doesn't do shit in a heavy 421!), powered up the right engine, and managed to get back on the taxiway. Then I turned the corner to the parallel taxiway, and got the right tire stuck again. Then the left tire. Then the right one. The damed taxiway was just barely wide enough to keep both tires on the pavement. Fortunately, I didn't strike a prop, but in hindsight, I probably should have shut it down (at least after the 2nd or 3rd time getting stuck!) and had it towed into the "GA terminal" (a dying species in favor of highly priced FBOs). We managed to get to the GA terminal without further incident. Phil and I got out and looked at the plane, and he suggested that we wash the mud off the landing gear so it didn't get stuck in the wheel wells ... which was a good idea, and honestly I didn't think of that. A kind gentleman who apparently owns the maintenance shop next to the terminal (sorry I didn't get his name) brought out his 200 foot hose, and sprayed the gear off for us. I asked him when he was finished what I owed him, and he said "no charge!!!"

Bill Weedon

RIPA's sponsoring businesses



ROGER BIAGETTI EXCAVATING

eMAIL BAG

I landed at Washington Dulles (IAD) last Thursday and was charged a \$75 "Security Fee" on top of their usual \$17.79 landing fee and \$60 ramp fee by Landmark Aviation for a Cessna 421. When I asked about it, I was told that they were only charging the security fee for these two weeks due to a "Business Roundtable" meeting. Why do I need to pay for security for someone else's business meeting? Where do these fees end? It seems every time I land somewhere, they come up with a new fee. Why isn't AOPA taking any kind of stand on these increasing fees at certain public-use airports. Bill Weedon ASN Volunteer OQU/RI

From: inforequest@aopa.org
Sent: Monday, March 17, 2008
To: Bill Weedon

Hi Bill,

I called down to Landmark Aviation and asked about the \$75.00 security fee.

It seems they have some meeting down there every 3 months and have to increase security because of the dignitaries and such that are attending. I told them that I shouldn't have to pay for security costs that don't benefit me and that they should pass that cost on to the folks that are attending the meeting, not users of the airport. I told them I was going to fly into IAD but on second thought, I was going to fly into Leesburg Executive (JYO) instead.

I can understand fees (within reason) that help make the airport more self-sustaining, but to charge airport users for this sort of thing is absolutely ridiculous.

I will bring this to the attention of our airports department. Regards, Tom Zecha
Senior Aviation Technical Specialist
AOPA Pilot Information Center

Greetings all.

4th Annual Amherst Experimental Balloon, Hopper, Chariot, and Airship Rally
May 16-18, 2008 at Amherst MA (two hours by car West of Boston in the beautiful Connecticut River valley)

All builders, owners, and fans of experimental and ultra-light LTA aircraft are invited.

This is a small private non-profit event: no paid rides, no public audience, no muss, no fuss. Just experimental LTA and the people who love to build and fly them (as well as friends and families, of course.) This event provides both an opportunity to exchange ideas and experiences amongst builders and a chance to fly together.

For more information:

<http://www.xlta.org/regform2008.php>

eMAIL BAG

Compass Rose at PVD

Has anyone noticed that the arrow on the compass rose at PVD doesn't point north? Any idea why or the history? I asked the ground controller, and he told me that is the reason that they don't use that old compass rose anymore – because it doesn't point north. Did the ground shift??? The rose is located in the runup area (jet blast pad) at the approach end of Runway 5. I lined up on it while doing my runup to check my compass, and noticed that it points to 40 degrees! A bit off, eh, even for an Irishman on St. Patrick's day. Maybe it points to the great circle route to Ireland? Bill Weedon

I pursued this because I know that the 99's do many compass roses and I couldn't fathom that blunder. Also, many years ago the 99's asked to paint a rose at PVD but were denied.

Hi Martha Hope all is well with you and the rest of the gang... Thought this might pique your interest...

could someone answer this inquiry? Marilyn

Hi Marilyn: I have checked with the NE airmarking experts and have learned the following: (1) there is no record of the 99s painting a Compass Rose at PVD (2) Perhaps some RI pilots did the Compass Rose (3) Whoever did the work obviously made a mistake of 40 degrees. It would be fun to solve the mystery!! Happy Easter!! Martha

.Got this from a non member and possible future members and thought some one could help. I was unsuccessful in finding any info.

I am looking to find out more about the RI ACE Camp that Michael Zavada organized at the Quonset Air Museum in the summer. He's moved away from RI and I have received no response from the FAA's contact (Aviation Career Education Academy Program). I know it's not a direct association with the Rhode Island Pilots Association, however, I thought you or perhaps one of your members might be in the know. I have two sons who have been waiting patiently to be old enough to attend and I fear the camp is no longer in existence. Would you be able to help? Thanks for your time. I greatly appreciate it!

Best susancordina@hotmail.com]

Student Pilot: "I'm lost; I'm over a big lake and heading toward the big E."

Controller: "Make several 90 degree turns so I can identify you on radar." (short pause)...

Controller: "Okay then. That big lake is the Atlantic Ocean. Suggest you turn to the big W immediately .."

NOTAMS

BOARD MEETING

Beth Marilyn, Rene, Bill and Dan got together early to get the Twenty Week Club mailing put in the mail. Don Westberg dropped in to give us a hand on his way to a meeting upstairs.

After the reports and menu selection the topic for the FAA Safety Seminar at the dinner meeting was chosen.

The Scholarship Committee will meet to decide the award winners during April. Everyone reported that the choice will be difficult. The winners will be invited to the May dinner meeting.

Responses to the questionnaire were discussed.

Membership Chair, Jan Crouse, has been updating the mailing list for the newsletter.

The Wright Brothers Master Pilot Award

Applications will be available at meetings and applicants will be aided, if necessary, in completing these forms.

STAY IN TOUCH Join RIPA'S YAHOO Group. Go to www.Yahoo.com, select groups in column on left. Enter Rhode Island Pilots into the search. You can join once you've logged in.

Remember if you have changed your email address you have to change it at Yahoo Groups, also.

Last student pilot: "Unknown airpart with Cessna 150 circling overhead, identify yourself."

*Cessna 152: "Flight Level Three Thousand, Seven Hundred"
Controller: "Roger, contact Houston Space Center"*

Beech Baron: Uh, ATC, verify you want me to taxi in front of the 747.

ATC: Yeah, it's OK. He's not hungry.

Tower: "Alpha Charlie, climb to 4000 ft for noise abatement"

Pilot: "How can I possibly be creating excess noise at 2000 ft?"

Tower: "At 4000 ft you will miss the twin coming at you at 2000 ft, and that is bound to avoid one hell of a racket".

SAFETY SEMINAR

Date: April 8, 2008

Place: Chelo's in Warwick

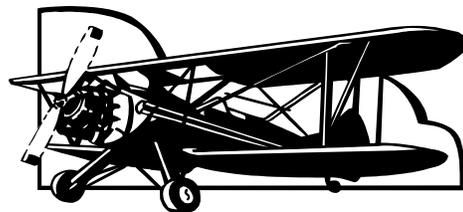
Time: After the dinner meeting 7:45

Topic: Do the Right Thing: Decision Making for Pilots

If there was one crucial skill that could cut your chance of having an accident by 75%, would you want to learn it? Do the Right Thing: Decision Making for Pilots takes direct aim at poor pilot judgment, the root cause of many -- if not most -- general aviation accidents.

In this lively two-hour seminar, an ASF professional presenter will reveal non-nonsense strategies for breaking the accident chain early, avoiding the really tough calls, and preventing small mistakes from becoming big problems. Then, using compelling interactive DVD scenarios, you'll have an opportunity to practice your skills by making choices for the scenario pilots as they contend with some all-too-real predicaments.

Caution: Some scenario scenes may not be suitable for non-pilots or nervous flying companions. We'll also cover: The three fundamental reasons pilots get in trouble, How to avoid being an ostrich in the cockpit, The value of priorities; beyond aviate, navigate and communicate, Why experience is not always the answer.



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MEETING NOTICE

THIS IS A SAFETY SEMINAR.

Make your reservations today by calling 568 3497 or via email at RIPAemail@aol.com by April 6, 2008.

Date: Tuesday, April 8, 2008

Time: 6:30pm Cocktails

7:00pm Dinner

8:00pm Meeting and Speaker

Place: Chelo's in Warwick

*Airport exit off Rte.95 to Post Rd south,
500ft on right*

Buffet of:

Baked Scrod, Meatloaf, vegetables,
potato, rice pilaf, and fresh baked
bread.

Mixed Desserts,

Coffee and Tea.

Price: \$20 per person

\$5 just coffee and dessert

PLEASE CALL TODAY!!!!!!

Feel free to join us by 8:00pm if you wish to attend just the meeting. There is a \$5.00 charge if you would like coffee and dessert.

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



104 East Ironstone Road
Harrisville, RI 02830

GUEST SPEAKERS

April– **FAA Safety Seminar**

Do the Right Thing: Decision Making for Pilots

Darleen Hoag will be there to talk about CAP and about the Golf Tournament.

EVENTS SCHEDULE

April 8- Dinner Meeting

April 8-13- Sun N Fun

April 29 – Board Meeting

May 13–Dinner Meeting

Scholarship Awards

May 16/18- Experimental Balloon, Hopper,
Chariot, and Airship Rally at Amherst MA

May 18 – Quonset Air Museum

May Breakfast

May 18 – RI CAP Golf Tournament

May 27 – Board Meeting

June 10– Dinner Meeting

Master Pilots Awards

July 28/ August 3 - EAA AirVenture at Oshkosh

August 12 – Beach Party Flyin

August – Gadabout Gaddis CampIn

September 9– Dinner Meeting

September 4/7– Greenville Seaplane FlyIn